

The Sizewell C Project

8.5 Transport Assessment Addendum Appendices 7A-10A Part 3 of 5

Revision:	1.0
Applicable Regulation:	**Regulation 5(2)(q)**
PINS Reference Number:	**EN010012**

January 2021

Planning Act 2008
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

SizewellC
Doing the power of good for Britain
EDF CGN

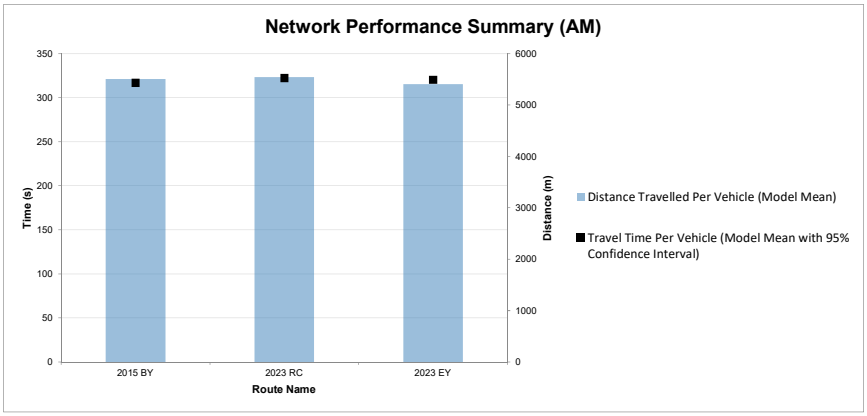
TRANSPORT ASSESSMENT ADDENDUM APPENDICES

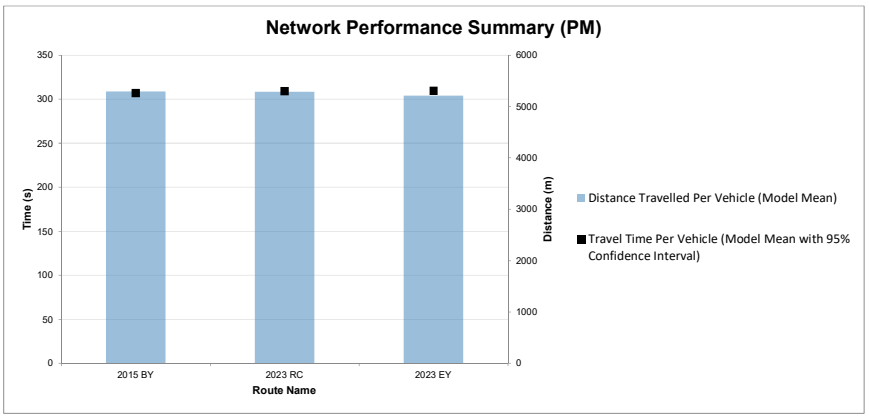
Documents included within this issue are as follows:

- Appendix 7A: Sizewell C Traffic Inputs
- Appendix 7B: Shift Patterns
- Appendix 7C: Other Additional Information
- Appendix 7D: Direct Bus Strategy
- Appendix 8A: Strategic Model LMVR Addendum
- Appendix 8B: SZC Traffic Flow Plots
- Appendix 8C: Journey Times Tables and Graphs
- Appendix 8D: Journey Times Variability
- Appendix 8E: Sensitivity Test All HGVs From A12 South
- Appendix 9A: Junction Model Results Summary
- Appendix 9B: Yoxford Vissim Model (Continued from Part 2 of 5)
- Appendix 9C: A12 Vissim Model
- Appendix 9D: Raw Junction Model Outputs
- Appendix 10A: Road Traffic Collisions

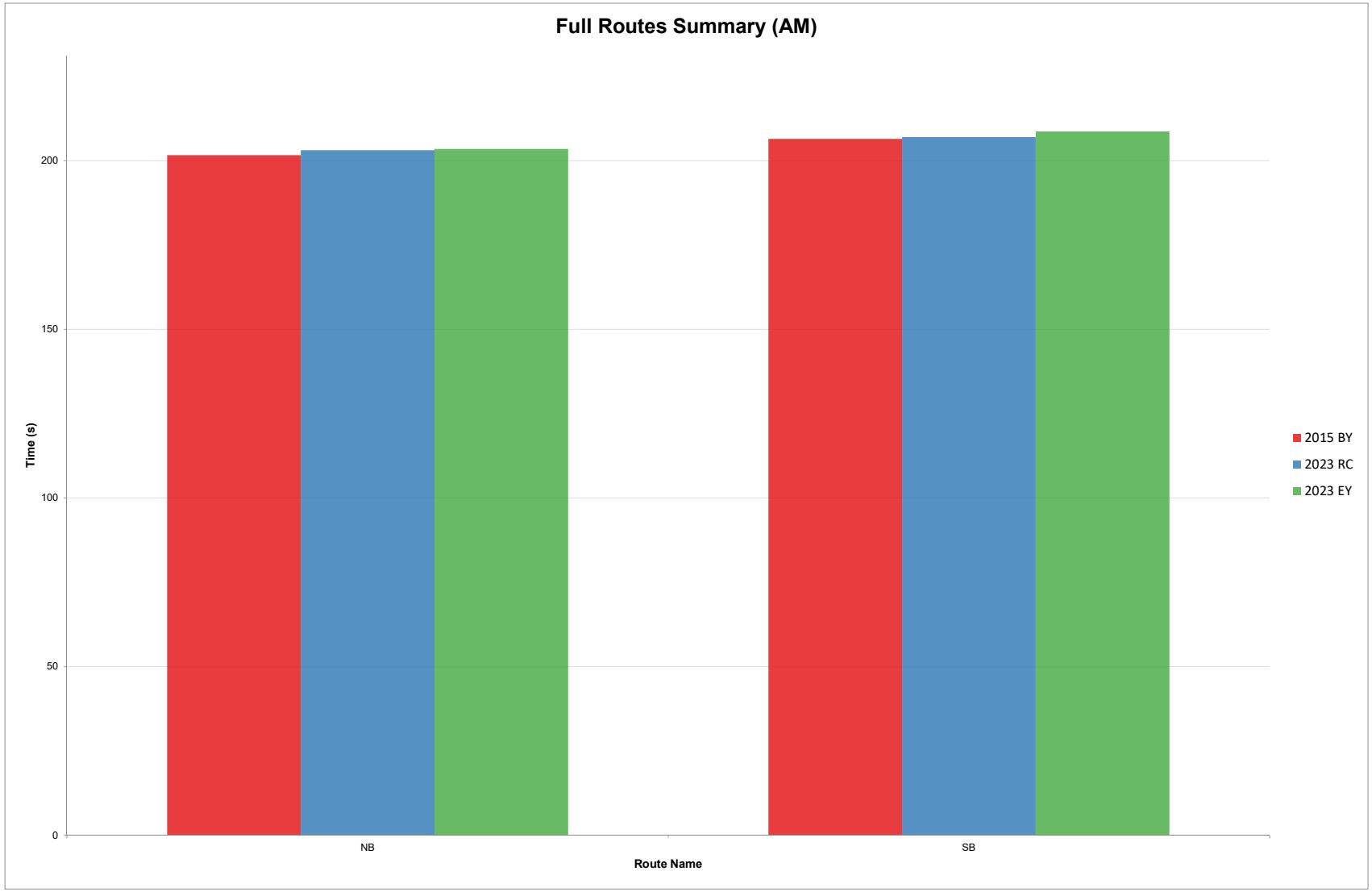
Network Performance Summary
2023

	2015 BY (AM)	2023 RC (AM)	2023 EY (AM)	2015 BY (PM)	2023 RC (PM)	2023 EY (PM)
Total Time Taken (s)	989514	1161272	1332257	1797945	2010877	2199047
Total Distance (m)	17192684	19960686	22488930	31020763	34406446	37033487
Total Vehicles	3124	3602	4159	5858	6505	7102
Total Delay (s)	87147	109403	137900	166614	195509	232980
Average Time (s) / Vehicle	317	322	320	307	309	310
Average Time (s) / Mile	93	94	95	93	94	96
Average Distance (m) / Vehicle	5504	5542	5407	5295	5289	5214
Average Speed (mph)	39	38	38	39	38	38
Average Speed (kph)	63	62	61	62	62	61
Average Delay / Vehicle	28	30	33	28	30	33

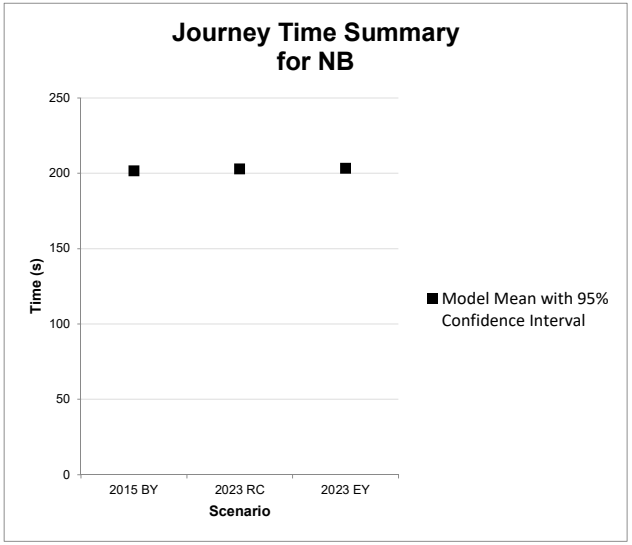


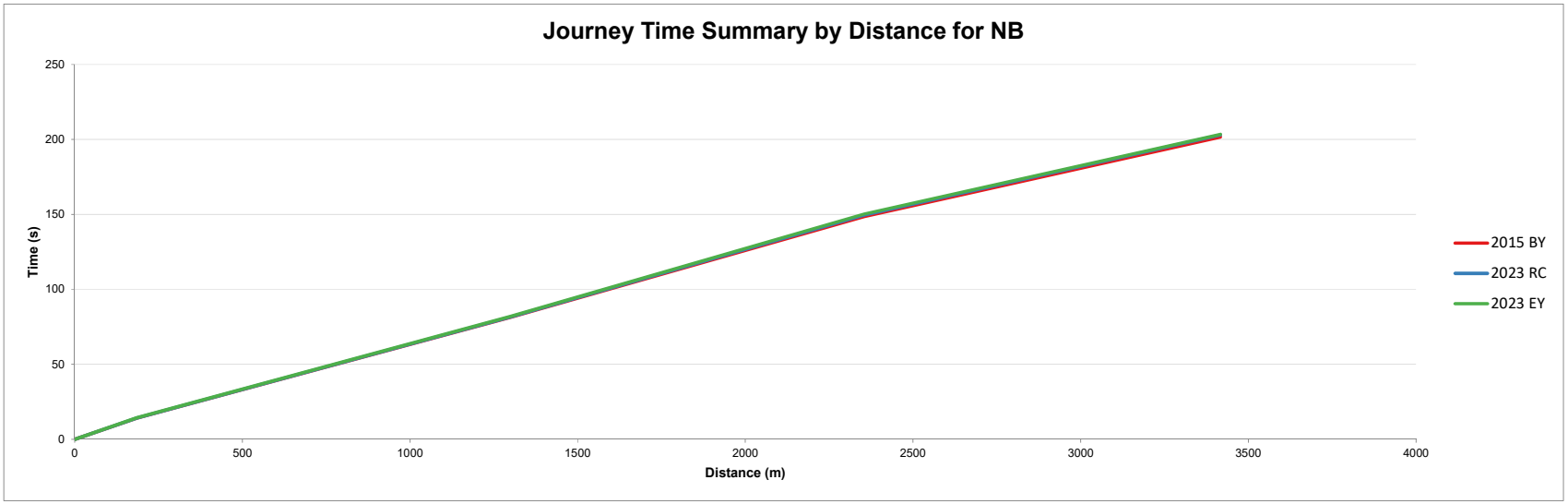


Journey Time Comparison Graphs
AM
06:00 - 09:00
2023

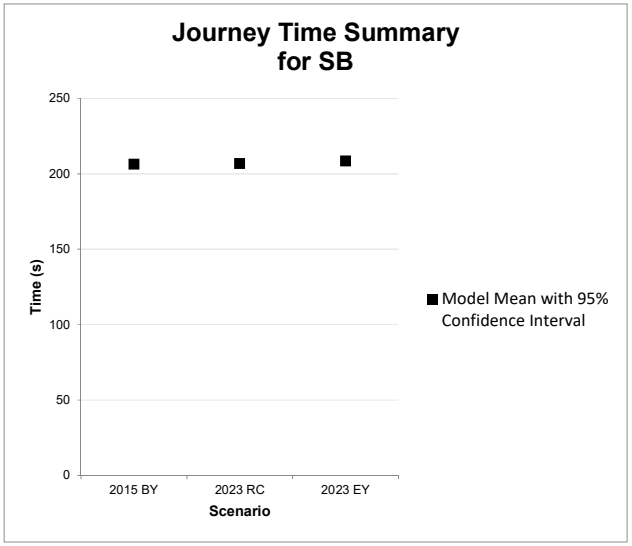


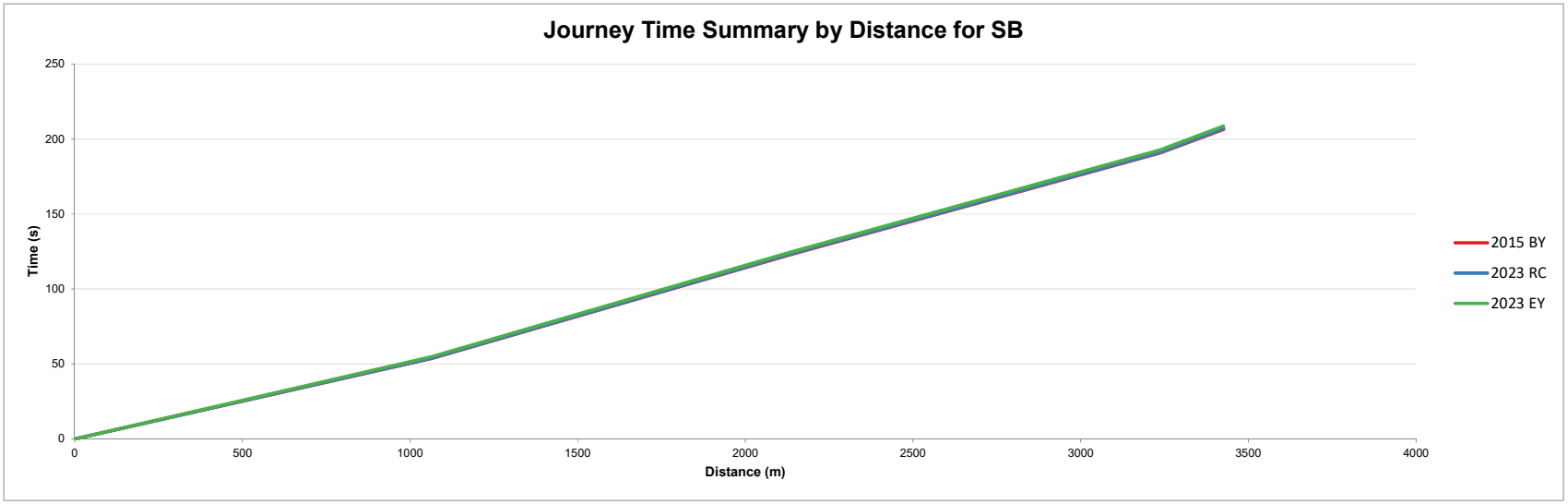
Journey Time Comparison Graphs
AM
06:00 - 09:00
2023



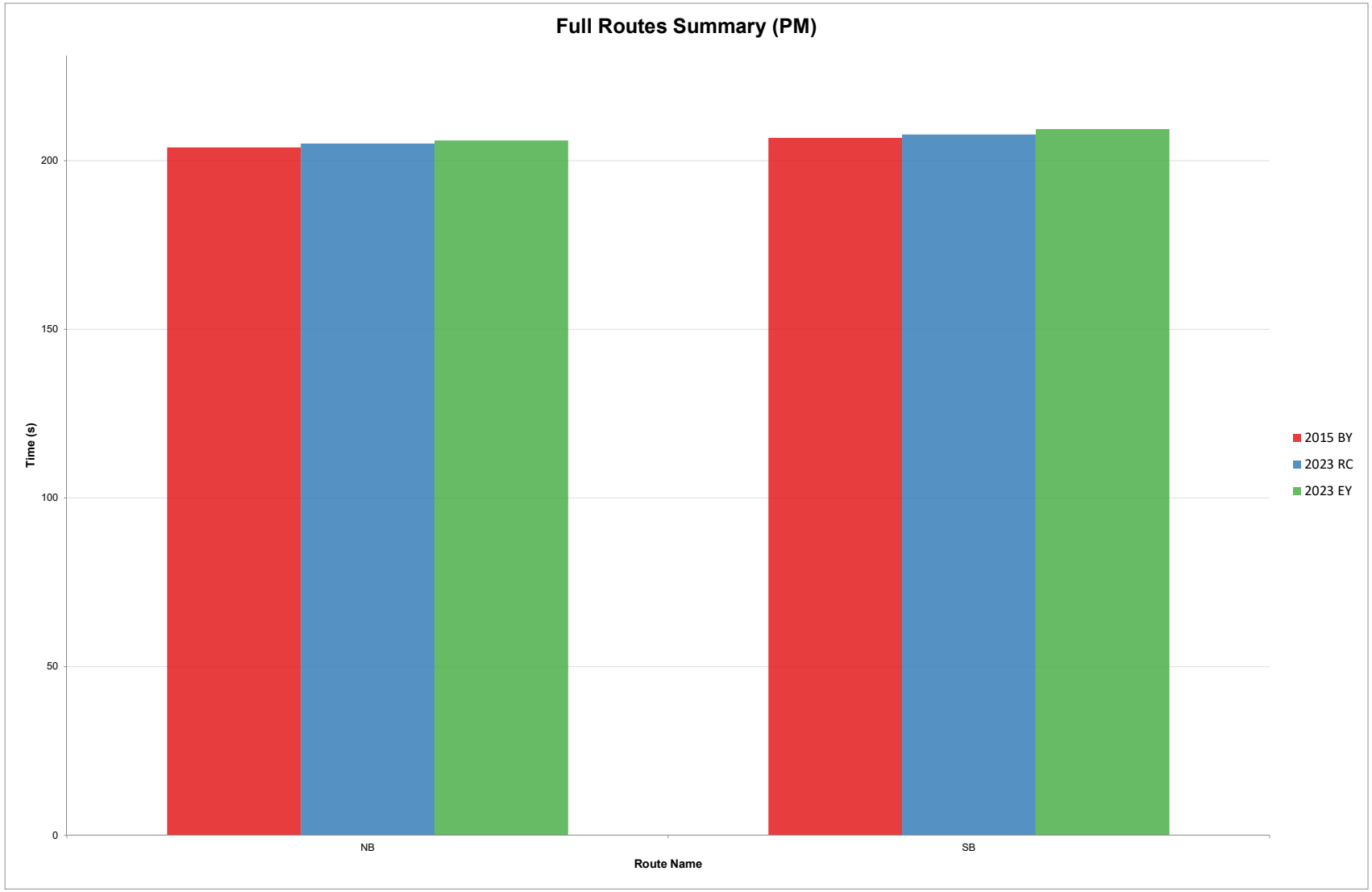


Journey Time Comparison Graphs
AM
06:00 - 09:00
2023

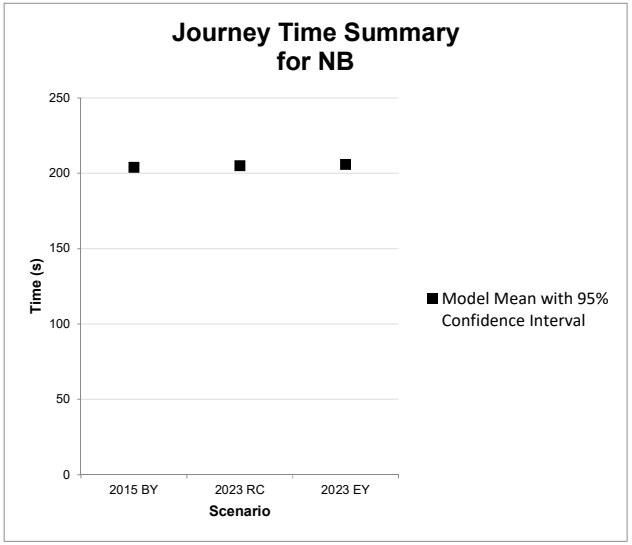


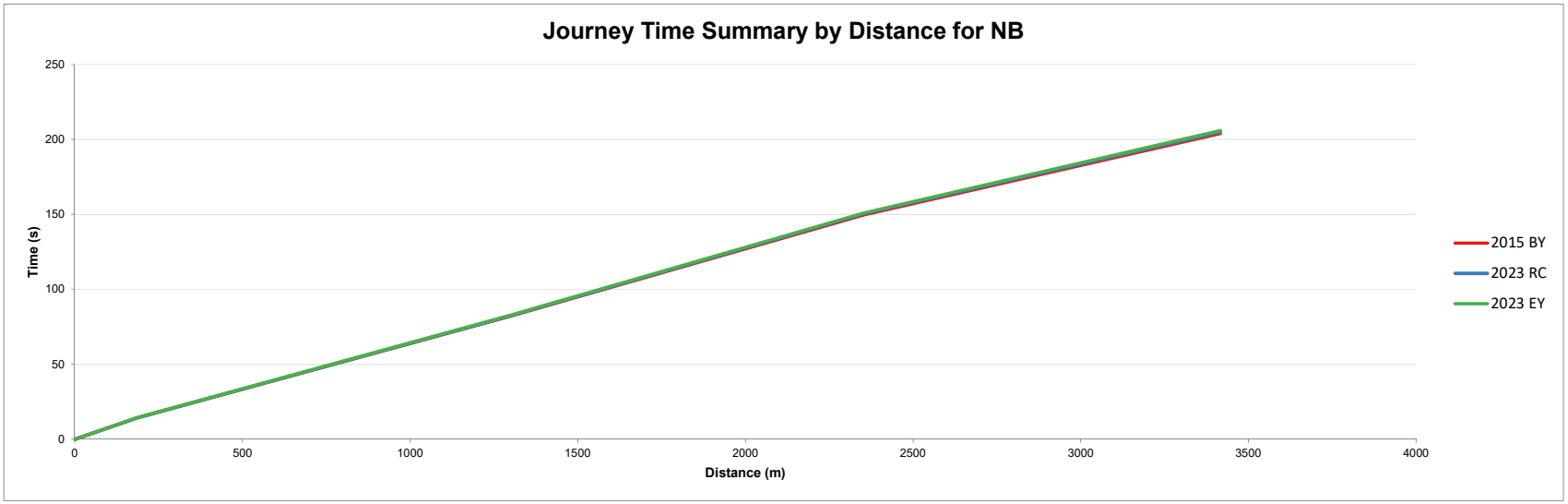


Journey Time Comparison Graphs
PM
15:00 - 19:00
2023

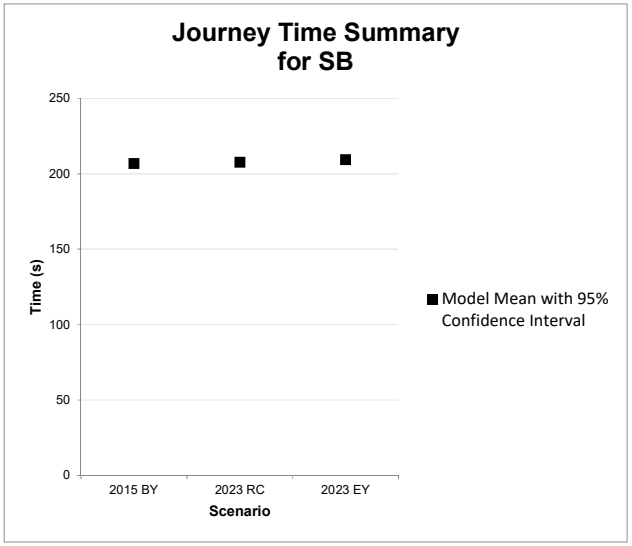


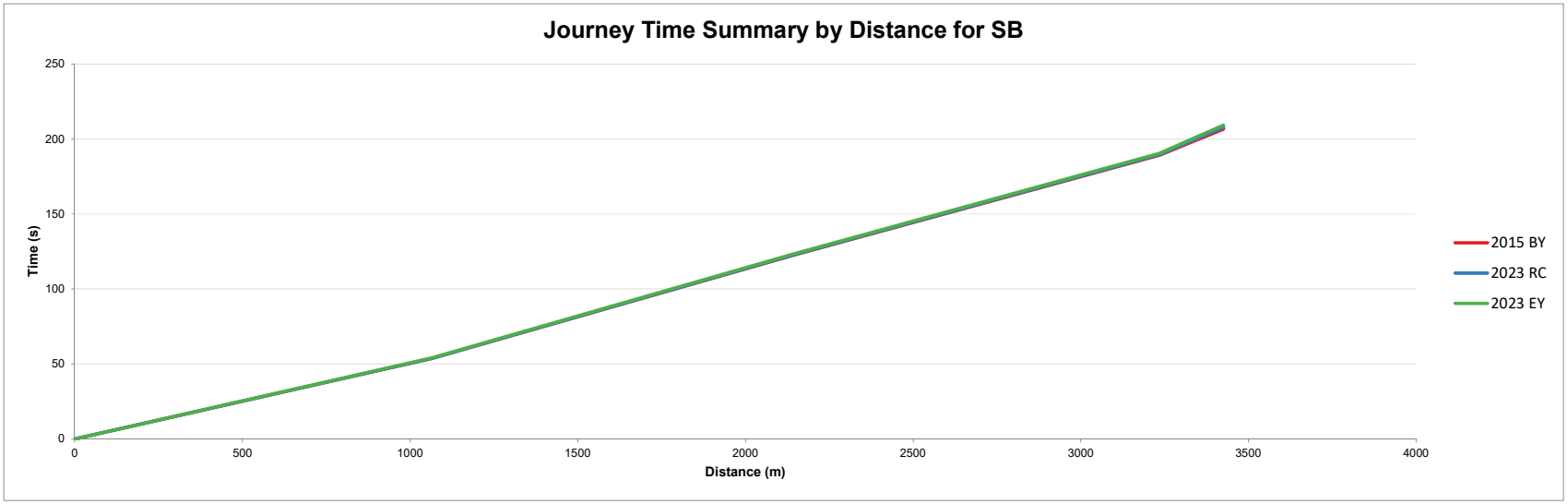
Journey Time Comparison Graphs
PM
15:00 - 19:00
2023





Journey Time Comparison Graphs
PM
15:00 - 19:00
2023





Journey Time Table
AM
2023

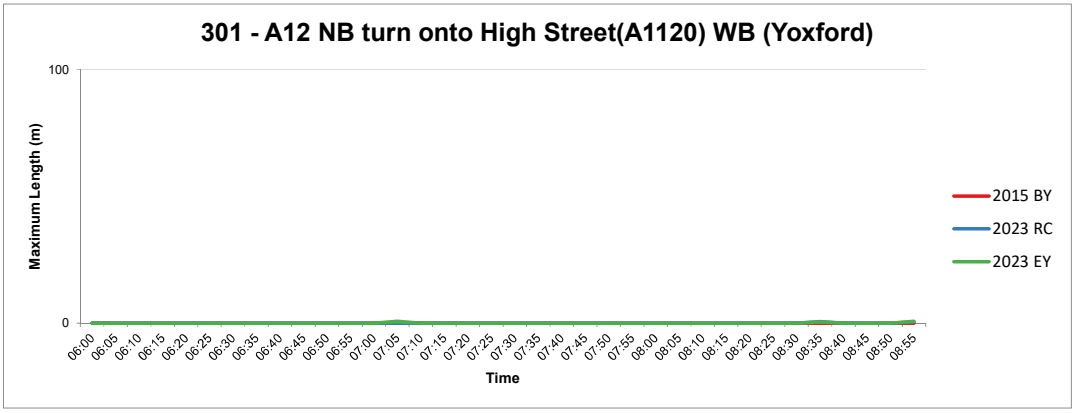
Route Names	2015 BY	2023 RC	2023 EY
1 - Section 1 NB	14	14	14
2 - Section 2 NB	67	67	68
3 - Section 3 NB	67	68	68
4 - Section 4 NB	53	54	53
NB	202	203	203
5 - Section 1 SB	54	54	55
6 - Section 2 SB	70	70	70
7 - Section 3 SB	67	68	68
8 - Section 4 SB	16	16	16
SB	206	207	209

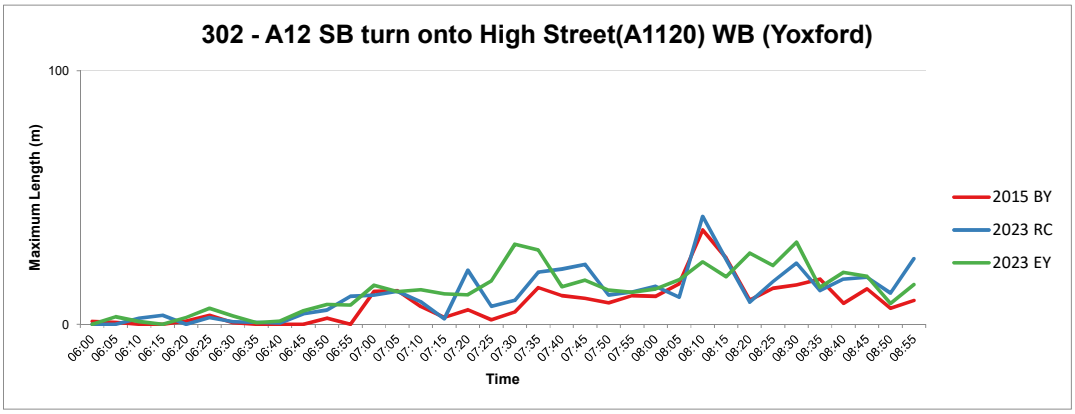
Journey Time Table
PM
2023

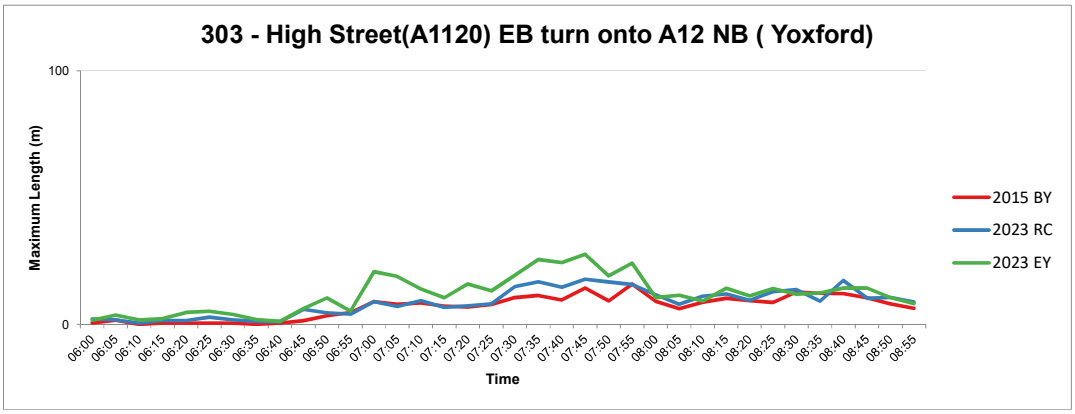
Route Names	2015 BY	2023 RC	2023 EY
1 - Section 1 NB	14	14	14
2 - Section 2 NB	68	68	68
3 - Section 3 NB	68	68	68
4 - Section 4 NB	54	55	55
NB	204	205	206
5 - Section 1 SB	54	54	54
6 - Section 2 SB	69	69	69
7 - Section 3 SB	67	67	67
8 - Section 4 SB	17	18	19
SB	207	208	209

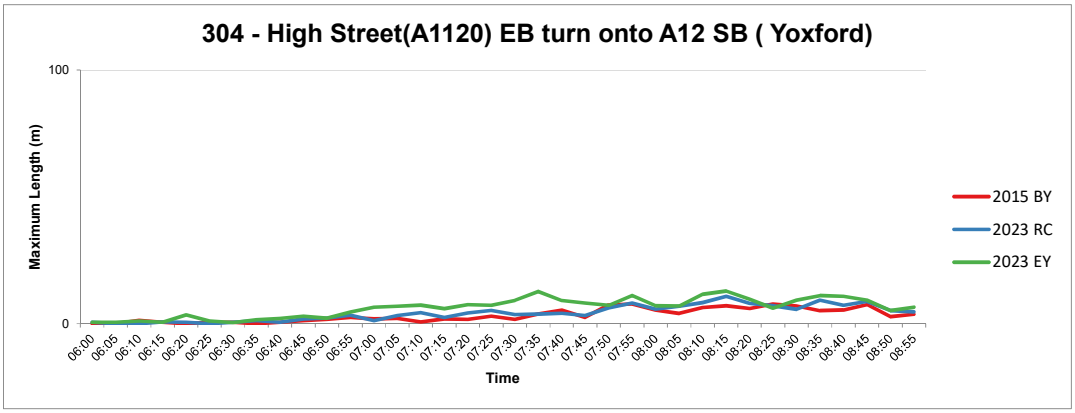
Queue Comparison
AM
Maximum Length Summary
Maximum Length (m)

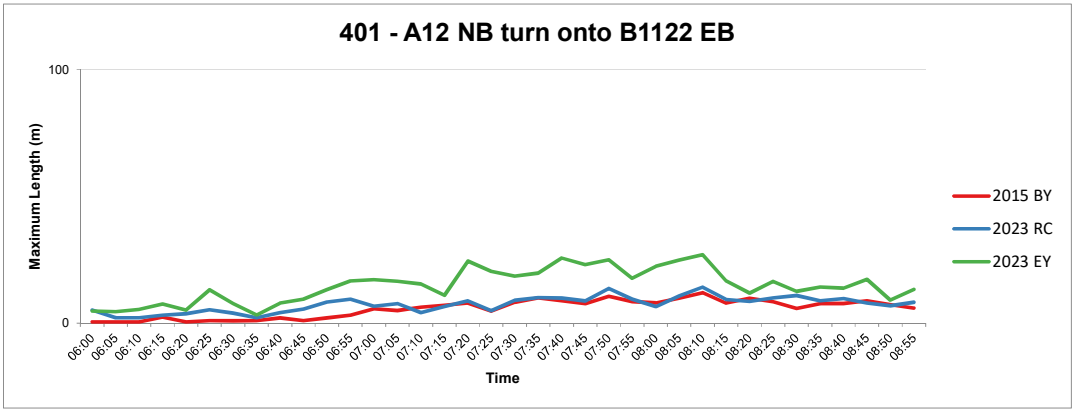
	2015 BY	2023 RC	2023 EY
301 - A12 NB turn onto High Stre	0.0	0.5	0.7
302 - A12 SB turn onto High Stre	37.2	42.5	32.4
303 - High Street(A1120) EB turr	16.0	17.8	27.6
304 - High Street(A1120) EB turr	7.8	10.8	12.9
401 - A12 NB turn onto B1122 E	12.0	14.2	27.0
402 - B1122 WB turn onto A12 S	16.1	20.8	55.4
403 - B1122 WB turn onto A12 N	16.2	19.3	53.8
404 - A12 SB turn onto B1122 E	0.0	0.0	0.0
501 - A12 NB turn onto Westleto	8.6	8.1	8.4
502 - Westleton Road WB turn o	5.7	9.4	6.4
503 - Westleton Road WB turn o	3.6	7.8	5.5
601 - Darsham Petrol Station tur	11.9	11.8	12.2
602 - Darsham Petrol Station tur	12.4	13.4	13.9
701 - A12 NB turn in to Darsham	27.8	49.8	52.4
801 - A12 NB turn on to The St E	14.4	21.4	30.9
802 - The St WB turn onto A12 S	6.6	4.1	6.5
803 - The St WB turn onto A12 N	8.8	7.7	6.9
901 - A12 SB turn onto Willow M	4.2	6.4	21.8
902 - Willow Marsh Lane EB turr	3.3	3.5	2.6
903 - Willow Marsh Lane EB turr	4.8	5.5	13.4
1001 - A12 NB turn onto Lymball	3.6	4.3	6.3
1002 - Lymballs Lane WB turn o	5.2	4.6	4.6
1003 - Lymballs Lane WB turn o	3.7	4.3	3.9
1101 - A12 SB turn onto A144 W	6.9	7.5	7.1
1102 - A144 EB turn onto A12 N	61.7	69.3	91.1
1103 - A144 EB turn onto A12 S	62.0	70.4	91.0
1104 - A12 SB turn onto A144 WB first queue			
1201 - Level Crossing A12 NB	107.8	113.3	125.4
1202 - Level Crossing A12 SB	161.3	176.6	187.5
1301 - Level Crossing B1122 EB	22.0	22.3	30.0
1302 - Level Crossing B1122 WE	6.9	12.2	16.8
1401 - PandR Roundabout A12 NB			
1402 - PandR Rouandabout PandR Access			
1403 - PandR Roundabout A12 SB			
904 - PandR Access SB turn onto Willow Marsh Lane WB			
905 - Willow Marsh Lane EB turn onto PandR Access NB			
906 - Willow Marsh Lane EB turn onto PandR Access SB			

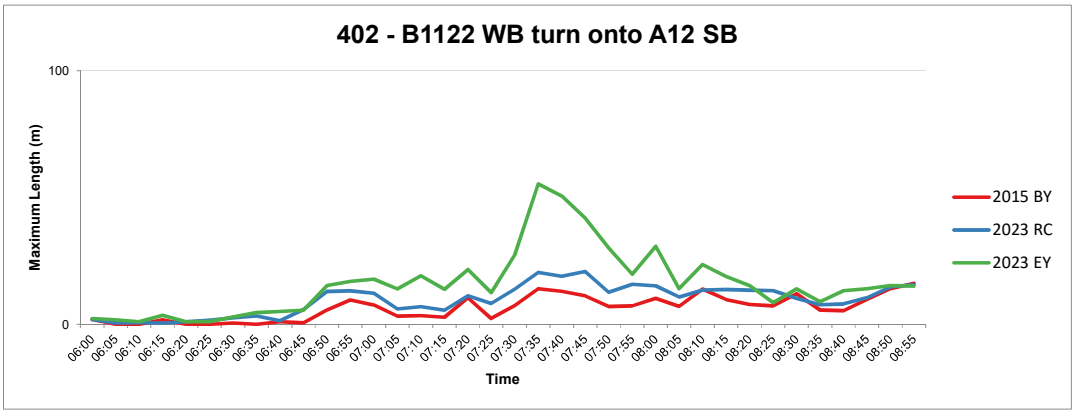

301 - A12 NB turn onto High Street(A1120) WB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

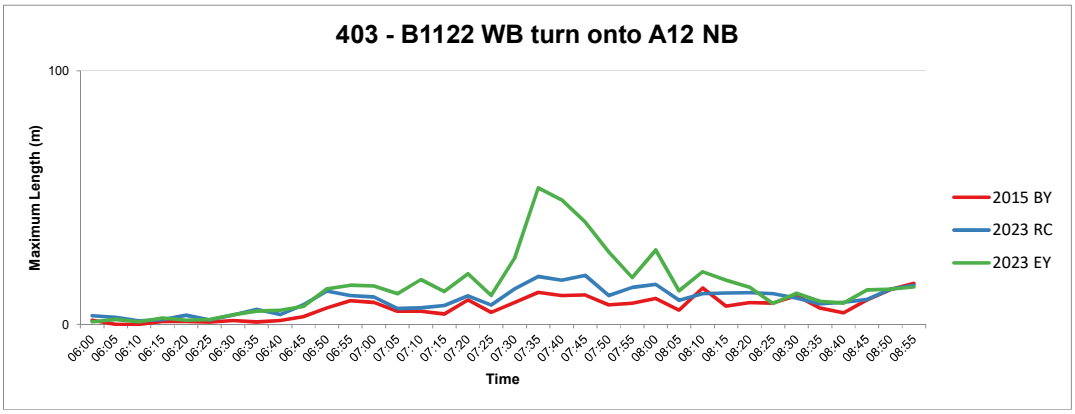

302 - A12 SB turn onto High Street(A1120) WB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

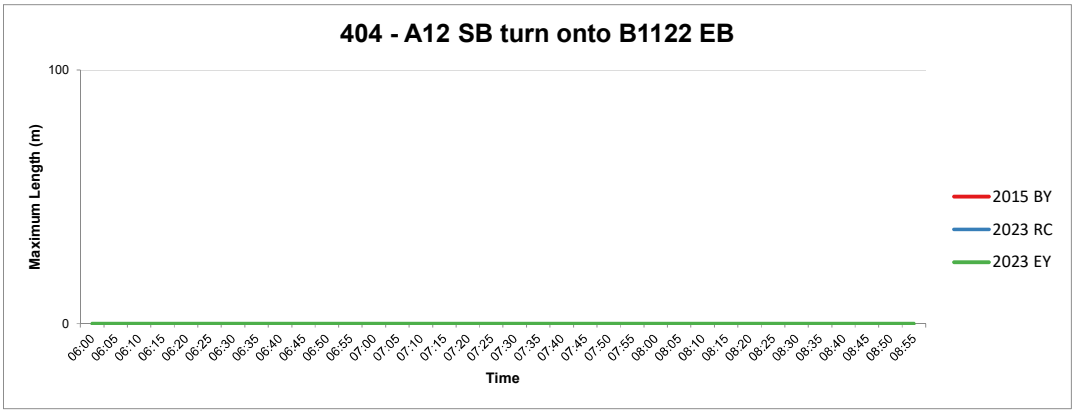

303 - High Street(A1120) EB turn onto A12 NB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

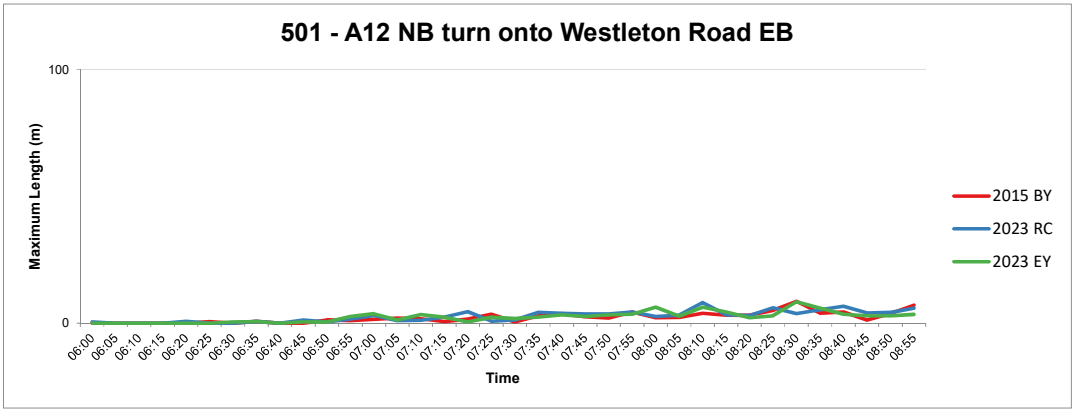

304 - High Street(A1120) EB turn onto A12 SB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

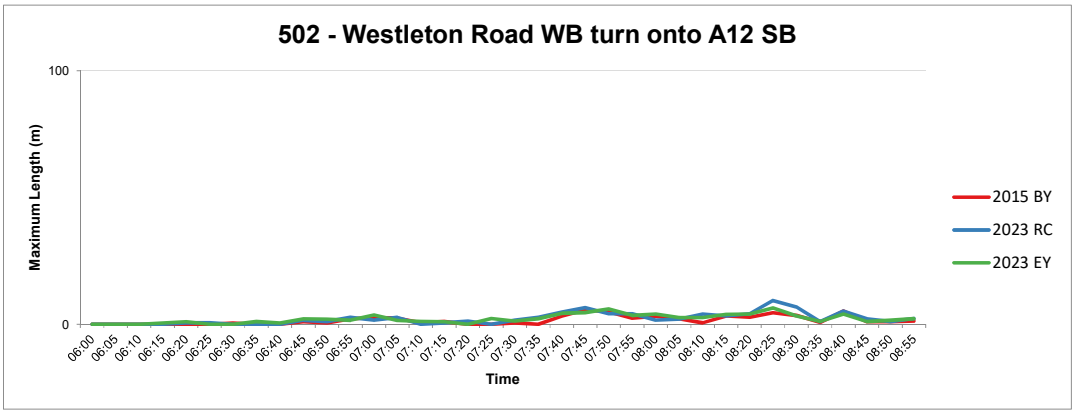

401 - A12 NB turn onto B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

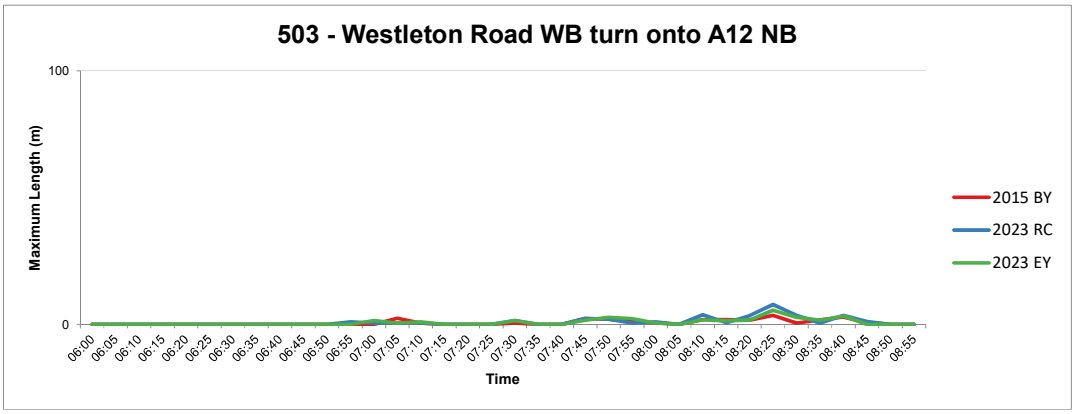

402 - B1122 WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

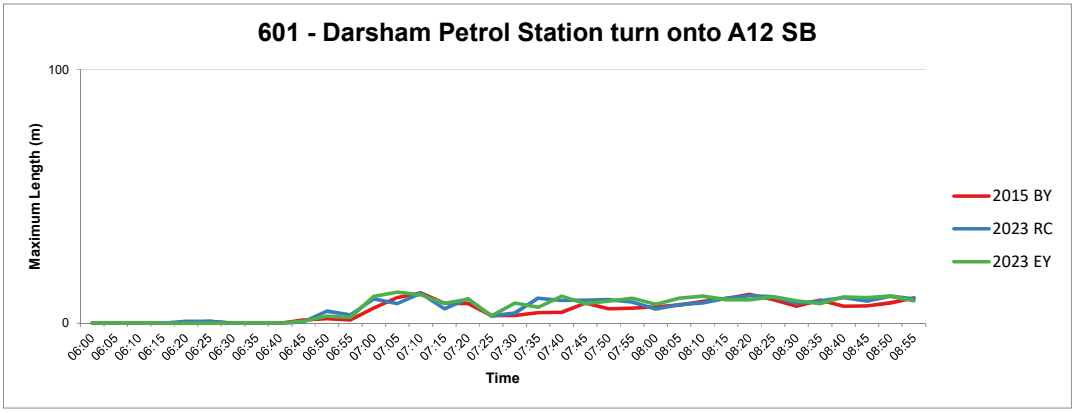

403 - B1122 WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

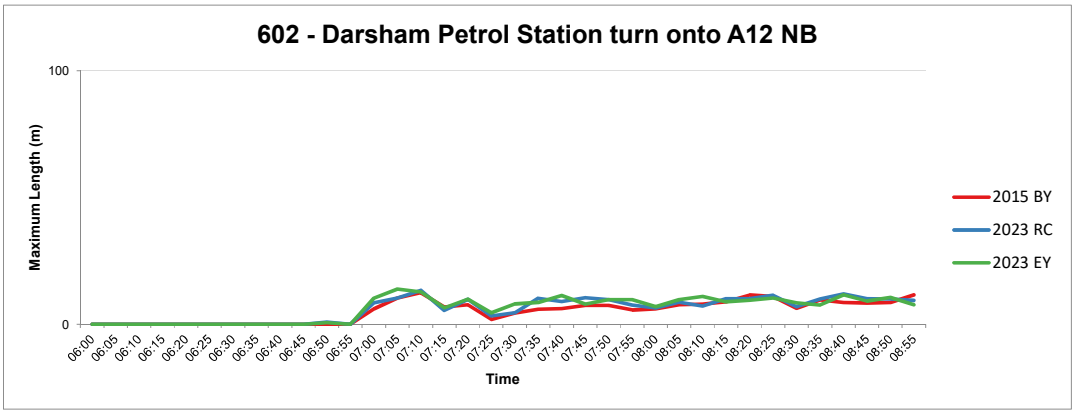

404 - A12 SB turn onto B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

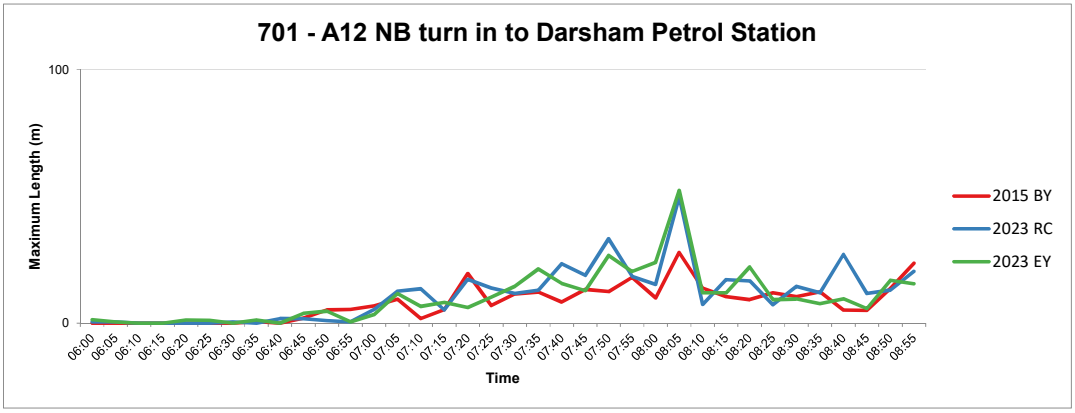

501 - A12 NB turn onto Westleton Road EB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

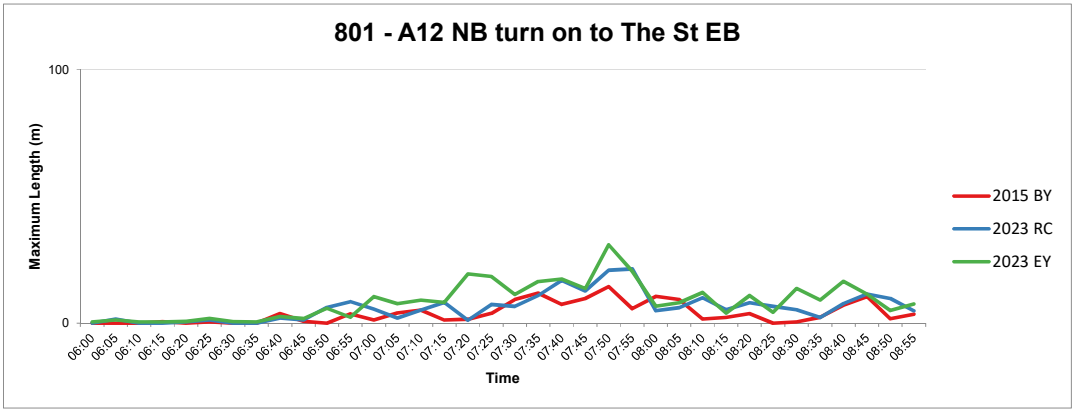

502 - Westleton Road WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

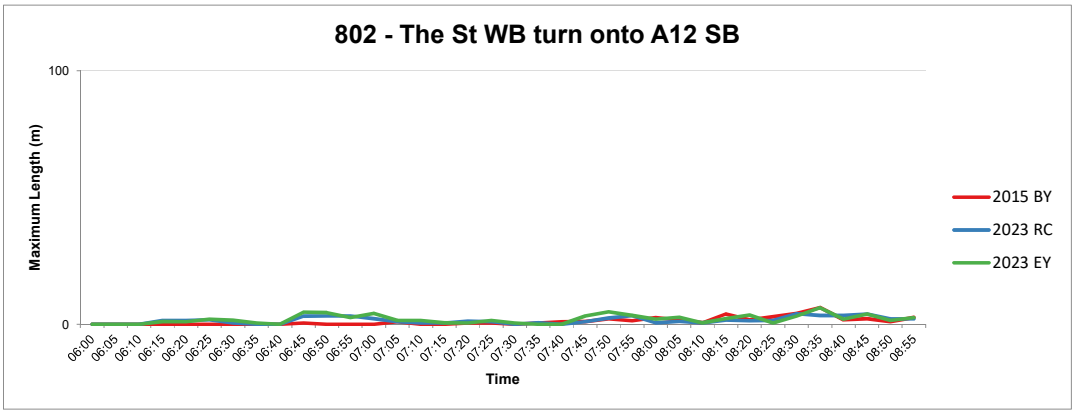

503 - Westleton Road WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

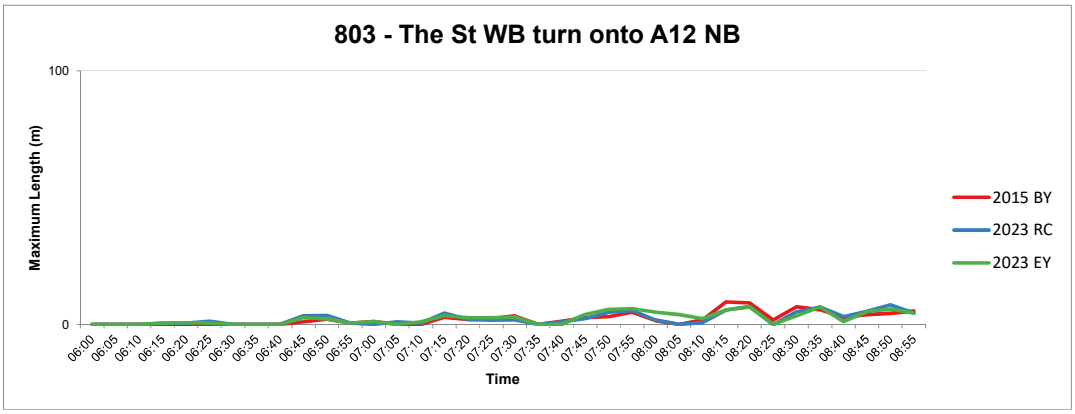

601 - Darsham Petrol Station turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

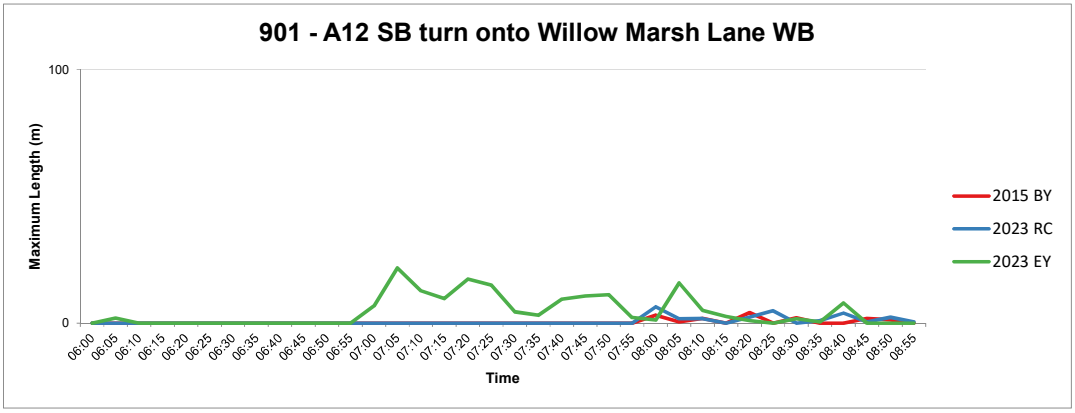

602 - Darsham Petrol Station turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

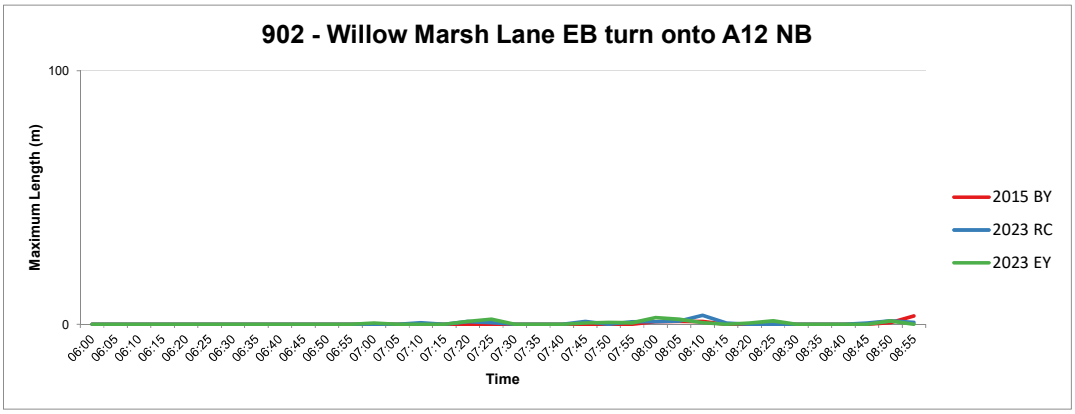

701 - A12 NB turn in to Darsham Petrol Station
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

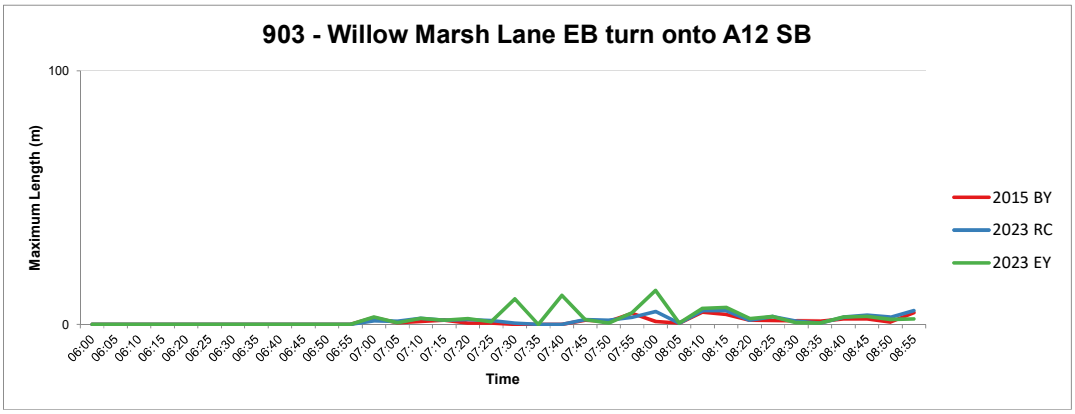

801 - A12 NB turn on to The St EB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

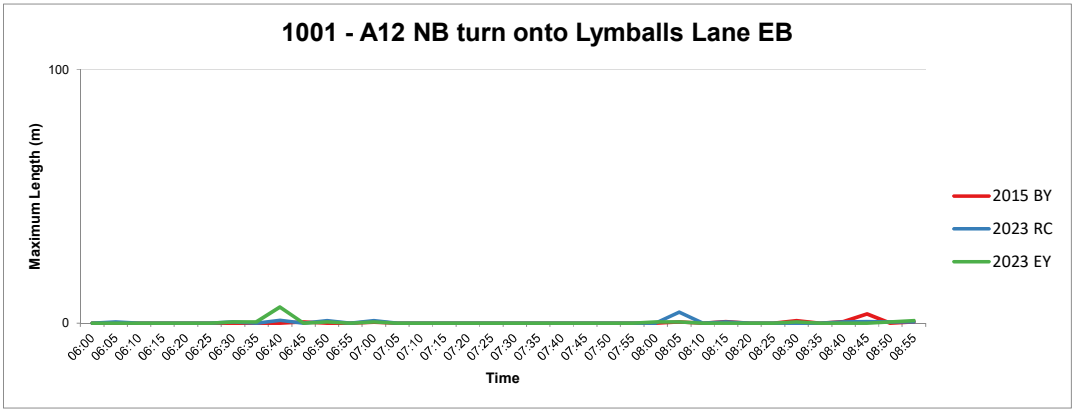

802 - The St WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

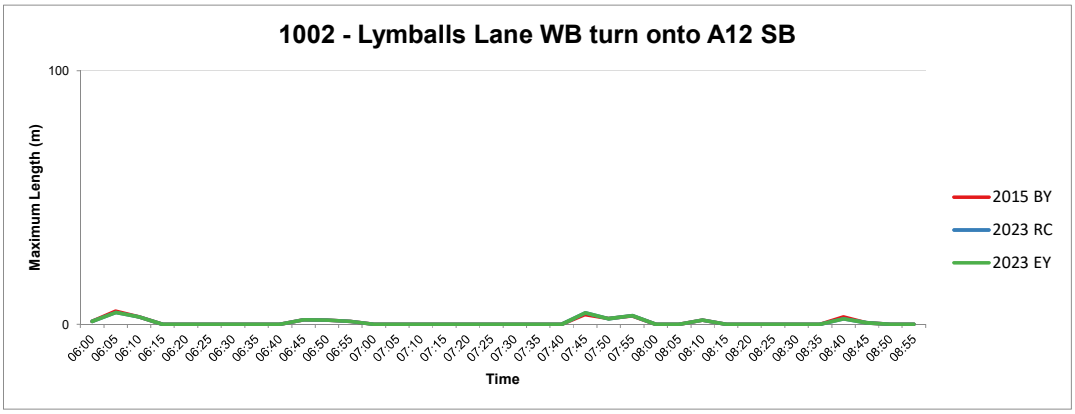

803 - The St WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

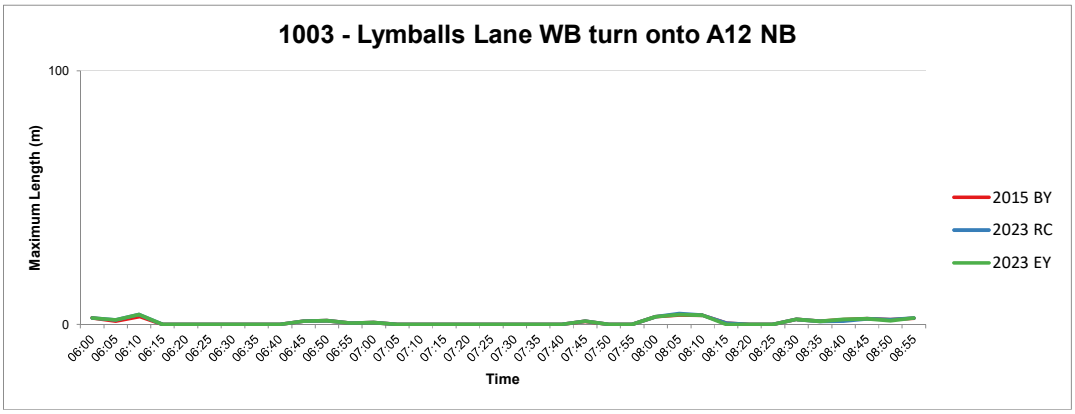

901 - A12 SB turn onto Willow Marsh Lane WB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

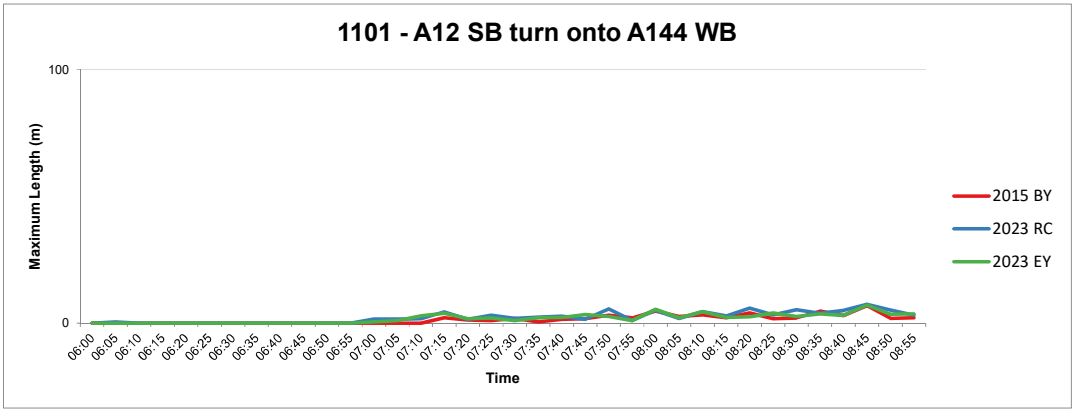

902 - Willow Marsh Lane EB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

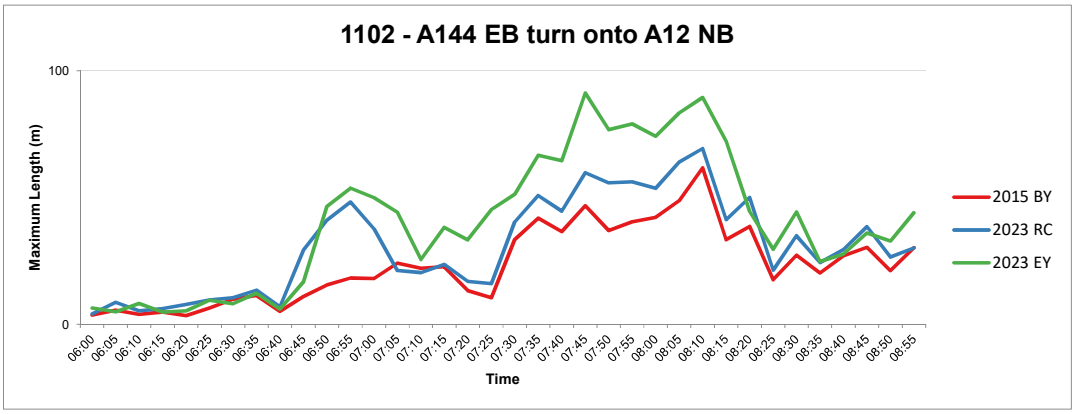

903 - Willow Marsh Lane EB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

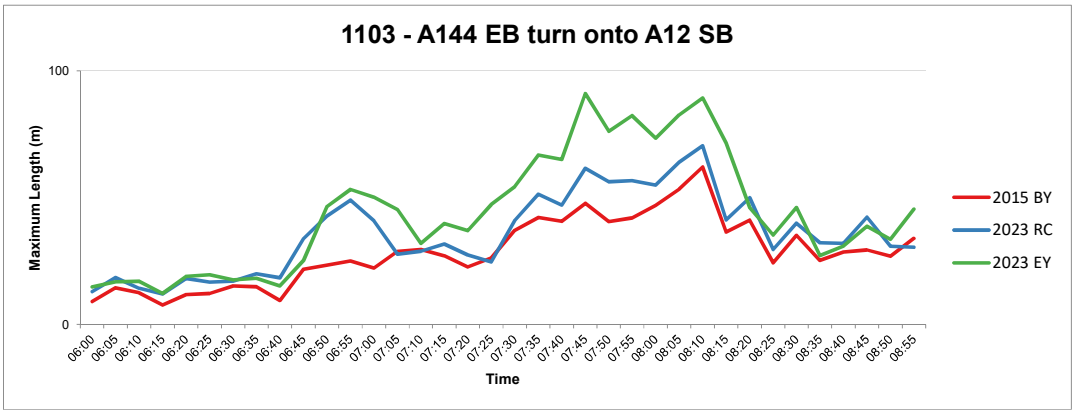

1001 - A12 NB turn onto Lymballs Lane EB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

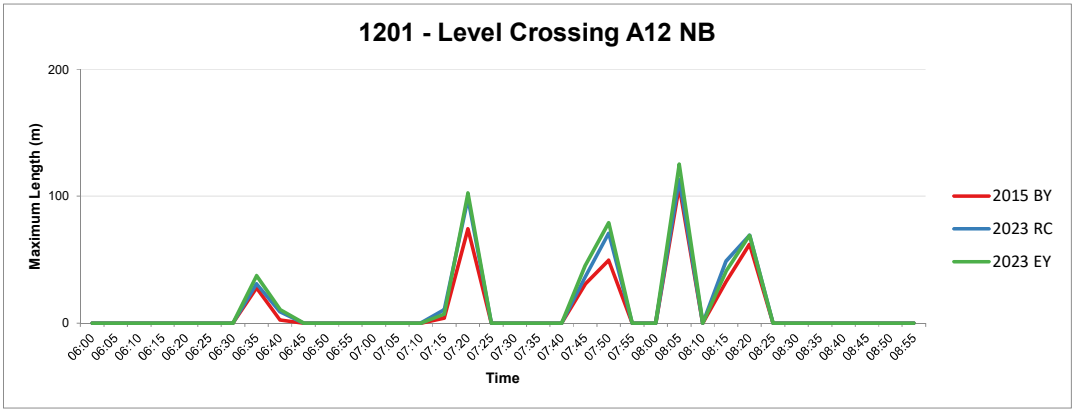

1002 - Lymballs Lane WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

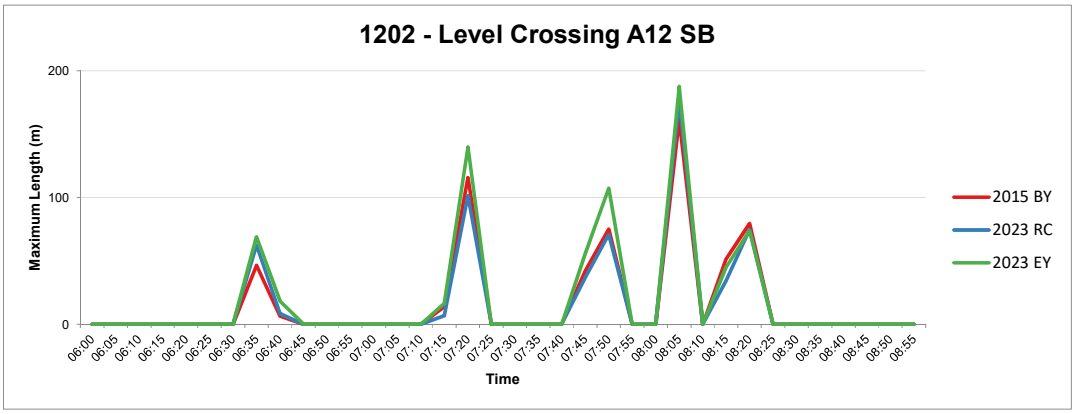

1003 - Lymballs Lane WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

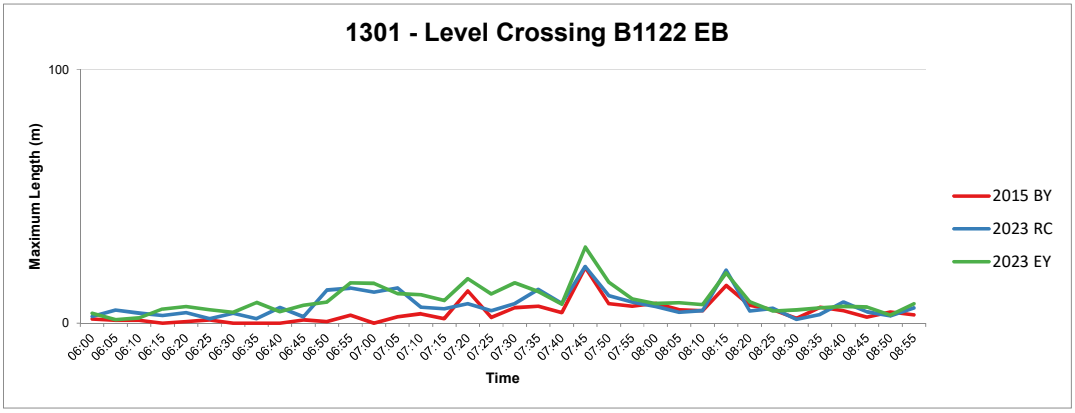

1101 - A12 SB turn onto A144 WB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

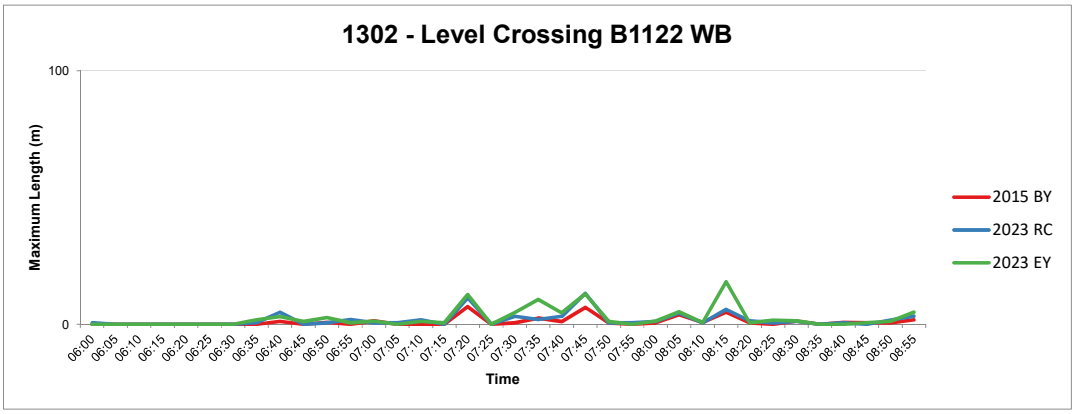

1102 - A144 EB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY


1103 - A144 EB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY


1201 - Level Crossing A12 NB
Maximum Length (m)
200
100
0
Time
2015 BY
2023 RC
2023 EY

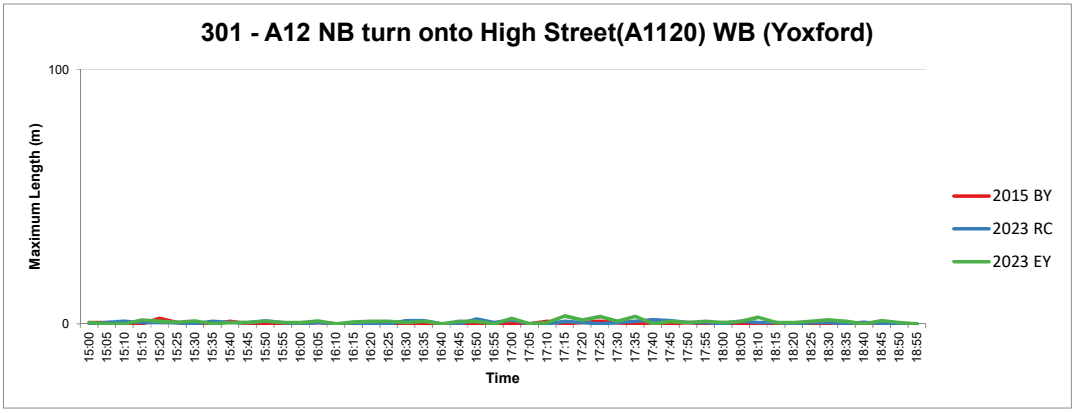

1202 - Level Crossing A12 SB
Maximum Length (m)
200
100
0
Time
2015 BY
2023 RC
2023 EY

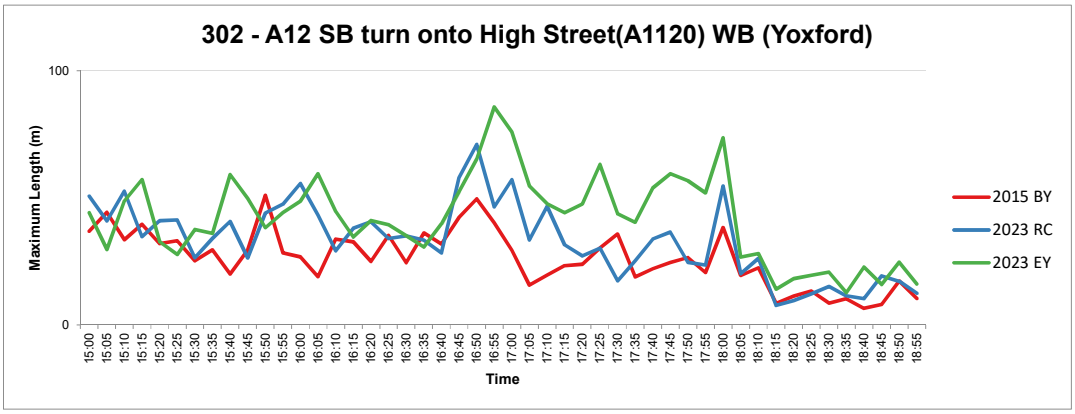

1301 - Level Crossing B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

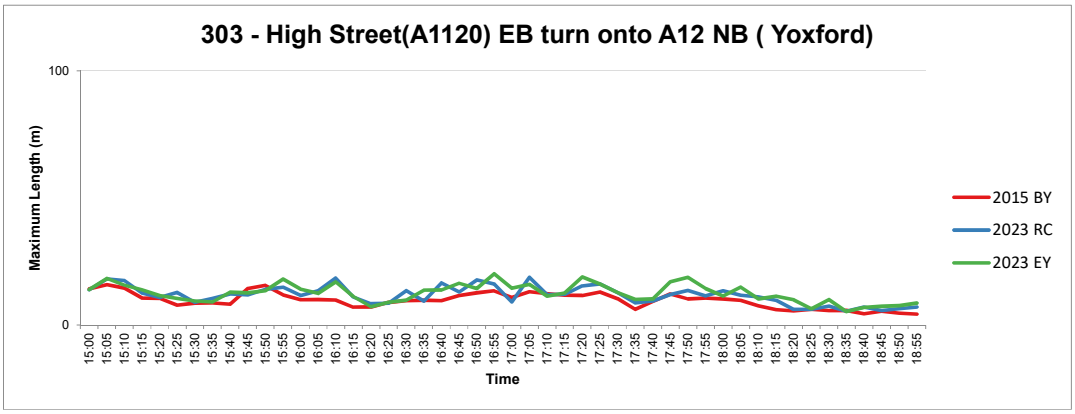

1302 - Level Crossing B1122 WB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

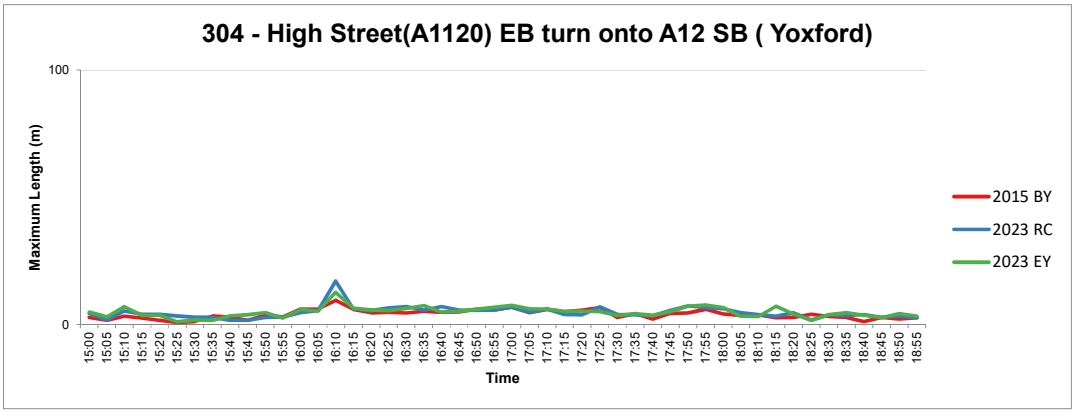
Queue Comparison
PM
Maximum Length Summary
Maximum Length (m)

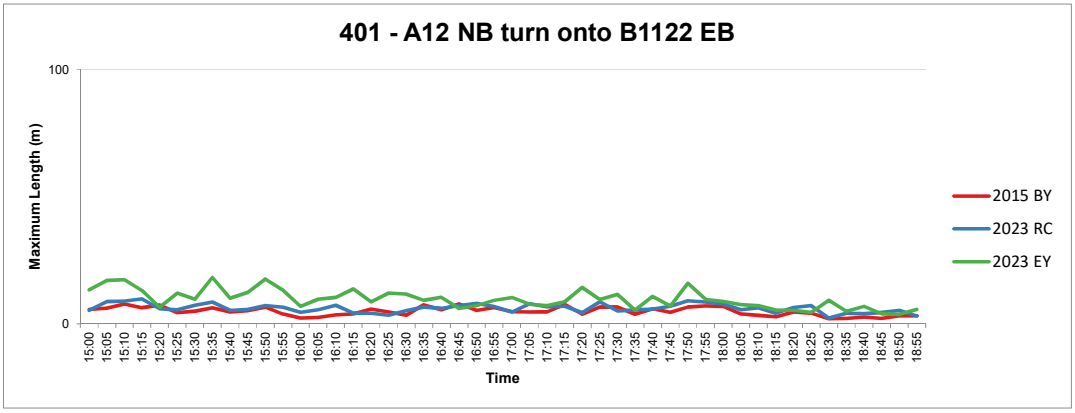
	2015 BY	2023 RC	2023 EY
301 - A12 NB turn onto High Stre	2.1	1.9	3.1
302 - A12 SB turn onto High Stre	51.0	71.0	85.7
303 - High Street(A1120) EB turr	15.9	18.8	20.2
304 - High Street(A1120) EB turr	9.4	17.0	12.6
401 - A12 NB turn onto B1122 E	7.9	9.8	18.2
402 - B1122 WB turn onto A12 S	41.0	55.8	77.3
403 - B1122 WB turn onto A12 N	39.5	54.3	75.8
404 - A12 SB turn onto B1122 E	0.0	0.0	1.7
501 - A12 NB turn onto Westleto	4.4	6.7	6.1
502 - Westleton Road WB turn o	9.9	11.3	10.9
503 - Westleton Road WB turn o	7.2	8.4	8.0
601 - Darsham Petrol Station tur	11.2	13.2	12.3
602 - Darsham Petrol Station tur	11.5	12.9	13.4
701 - A12 NB turn in to Darsham	26.1	62.9	40.4
801 - A12 NB turn on to The St E	16.1	18.1	25.4
802 - The St WB turn onto A12 S	10.1	11.3	11.3
803 - The St WB turn onto A12 N	13.1	12.8	12.1
901 - A12 SB turn onto Willow M	5.6	9.6	13.8
902 - Willow Marsh Lane EB turr	2.3	3.6	27.8
903 - Willow Marsh Lane EB turr	4.9	4.4	27.7
1001 - A12 NB turn onto Lymball	6.7	9.2	4.9
1002 - Lymballs Lane WB turn o	8.6	8.2	8.1
1003 - Lymballs Lane WB turn o	5.8	5.5	5.5
1101 - A12 SB turn onto A144 W	9.3	7.2	7.5
1102 - A144 EB turn onto A12 NI	32.0	33.0	35.8
1103 - A144 EB turn onto A12 SI	32.8	35.4	38.2
1104 - A12 SB turn onto A144 WB first queue			
1201 - Level Crossing A12 NB	159.0	191.7	198.1
1202 - Level Crossing A12 SB	95.7	118.0	113.5
1301 - Level Crossing B1122 EB	10.0	11.0	21.3
1302 - Level Crossing B1122 WI	18.1	19.6	32.5
1401 - PandR Roundabout A12 NB			
1402 - PandR Rouandabout PandR Access			
1403 - PandR Roundabout A12 SB			
904 - PandR Access SB turn onto Willow Marsh Lane WB			
905 - Willow Marsh Lane EB turn onto PandR Access NB			
906 - Willow Marsh Lane EB turn onto PandR Access SB			

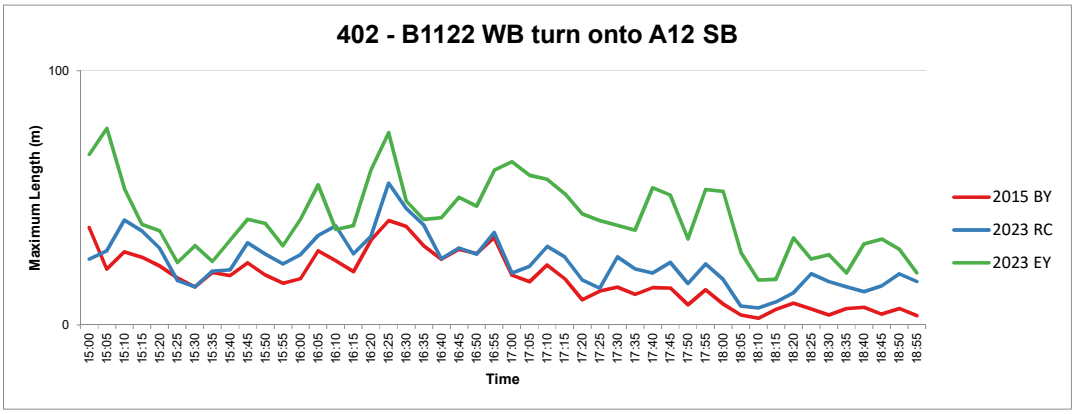

301 - A12 NB turn onto High Street(A1120) WB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

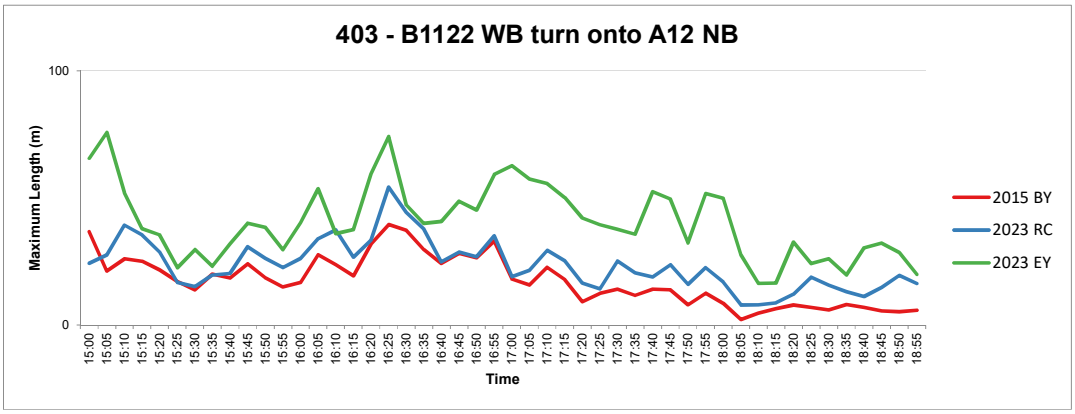

302 - A12 SB turn onto High Street(A1120) WB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

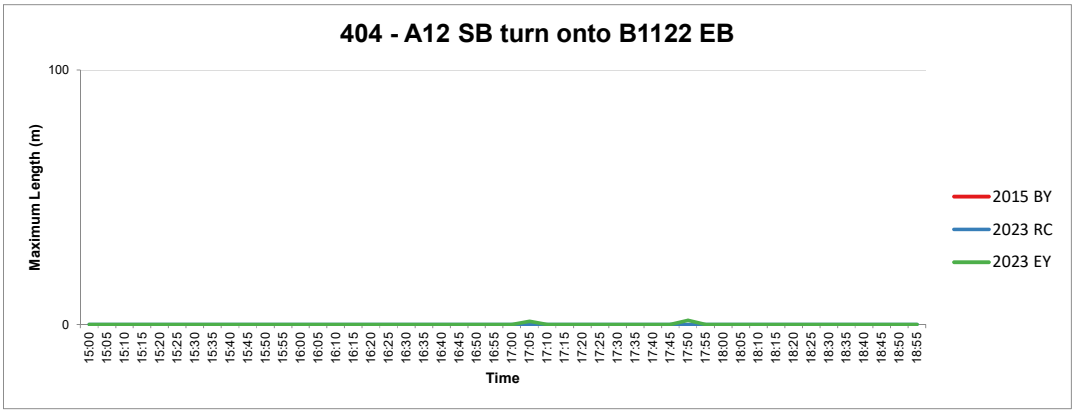

303 - High Street(A1120) EB turn onto A12 NB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

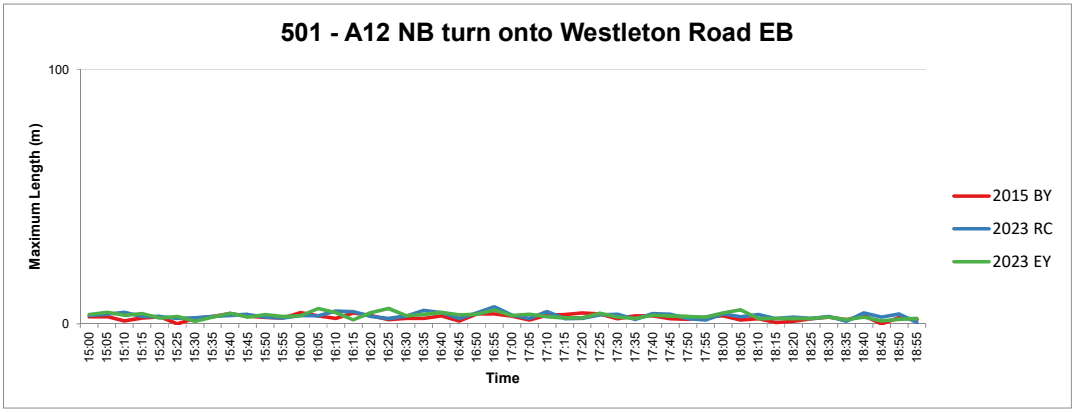

304 - High Street(A1120) EB turn onto A12 SB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

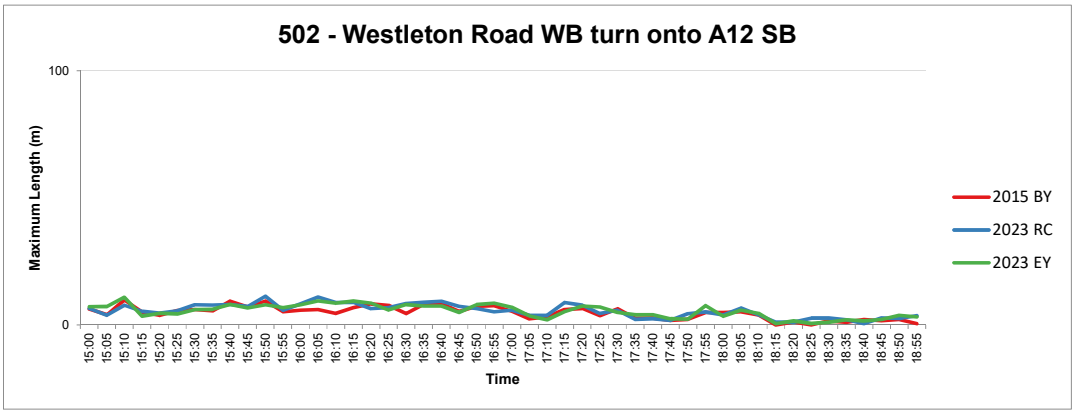

401 - A12 NB turn onto B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

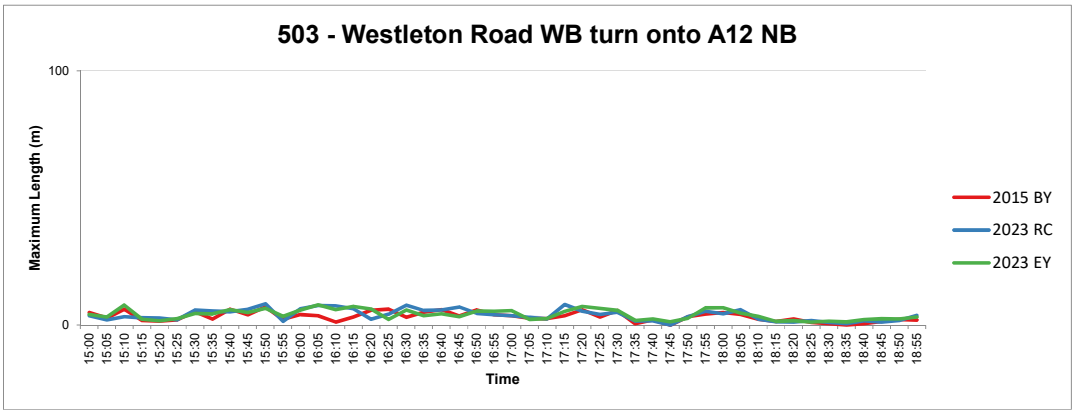

402 - B1122 WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

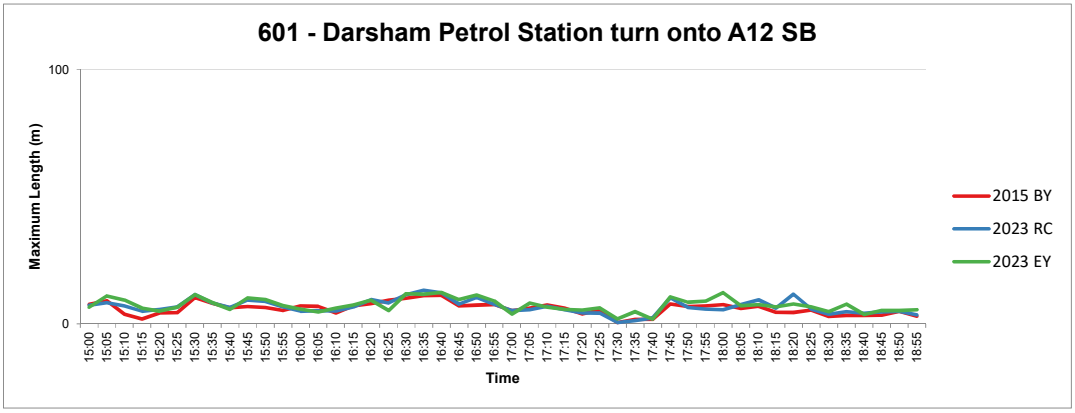

403 - B1122 WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

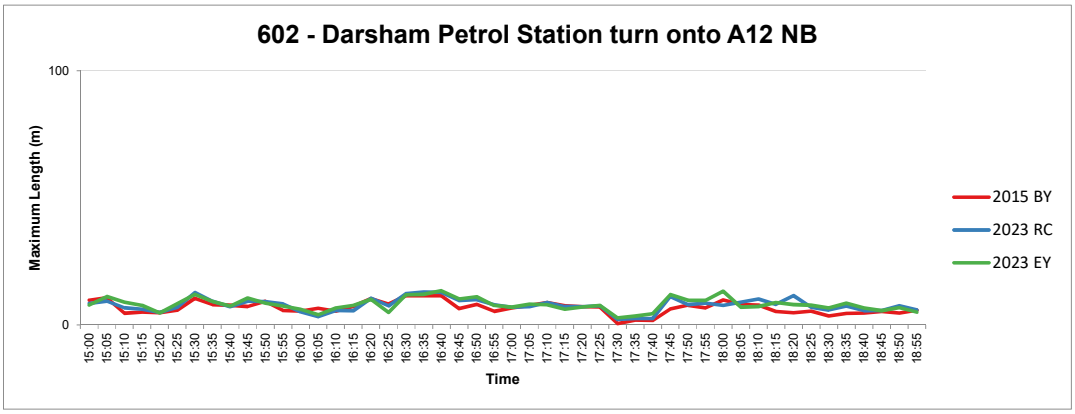

404 - A12 SB turn onto B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

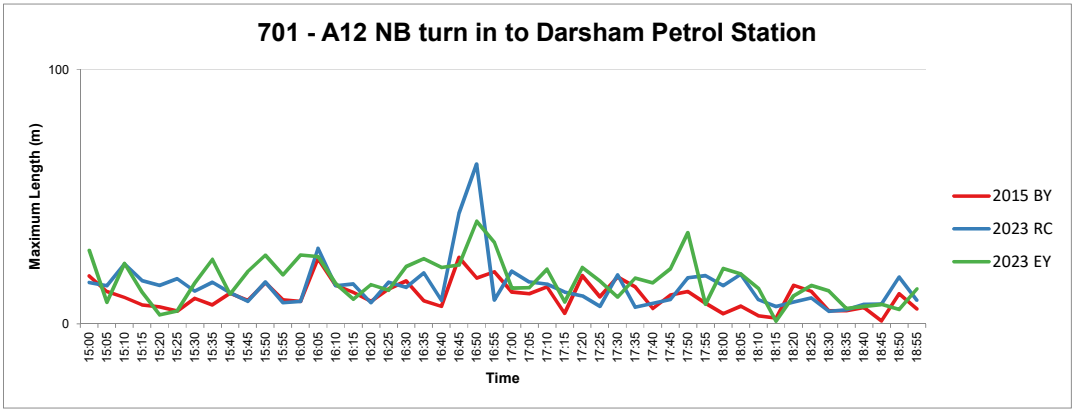

501 - A12 NB turn onto Westleton Road EB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

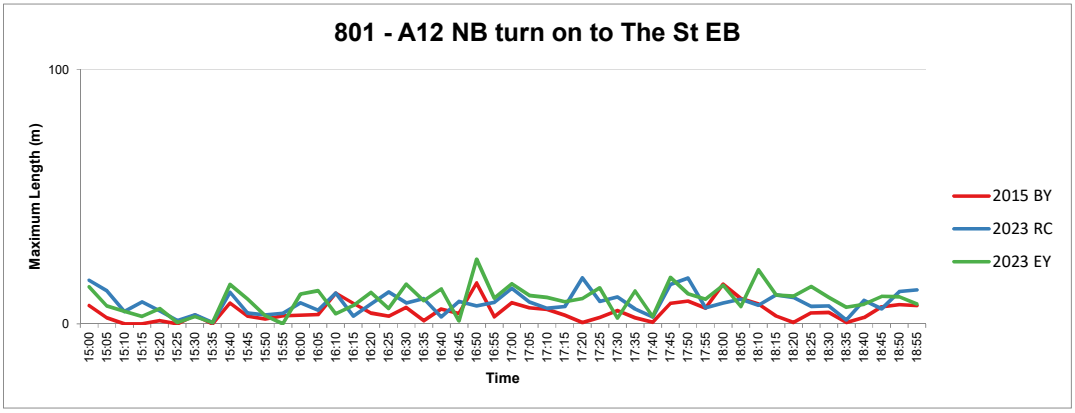

502 - Westleton Road WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

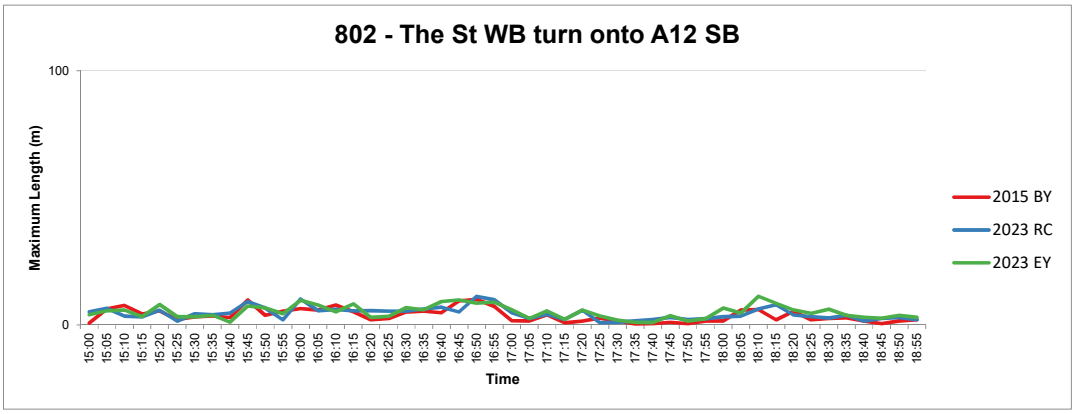

503 - Westleton Road WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

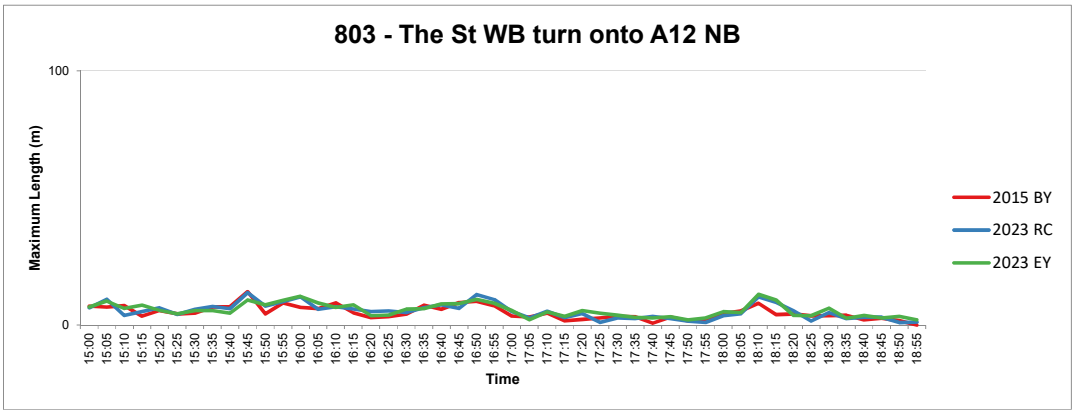

601 - Darsham Petrol Station turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

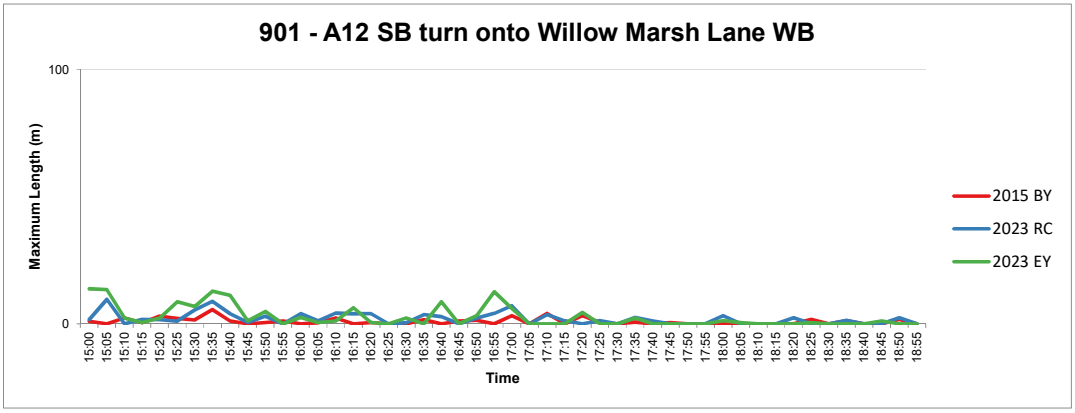

602 - Darsham Petrol Station turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

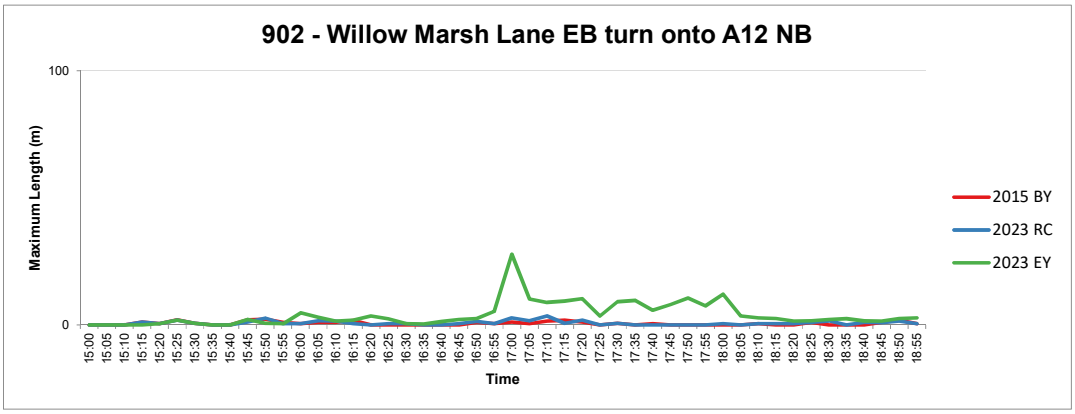

701 - A12 NB turn in to Darsham Petrol Station
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

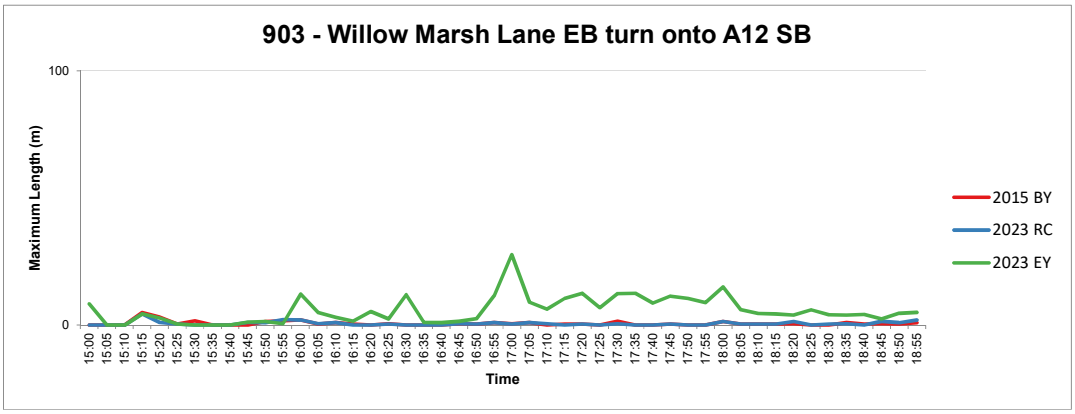

801 - A12 NB turn on to The St EB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

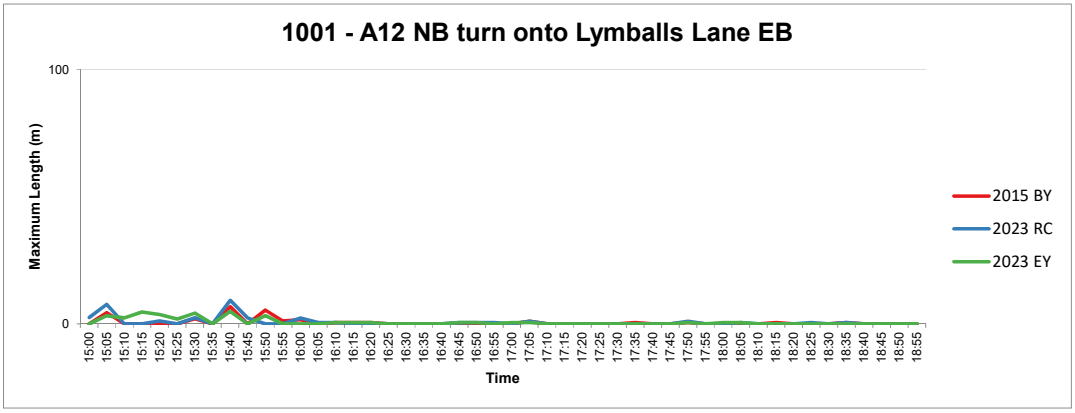

802 - The St WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

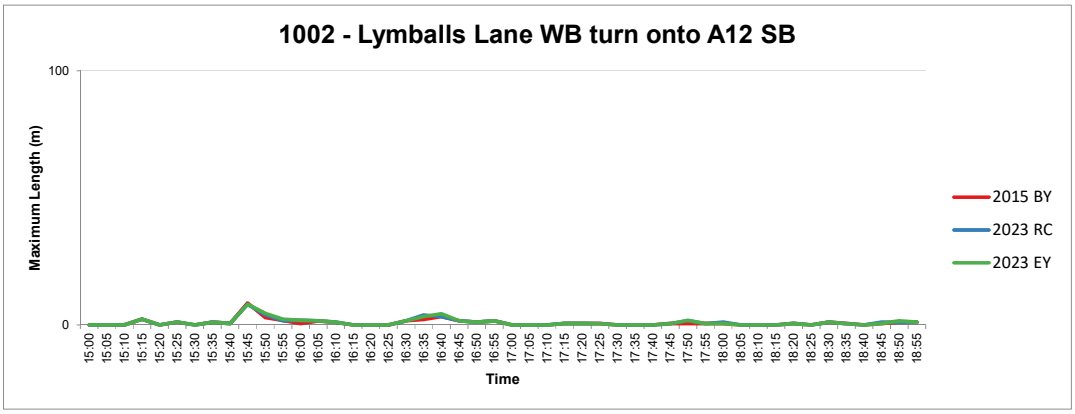

803 - The St WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

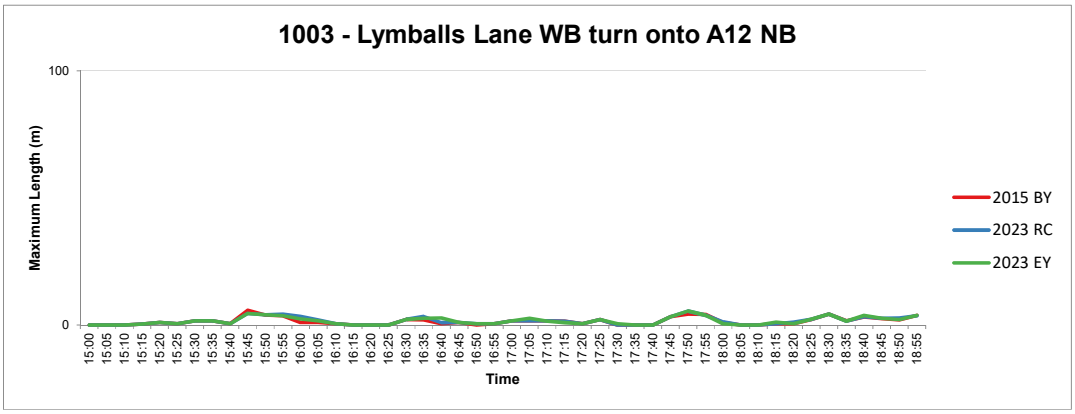

901 - A12 SB turn onto Willow Marsh Lane WB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

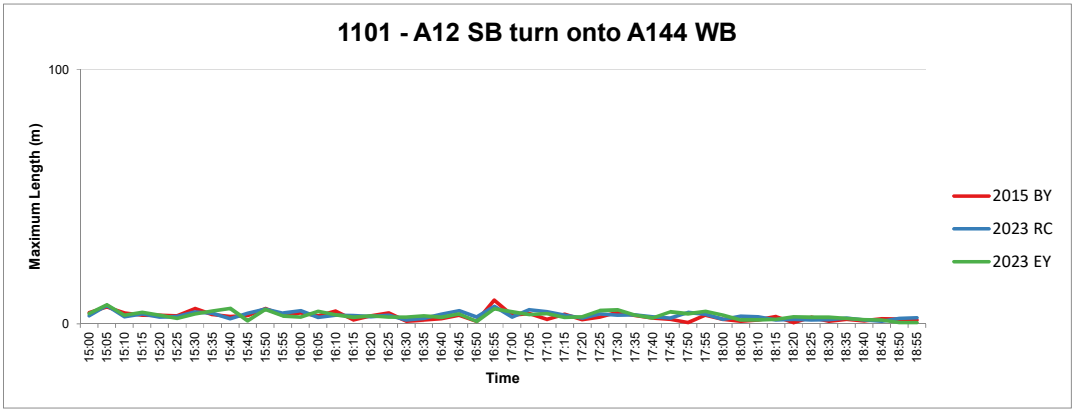

902 - Willow Marsh Lane EB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

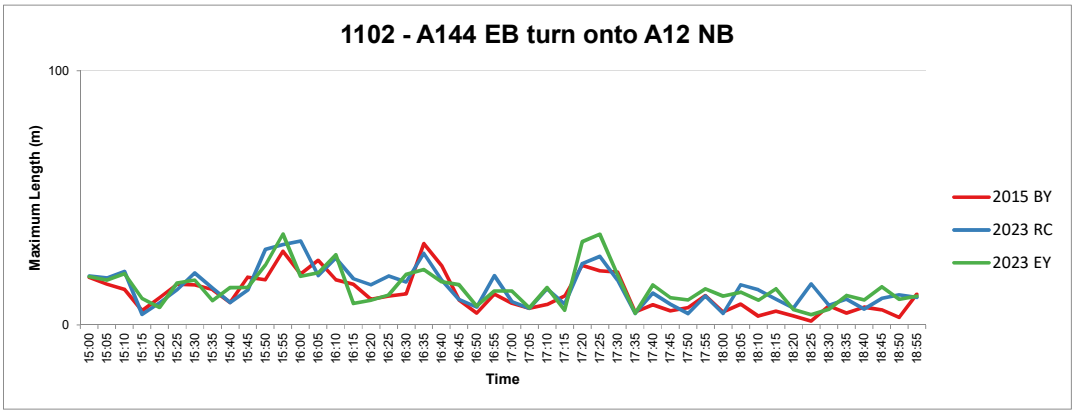

903 - Willow Marsh Lane EB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

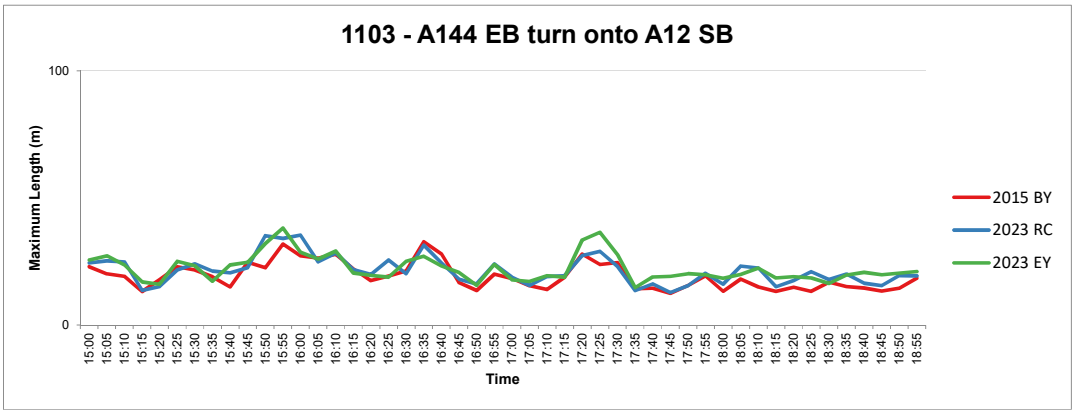

1001 - A12 NB turn onto Lymballs Lane EB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

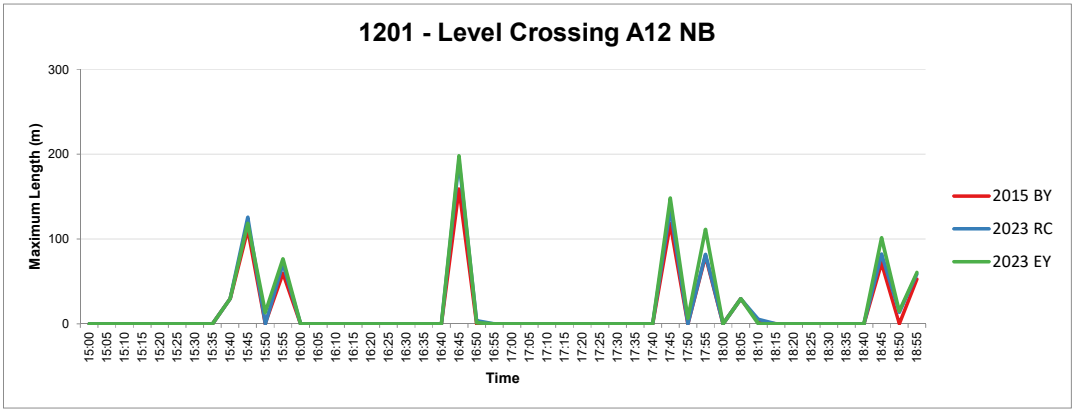

1002 - Lymballs Lane WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

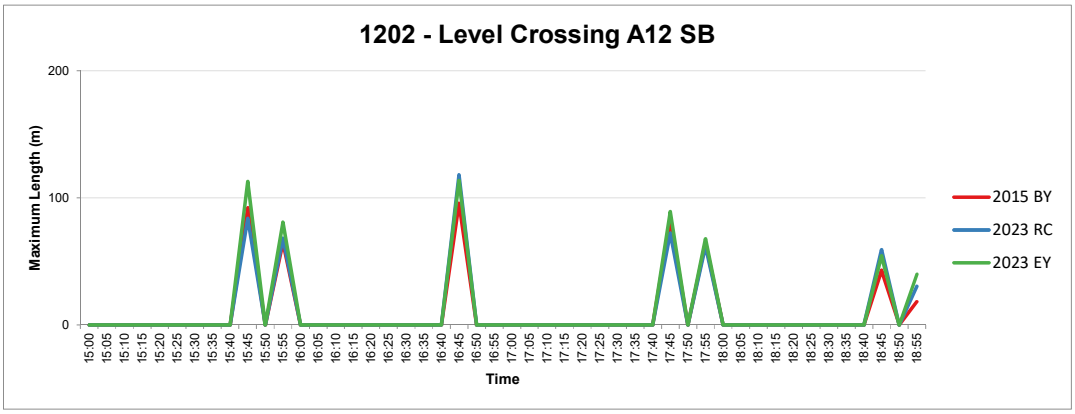

1003 - Lymballs Lane WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

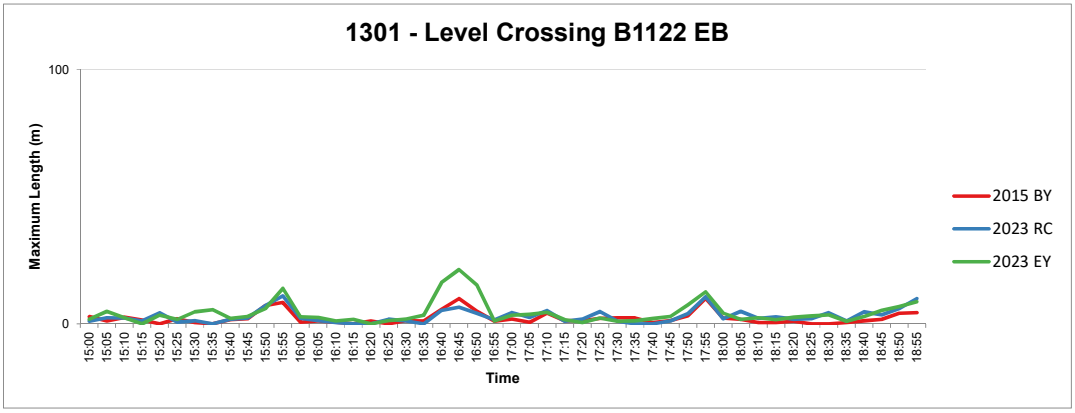

1101 - A12 SB turn onto A144 WB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

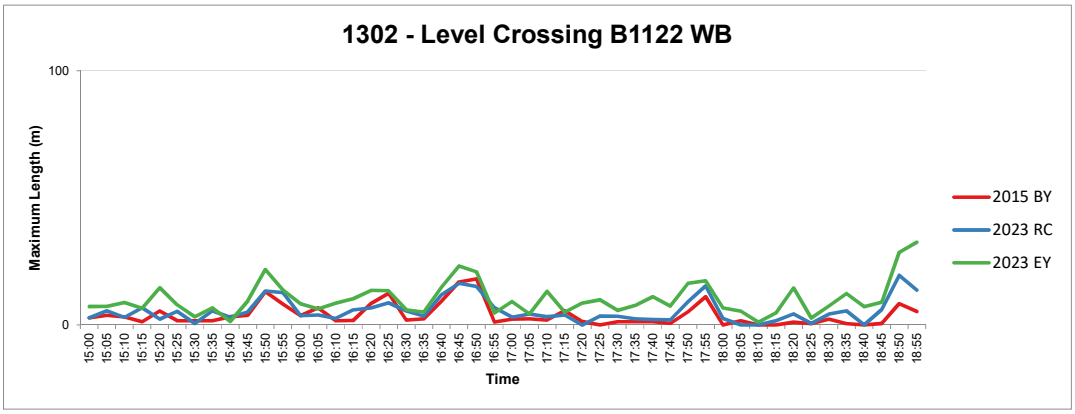

1102 - A144 EB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY


1103 - A144 EB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY


1201 - Level Crossing A12 NB
Maximum Length (m)
300
200
100
0
Time
2015 BY
2023 RC
2023 EY


1202 - Level Crossing A12 SB
Maximum Length (m)
200
100
0
Time
2015 BY
2023 RC
2023 EY


1301 - Level Crossing B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

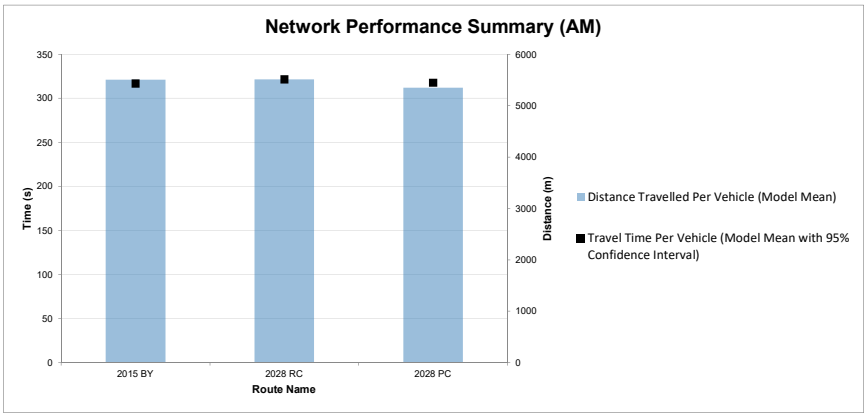

1302 - Level Crossing B1122 WB
Maximum Length (m)
100
0
Time
2015 BY
2023 RC
2023 EY

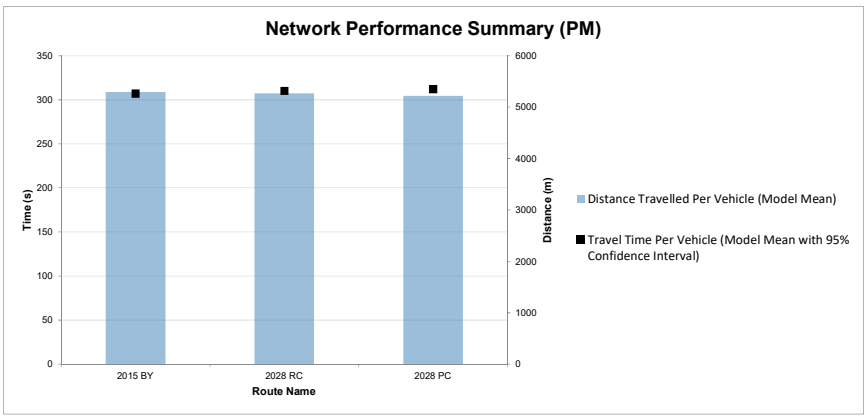
Appendix D

2028 FORECAST MODEL RESULTS

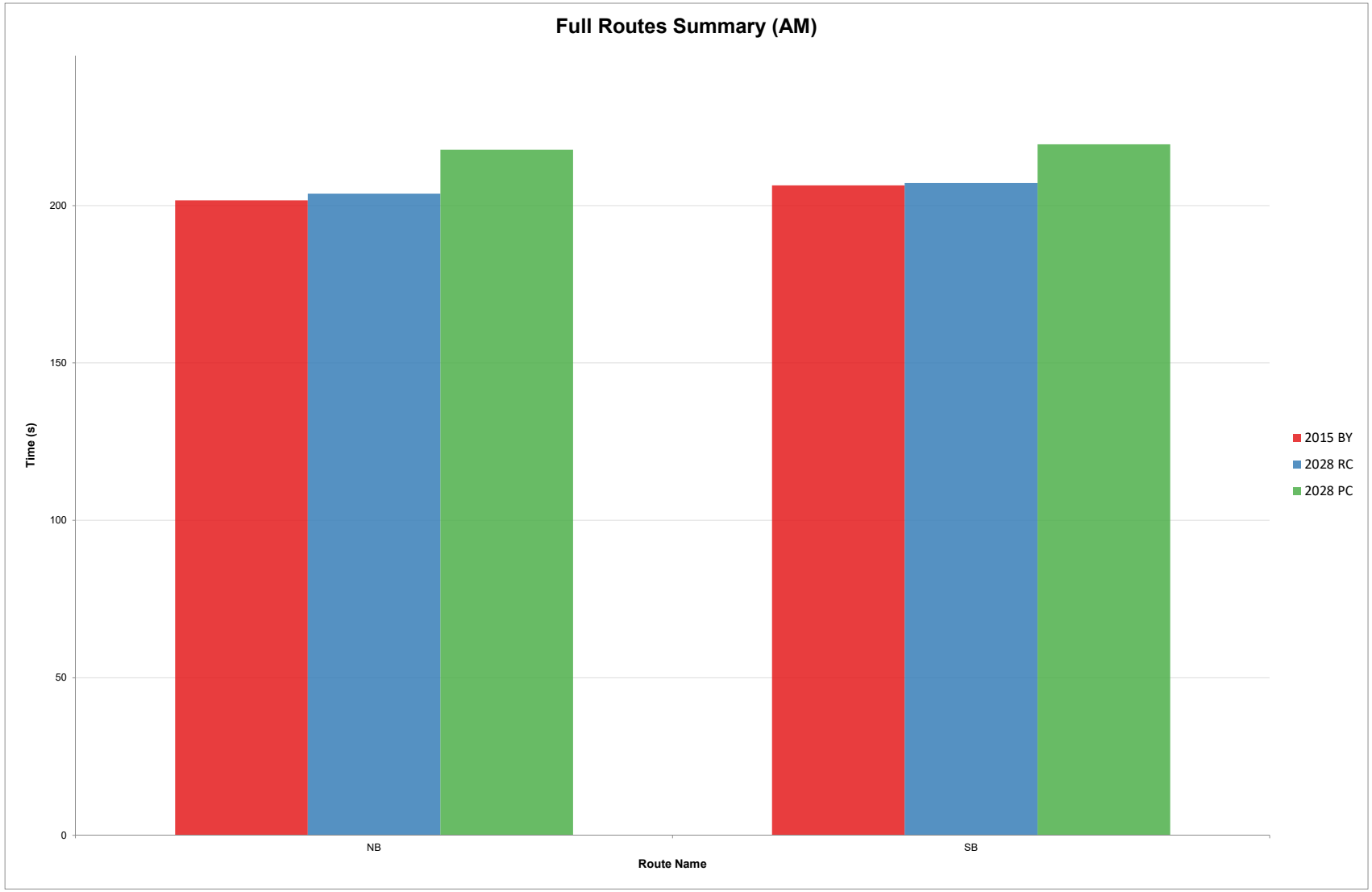
Network Performance Summary
2028

	2015 BY (AM)	2028 RC (AM)	2028 PC (AM)	2015 BY (PM)	2028 RC (PM)	2028 PC (PM)
Total Time Taken (s)	989514	1204515	1412992	1797945	2097607	2324954
Total Distance (m)	17192684	20645097	23777305	31020763	35642309	38886653
Total Vehicles	3124	3745	4446	5858	6764	7452
Total Delay (s)	87147	115966	157343	166614	213797	255842
Average Time (s) / Vehicle	317	322	318	307	310	312
Average Time (s) / Mile	93	94	96	93	95	96
Average Distance (m) / Vehicle	5504	5513	5348	5295	5269	5218
Average Speed (mph)	39	38	38	39	38	37
Average Speed (kph)	63	62	61	62	61	60
Average Delay / Vehicle	28	31	35	28	32	34

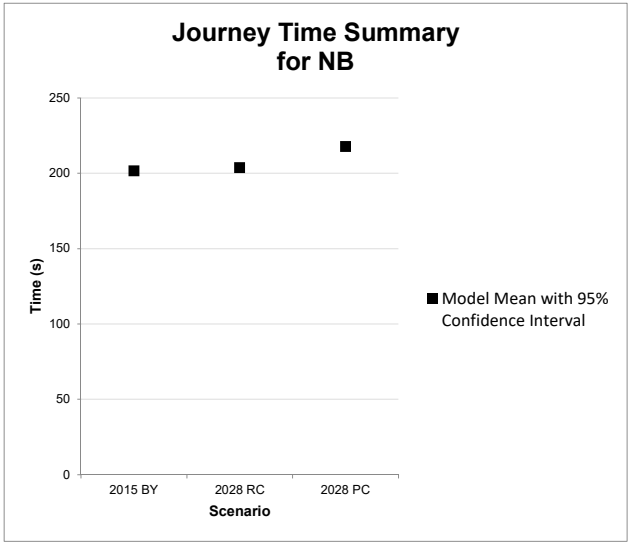


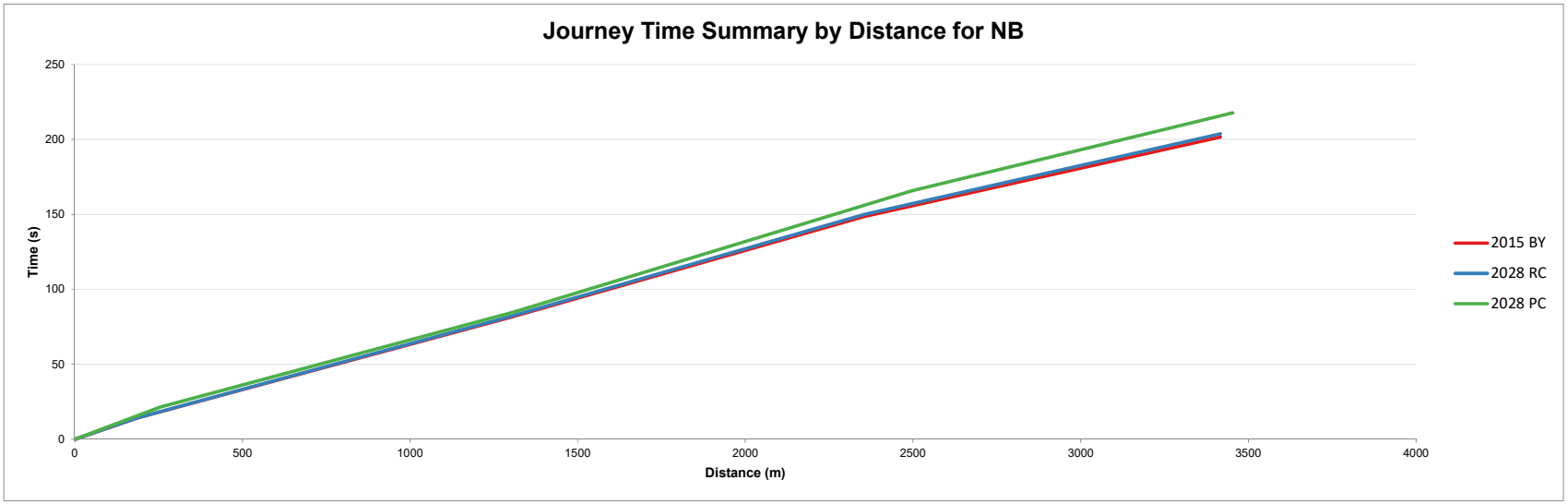


Journey Time Comparison Graphs
AM
06:00 - 09:00
2028

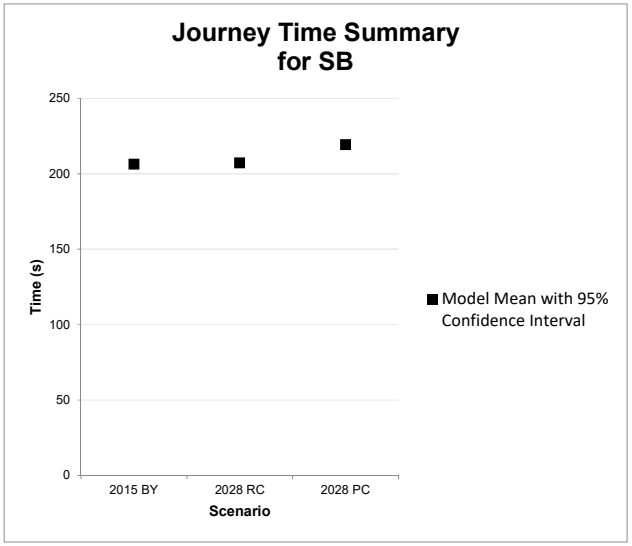


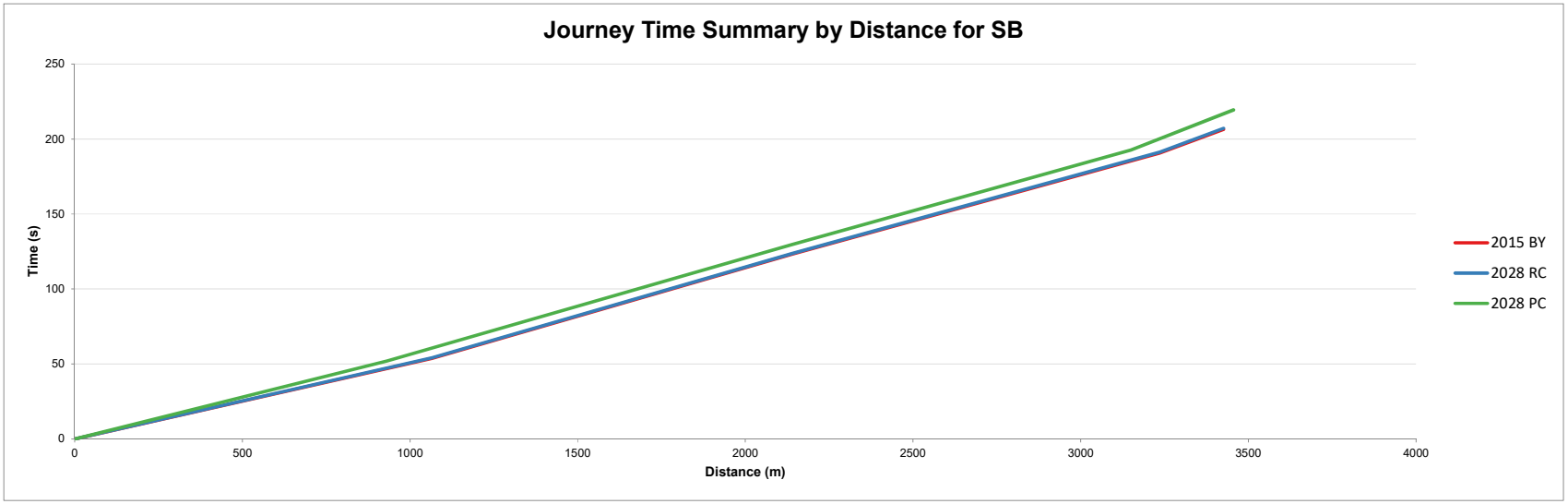
Journey Time Comparison Graphs
AM
06:00 - 09:00
2028



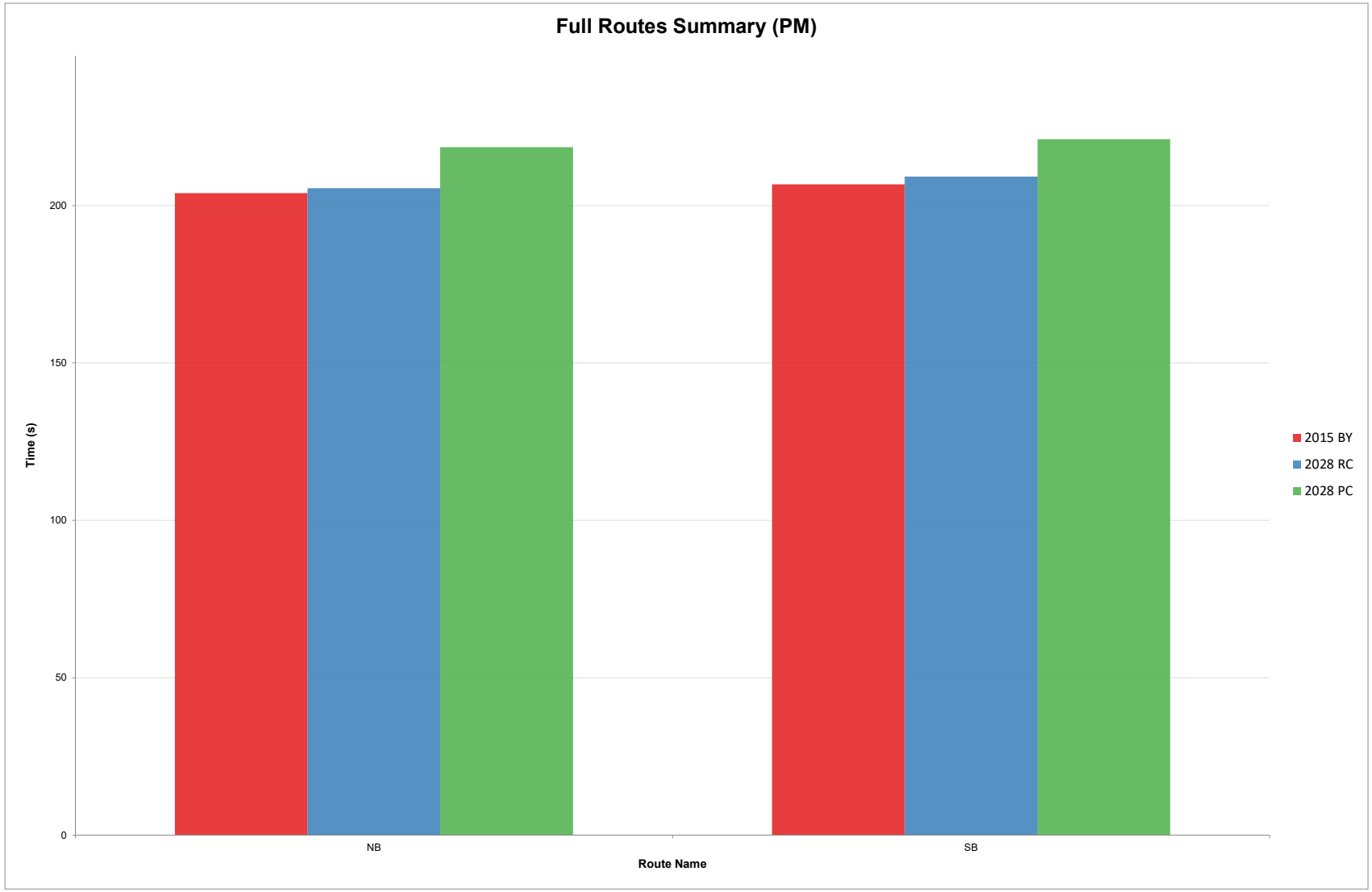


Journey Time Comparison Graphs
AM
06:00 - 09:00
2028

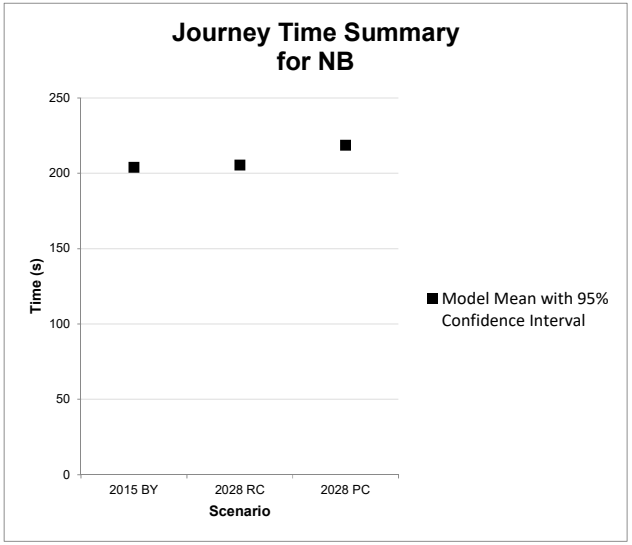


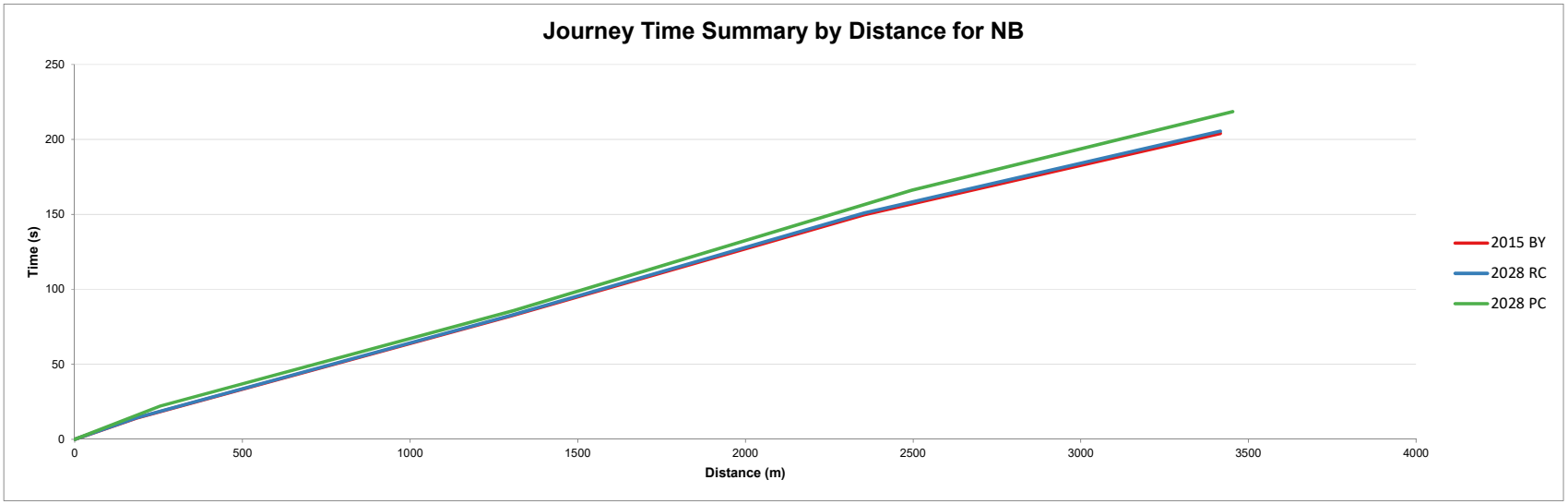


Journey Time Comparison Graphs
PM
15:00 - 19:00
2028

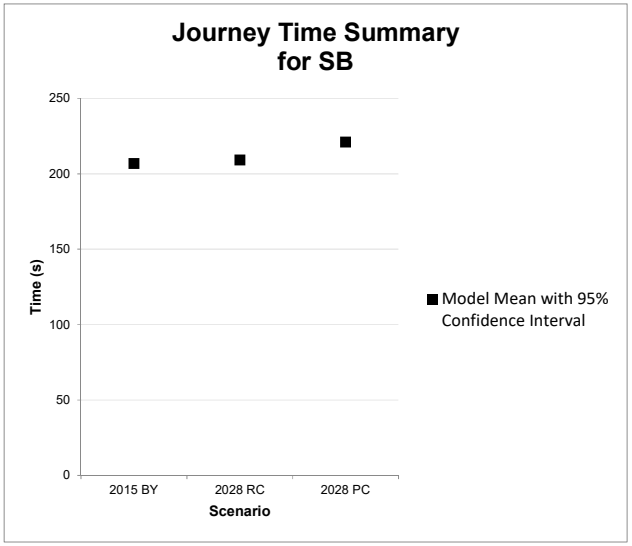


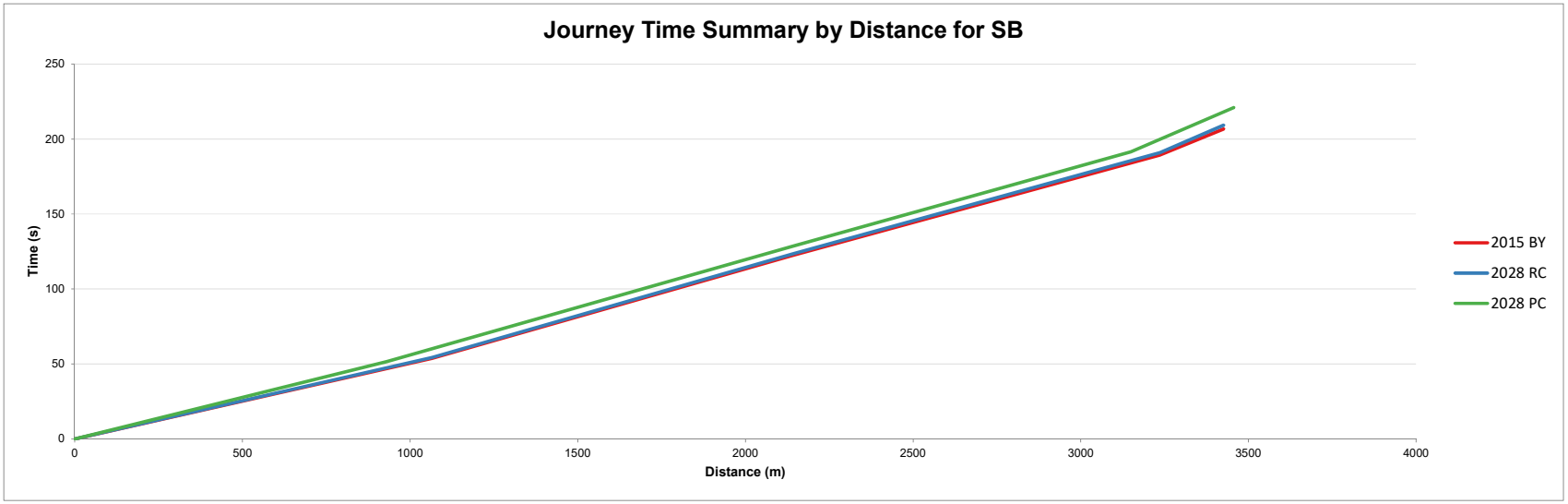
Journey Time Comparison Graphs
PM
15:00 - 19:00
2028





Journey Time Comparison Graphs
PM
15:00 - 19:00
2028





Journey Time Table
AM
2028

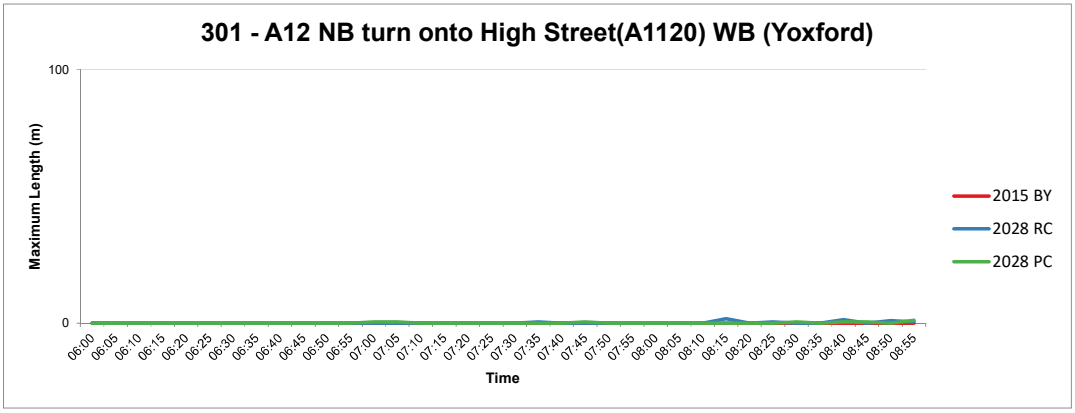
Route Names	2015 BY	2028 RC	2028 PC
1 - Section 1 NB	14	14	21
2 - Section 2 NB	67	68	63
3 - Section 3 NB	67	68	81
4 - Section 4 NB	53	54	52
NB	202	204	218
5 - Section 1 SB	54	54	52
6 - Section 2 SB	70	70	78
7 - Section 3 SB	67	68	63
8 - Section 4 SB	16	16	27
SB	206	207	219

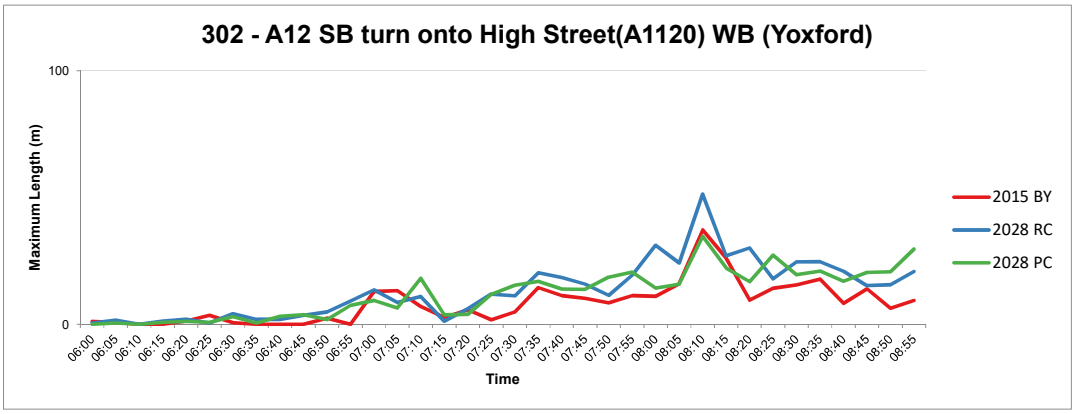
Journey Time Table
PM
2028

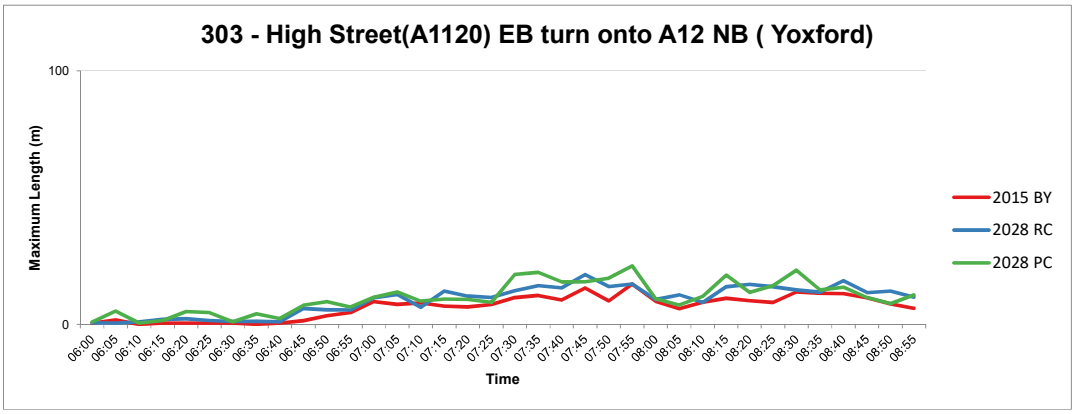
Route Names	2015 BY	2028 RC	2028 PC
1 - Section 1 NB	14	14	22
2 - Section 2 NB	68	68	64
3 - Section 3 NB	68	68	80
4 - Section 4 NB	54	55	52
NB	204	205	219
5 - Section 1 SB	54	54	52
6 - Section 2 SB	69	69	77
7 - Section 3 SB	67	67	63
8 - Section 4 SB	17	18	29
SB	207	209	221

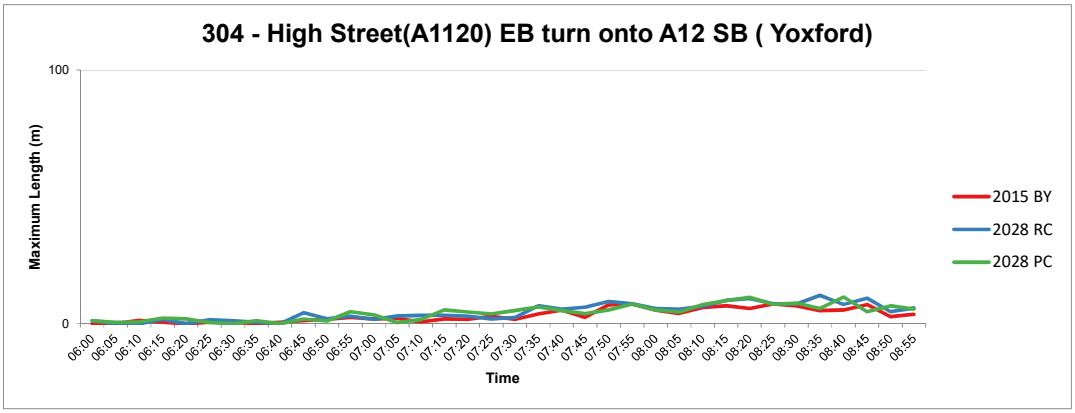
Queue Comparison
AM
Maximum Length Summary
Maximum Length (m)

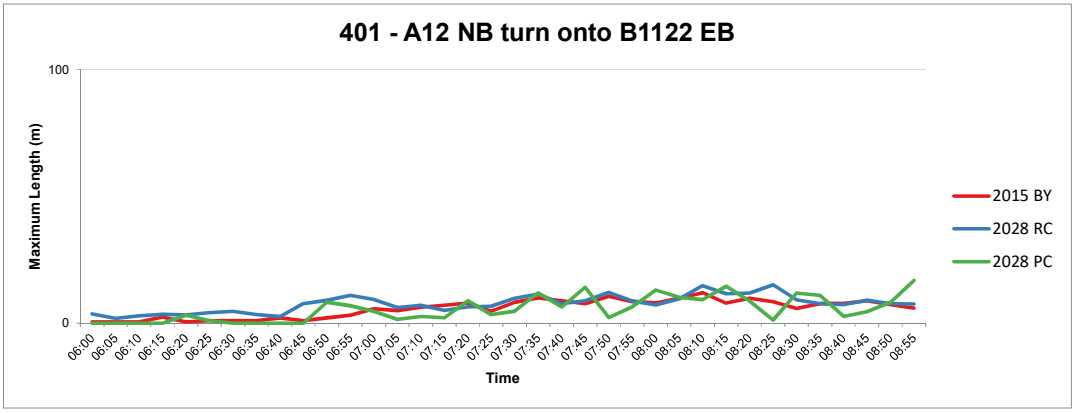
	2015 BY	2028 RC	2028 PC
301 - A12 NB turn onto High Stre	0.0	1.7	1.1
302 - A12 SB turn onto High Stre	37.2	51.3	34.7
303 - High Street(A1120) EB turr	16.0	19.7	23.1
304 - High Street(A1120) EB turr	7.8	11.2	10.5
401 - A12 NB turn onto B1122 E	12.0	15.1	16.8
402 - B1122 WB turn onto A12 S	16.1	31.1	15.0
403 - B1122 WB turn onto A12 N	16.2	29.6	15.4
404 - A12 SB turn onto B1122 E	0.0	0.0	32.9
501 - A12 NB turn onto Westleto	8.6	7.0	10.7
502 - Westleton Road WB turn o	5.7	7.1	6.2
503 - Westleton Road WB turn o	3.6	6.5	6.0
601 - Darsham Petrol Station tur	11.9	11.9	13.2
602 - Darsham Petrol Station tur	12.4	11.6	14.6
701 - A12 NB turn in to Darsham	27.8	37.7	76.9
801 - A12 NB turn on to The St E	14.4	20.2	30.4
802 - The St WB turn onto A12 S	6.6	6.1	7.1
803 - The St WB turn onto A12 N	8.8	8.3	8.1
901 - A12 SB turn onto Willow M	4.2	8.8	
902 - Willow Marsh Lane EB turr	3.3	3.1	
903 - Willow Marsh Lane EB turr	4.8	7.4	
1001 - A12 NB turn onto Lymball	3.6	1.6	12.4
1002 - Lymballs Lane WB turn o	5.2	4.1	4.1
1003 - Lymballs Lane WB turn o	3.7	6.1	3.9
1101 - A12 SB turn onto A144 W	6.9	7.1	3.8
1102 - A144 EB turn onto A12 N	61.7	73.3	83.6
1103 - A144 EB turn onto A12 S	62.0	73.3	82.3
1104 - A12 SB turn onto A144 WB first queue			11.7
1201 - Level Crossing A12 NB	107.8	139.5	134.6
1202 - Level Crossing A12 SB	161.3	160.5	198.0
1301 - Level Crossing B1122 EB	22.0	23.7	21.9
1302 - Level Crossing B1122 WE	6.9	10.0	12.3
1401 - PandR Roundabout A12 NB			35.3
1402 - PandR Rouandabout PandR Access			6.1
1403 - PandR Roundabout A12 SB			33.6
904 - PandR Access SB turn onto Willow Marsh Lane V			0.5
905 - Willow Marsh Lane EB turn onto PandR Access N			0.7
906 - Willow Marsh Lane EB turn onto PandR Access S			0.0

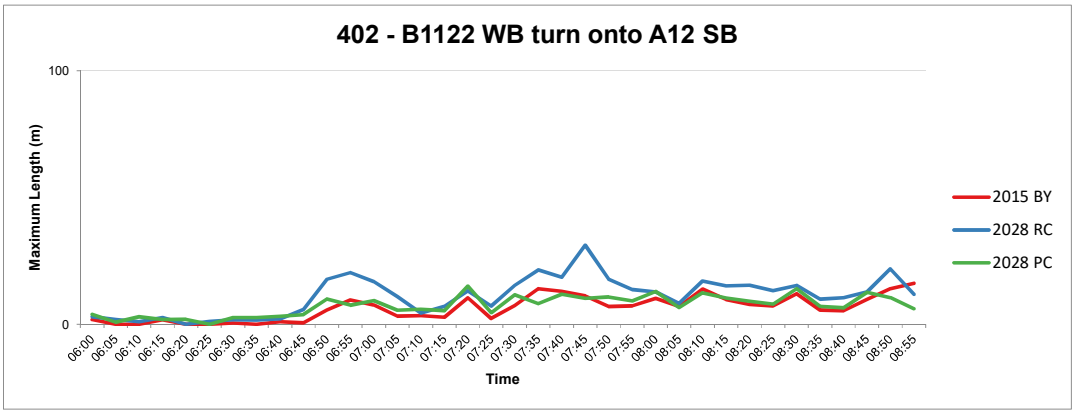

301 - A12 NB turn onto High Street(A1120) WB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

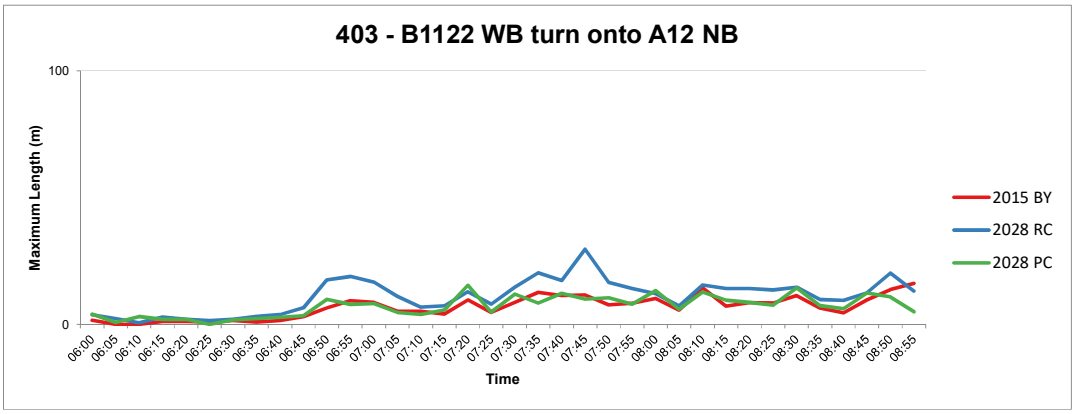

302 - A12 SB turn onto High Street(A1120) WB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

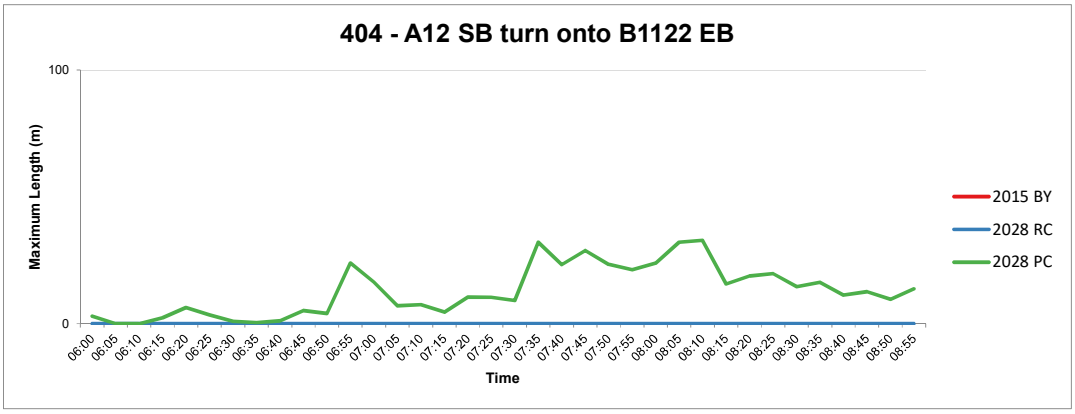

303 - High Street(A1120) EB turn onto A12 NB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

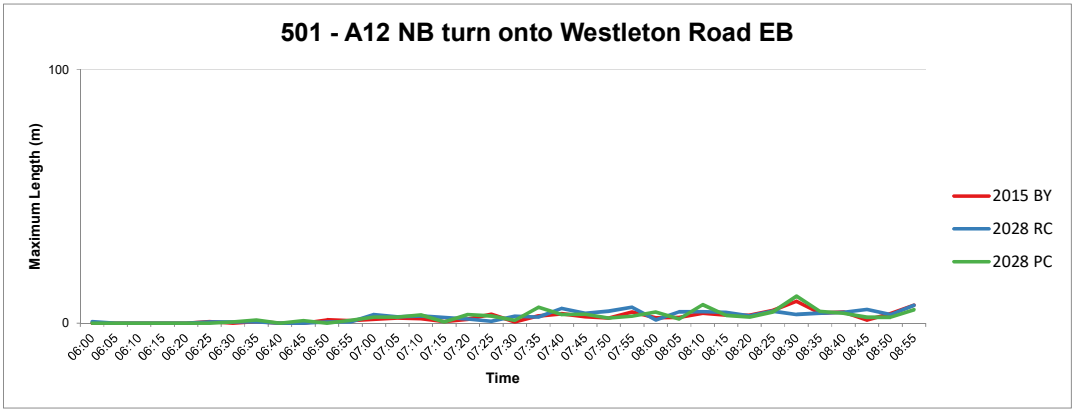

304 - High Street(A1120) EB turn onto A12 SB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

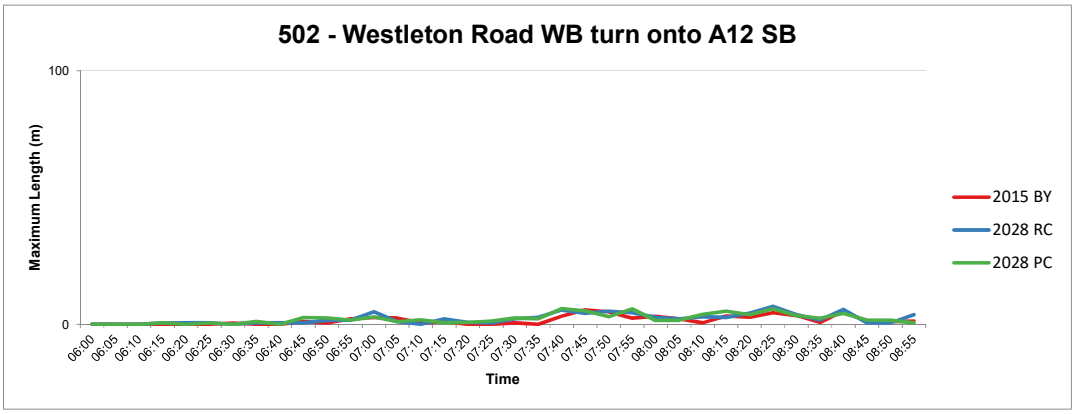

401 - A12 NB turn onto B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

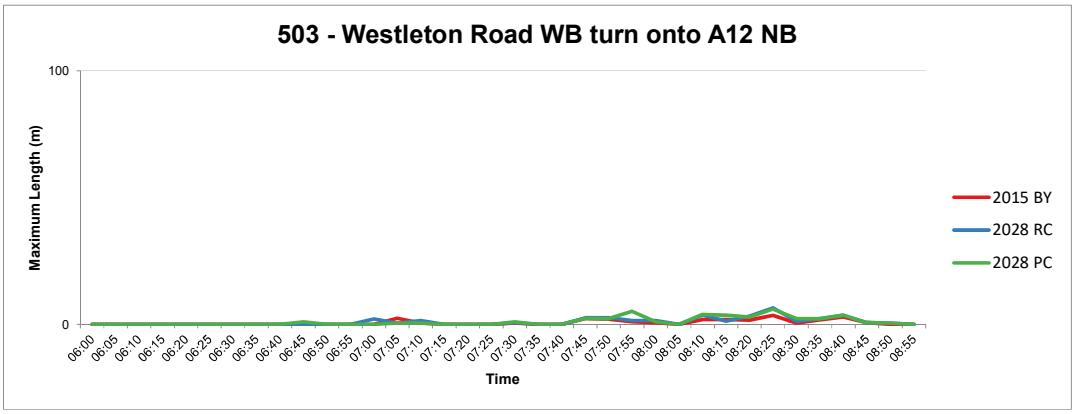

402 - B1122 WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

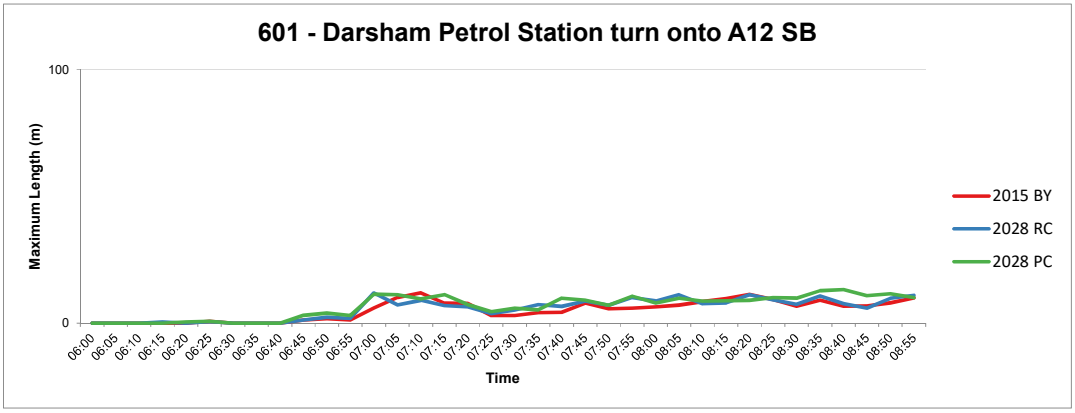

403 - B1122 WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

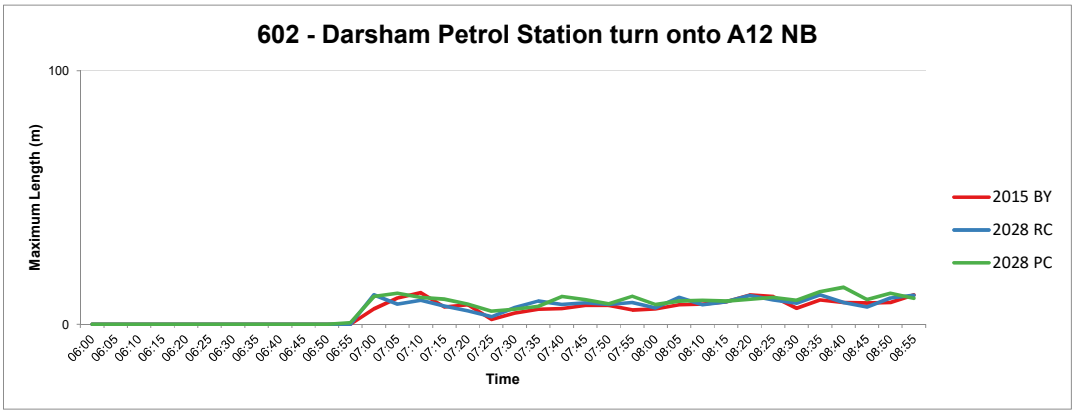

404 - A12 SB turn onto B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

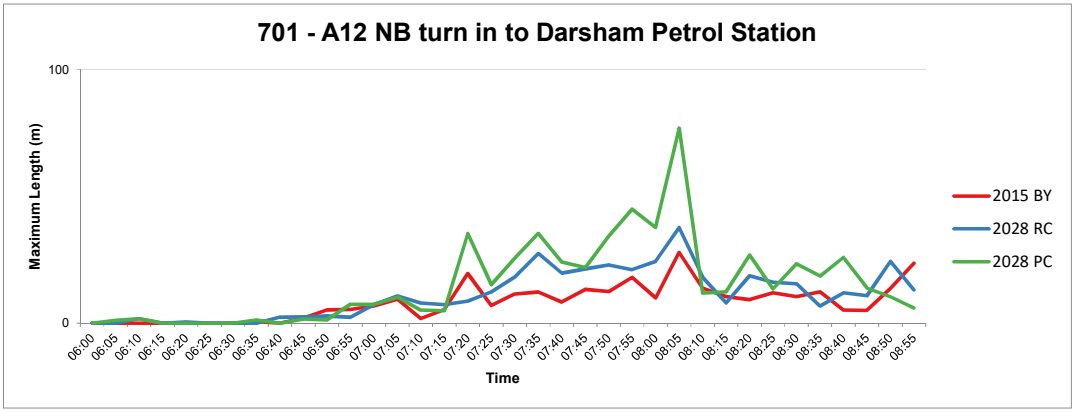

501 - A12 NB turn onto Westleton Road EB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

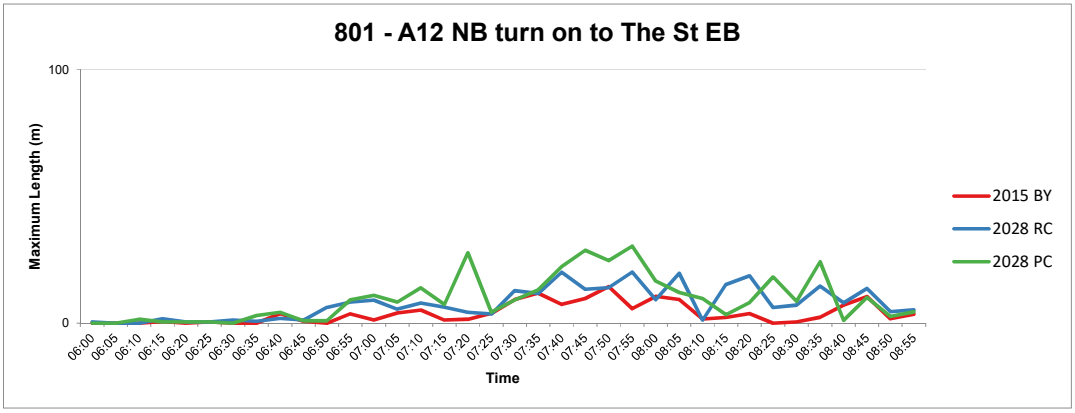

502 - Westleton Road WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

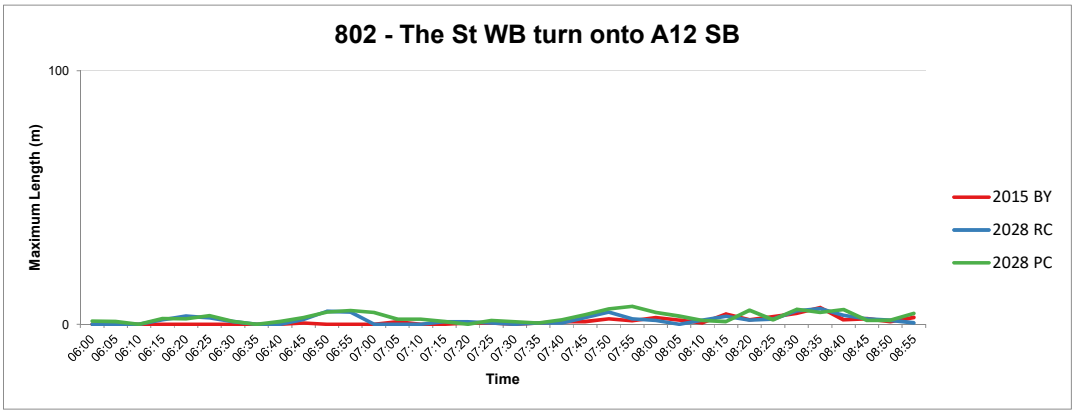

503 - Westleton Road WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

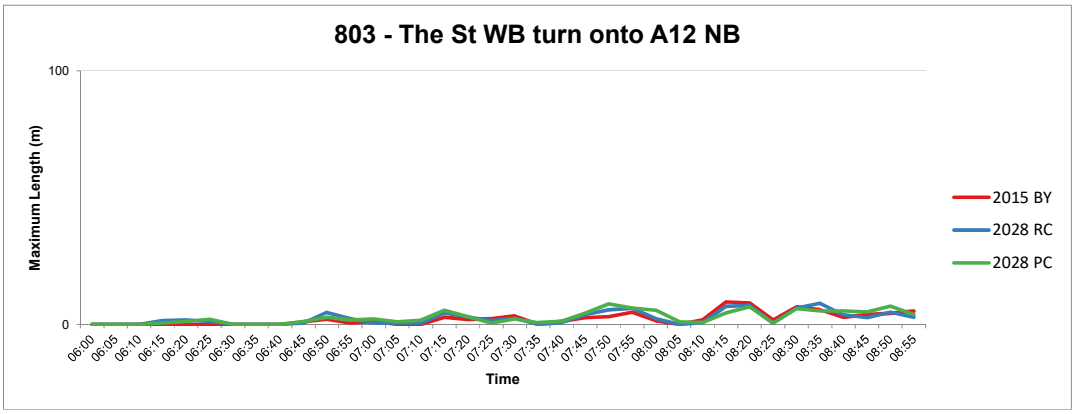

601 - Darsham Petrol Station turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

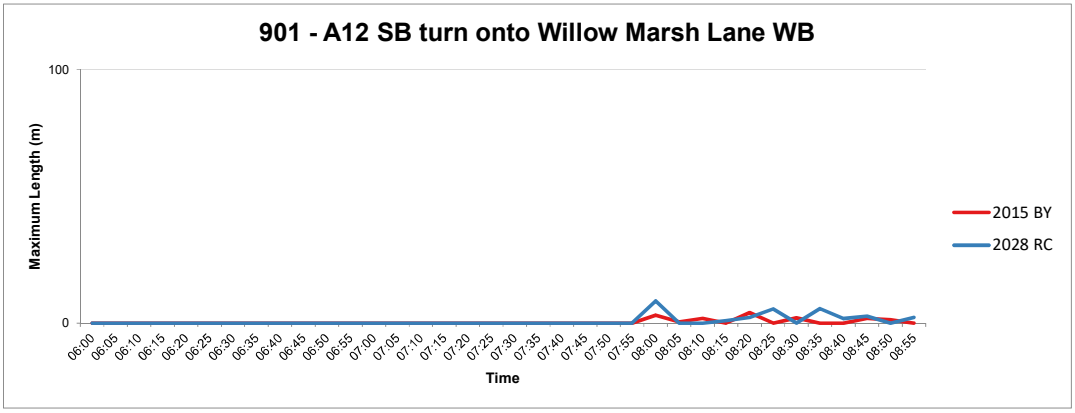

602 - Darsham Petrol Station turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

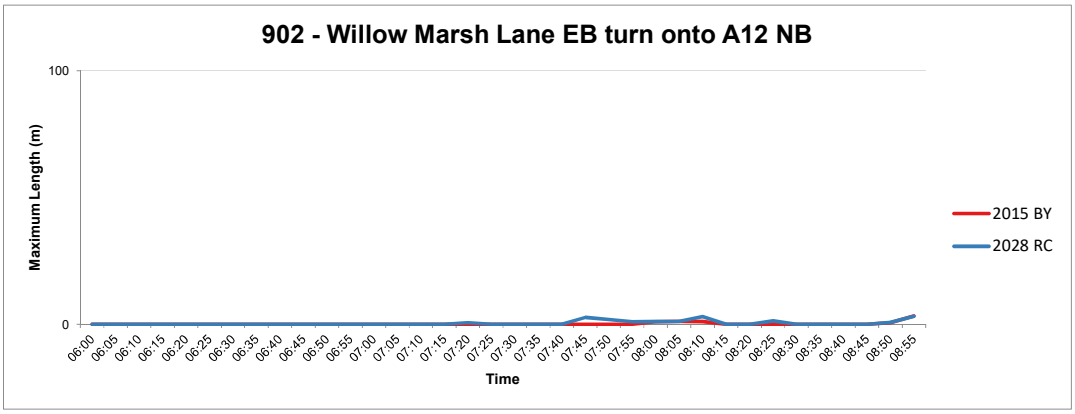

701 - A12 NB turn in to Darsham Petrol Station
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

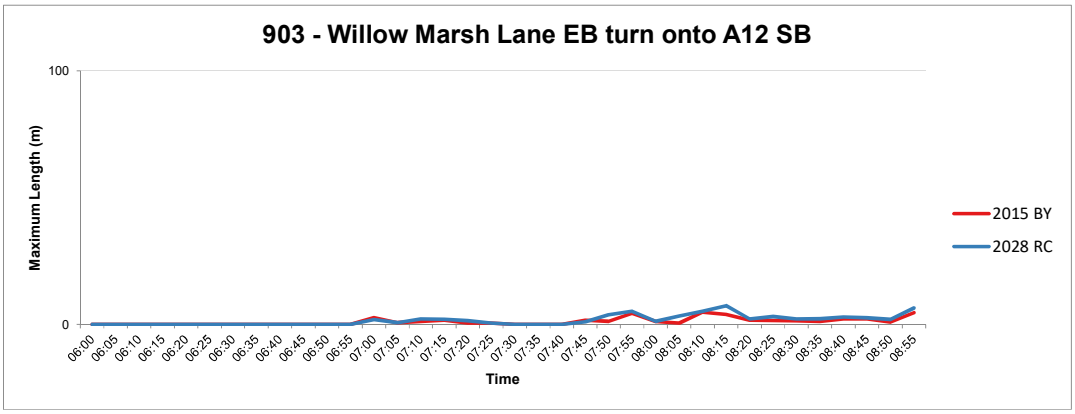

801 - A12 NB turn on to The St EB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

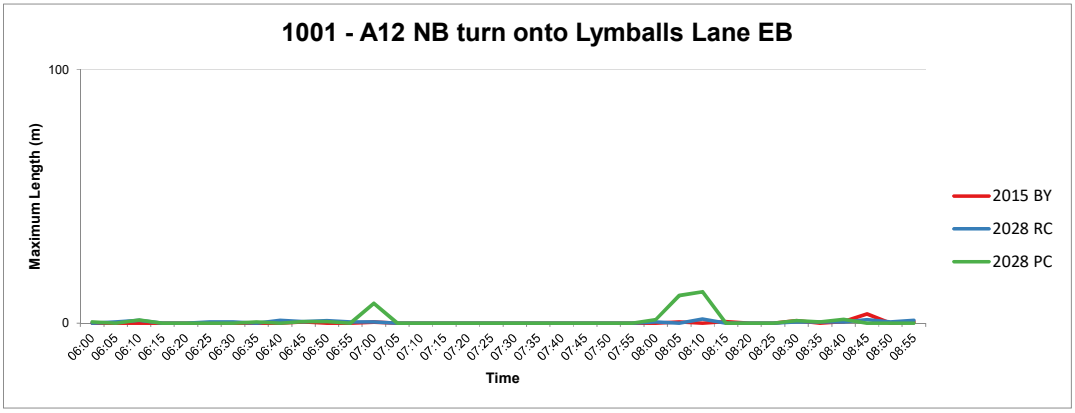

802 - The St WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

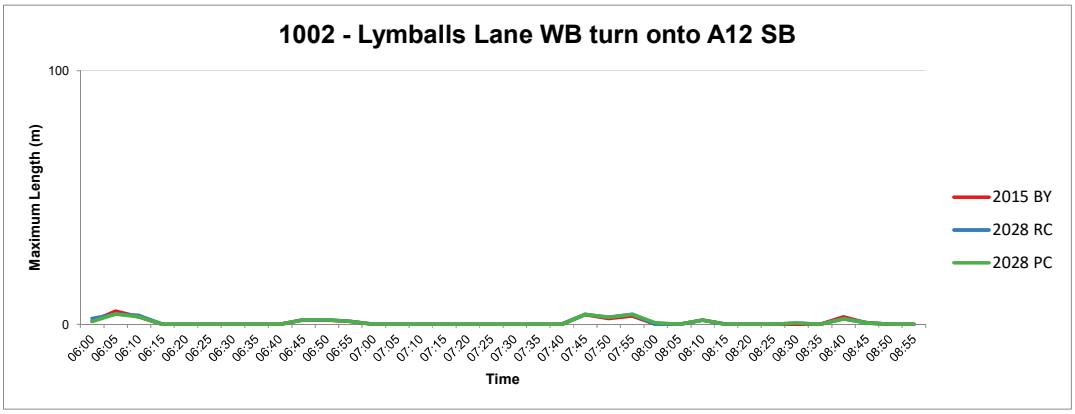

803 - The St WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

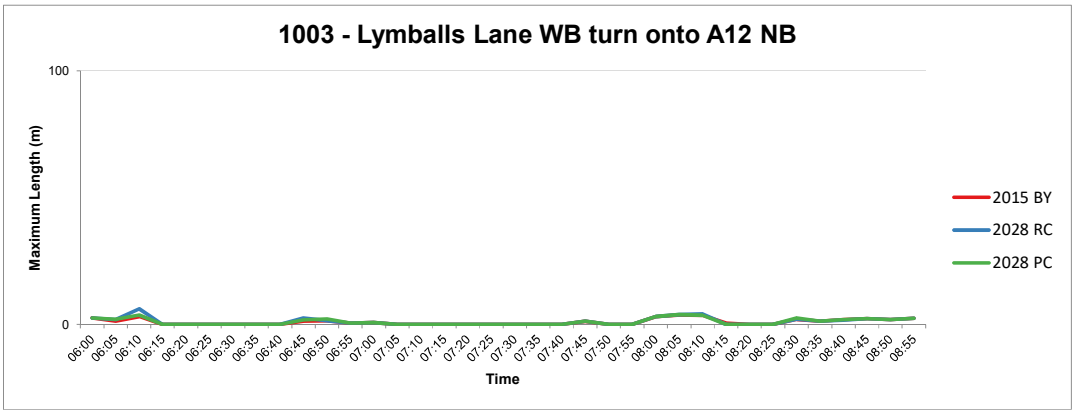

901 - A12 SB turn onto Willow Marsh Lane WB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC

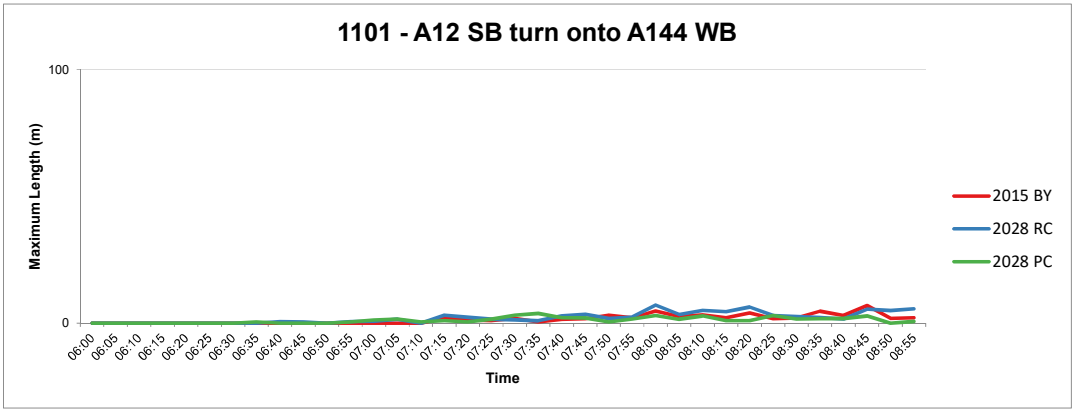

902 - Willow Marsh Lane EB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC

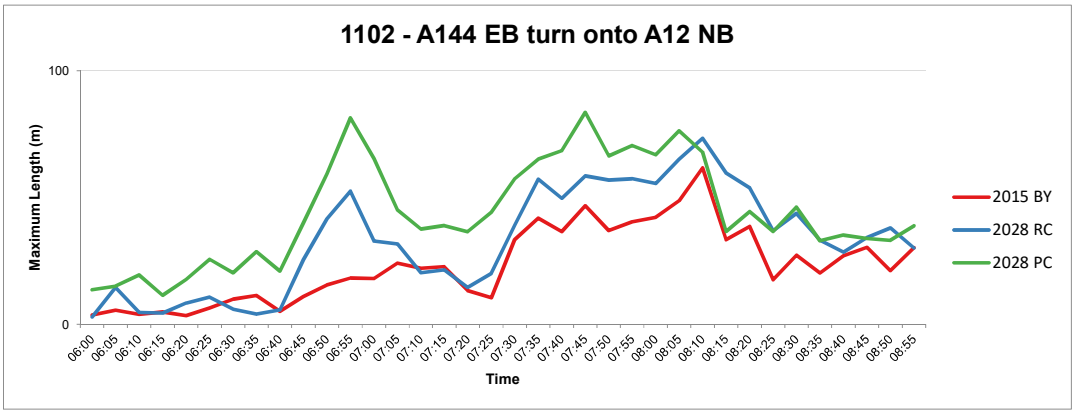

903 - Willow Marsh Lane EB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC

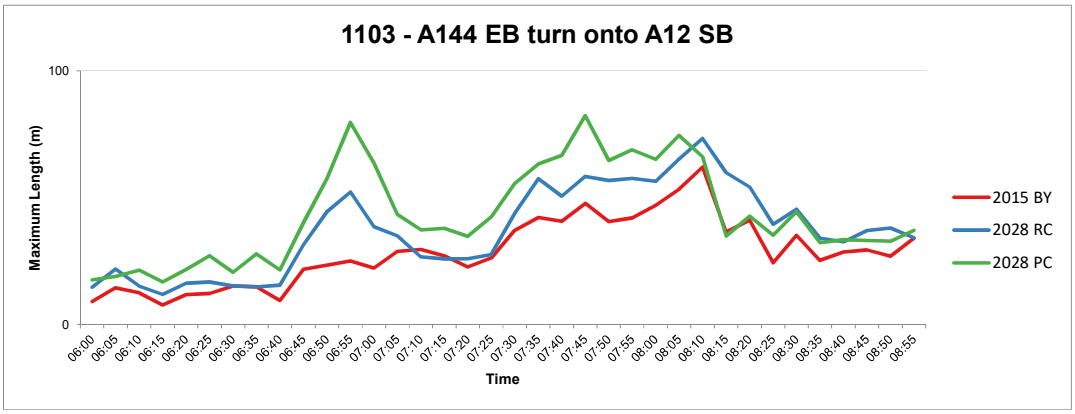

1001 - A12 NB turn onto Lymballs Lane EB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

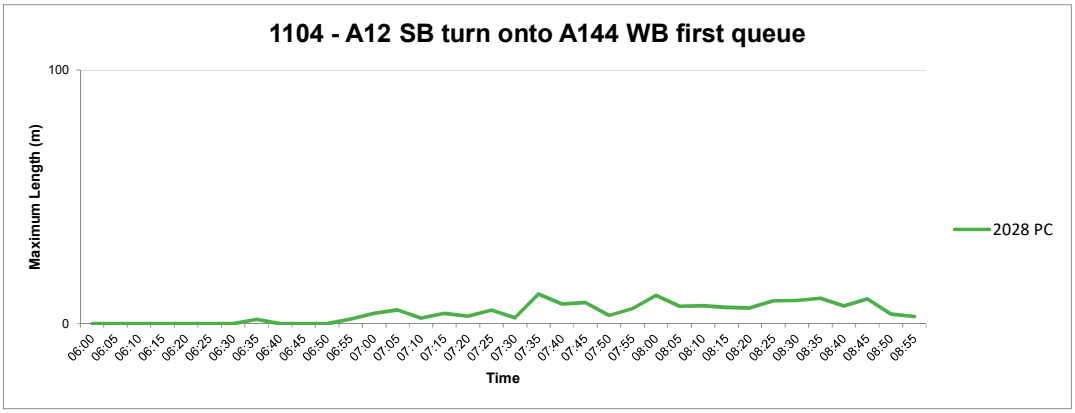

1002 - Lymballs Lane WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

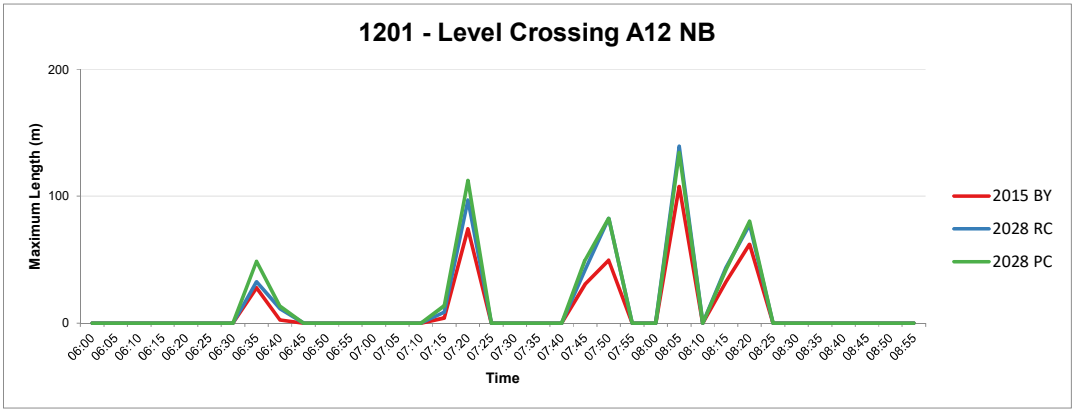

1003 - Lymballs Lane WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

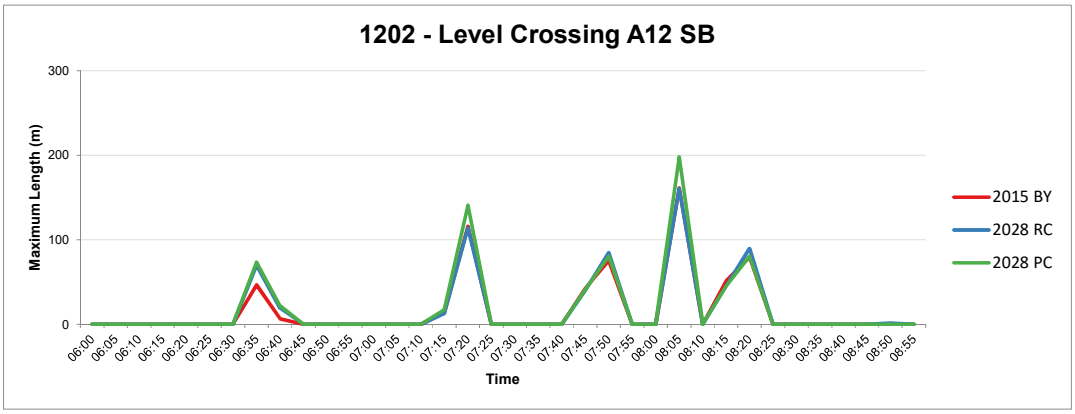

1101 - A12 SB turn onto A144 WB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

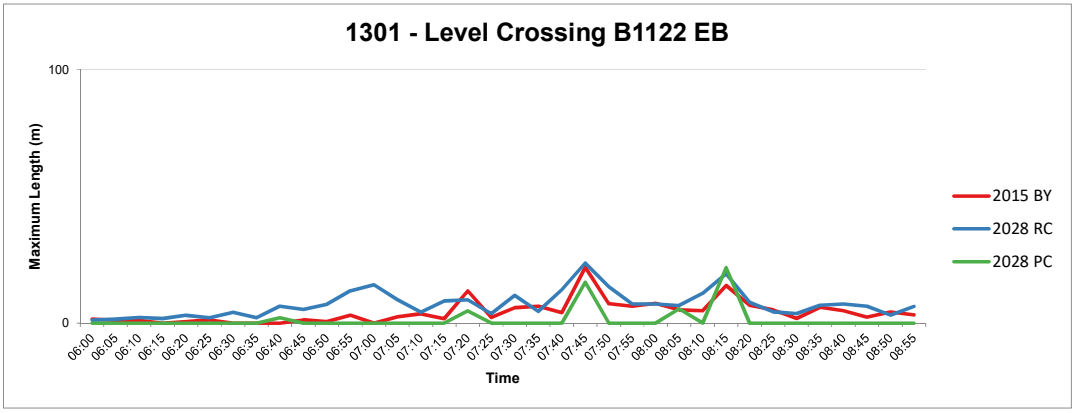

1102 - A144 EB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

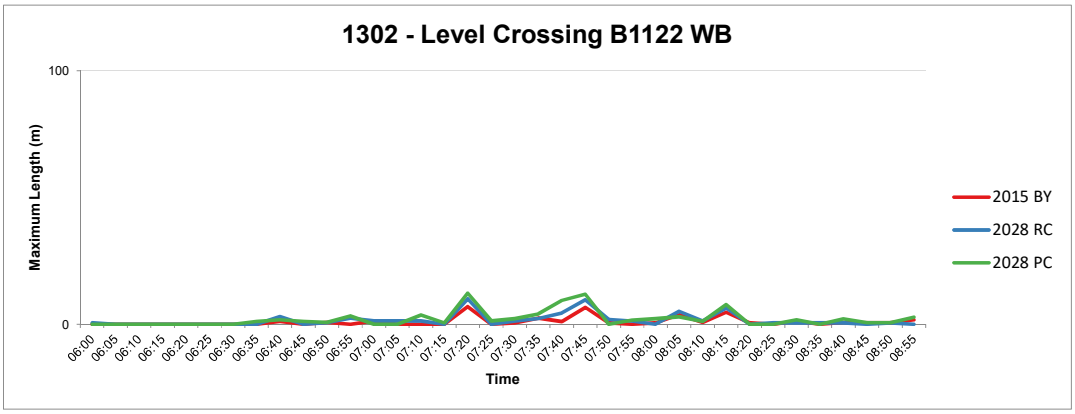

1103 - A144 EB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

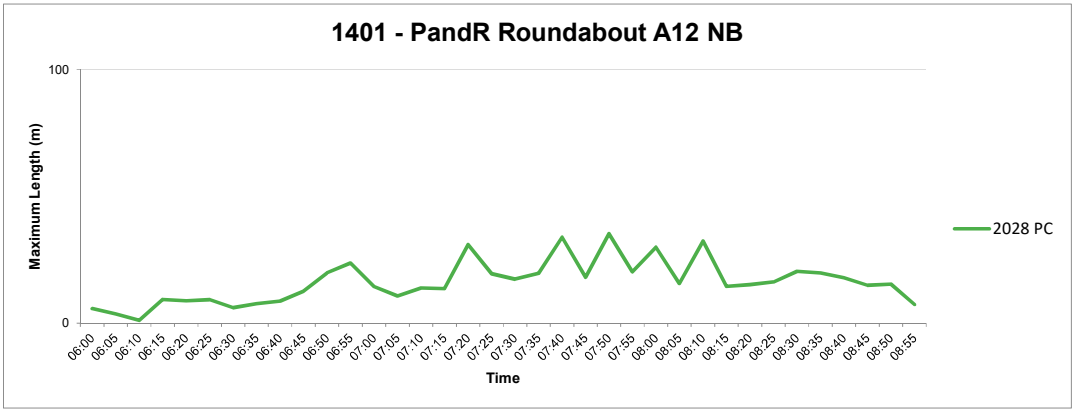

1104 - A12 SB turn onto A144 WB first queue
Maximum Length (m)
100
0
Time
2028 PC

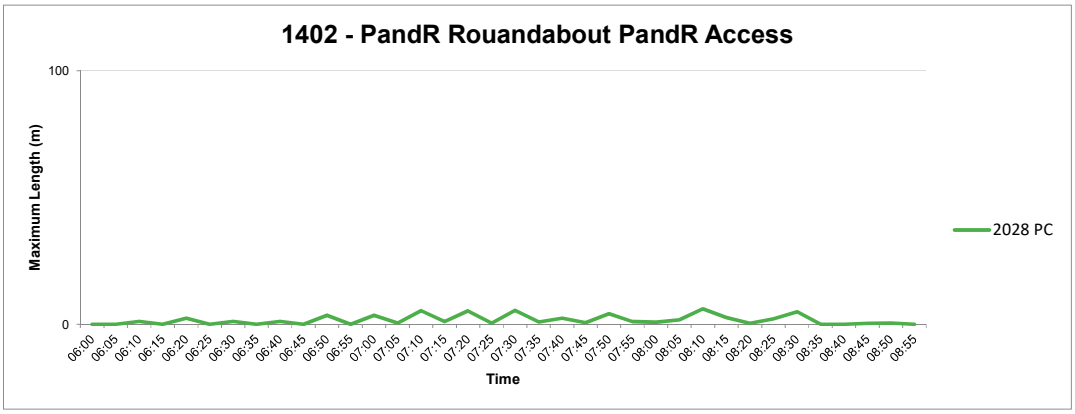

1201 - Level Crossing A12 NB
Maximum Length (m)
200
100
0
Time
2015 BY
2028 RC
2028 PC

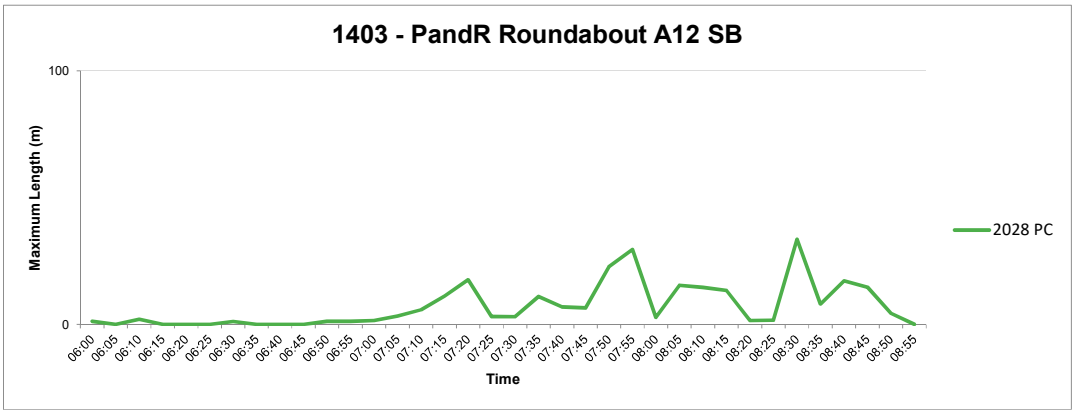

1202 - Level Crossing A12 SB
Maximum Length (m)
300
200
100
0
Time
2015 BY
2028 RC
2028 PC

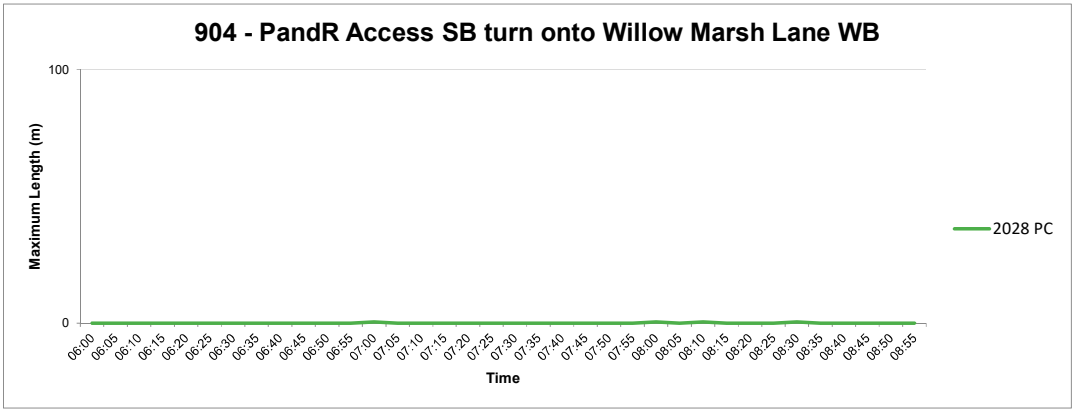

1301 - Level Crossing B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

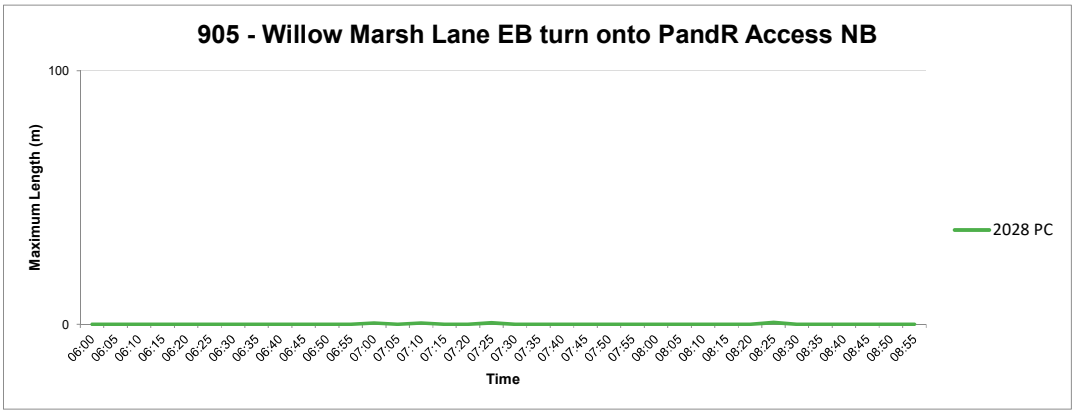

1302 - Level Crossing B1122 WB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

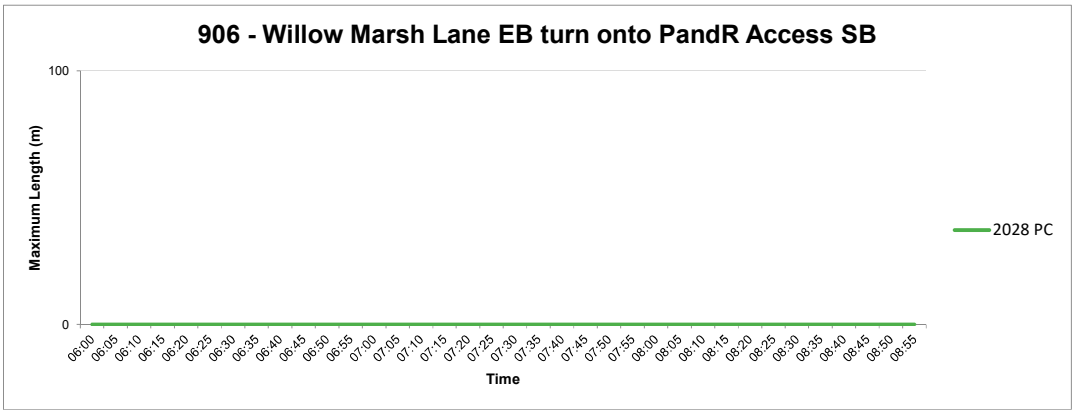

1401 - PandR Roundabout A12 NB
Maximum Length (m)
100
0
Time
2028 PC


1402 - PandR Rouandabout PandR Access
Maximum Length (m)
100
0
Time
2028 PC


1403 - PandR Roundabout A12 SB
Maximum Length (m)
100
0
Time
2028 PC

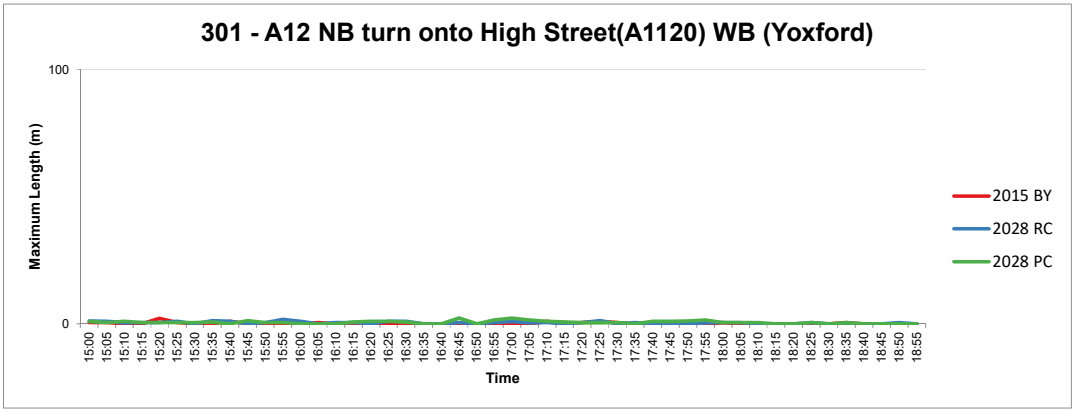

904 - PandR Access SB turn onto Willow Marsh Lane WB
Maximum Length (m)
100
0
Time
2028 PC

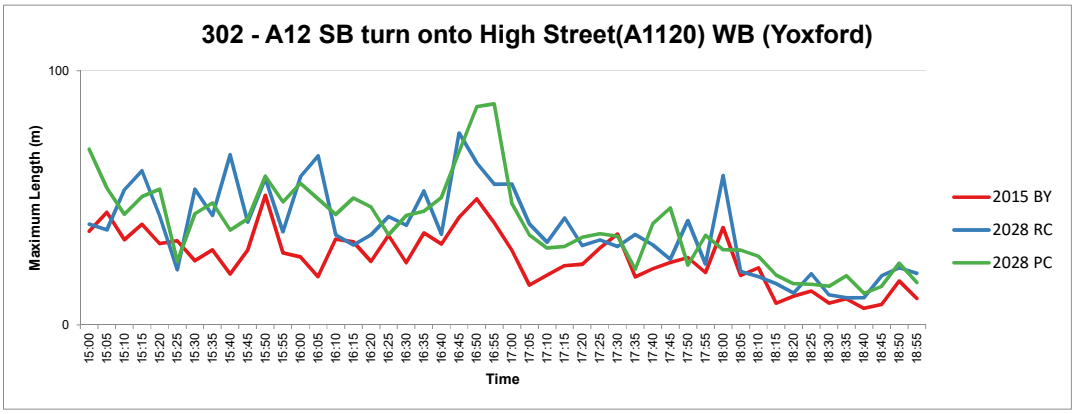

905 - Willow Marsh Lane EB turn onto PandR Access NB
Maximum Length (m)
100
0
Time
2028 PC

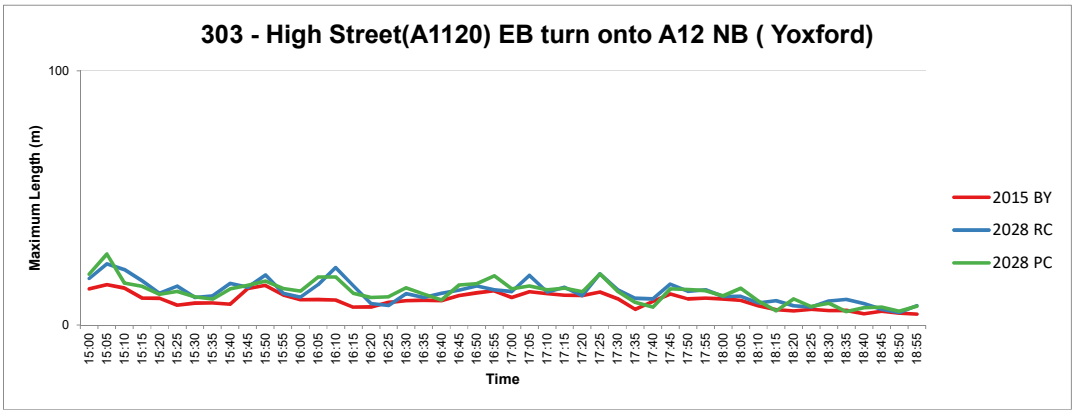

906 - Willow Marsh Lane EB turn onto PandR Access SB
Maximum Length (m)
100
0
Time
2028 PC

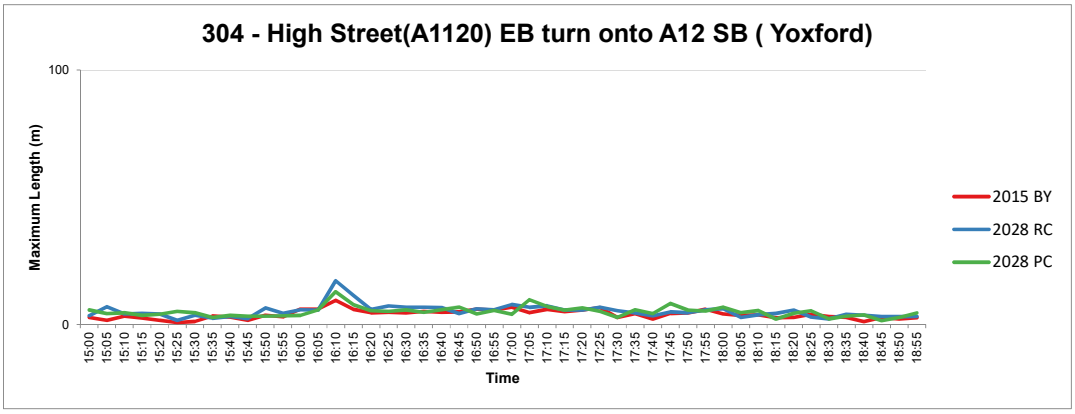
Queue Comparison
PM
Maximum Length Summary
Maximum Length (m)

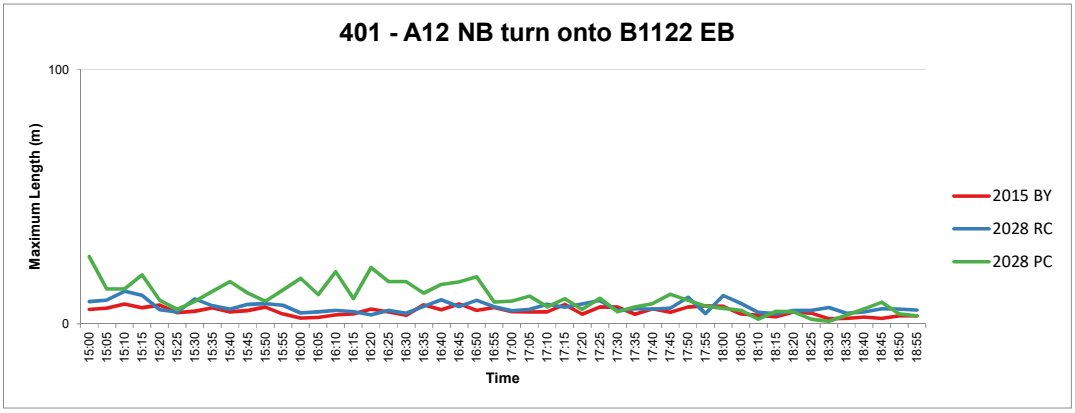
	2015 BY	2028 RC	2028 PC
301 - A12 NB turn onto High Stre	2.1	1.8	2.3
302 - A12 SB turn onto High Stre	51.0	75.5	86.9
303 - High Street(A1120) EB turr	15.9	24.0	27.9
304 - High Street(A1120) EB turr	9.4	17.2	12.8
401 - A12 NB turn onto B1122 E	7.9	12.8	26.5
402 - B1122 WB turn onto A12 S	41.0	66.5	24.1
403 - B1122 WB turn onto A12 N	39.5	65.0	24.5
404 - A12 SB turn onto B1122 E	0.0	3.3	50.6
501 - A12 NB turn onto Westleto	4.4	6.5	6.4
502 - Westleton Road WB turn o	9.9	12.4	11.2
503 - Westleton Road WB turn o	7.2	11.1	10.4
601 - Darsham Petrol Station tur	11.2	15.4	16.9
602 - Darsham Petrol Station tur	11.5	15.4	17.5
701 - A12 NB turn in to Darsham	26.1	49.8	45.4
801 - A12 NB turn on to The St E	16.1	24.9	30.2
802 - The St WB turn onto A12 S	10.1	12.5	12.8
803 - The St WB turn onto A12 N	13.1	13.1	14.1
901 - A12 SB turn onto Willow M	5.6	10.7	
902 - Willow Marsh Lane EB turr	2.3	3.3	
903 - Willow Marsh Lane EB turr	4.9	4.9	
1001 - A12 NB turn onto Lymball	6.7	18.8	16.9
1002 - Lymballs Lane WB turn o	8.6	8.1	7.6
1003 - Lymballs Lane WB turn o	5.8	5.5	6.2
1101 - A12 SB turn onto A144 W	9.3	5.8	2.0
1102 - A144 EB turn onto A12 N	32.0	37.2	38.3
1103 - A144 EB turn onto A12 S	32.8	37.1	36.6
1104 - A12 SB turn onto A144 WB first queue			8.1
1201 - Level Crossing A12 NB	159.0	193.5	210.0
1202 - Level Crossing A12 SB	95.7	121.4	141.4
1301 - Level Crossing B1122 EB	10.0	11.5	11.4
1302 - Level Crossing B1122 WE	18.1	20.2	22.2
1401 - PandR Roundabout A12 NB			43.0
1402 - PandR Rouandabout PandR Access			26.9
1403 - PandR Roundabout A12 SB			31.9
904 - PandR Access SB turn onto Willow Marsh Lane V			5.1
905 - Willow Marsh Lane EB turn onto PandR Access N			1.7
906 - Willow Marsh Lane EB turn onto PandR Access S			1.3

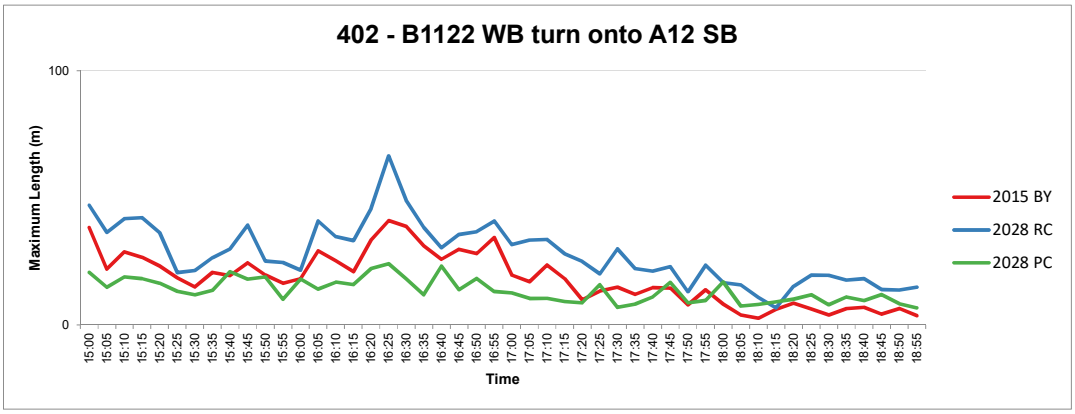

301 - A12 NB turn onto High Street(A1120) WB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

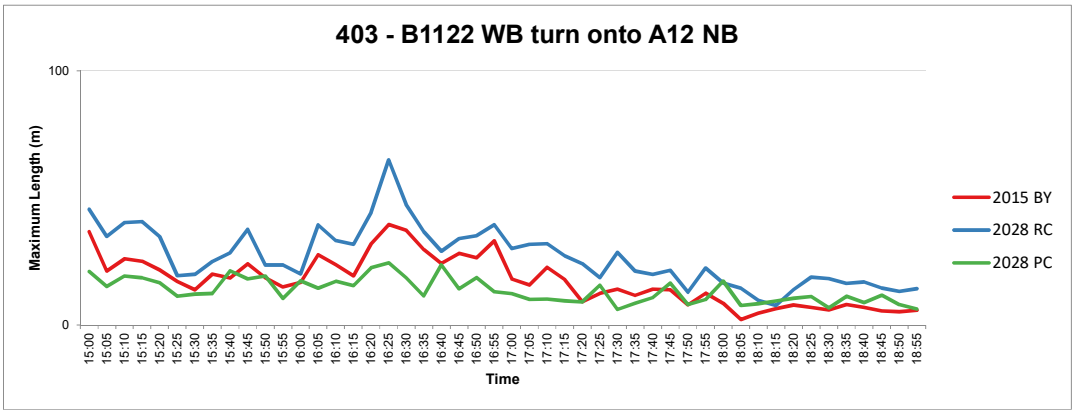

302 - A12 SB turn onto High Street(A1120) WB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

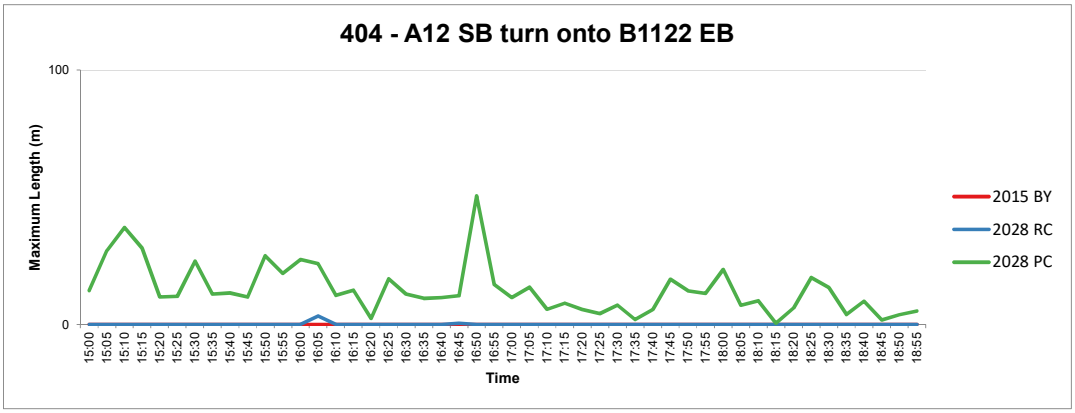

303 - High Street(A1120) EB turn onto A12 NB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

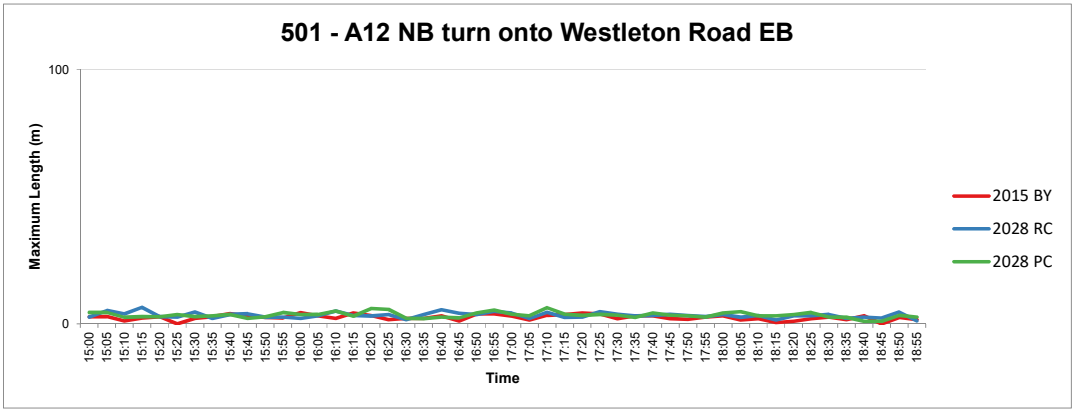

304 - High Street(A1120) EB turn onto A12 SB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

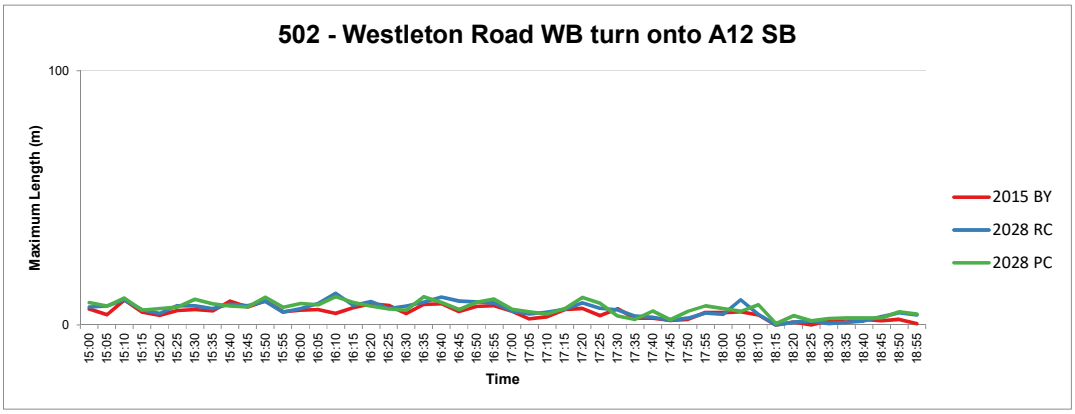

401 - A12 NB turn onto B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

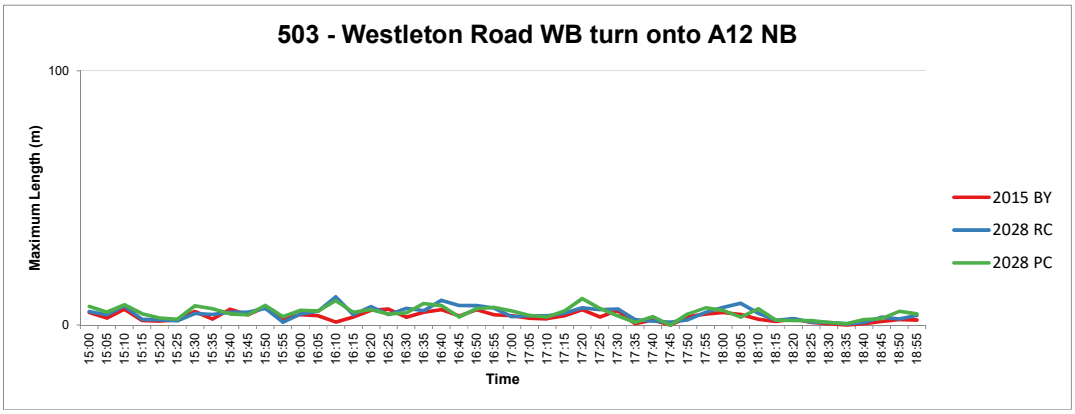

402 - B1122 WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

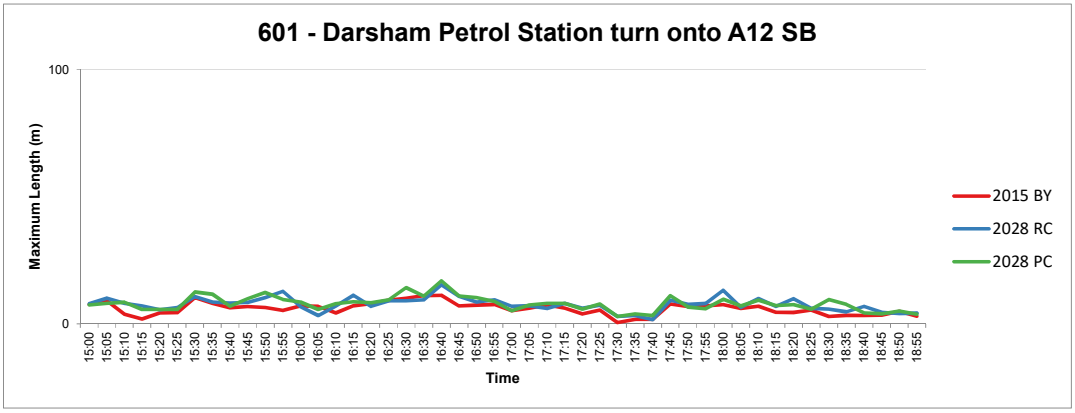

403 - B1122 WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

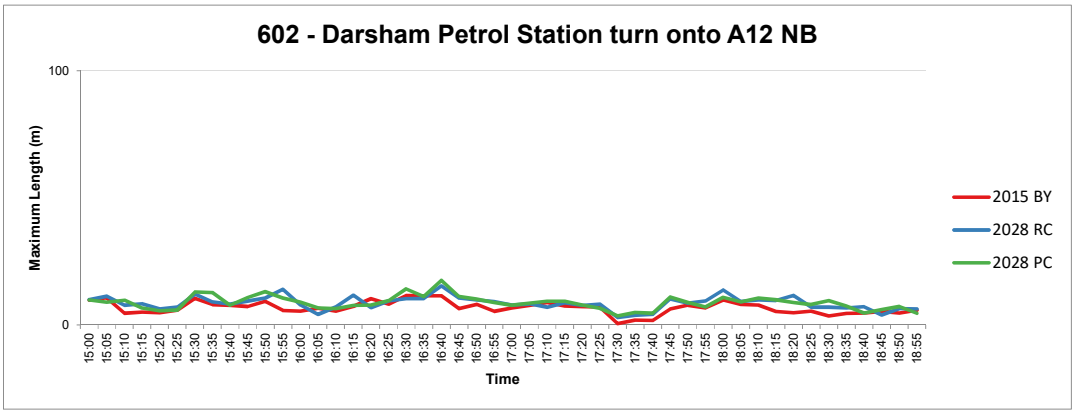

404 - A12 SB turn onto B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

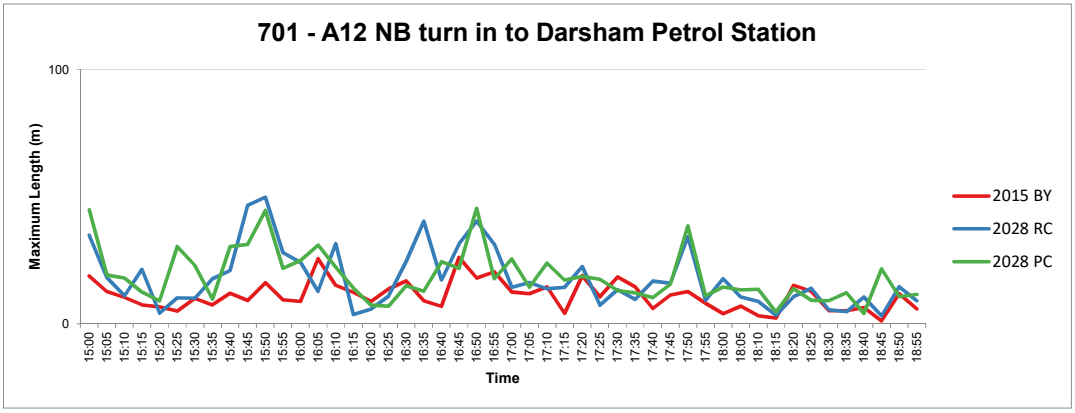

501 - A12 NB turn onto Westleton Road EB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

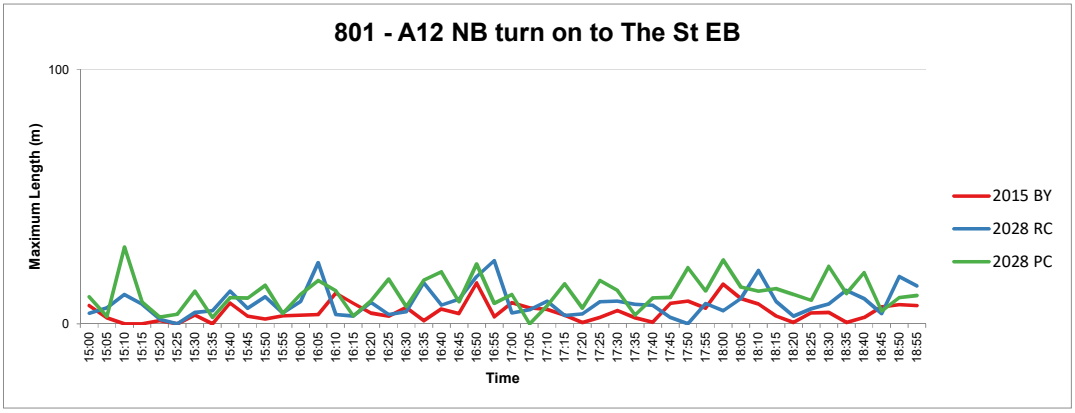

502 - Westleton Road WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

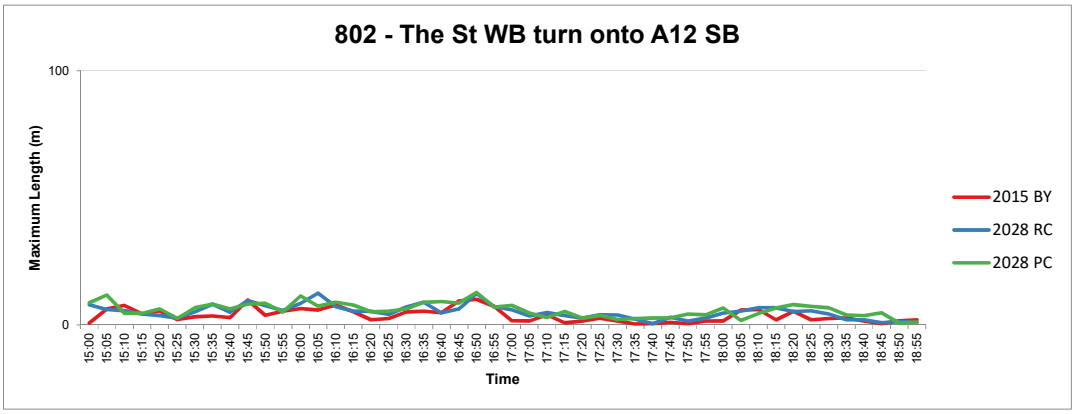

503 - Westleton Road WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

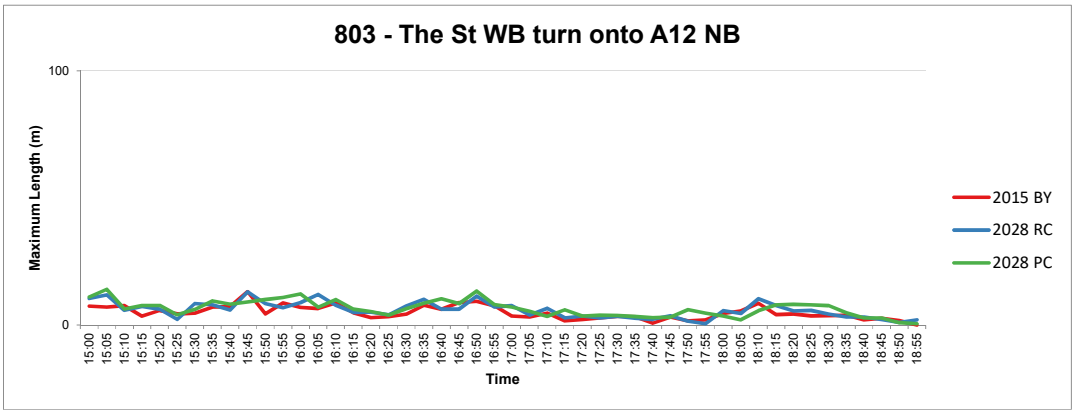

601 - Darsham Petrol Station turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

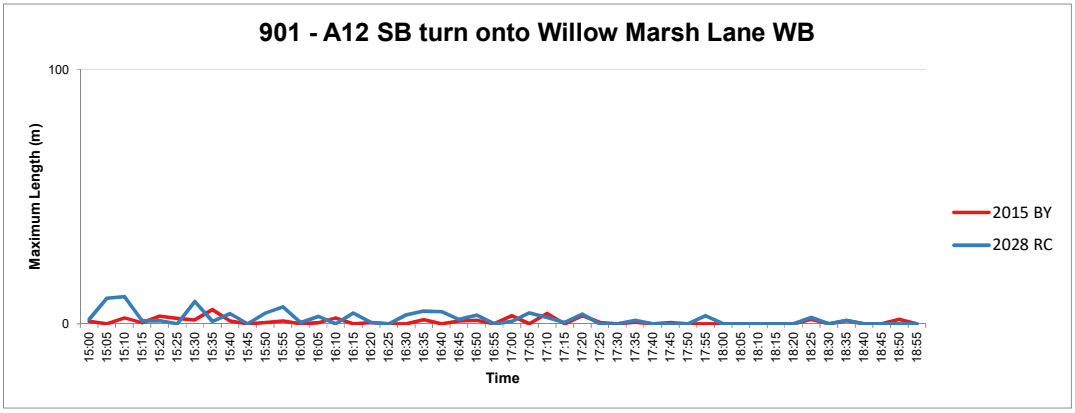

602 - Darsham Petrol Station turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

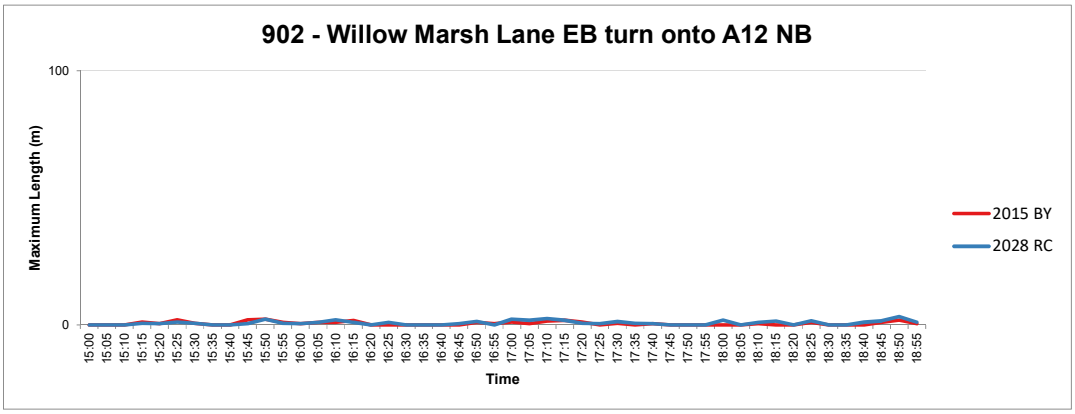

701 - A12 NB turn in to Darsham Petrol Station
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

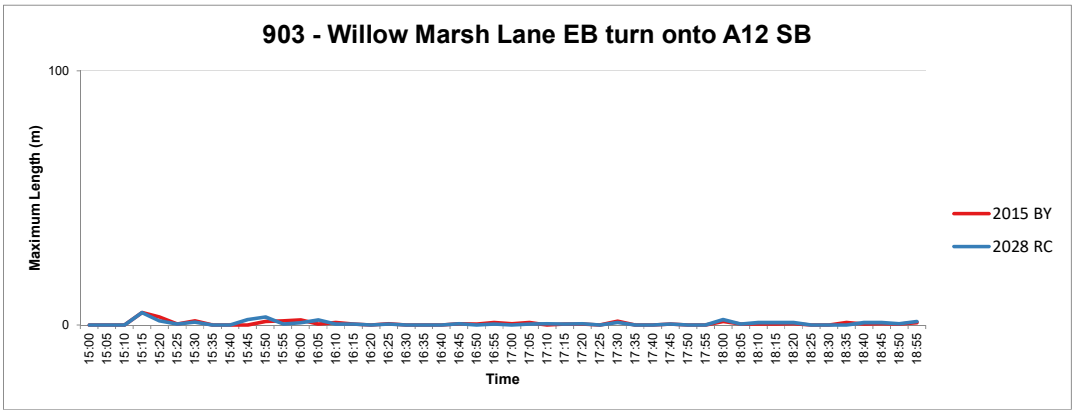

801 - A12 NB turn on to The St EB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

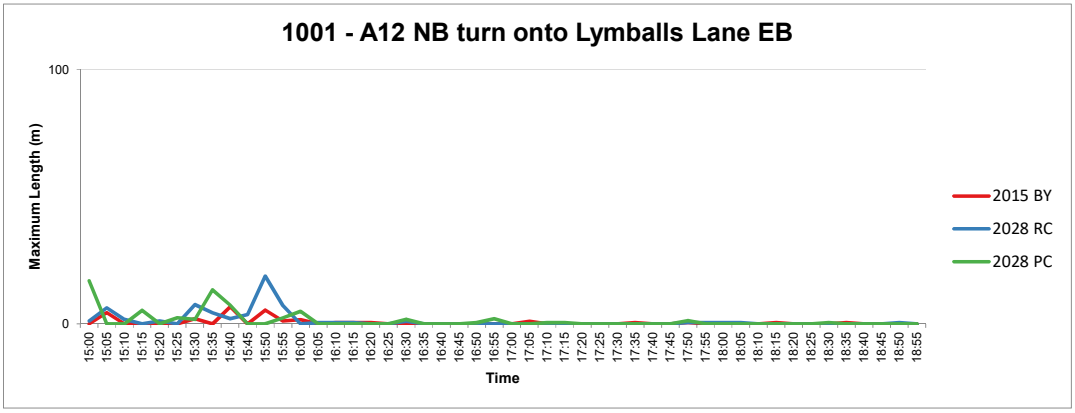

802 - The St WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

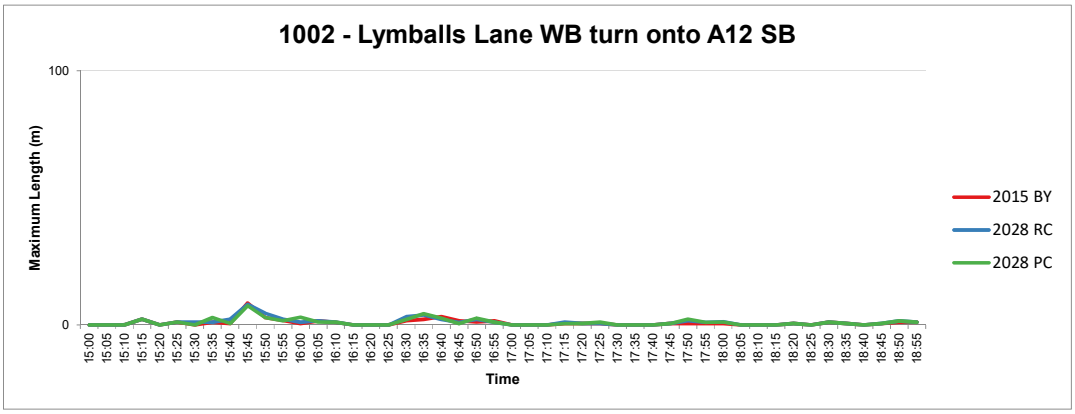

803 - The St WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

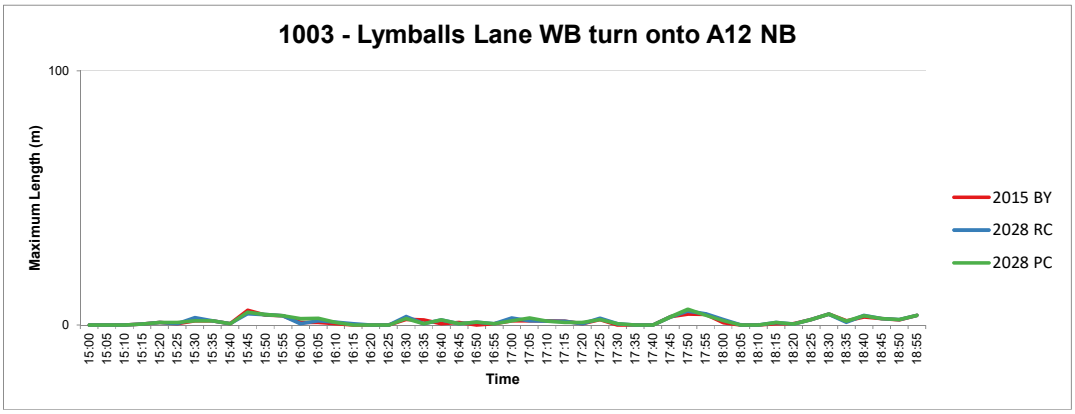

901 - A12 SB turn onto Willow Marsh Lane WB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC

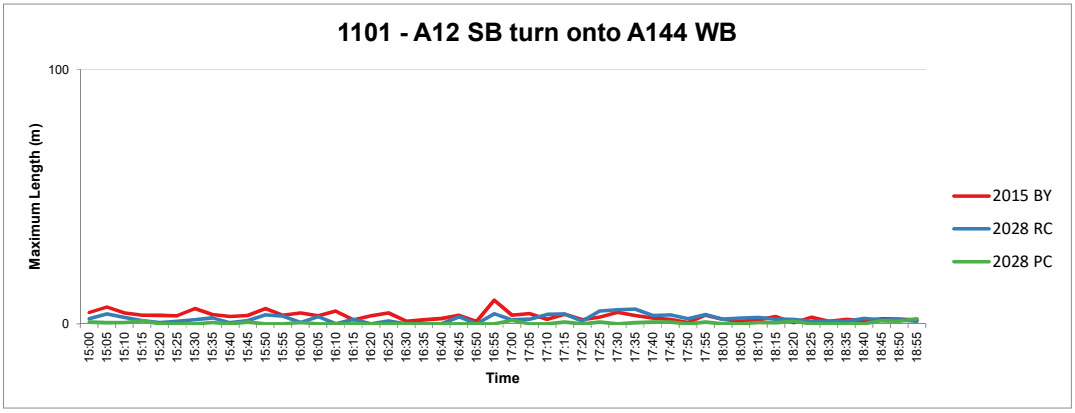

902 - Willow Marsh Lane EB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC

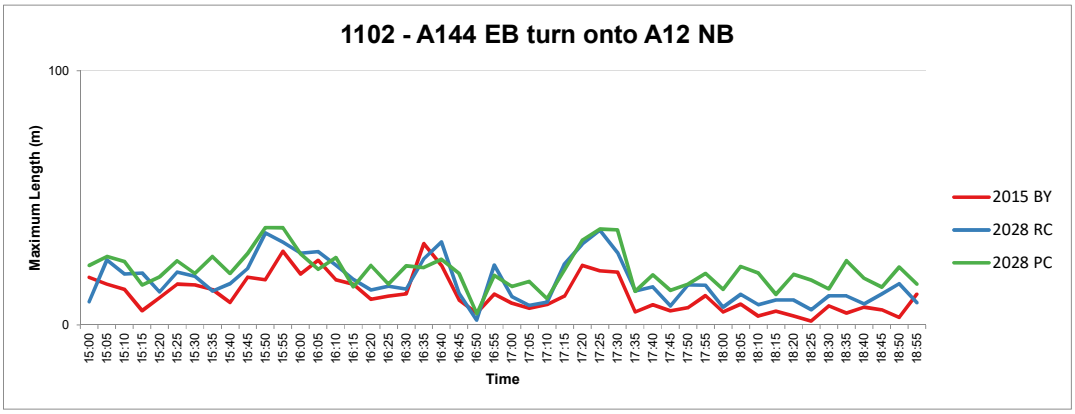

903 - Willow Marsh Lane EB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC

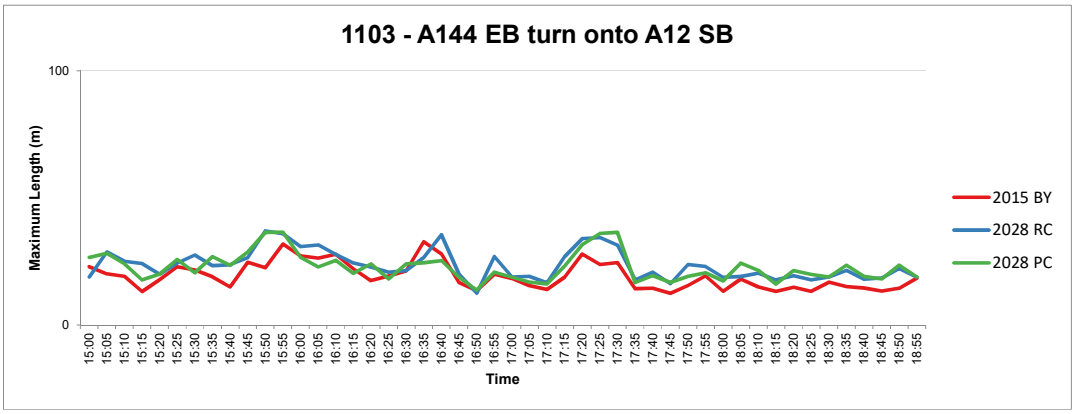

1001 - A12 NB turn onto Lymballs Lane EB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

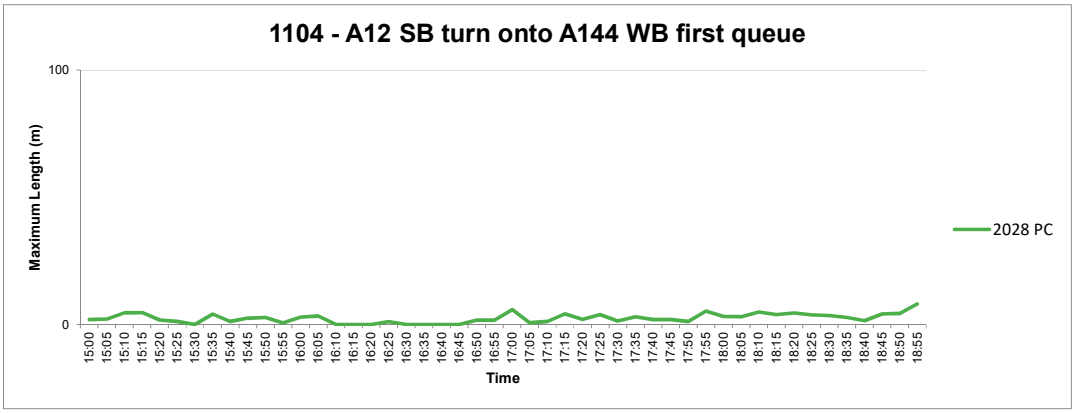

1002 - Lymballs Lane WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

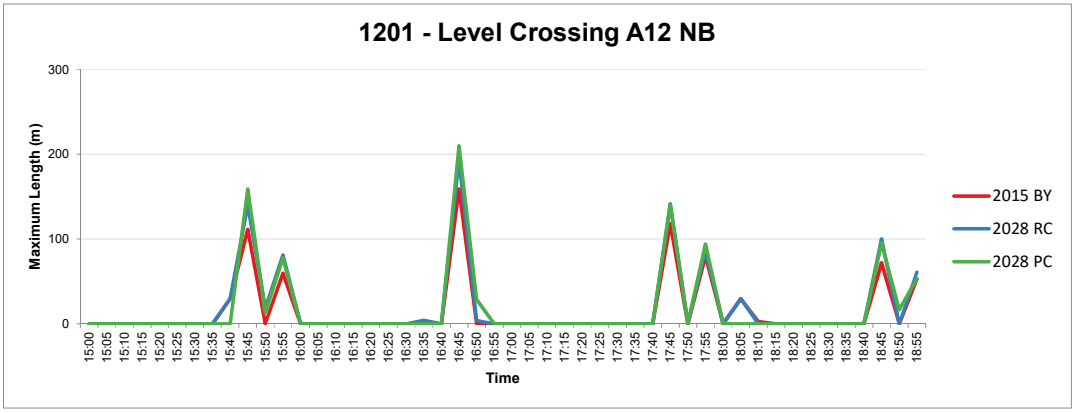

1003 - Lymballs Lane WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

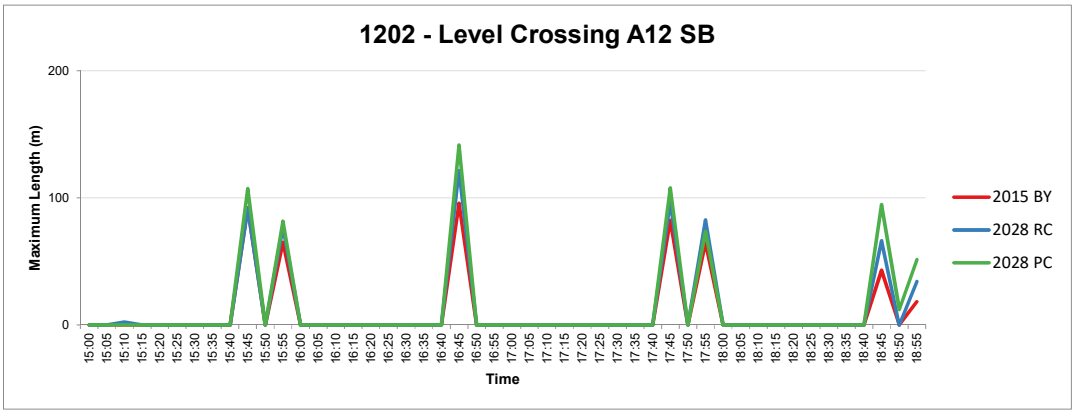

1101 - A12 SB turn onto A144 WB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

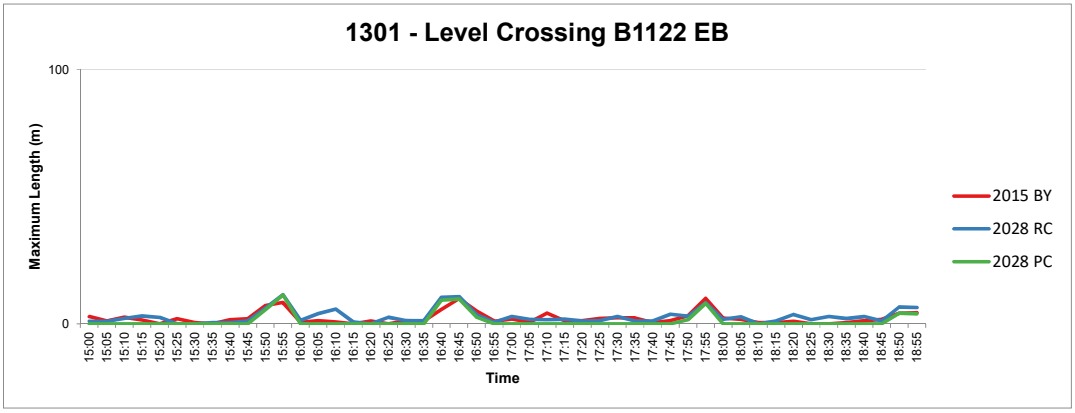

1102 - A144 EB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

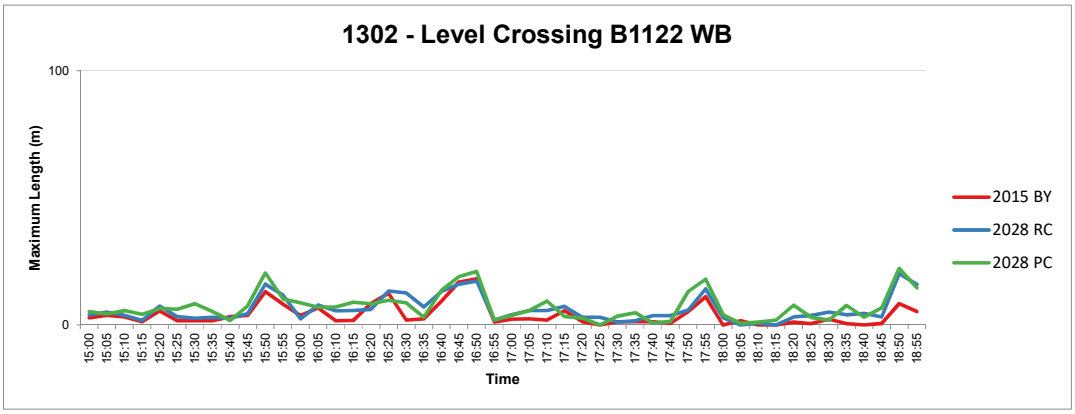

1103 - A144 EB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

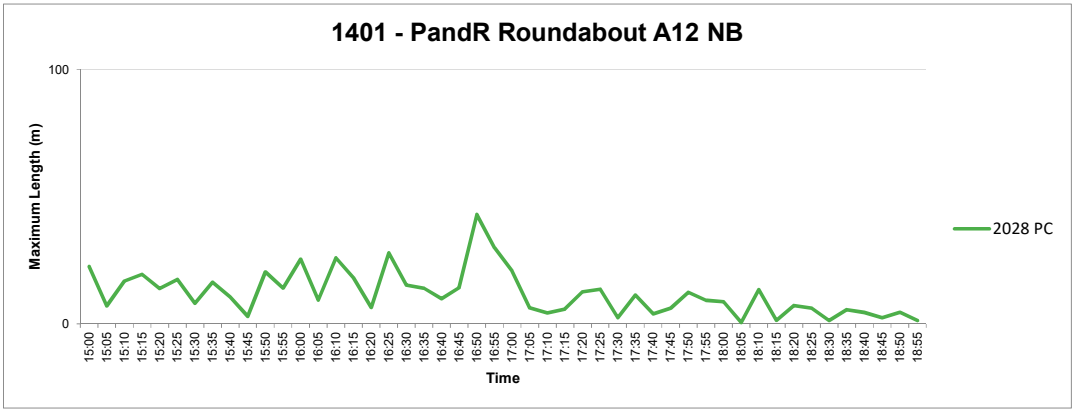

1104 - A12 SB turn onto A144 WB first queue
Maximum Length (m)
100
0
Time
2028 PC

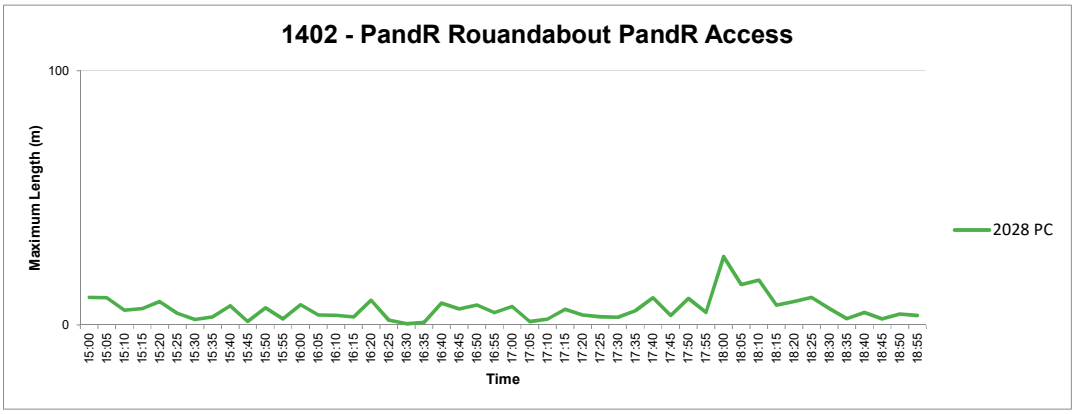

1201 - Level Crossing A12 NB
Maximum Length (m)
300
200
100
0
Time
2015 BY
2028 RC
2028 PC

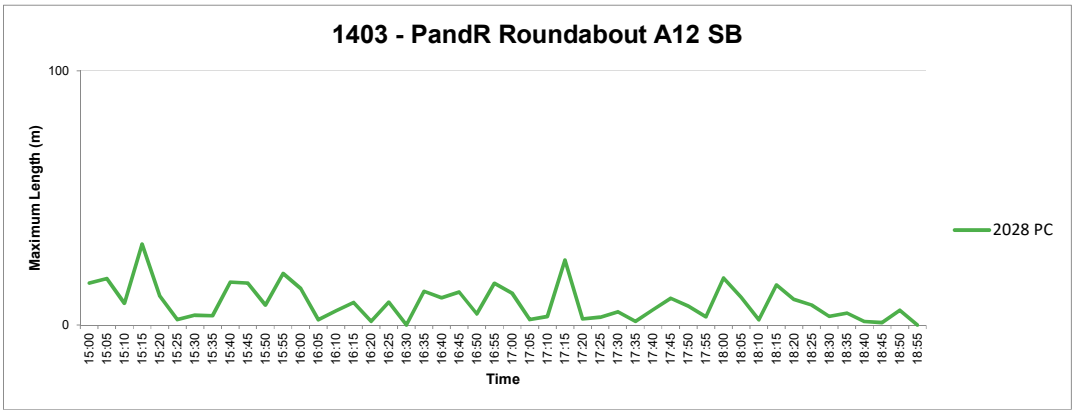

1202 - Level Crossing A12 SB
Maximum Length (m)
200
100
0
Time
2015 BY
2028 RC
2028 PC

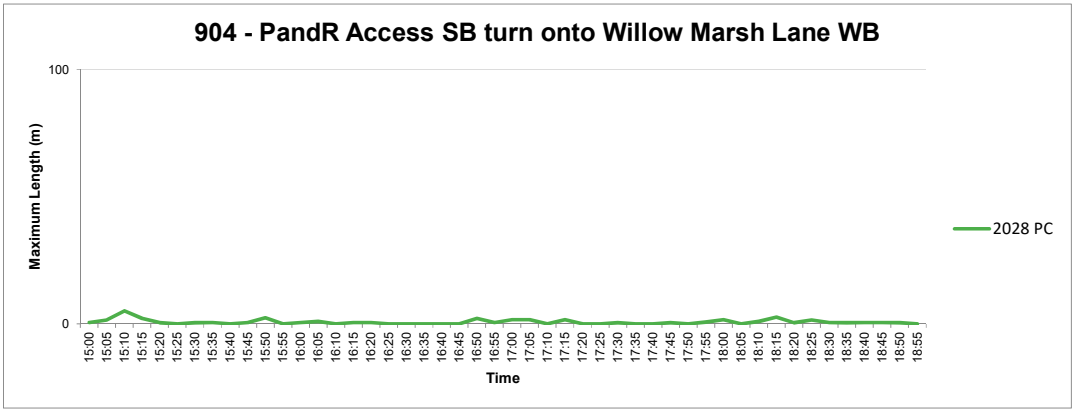

1301 - Level Crossing B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

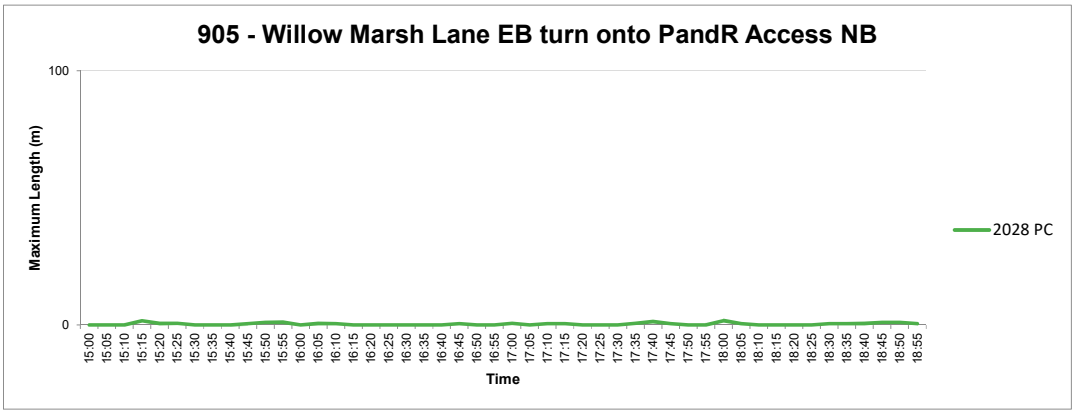

1302 - Level Crossing B1122 WB
Maximum Length (m)
100
0
Time
2015 BY
2028 RC
2028 PC

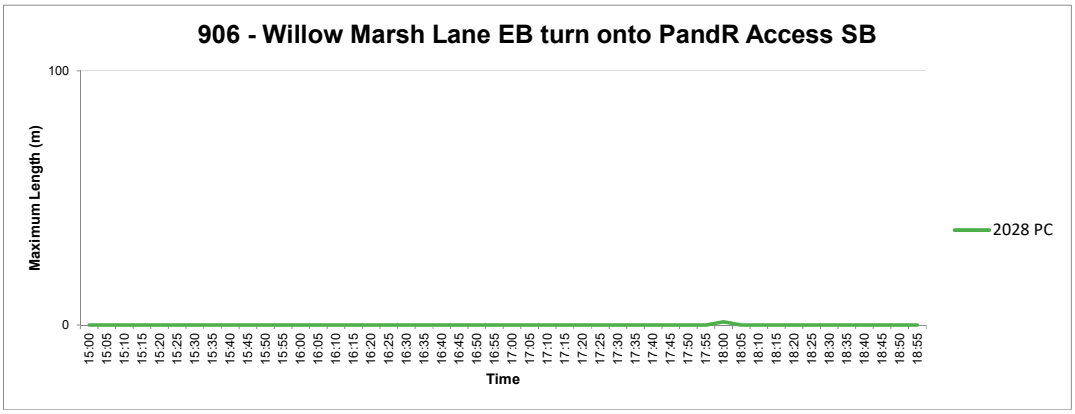

1401 - PandR Roundabout A12 NB
Maximum Length (m)
100
0
Time
2028 PC


1402 - PandR Rouandabout PandR Access
Maximum Length (m)
100
0
Time
2028 PC


1403 - PandR Roundabout A12 SB
Maximum Length (m)
100
0
Time
2028 PC


904 - PandR Access SB turn onto Willow Marsh Lane WB
Maximum Length (m)
100
0
Time
2028 PC


905 - Willow Marsh Lane EB turn onto PandR Access NB
Maximum Length (m)
100
0
Time
2028 PC


906 - Willow Marsh Lane EB turn onto PandR Access SB
Maximum Length (m)
100
0
Time
2028 PC

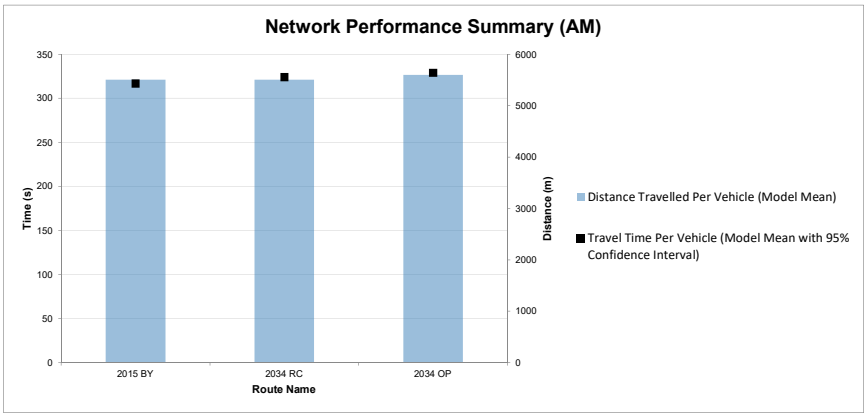
Appendix E

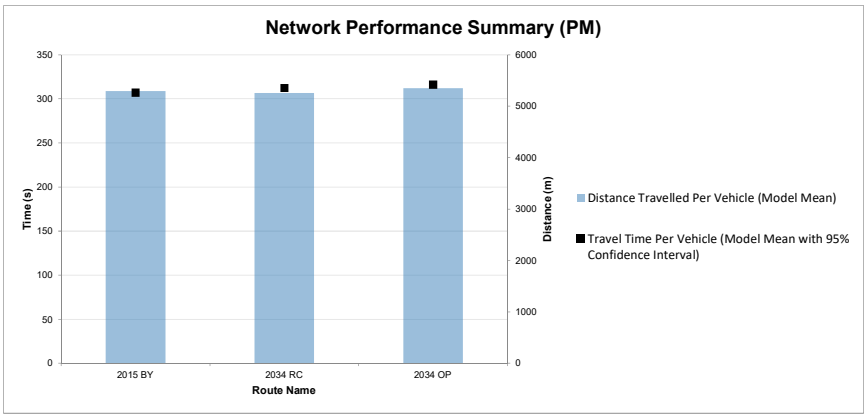
2034 FORECAST MODEL RESULTS

Confidential

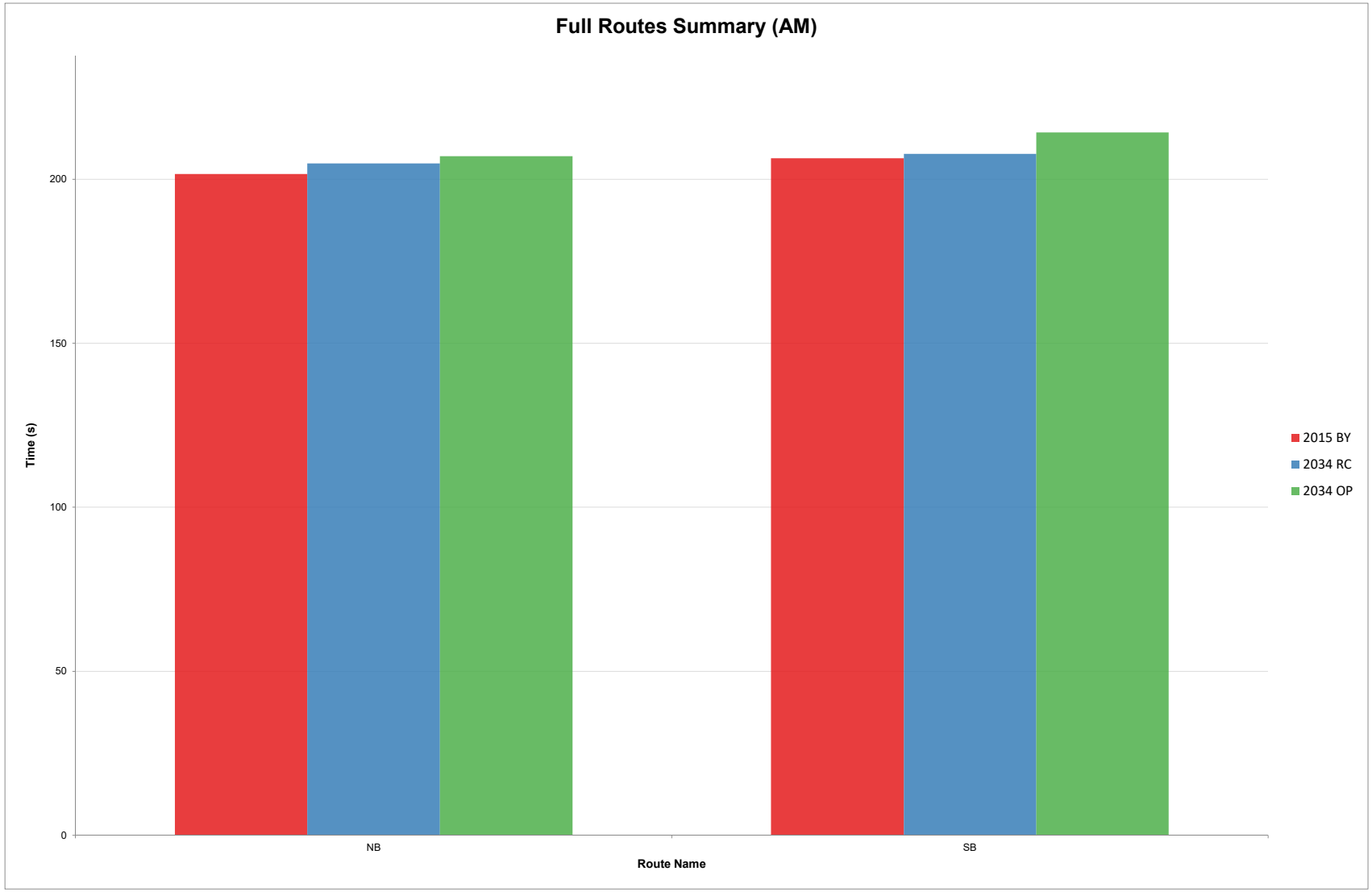
Network Performance Summary
2034

	2015 BY (AM)	2034 RC (AM)	2034 OP (AM)	2015 BY (PM)	2034 RC (PM)	2034 OP (PM)
Total Time Taken (s)	989514	1275266	1270252	1797945	2246111	2215334
Total Distance (m)	17192684	21671561	21609683	31020763	37835900	37477436
Total Vehicles	3124	3936	3859	5858	7193	7008
Total Delay (s)	87147	130316	128245	166614	244299	231704
Average Time (s) / Vehicle	317	324	329	307	312	316
Average Time (s) / Mile	93	95	95	93	96	95
Average Distance (m) / Vehicle	5504	5506	5599	5295	5260	5348
Average Speed (mph)	39	38	38	39	38	38
Average Speed (kph)	63	61	61	62	61	61
Average Delay / Vehicle	28	33	33	28	34	33

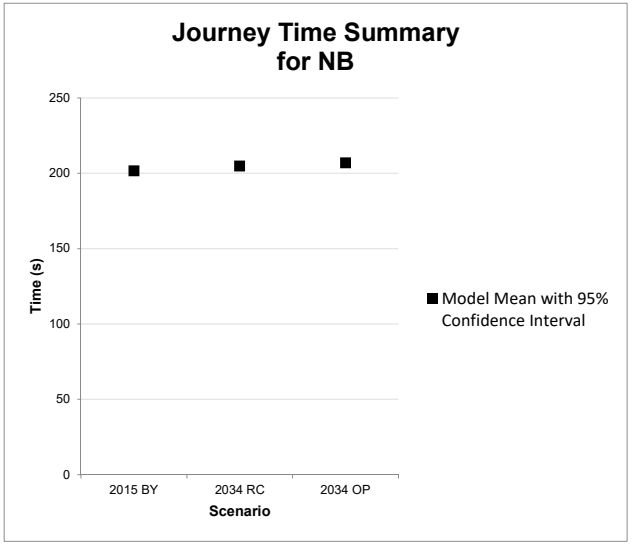


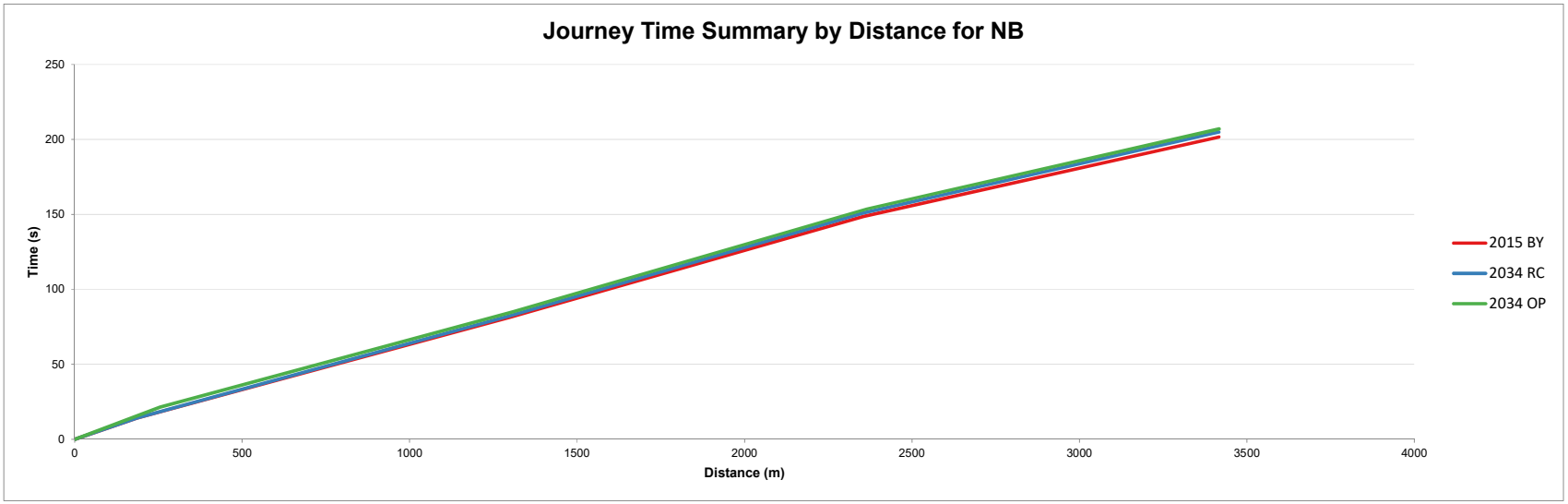


Journey Time Comparison Graphs
AM
06:00 - 09:00
2034

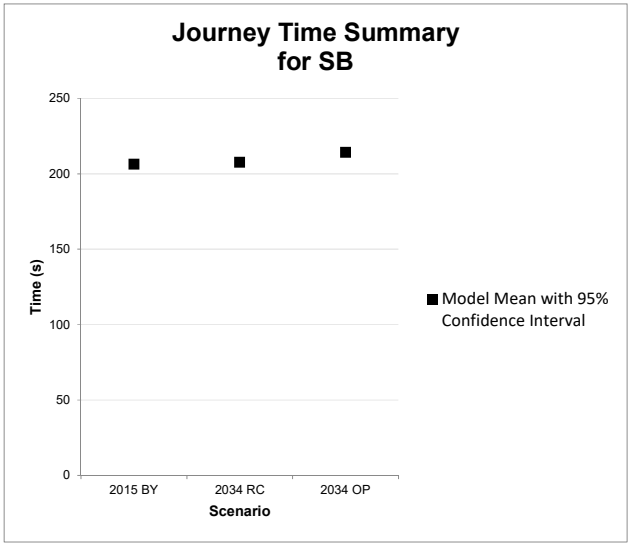


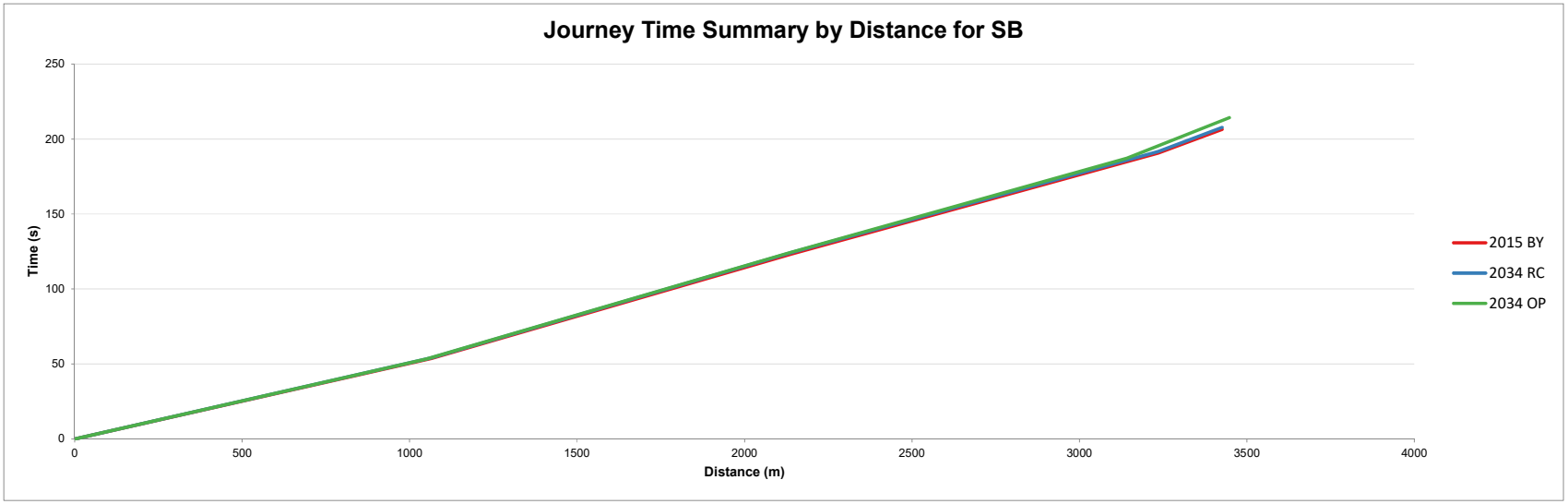
Journey Time Comparison Graphs
AM
06:00 - 09:00
2034



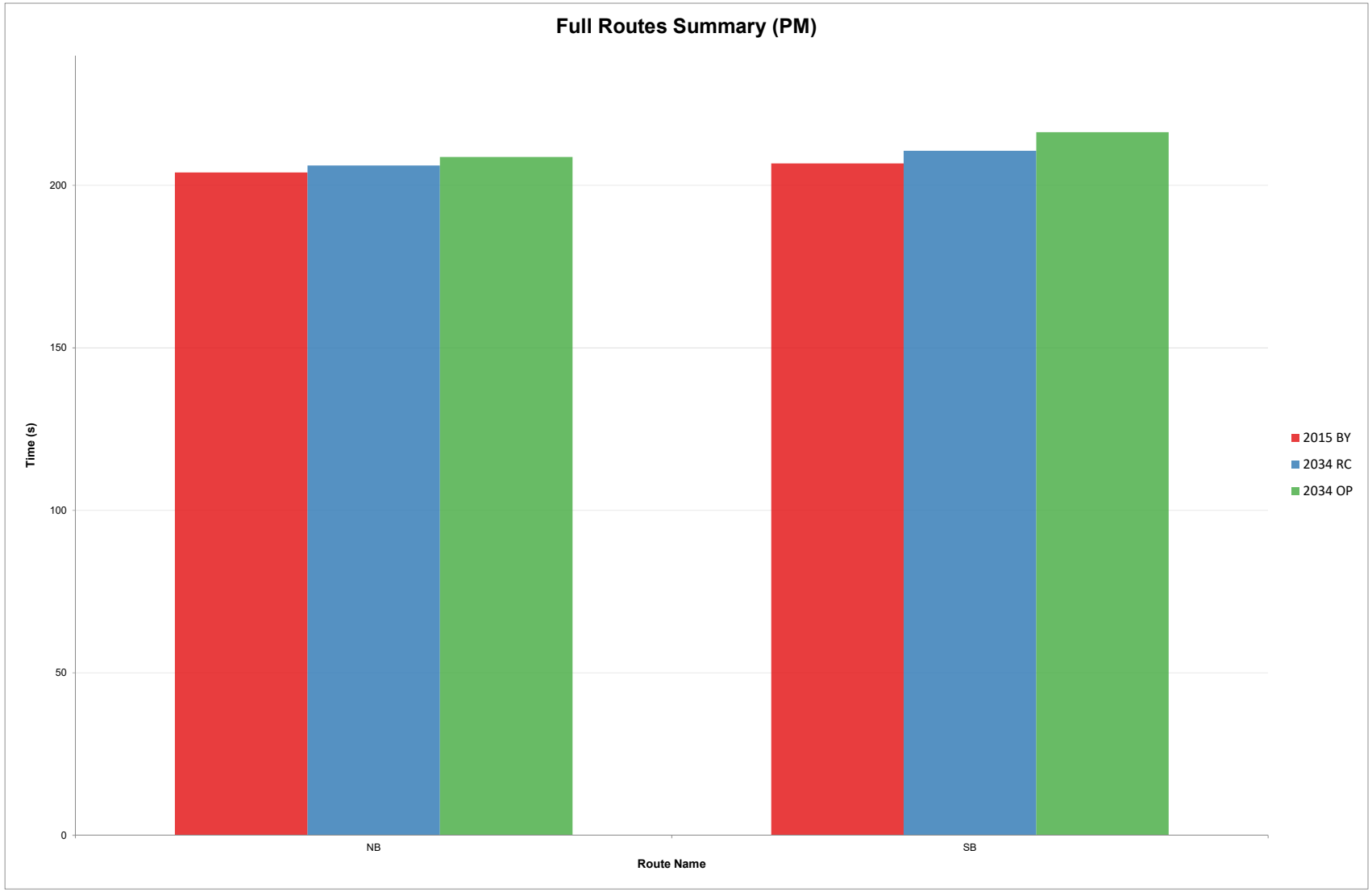


Journey Time Comparison Graphs
AM
06:00 - 09:00
2034

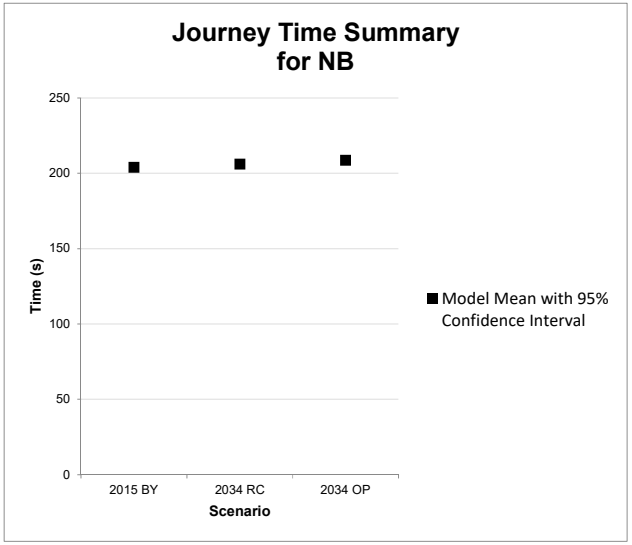


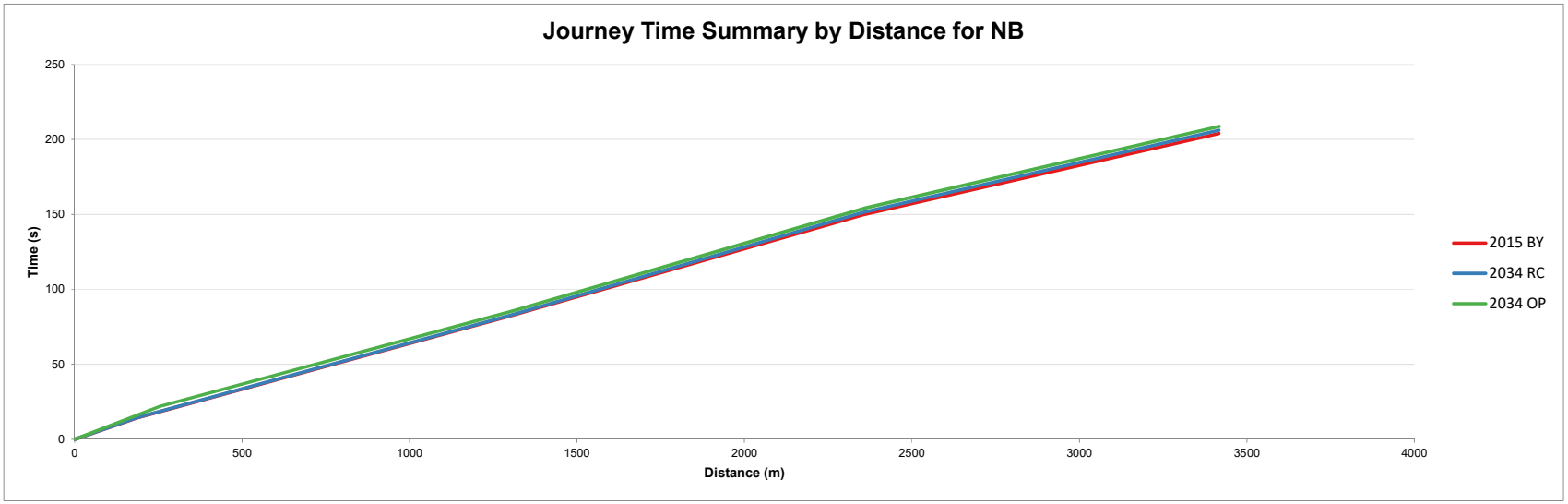


Journey Time Comparison Graphs
PM
15:00 - 19:00
2034

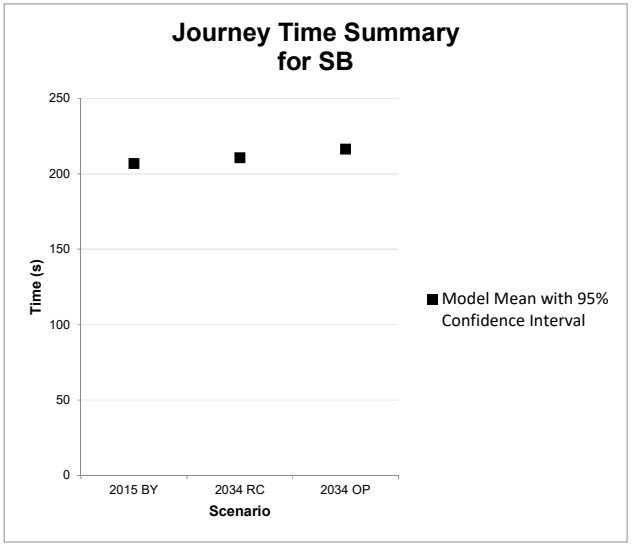


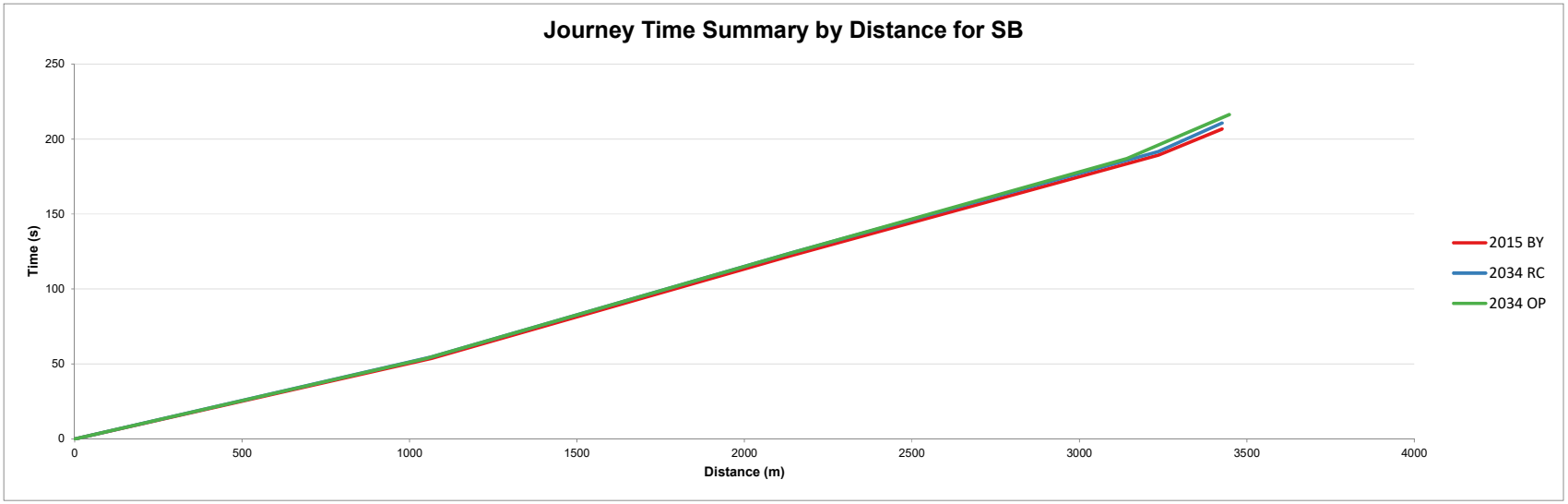
Journey Time Comparison Graphs
PM
15:00 - 19:00
2034





Journey Time Comparison Graphs
PM
15:00 - 19:00
2034





Journey Time Table
AM
2034

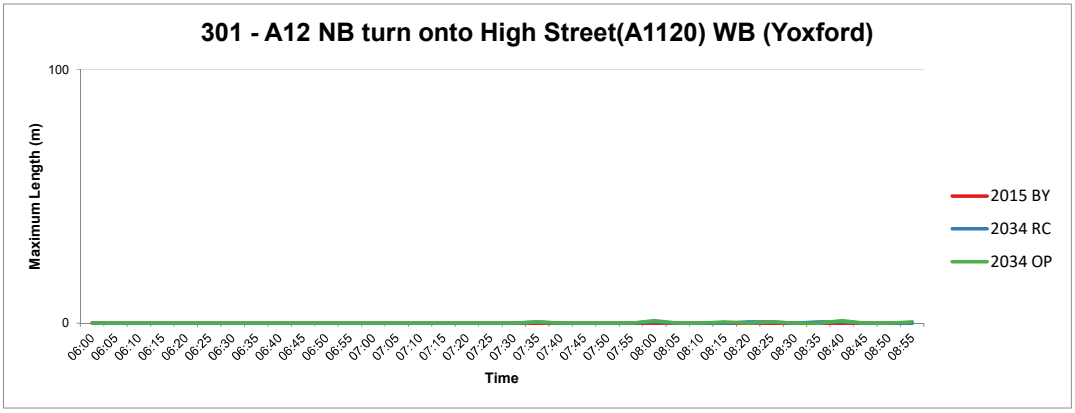
Route Names	2015 BY	2034 RC	2034 OP
1 - Section 1 NB	14	14	21
2 - Section 2 NB	67	68	64
3 - Section 3 NB	67	69	69
4 - Section 4 NB	53	54	53
NB	202	205	207
5 - Section 1 SB	54	54	53
6 - Section 2 SB	70	70	71
7 - Section 3 SB	67	68	63
8 - Section 4 SB	16	16	27
SB	206	208	214

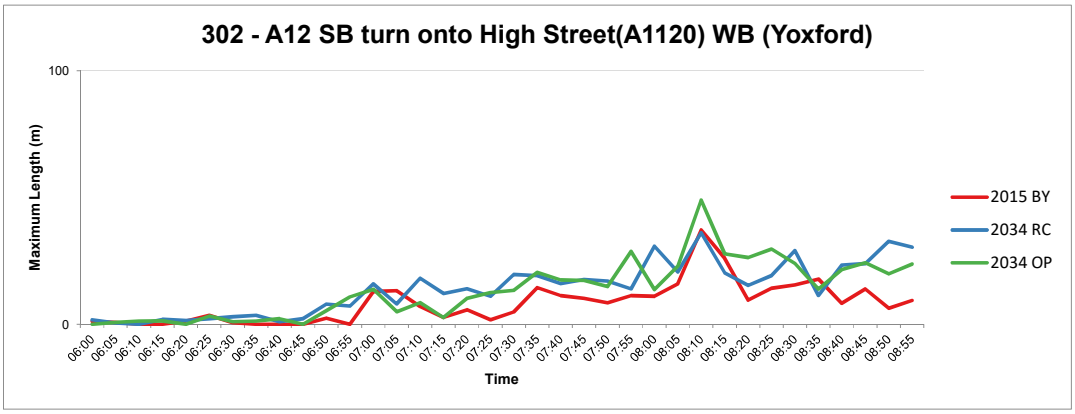
Journey Time Table
PM
2034

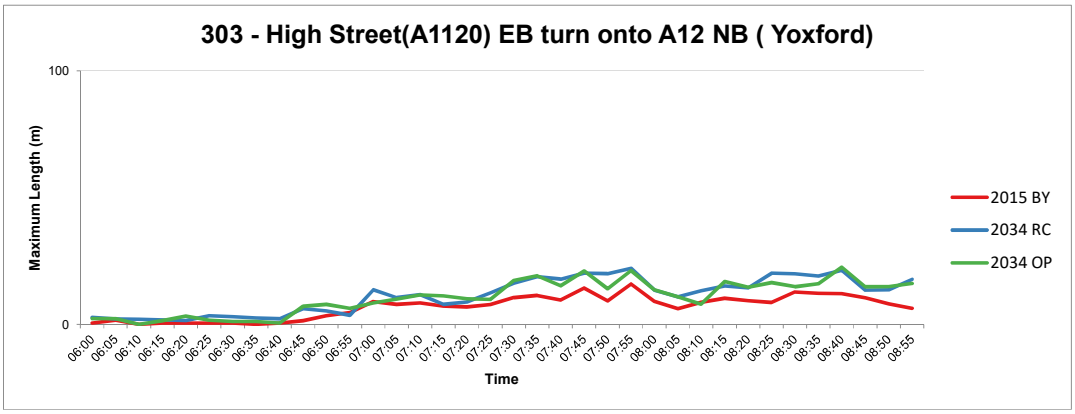
Route Names	2015 BY	2034 RC	2034 OP
1 - Section 1 NB	14	14	22
2 - Section 2 NB	68	68	64
3 - Section 3 NB	68	69	69
4 - Section 4 NB	54	55	54
NB	204	206	209
5 - Section 1 SB	54	55	54
6 - Section 2 SB	69	69	70
7 - Section 3 SB	67	68	64
8 - Section 4 SB	17	19	29
SB	207	211	216

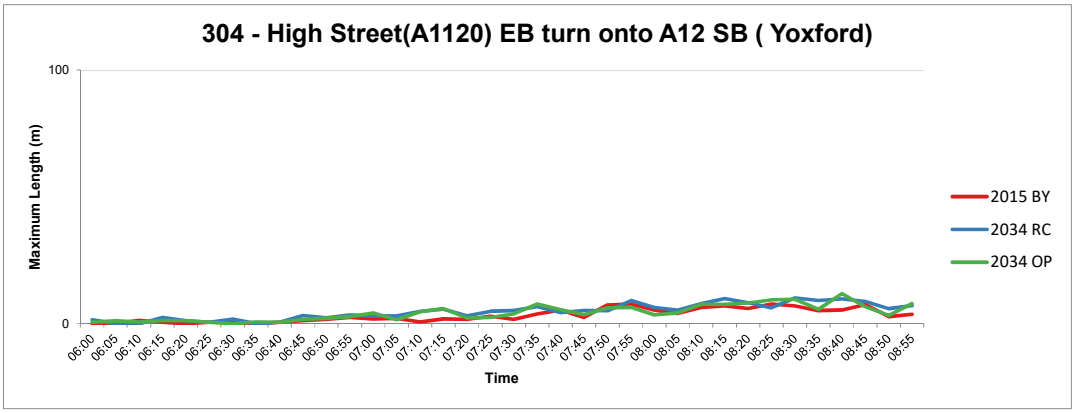
Queue Comparison
AM
Maximum Length Summary
Maximum Length (m)

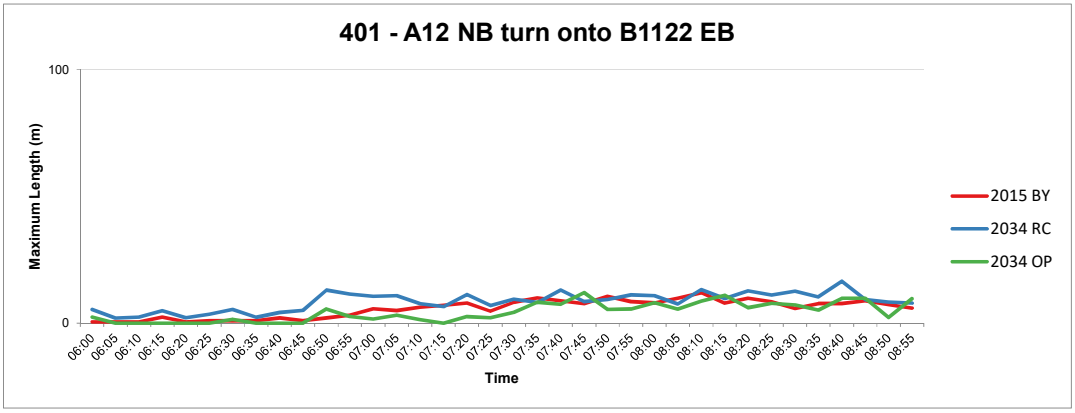
	2015 BY	2034 RC	2034 OP
301 - A12 NB turn onto High Stre	0.0	0.5	1.0
302 - A12 SB turn onto High Stre	37.2	36.1	49.0
303 - High Street(A1120) EB turr	16.0	22.1	22.6
304 - High Street(A1120) EB turr	7.8	10.2	11.8
401 - A12 NB turn onto B1122 E	12.0	16.5	12.0
402 - B1122 WB turn onto A12 S	16.1	31.9	12.3
403 - B1122 WB turn onto A12 N	16.2	30.4	12.6
404 - A12 SB turn onto B1122 E	0.0	0.0	40.0
501 - A12 NB turn onto Westleto	8.6	5.9	10.6
502 - Westleton Road WB turn o	5.7	6.8	7.1
503 - Westleton Road WB turn o	3.6	6.6	6.0
601 - Darsham Petrol Station tur	11.9	12.0	14.2
602 - Darsham Petrol Station tur	12.4	12.7	16.3
701 - A12 NB turn in to Darsham	27.8	80.9	50.0
801 - A12 NB turn on to The St E	14.4	32.8	39.2
802 - The St WB turn onto A12 S	6.6	6.5	7.3
803 - The St WB turn onto A12 N	8.8	9.7	9.5
901 - A12 SB turn onto Willow M	4.2	5.2	9.1
902 - Willow Marsh Lane EB turr	3.3	3.6	2.6
903 - Willow Marsh Lane EB turr	4.8	7.4	8.1
1001 - A12 NB turn onto Lymball	3.6	1.5	3.7
1002 - Lymballs Lane WB turn o	5.2	4.4	4.1
1003 - Lymballs Lane WB turn o	3.7	4.3	4.6
1101 - A12 SB turn onto A144 W	6.9	5.1	3.4
1102 - A144 EB turn onto A12 NI	61.7	76.1	81.6
1103 - A144 EB turn onto A12 SI	62.0	76.8	79.0
1104 - A12 SB turn onto A144 WB first queue			12.6
1201 - Level Crossing A12 NB	107.8	153.7	151.7
1202 - Level Crossing A12 SB	161.3	215.5	215.8
1301 - Level Crossing B1122 EB	22.0	22.8	17.2
1302 - Level Crossing B1122 WI	6.9	14.3	12.6
1401 - PandR Roundabout A12 NB			
1402 - PandR Rouandabout PandR Access			
1403 - PandR Roundabout A12 SB			
904 - PandR Access SB turn onto Willow Marsh Lane WB			
905 - Willow Marsh Lane EB turn onto PandR Access NB			
906 - Willow Marsh Lane EB turn onto PandR Access SB			

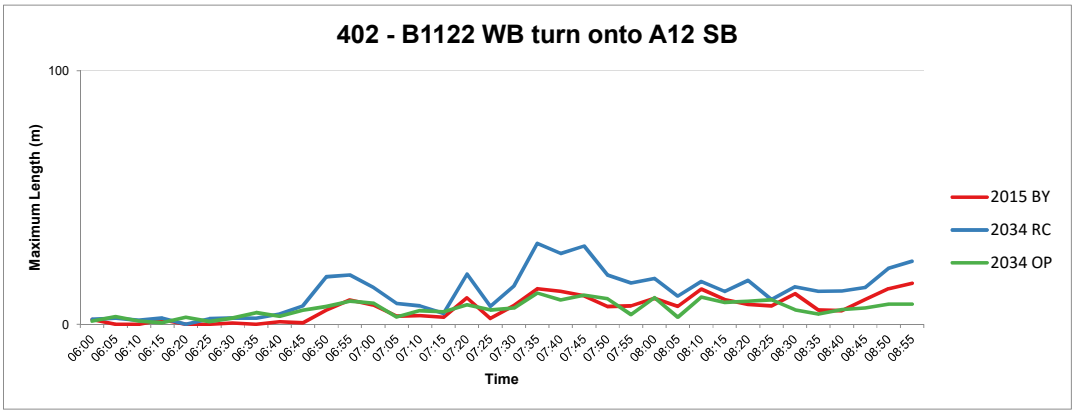

301 - A12 NB turn onto High Street(A1120) WB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

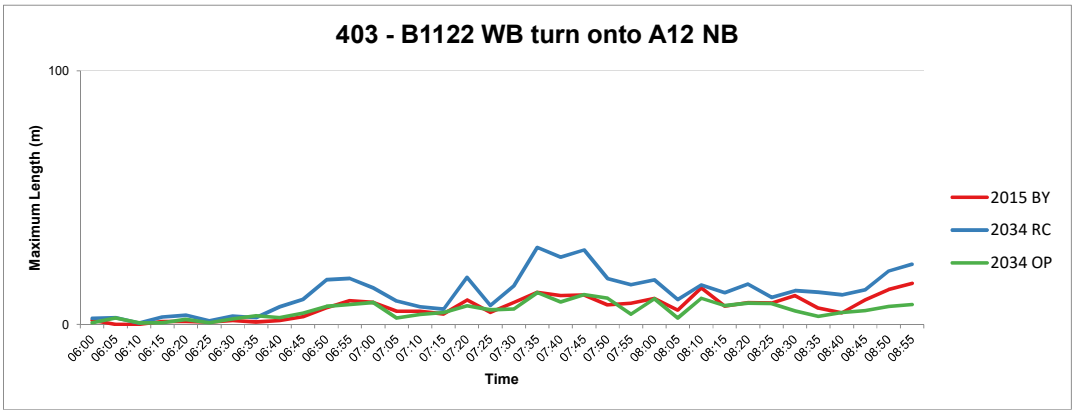

302 - A12 SB turn onto High Street(A1120) WB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

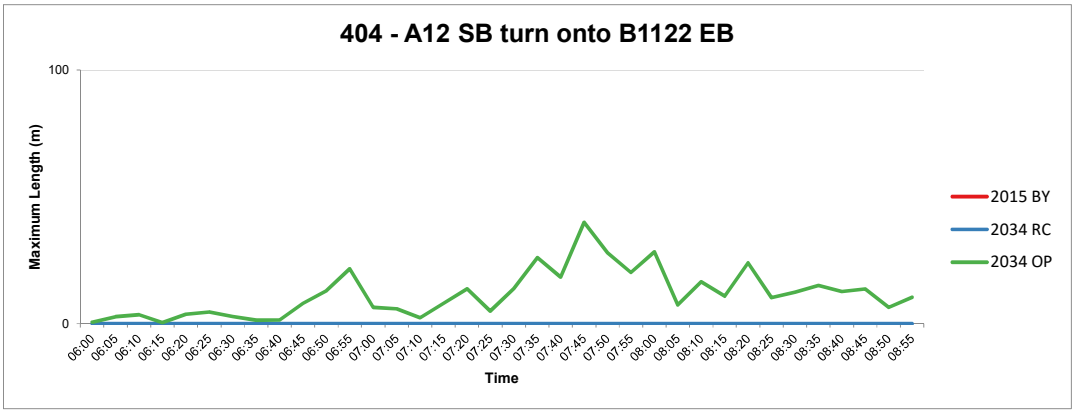

303 - High Street(A1120) EB turn onto A12 NB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

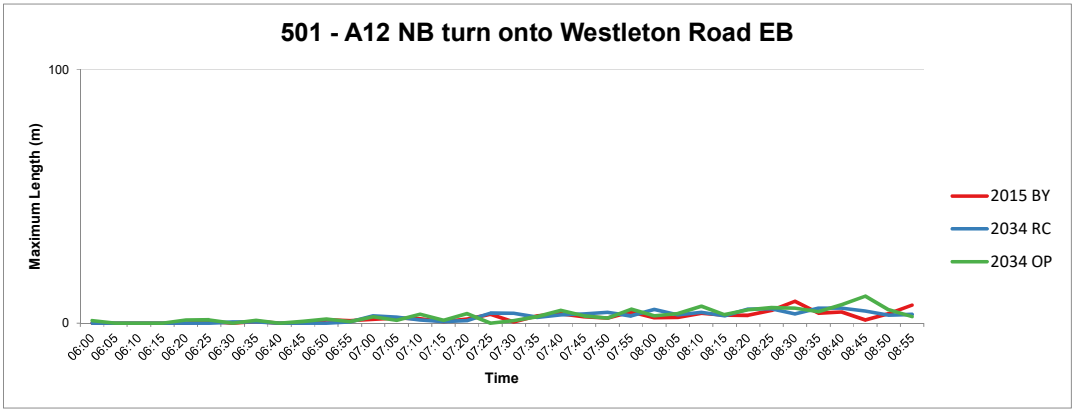

304 - High Street(A1120) EB turn onto A12 SB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

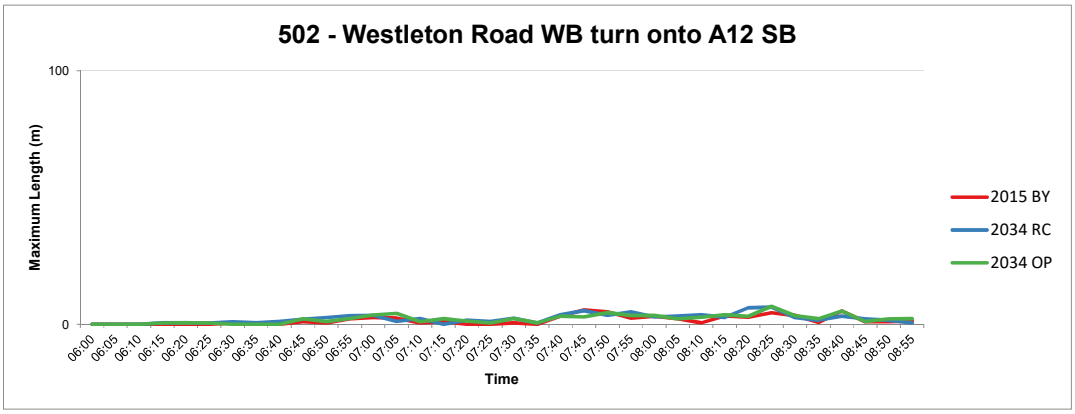

401 - A12 NB turn onto B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

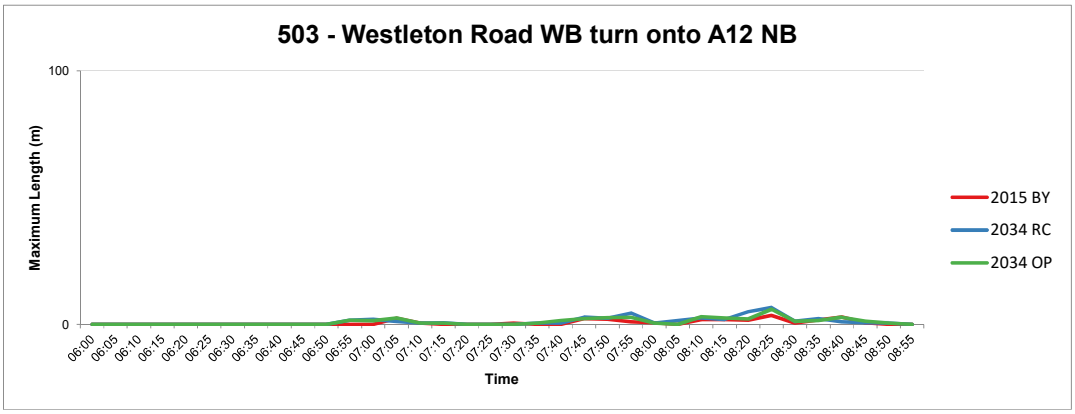

402 - B1122 WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

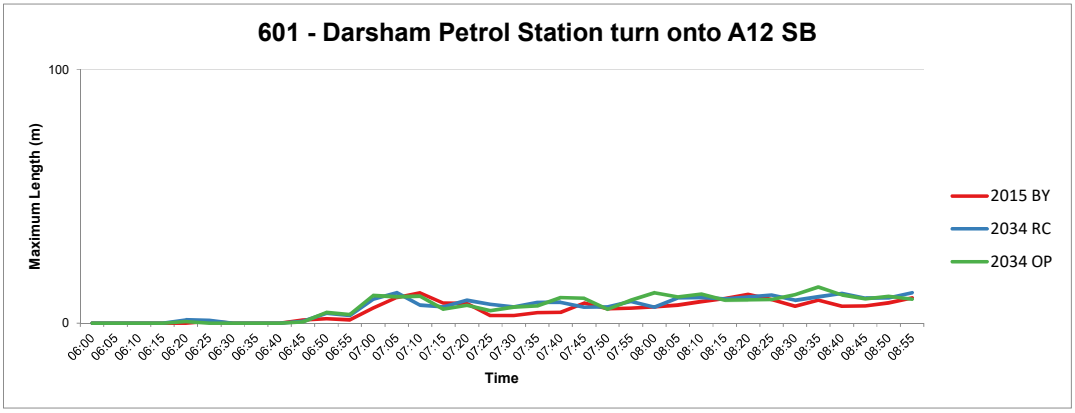

403 - B1122 WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

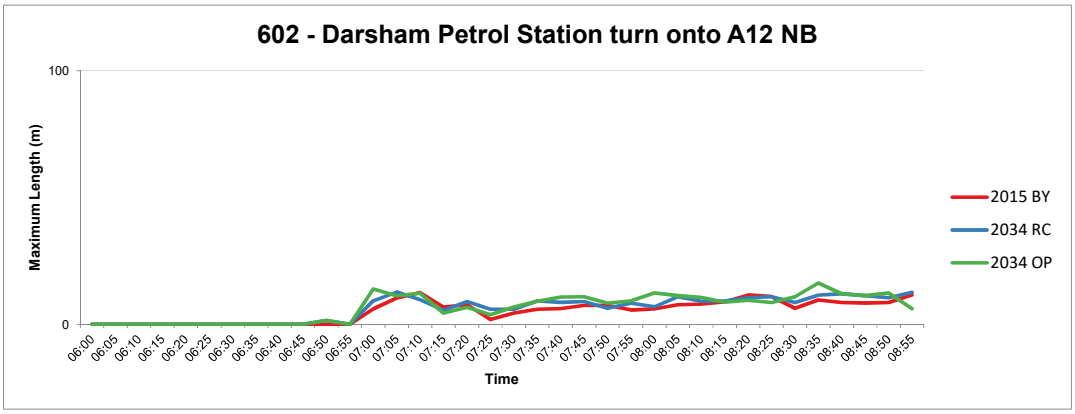

404 - A12 SB turn onto B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

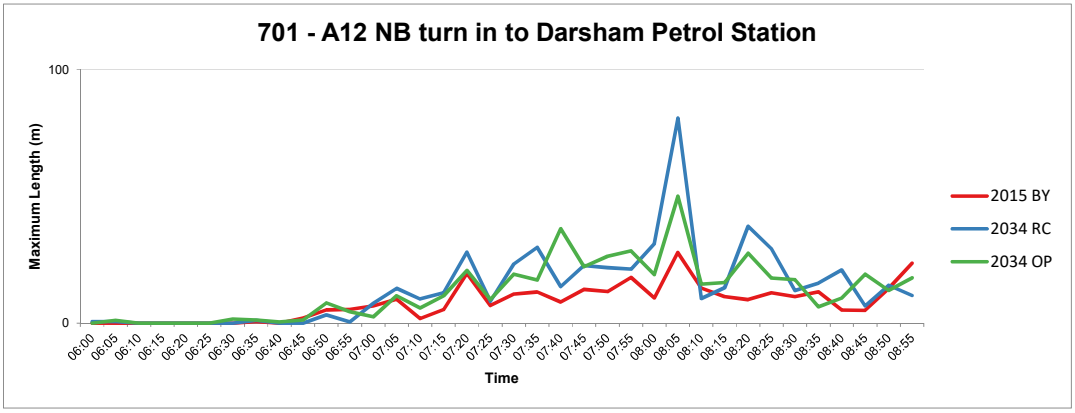

501 - A12 NB turn onto Westleton Road EB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

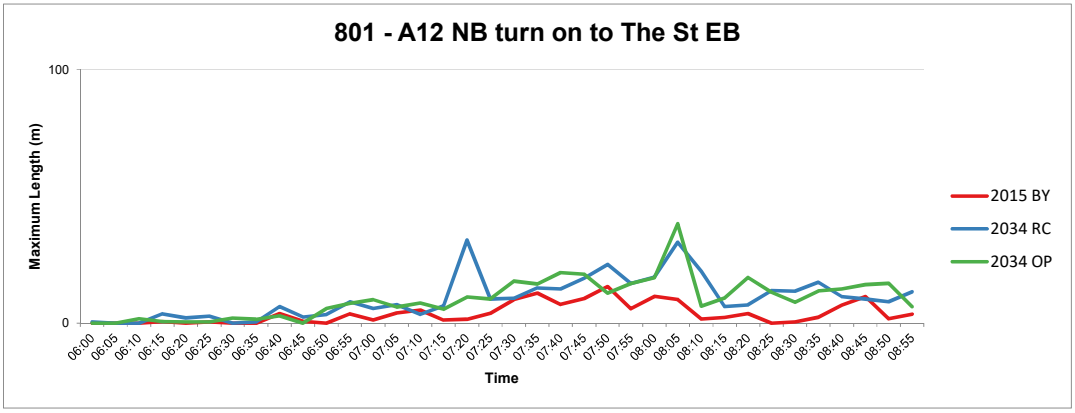

502 - Westleton Road WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

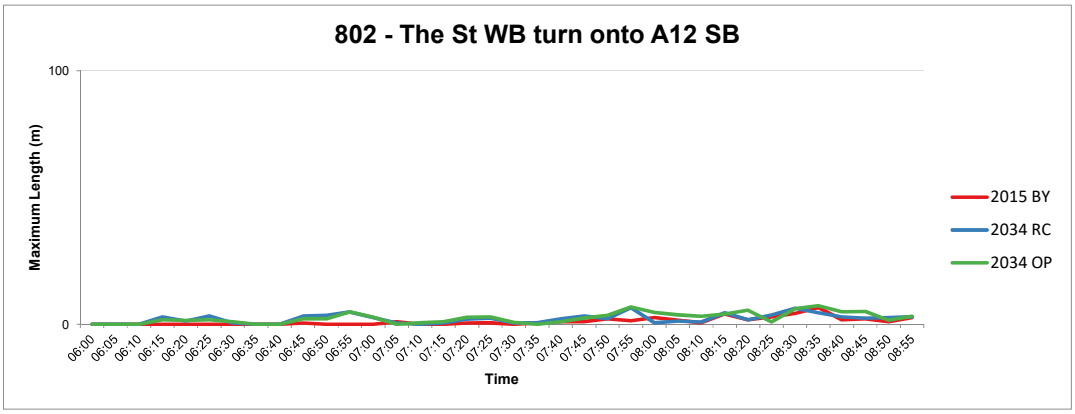

503 - Westleton Road WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

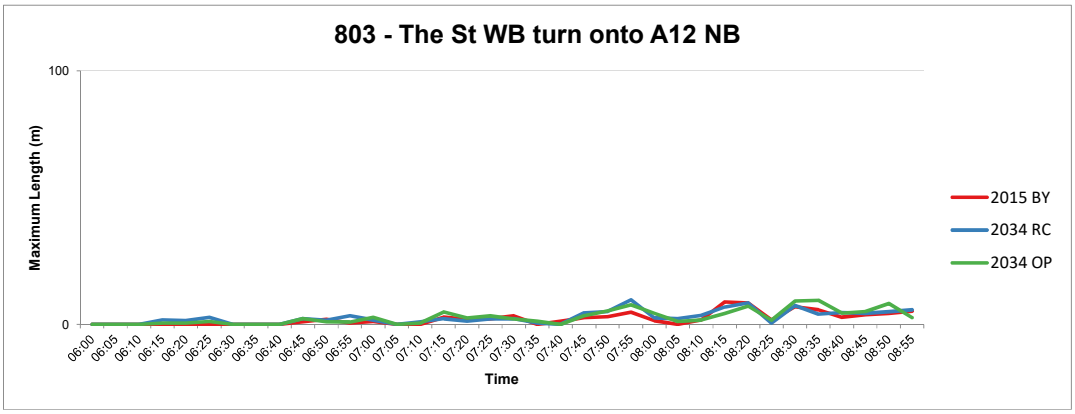

601 - Darsham Petrol Station turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

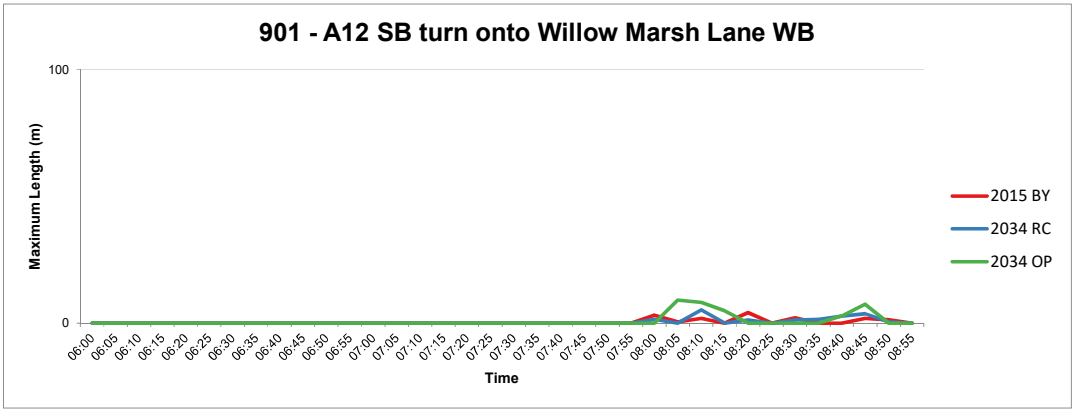

602 - Darsham Petrol Station turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

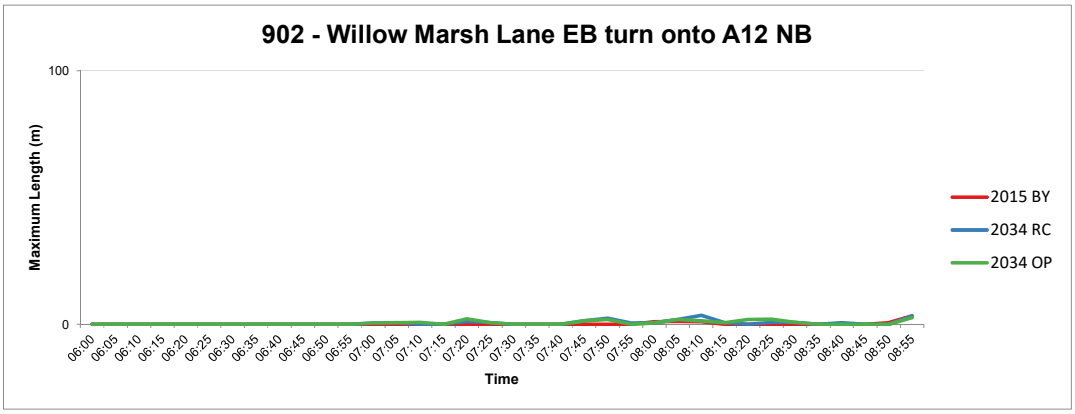

701 - A12 NB turn in to Darsham Petrol Station
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

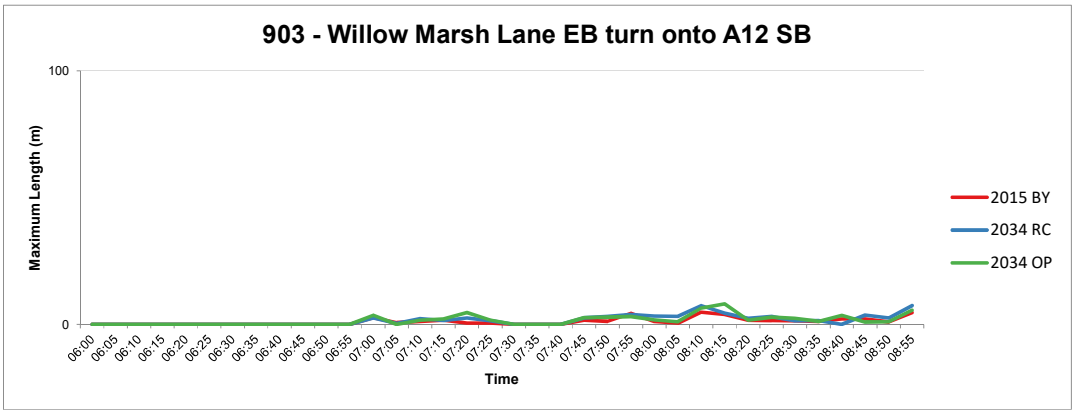

801 - A12 NB turn on to The St EB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

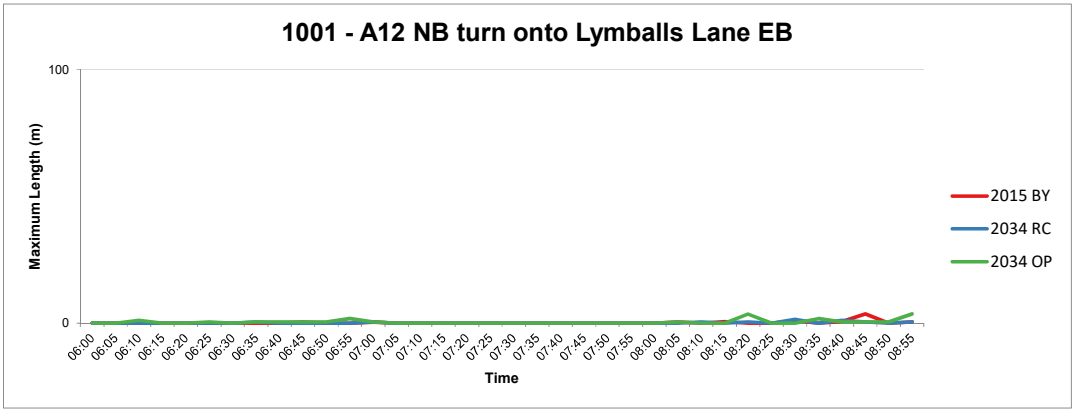

802 - The St WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

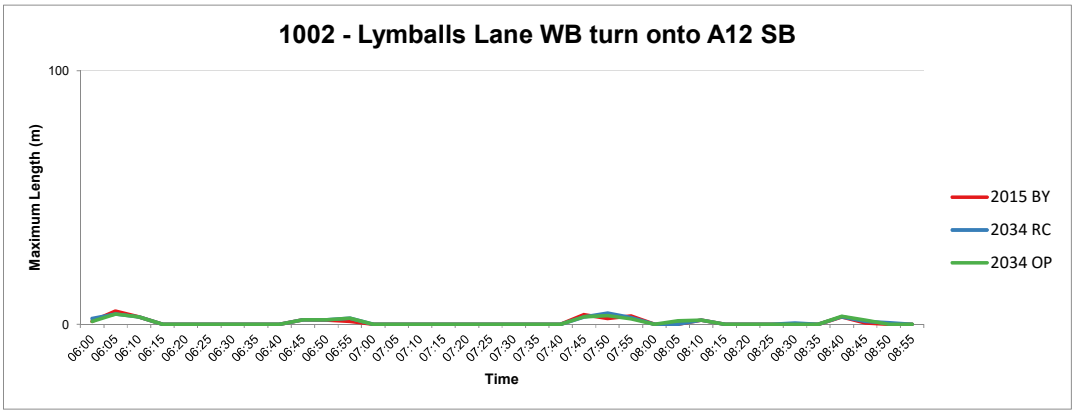

803 - The St WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

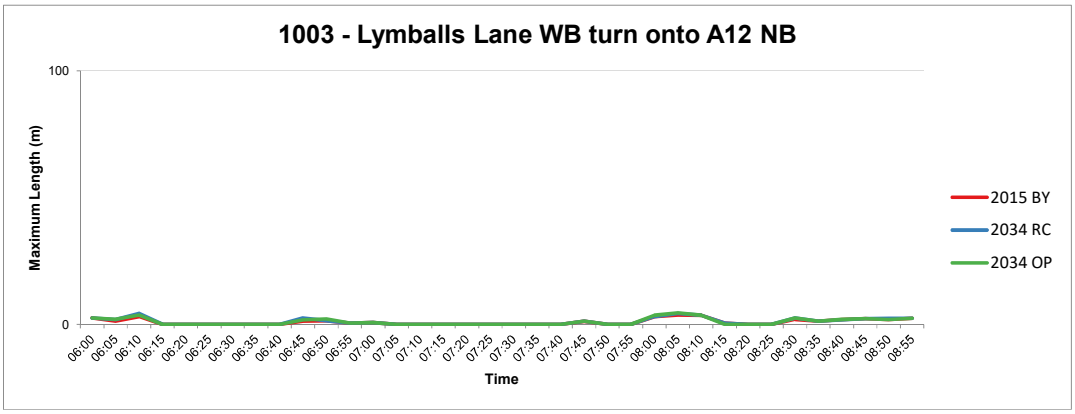

901 - A12 SB turn onto Willow Marsh Lane WB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

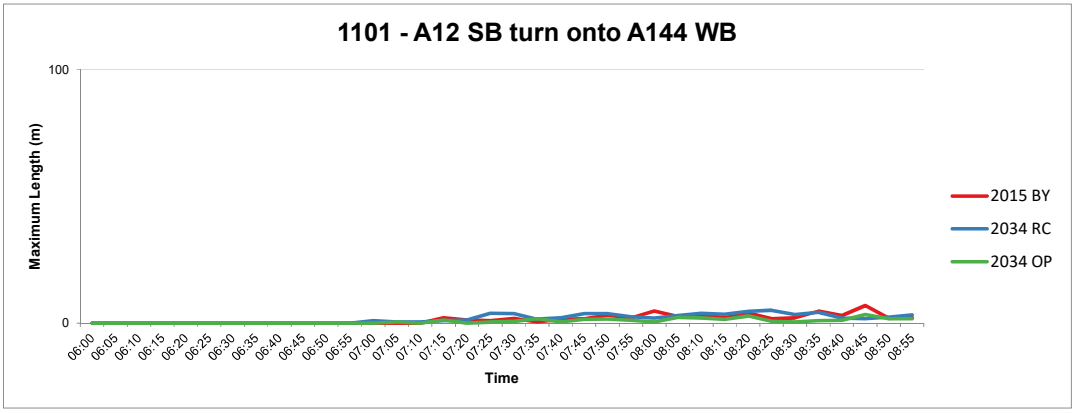

902 - Willow Marsh Lane EB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

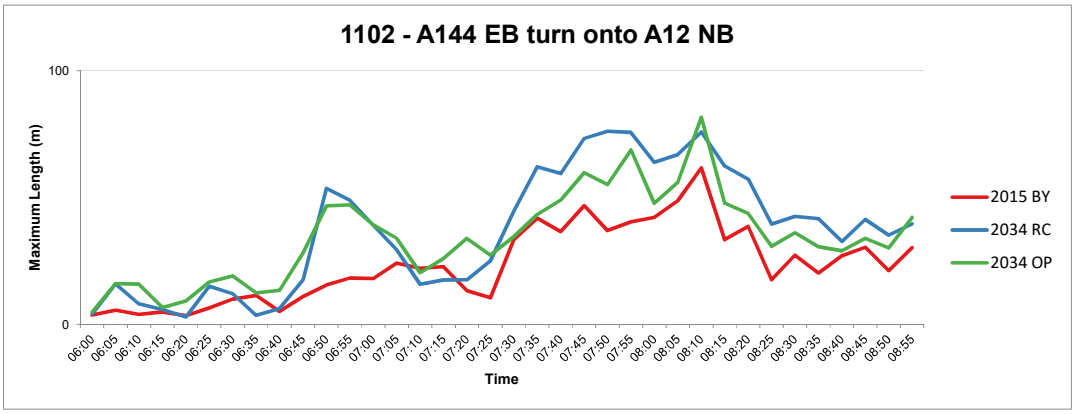

903 - Willow Marsh Lane EB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

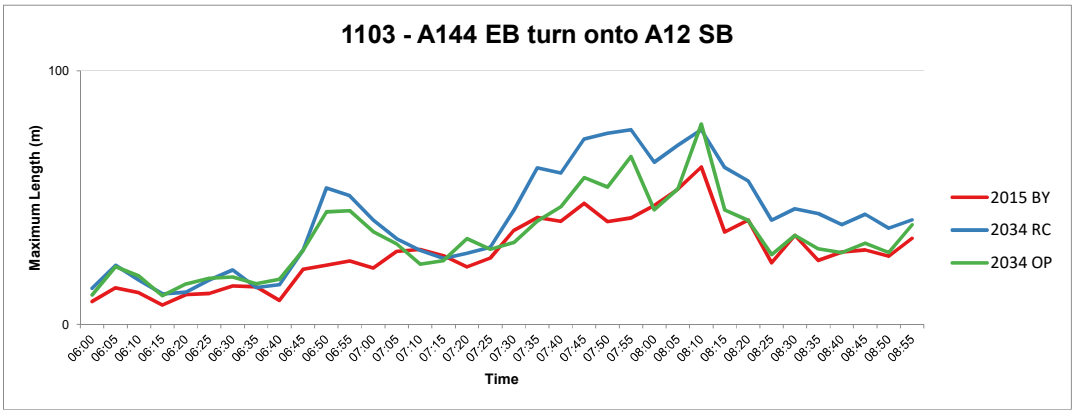

1001 - A12 NB turn onto Lymballs Lane EB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

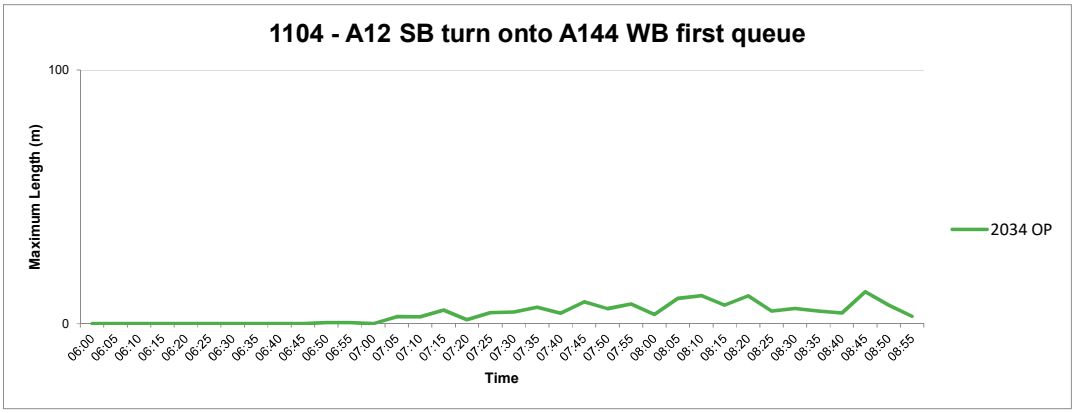

1002 - Lymballs Lane WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

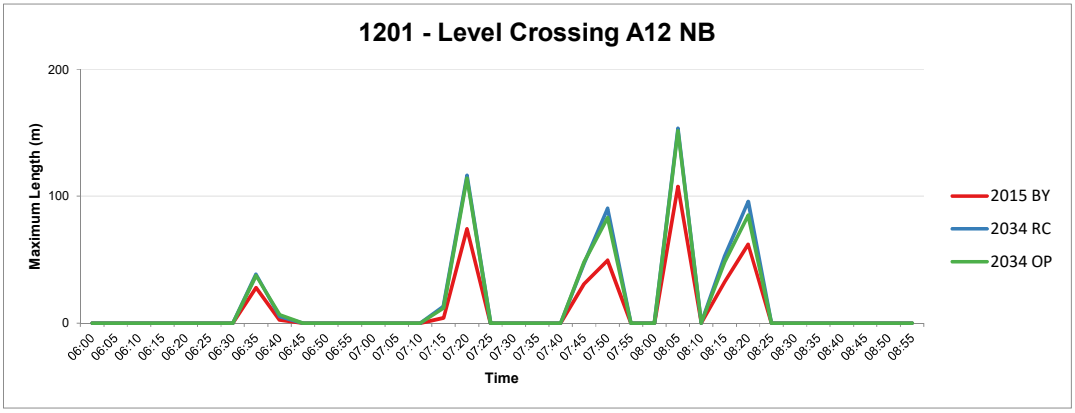

1003 - Lymballs Lane WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

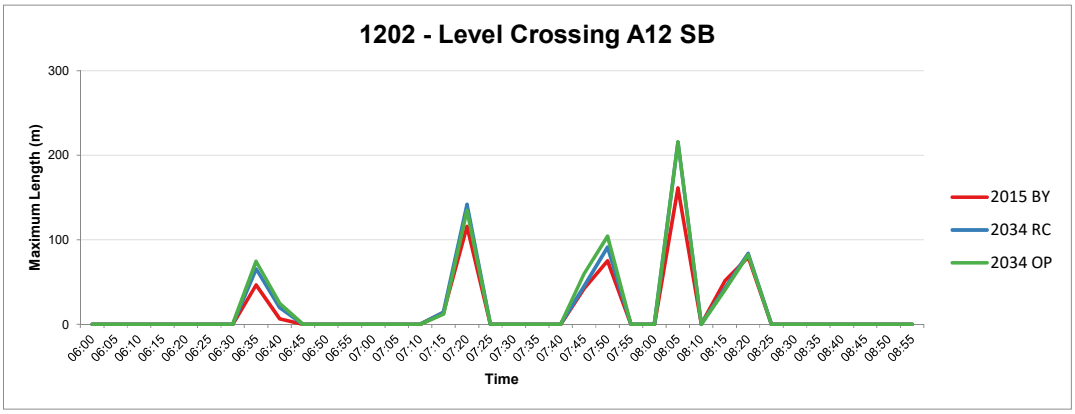

1101 - A12 SB turn onto A144 WB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

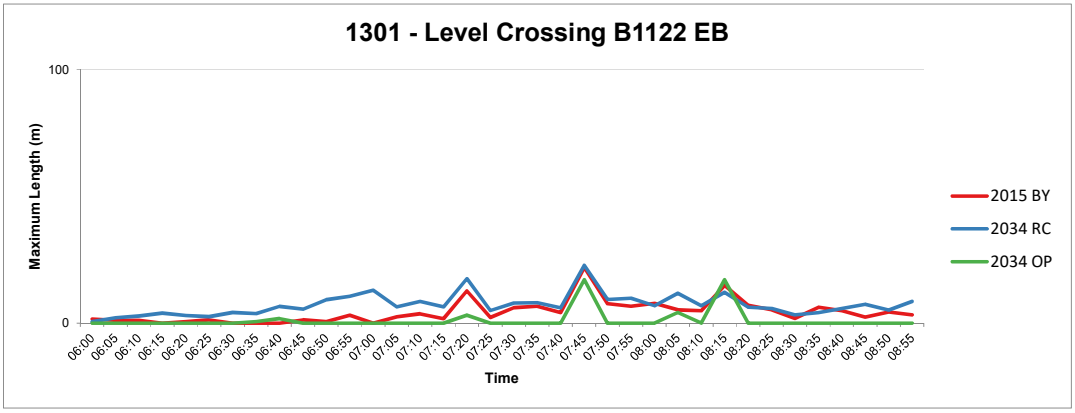

1102 - A144 EB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

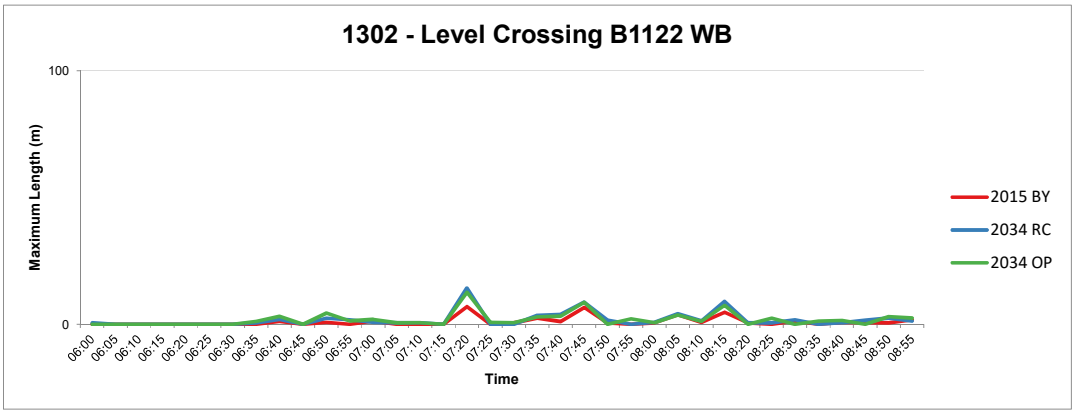

1103 - A144 EB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP


1104 - A12 SB turn onto A144 WB first queue
Maximum Length (m)
100
0
Time
2034 OP


1201 - Level Crossing A12 NB
Maximum Length (m)
200
100
0
Time
2015 BY
2034 RC
2034 OP

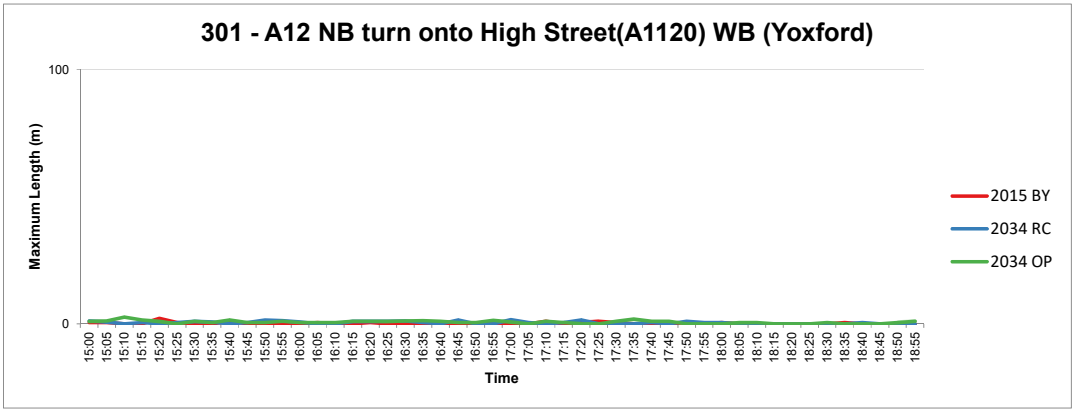

1202 - Level Crossing A12 SB
Maximum Length (m)
300
200
100
0
Time
2015 BY
2034 RC
2034 OP

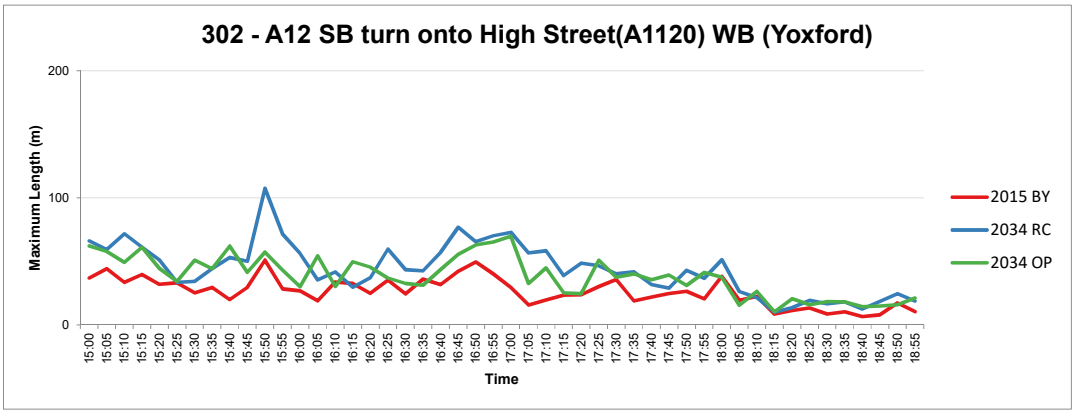

1301 - Level Crossing B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

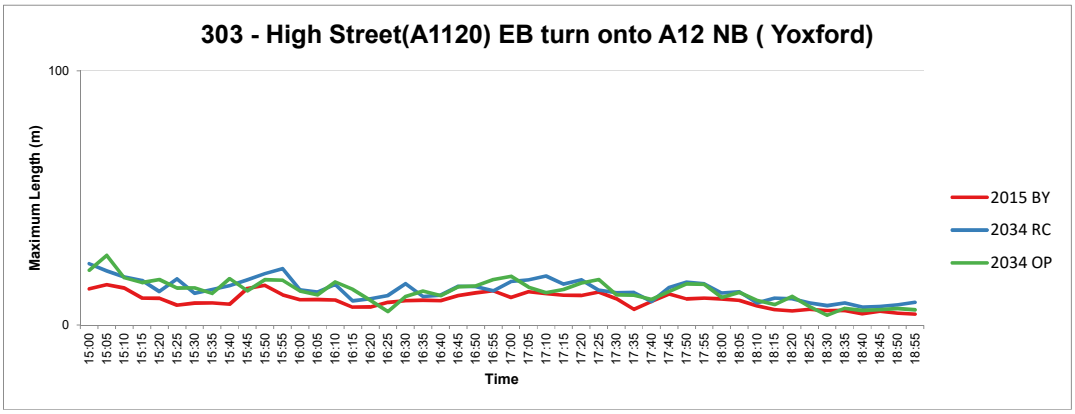

1302 - Level Crossing B1122 WB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

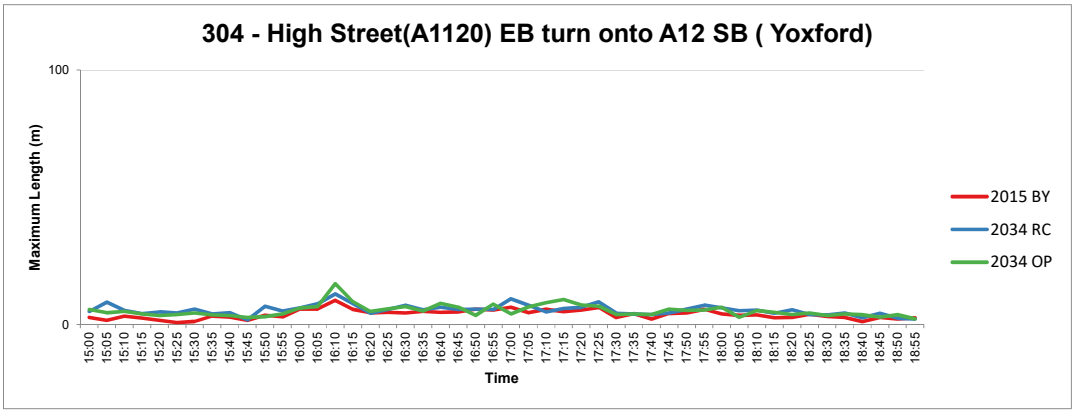
Queue Comparison
PM
Maximum Length Summary
Maximum Length (m)

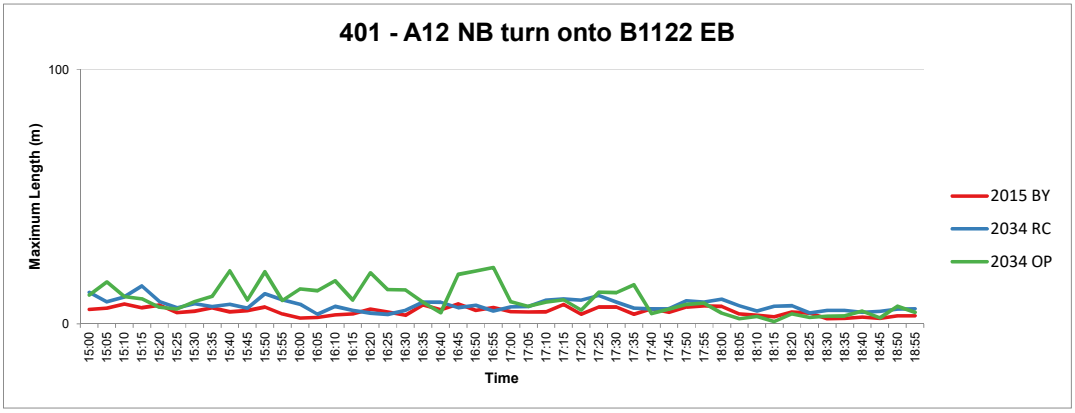
	2015 BY	2034 RC	2034 OP
301 - A12 NB turn onto High Stre	2.1	1.6	2.7
302 - A12 SB turn onto High Stre	51.0	107.5	69.7
303 - High Street(A1120) EB turr	15.9	24.2	27.4
304 - High Street(A1120) EB turr	9.4	12.0	16.0
401 - A12 NB turn onto B1122 E	7.9	14.9	22.1
402 - B1122 WB turn onto A12 S	41.0	82.6	19.8
403 - B1122 WB turn onto A12 N	39.5	81.1	20.2
404 - A12 SB turn onto B1122 E	0.0	8.3	54.7
501 - A12 NB turn onto Westleto	4.4	10.5	6.7
502 - Westleton Road WB turn o	9.9	14.3	12.3
503 - Westleton Road WB turn o	7.2	10.9	11.1
601 - Darsham Petrol Station tur	11.2	16.5	16.5
602 - Darsham Petrol Station tur	11.5	17.9	17.0
701 - A12 NB turn in to Darsham	26.1	61.6	55.6
801 - A12 NB turn on to The St E	16.1	53.1	49.6
802 - The St WB turn onto A12 S	10.1	13.7	12.3
803 - The St WB turn onto A12 N	13.1	14.2	12.6
901 - A12 SB turn onto Willow M	5.6	17.4	19.8
902 - Willow Marsh Lane EB turr	2.3	4.3	3.1
903 - Willow Marsh Lane EB turr	4.9	4.9	4.9
1001 - A12 NB turn onto Lymball	6.7	7.3	10.0
1002 - Lymballs Lane WB turn o	8.6	8.1	8.1
1003 - Lymballs Lane WB turn o	5.8	5.0	5.5
1101 - A12 SB turn onto A144 W	9.3	3.9	2.1
1102 - A144 EB turn onto A12 N	32.0	47.9	43.7
1103 - A144 EB turn onto A12 S	32.8	48.4	41.0
1104 - A12 SB turn onto A144 WB first queue			8.9
1201 - Level Crossing A12 NB	159.0	183.5	181.7
1202 - Level Crossing A12 SB	95.7	143.5	138.0
1301 - Level Crossing B1122 EB	10.0	11.1	13.2
1302 - Level Crossing B1122 WE	18.1	19.9	21.4
1401 - PandR Roundabout A12 NB			
1402 - PandR Rouandabout PandR Access			
1403 - PandR Roundabout A12 SB			
904 - PandR Access SB turn onto Willow Marsh Lane WB			
905 - Willow Marsh Lane EB turn onto PandR Access NB			
906 - Willow Marsh Lane EB turn onto PandR Access SB			

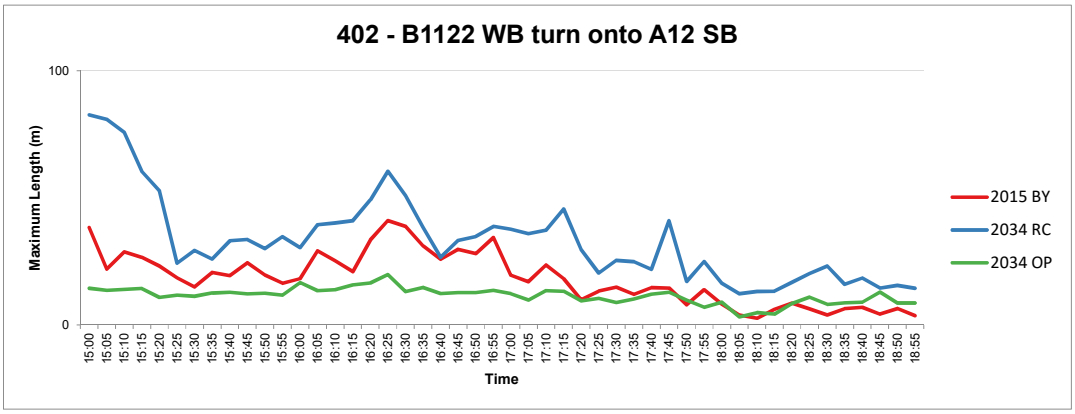

301 - A12 NB turn onto High Street(A1120) WB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

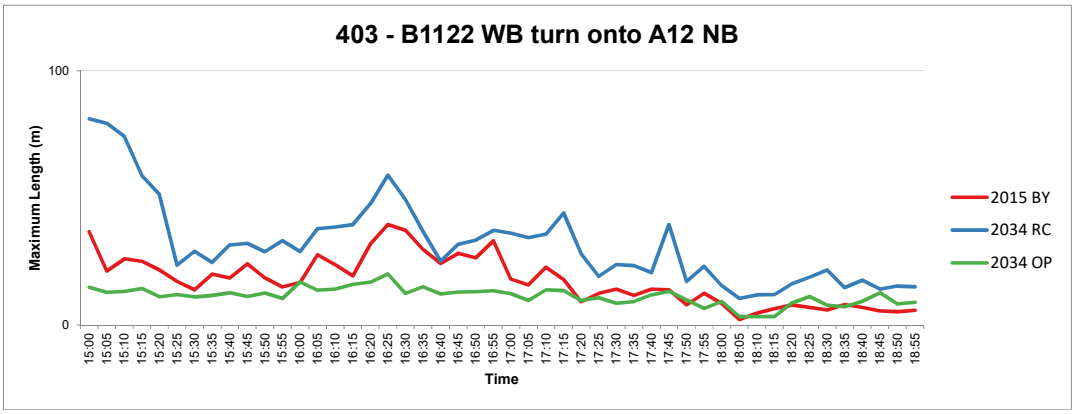

302 - A12 SB turn onto High Street(A1120) WB (Yoxford)
Maximum Length (m)
200
100
0
Time
2015 BY
2034 RC
2034 OP

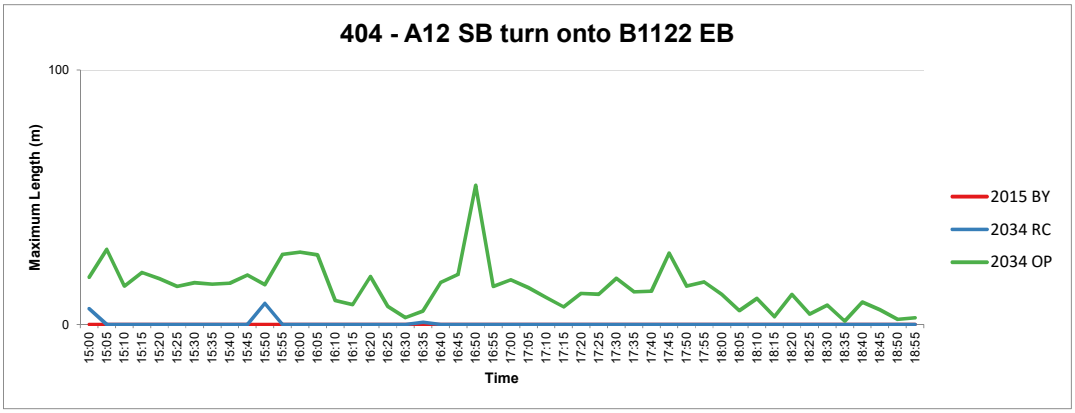

303 - High Street(A1120) EB turn onto A12 NB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

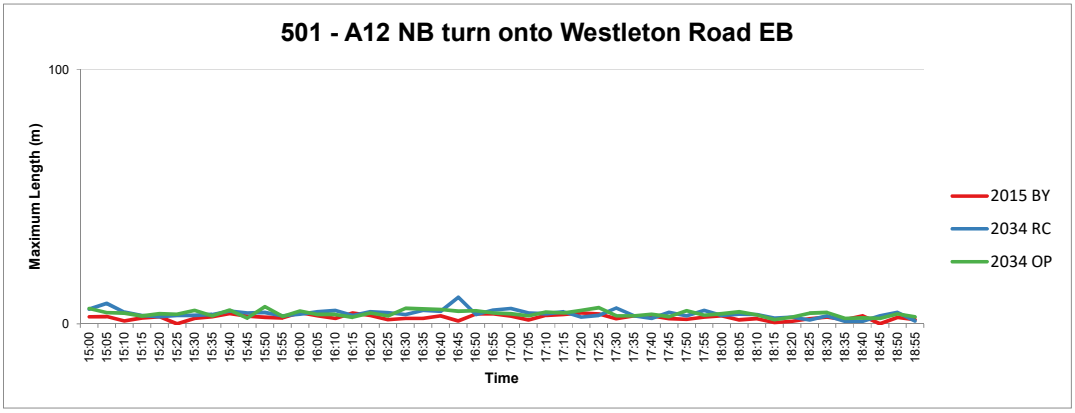

304 - High Street(A1120) EB turn onto A12 SB (Yoxford)
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

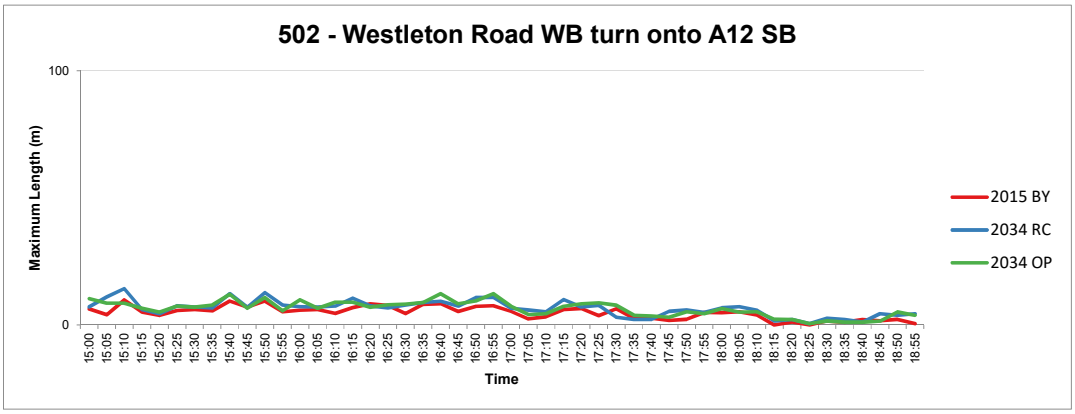

401 - A12 NB turn onto B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

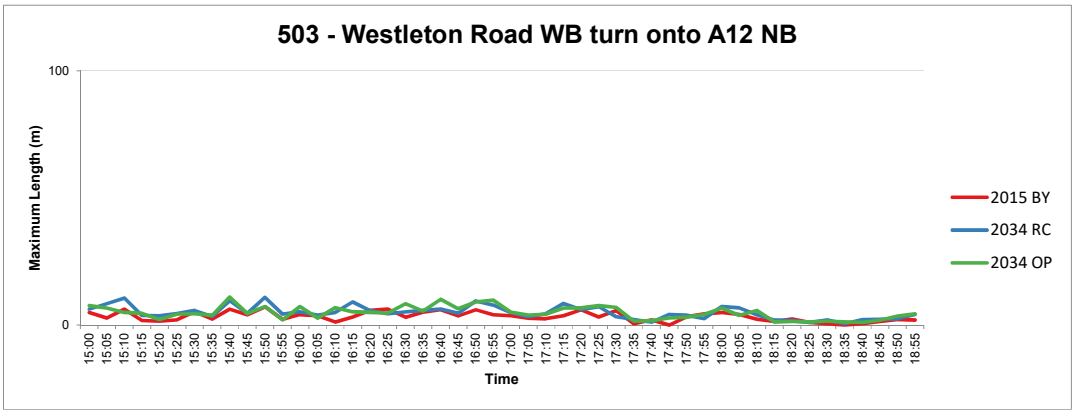

402 - B1122 WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

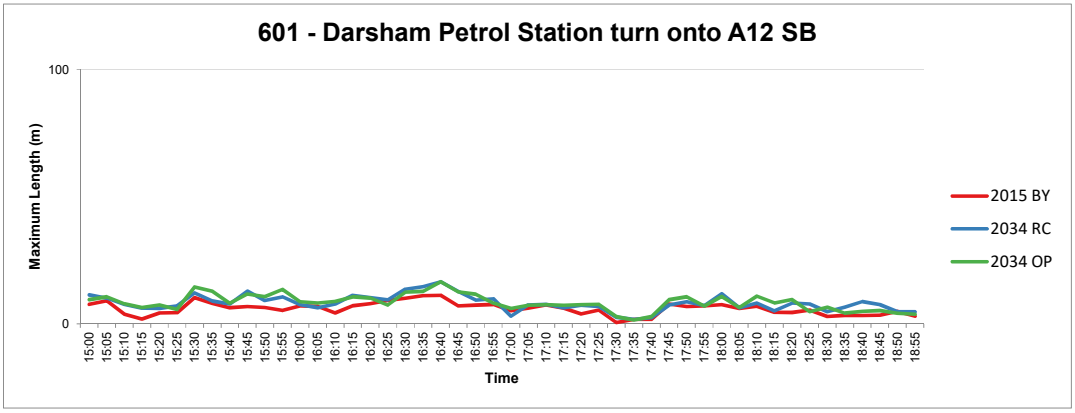

403 - B1122 WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

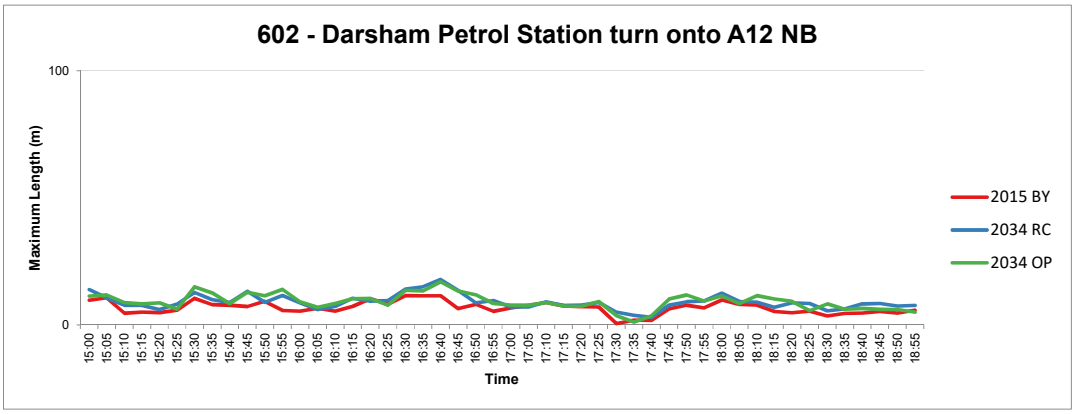

404 - A12 SB turn onto B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

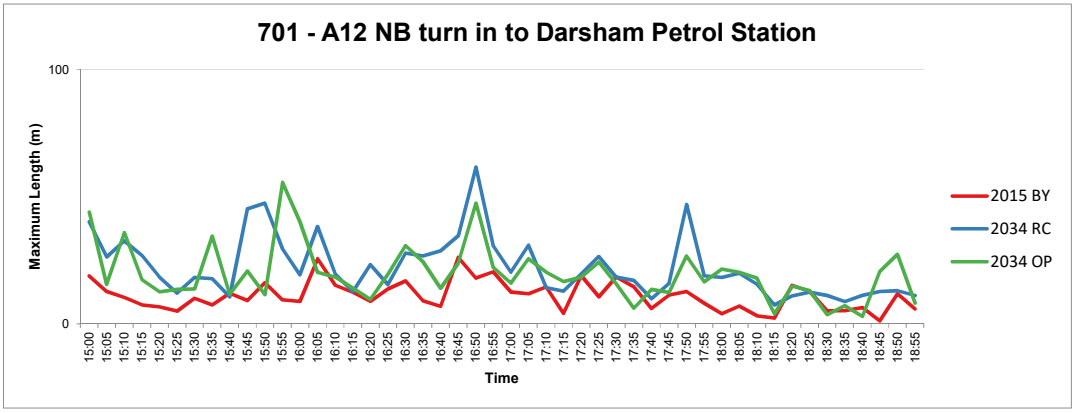

501 - A12 NB turn onto Westleton Road EB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

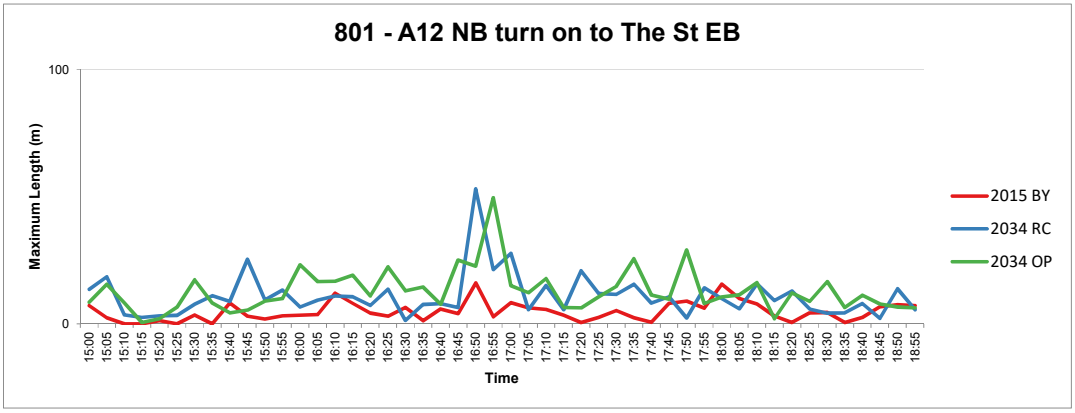

502 - Westleton Road WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

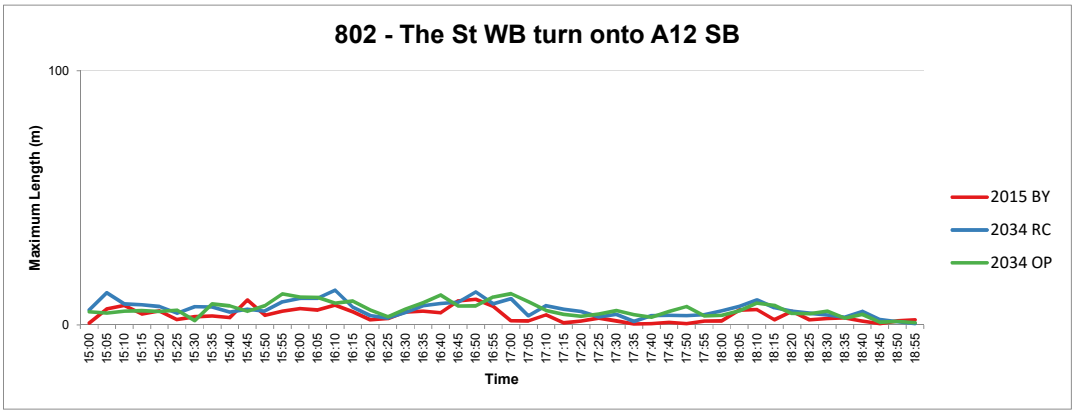

503 - Westleton Road WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

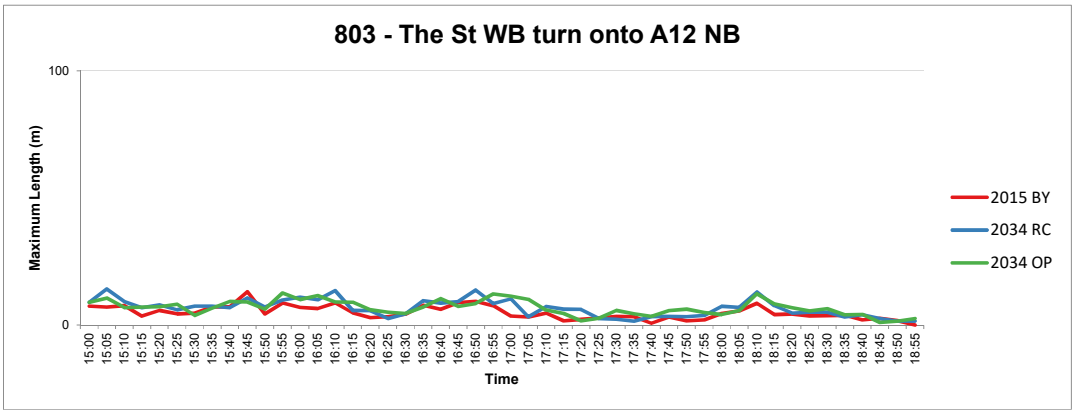

601 - Darsham Petrol Station turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

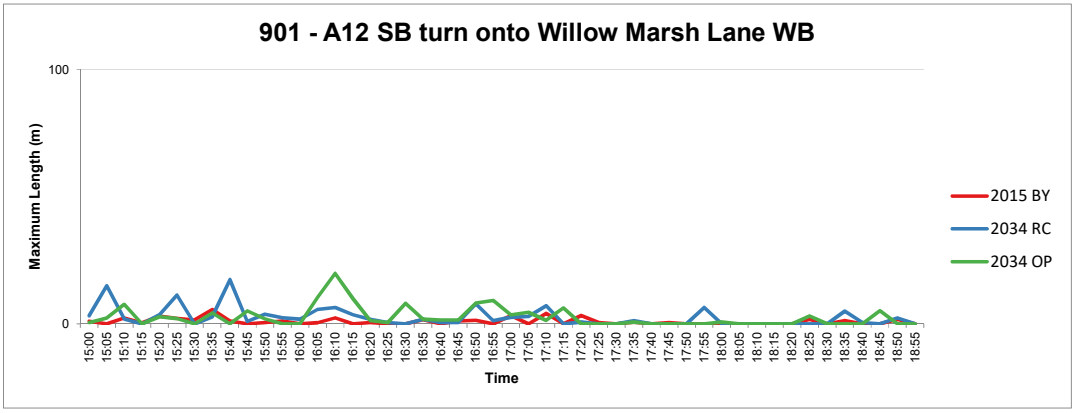

602 - Darsham Petrol Station turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

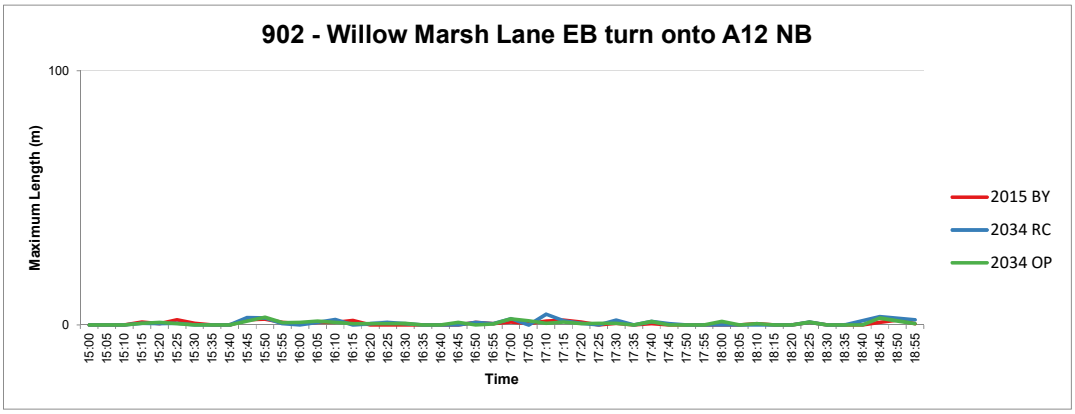

701 - A12 NB turn in to Darsham Petrol Station
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

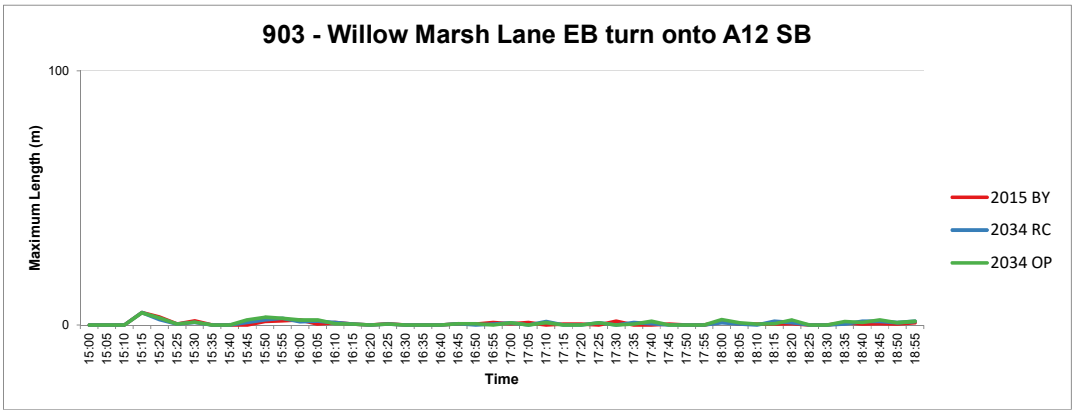

801 - A12 NB turn on to The St EB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

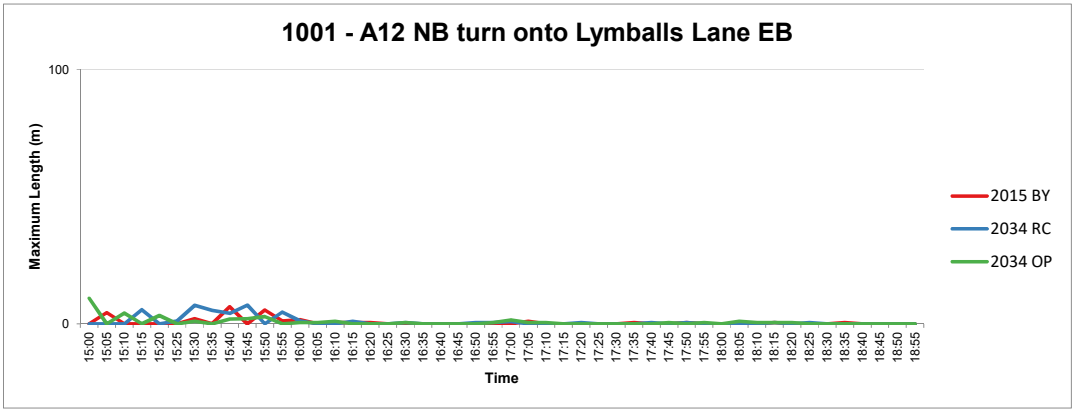

802 - The St WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

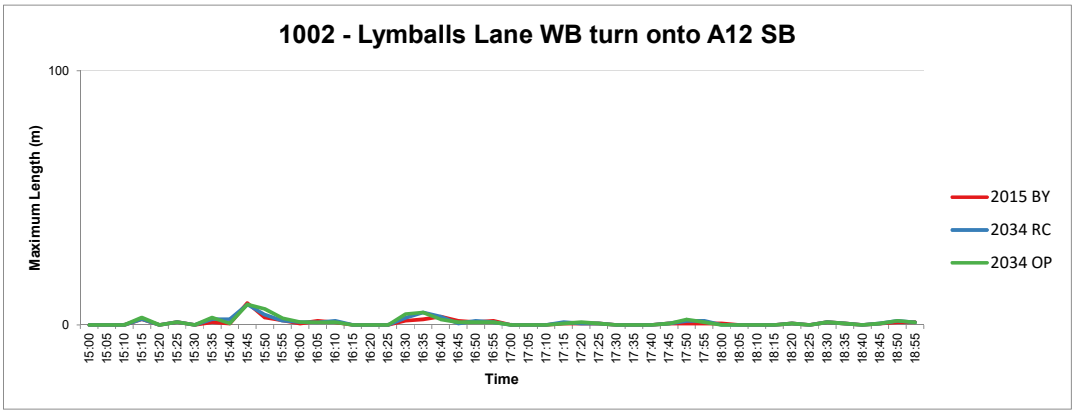

803 - The St WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

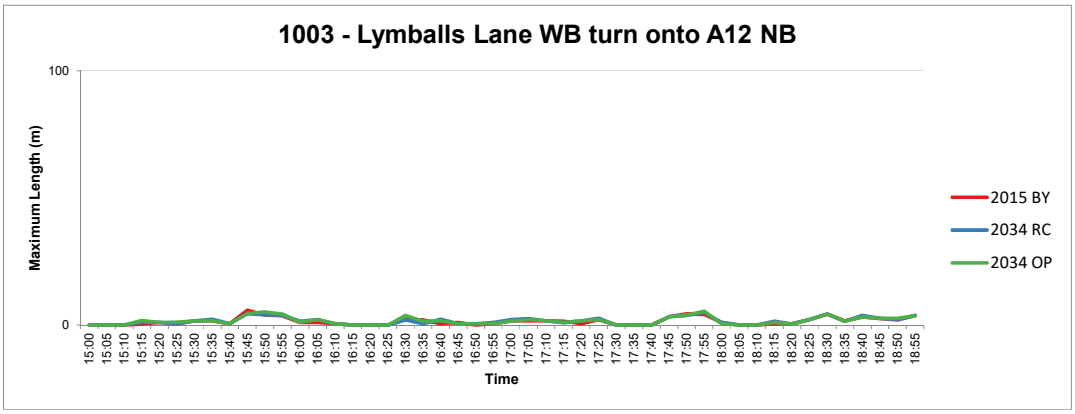

901 - A12 SB turn onto Willow Marsh Lane WB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

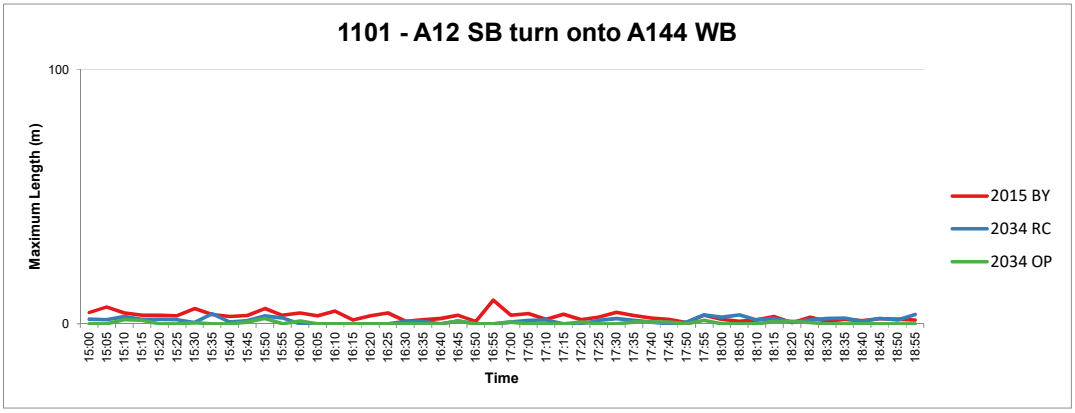

902 - Willow Marsh Lane EB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

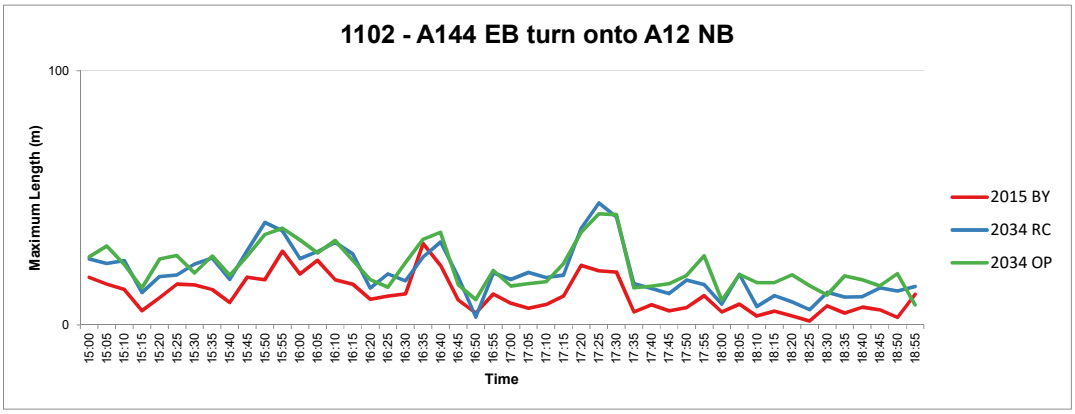

903 - Willow Marsh Lane EB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

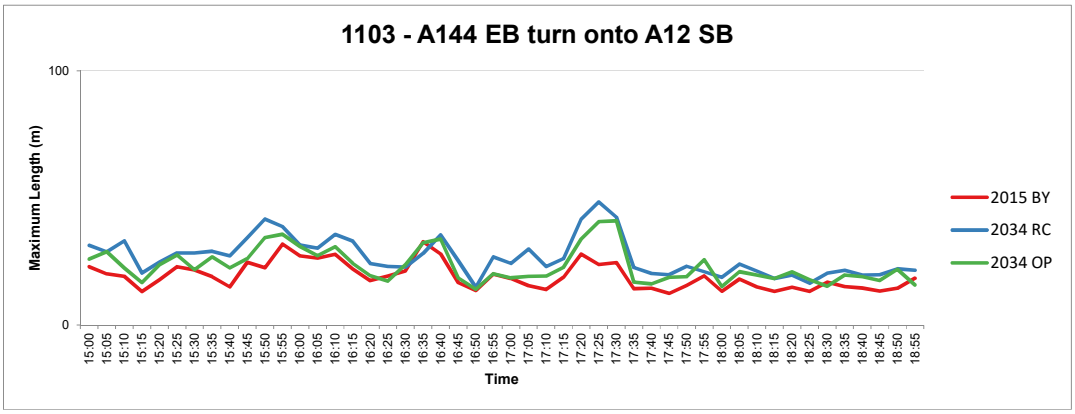

1001 - A12 NB turn onto Lymballs Lane EB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

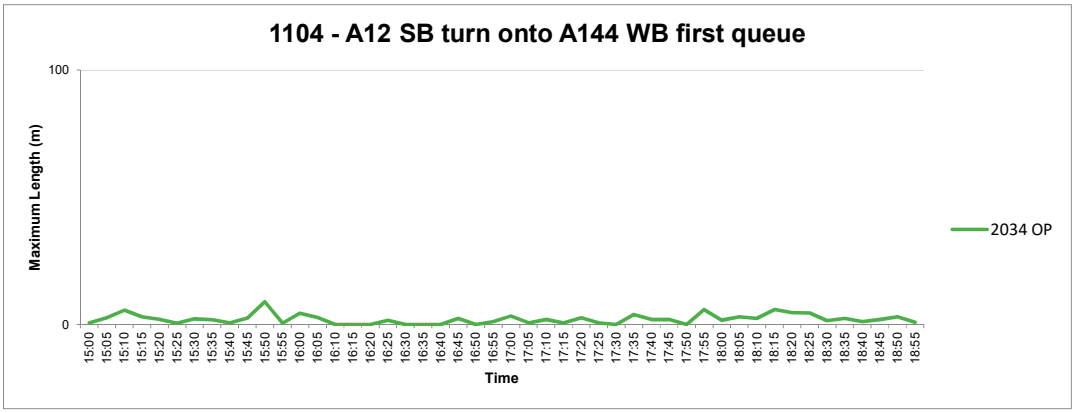

1002 - Lymballs Lane WB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

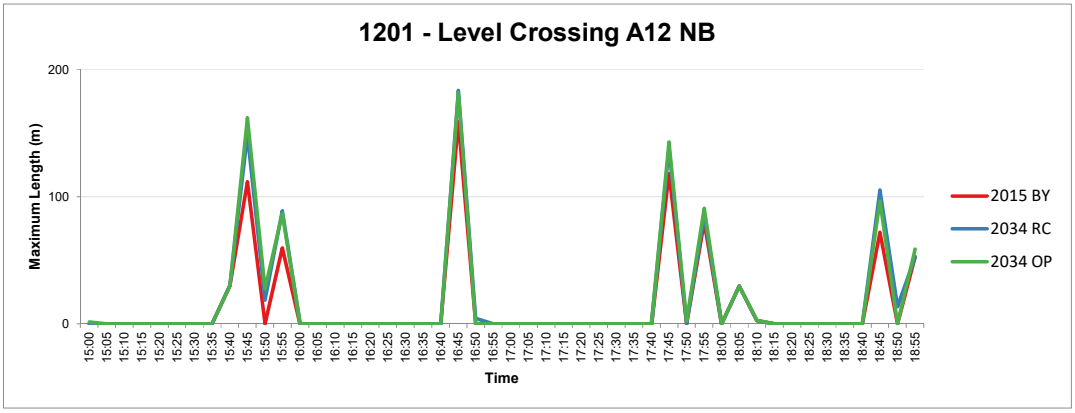

1003 - Lymballs Lane WB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

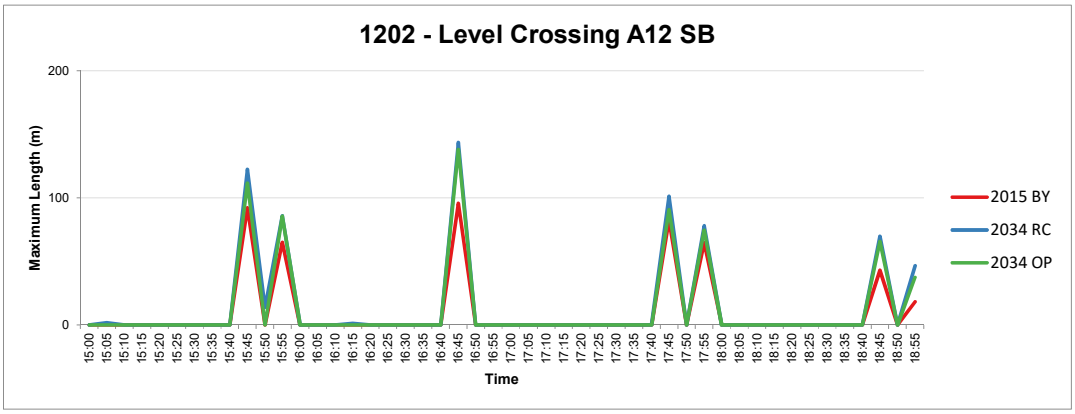

1101 - A12 SB turn onto A144 WB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

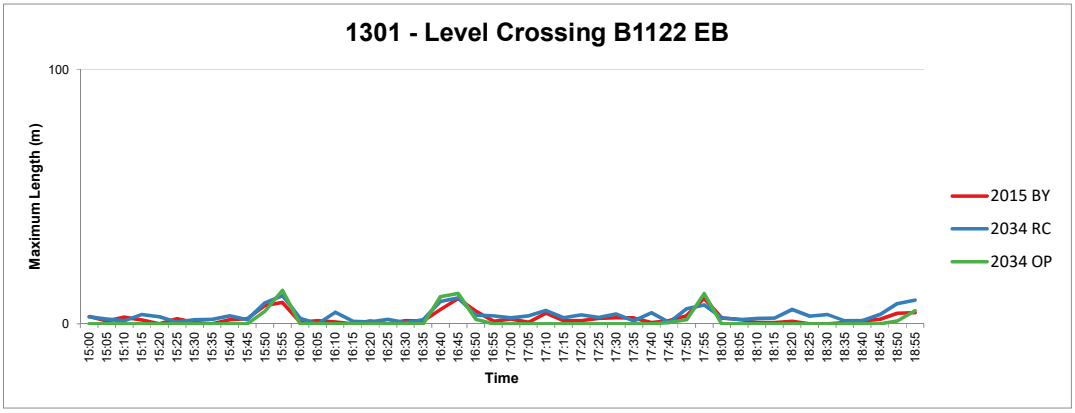

1102 - A144 EB turn onto A12 NB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

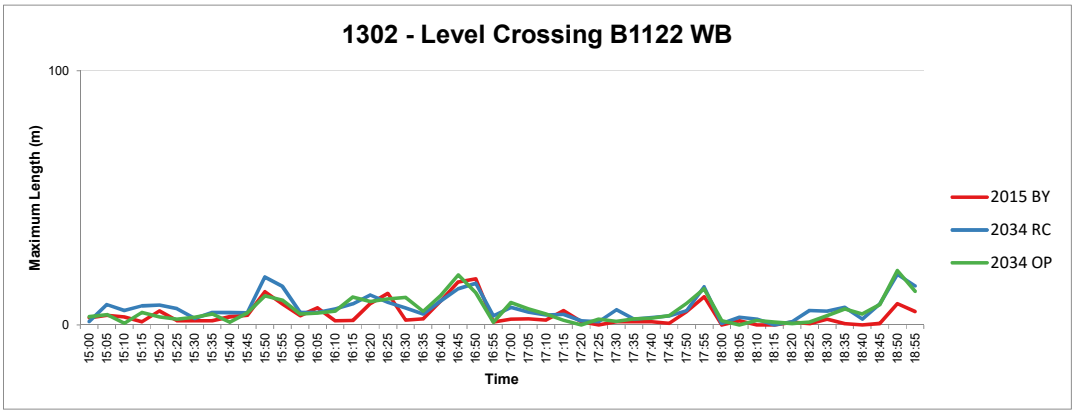

1103 - A144 EB turn onto A12 SB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP


1104 - A12 SB turn onto A144 WB first queue
Maximum Length (m)
100
0
Time
2034 OP


1201 - Level Crossing A12 NB
Maximum Length (m)
200
100
0
Time
2015 BY
2034 RC
2034 OP


1202 - Level Crossing A12 SB
Maximum Length (m)
200
100
0
Time
2015 BY
2034 RC
2034 OP


1301 - Level Crossing B1122 EB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP


1302 - Level Crossing B1122 WB
Maximum Length (m)
100
0
Time
2015 BY
2034 RC
2034 OP

Appendix F

JUNCTION MITIGATION DESIGNS

DO NOT SCALE

KEY

- RED LINE BOUNDARY
- EXISTING GROUND PROFILE (EARTHWORKS EXTENTS)
- PROPOSED FINISHED GROUND PROFILE
- EXTENT OF EARTHWORKS (CUT)
- EXTENT OF EARTHWORKS (FILL)
- VISIBILITY SPLAY
- DECIDUOUS WOODLAND
- PROTECTED FLORA (ASSUMED OUTLINE)
- FLOOD RISK AREAS
- PROPOSED CONSTRUCTION COMPOUND
- PROPOSED LANDSCAPE EXTENT
- PROPOSED SOFT LANDSCAPE (BELOW 300mm)
- PROPOSED OVERRUNABLE ISLAND FOR AIL VEHICLES
- EXISTING FOOTWAY UPGRADED TO 3m SHARED USE
- PROPOSED RETAINING WALL (HEIGHT <500mm)
- INDICATIVE TO 10m LIGHTING COLUMN, 0.4 UNIFORMITY
  - – ROUNDABOUT LIGHTING TO 15 LUX AVERAGE
  - – APPROACHES LIGHTING TO 10 LUX AVERAGE

A12 NORTH TIE–IN – SCALE 1:500

KEY PLAN – SCALE 1:2500

FOR TIE–IN WITH A12 REFER TO "A12 NORTH TIE–IN" VIEWPORT

EXISTING LAY–BY RE–ALIGNED WITH PROPOSED CARRIAGEWAY

SATIS HOUSE ACCESS

TIE IN TO EXISTING FOOTWAY TO BE DETERMINED AT FURTHER STAGES

TIE IN OF EXISTING PROFILE AND PROPOSED ROAD

EXISTING LAY–BY RE–ALIGNED WITH PROPOSED CARRIAGEWAY

PROPOSED MAP TYPE SIGN

Sizewell B–C

Leiston B1122 | Ipswich A12

YOXFORD

Services 3km

Fuel only 24 hrs

RELOCATED INFORMATORY SIGN

PROPOSED REMOVABLE KEEP LEFT SIGN

PROPOSED CHEVRON SIGN & TURN LEFT SIGN

PROPOSED REMOVABLE CHEVRON SIGN & TURN LEFT SIGN

TIE IN TO EXISTING FOOTWAY TO BE DETERMINED AT FURTHER STAGES

EXISTING MAP–TYPE SIGN TO BE REMOVED

EXISTING GROUND TO BE GRADED TO TIE IN WITH PROPOSED VERGE

PROPOSED REMOVABLE KEEP LEFT SIGN

PROPOSED REMOVABLE KEEP LEFT BOLLARD

PROPOSED MAP–TYPE SIGN

Sizewell B–C

Lowestoft A12 | Leiston B1122

TIE IN OF EXISTING PROFILE AND PROPOSED ROAD

PROPOSED FINGERPOST SIGN

Ipswich A12 | Lowestoft A12

Stowmarket (A1120)

PROPOSED FINGERPOST SIGN

Middleton Road

Middleton Road

INDICATIVE PROPOSED INFILTRATION POND LAYOUT

PROPOSED GIVE–WAY SIGN

EXISTING GROUND AROUND POND AREA TO BE GRADED TO TIE IN WITH PROPOSED VERGE AND B1122 RETAINED CARRIAGEWAY SECTION

TIE IN TO EXISTING FOOTWAY TO BE DETERMINED AT FURTHER STAGES

TIE IN OF EXISTING GROUND AND PROPOSED GRADING

TIE IN OF EXISTING AND PROPOSED ROAD

PROPOSED SPEED LIMIT CHANGE

30 20

EXISTING FOOTWAY SECTION TO BE RE–PROFILED TO TIE IN WITH PROPOSED CARRIAGEWAY LEVEL (DESIGN TO BE DETERMINED AT FURTHER STAGES)

TIE IN OF RE–ALIGNED AND EXISTING FOOTWAY

EXISTING FOOTWAY TO BE RETAINED

TIE IN TO EXISTING FOOTWAY TO BE DETERMINED AT FURTHER STAGES

TIE IN TO EXISTING CARRIAGEWAY

DRAINAGE

- HIGHWAY DRAINAGE OF NORTHERN APPROACH – A12, SOUTH–EASTERN APPROACH – B1122 AND ROOKERY LODGE ACCESS ROAD TO GULLIES DISCHARGING TO INFILTRATION POND.
- HIGHWAY DRAINAGE OF WESTERN APPROACH – A12 TO GULLIES DISCHARGING TO INFILTRATION POND, WHERE LEVELS PERMIT, WHERE LEVELS DO NOT PERMIT, EXISTING GULLIES TO BE RETAINED.
- FOOTPRINT FOR INFILTRATION POND IS INDICATIVE, SIZE TO BE DETERMINED FOLLOWING CONFIRMATION ON ACHIEVABLE INFILTRATION RATE.
- IN THE EVENT THAT INFILTRATION IS NOT ACHIEVABLE, POND WILL BE JOINT ATTENUATION/INFILTRATION POND. AN OUTFALL CONNECTION WILL BE MADE TO THE EXISTING HIGHWAY DRAIN IN YOXFORD. REDUCTION OF PEAK FLOW RATE TO BELOW THAT CURRENTLY DISCHARGED WILL BE REQUIRED TO ENSURE NO INCREASE IN FLOOD RISK WITHIN YOXFORD.

Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Licence no. 100048756. Crown copyright reserved.

0 1:500 25 metres

REV	DATE	BY	DESCRIPTION	CHK	APP
P08	23/08/2019	HM	PROPOSED SIGNS UPDATED	AG	JEH
P07	22/07/2019	ACC	DRAINAGE NOTE AND LIGHTING ADDED. UTILITIES REMOVED.	DWL	JEH
P06	30/05/2019	MSF	A12 LAY–BY ADDED	JEH	JEH
P05	24/05/2019	MSF	RED LINE BOUNDARY AMENDED	JL	JEH
P04	07/05/2019	MSF	ISSUED FOR COORDINATION FOLLOWING ROUNDABOUT AMENDMENTS	JL	JEH
P03	20/06/2018	HM	PROPOSED LANDSCAPE EXTENT ADDED	ACC	MF
P02	13/06/2018	LMM	CONSTRUCTION COMPOUND AREA ADDED	ACC	LM
P01	31/05/2018	LMM	STAGE 3 PUBLIC CONSULTATION ISSUE	MF	LM

DRAWING STATUS: S3 - FOR REVIEW

wsp
62-64 Hills Road, Cambridge, CB2 1LA, UK
T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051
wsp.com

CLIENT: EDF ENERGY

ARCHITECT:

SITE/PROJECT: SIZEWELL C
TRANSPORT PLANNING

TITLE: A12/B1122 ROUNDABOUT PROPOSED LAYOUT

SCALE @ A1:	CHECKED:	APPROVED:
1:500	MF	LM

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
50400326	ACC	LMM	May 2018

DRAWING No: SZC-SZ0204-XX-000-DRW-100019 REV: P08

© WSP UK Ltd

File name: P:\50400326 - SIZEWELL C TRANSPORT PLANNING\02 DESIGN AND ANALYSIS\03 DEVELOPMENT\CAD\DWGS\RD ROUNDABOUT\100326-WSP-XX-DR-HG-XX-1000-P02_MSF.DWG, MSF, 24/07/2019 17:51:16, by Calvin Cousins, Altera

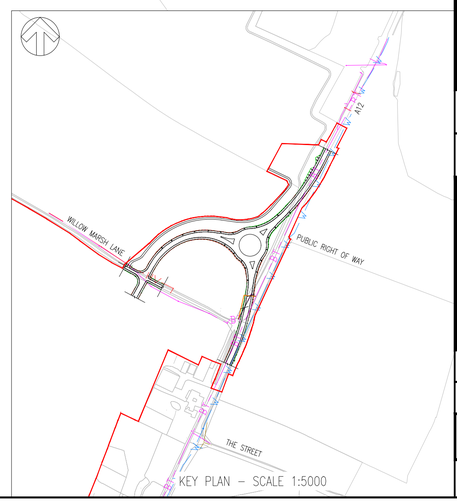
DO NOT SCALE

TIE IN WITH EXISTING CARRIAGEWAY
PROPOSED FIELD ACCESS TO REALIGNED FIELD TRACK
EXISTING TELECOM / BT POLE TO BE RELOCATED
PROPOSED REALIGNED FIELD TRACK
PROPOSED MAP TYPE SIGN
A12 Lowestoft A12 Ipswich
90m x 9.0m SET-BACK TANGENTIAL V-SPLAY
PROPOSED GIVE-WAY SIGN
GIVE WAY
90.0
WILLOW MARSH LANE WEST
9.0
PROPOSED SPEED LIMIT CHANGE
30
WESTERN APPROACH – PARK & RIDE ACCESS
90m x 4.5m SET-BACK V-SPLAY
PROPOSED SPEED LIMIT CHANGE
40 30
POTENTIAL INFILTRATION POND TO INTERCEPT OVERLAND FLOWS FROM ADJACENT LAND
TIE IN WITH EXISTING CARRIAGEWAY
TIE IN WITH EXISTING FOOTPATH TO BE DETERMINED AT FURTHER DESIGN STAGE
PROPOSED CHEVRON SIGN
PROPOSED FINGERPOST SIGN
Havenlngham Sibton Green
Havenlngham Sibton Green
PROPOSED CUL-DE-SAC & SPEED LIMIT SIGNS
30
T
90m FORWARD VISIBILITY SPLAY
PROPOSED KEEP LEFT SIGN
TIE IN WITH EXISTING CARRIAGEWAY
WILLOW MARSH LANE EAST
4.5
TIE IN WITH PROPOSED PARK AND RIDE INTERNAL LAYOUT
PROPOSED CHEVRON & KEEP LEFT SIGN
NORTHERN APPROACH – A12 NORTH
PROPOSED SPEED LIMIT CHANGE
40
PROPOSED MAP TYPE SIGN
A12 Ipswich
Havenlngham Sibton Green
Darsham Park & Ride
PROPOSED KEEP LEFT SIGN
PUBLIC RIGHT OF WAY UNAFFECTED BY HIGHWAY WORKS
SOUTHERN APPROACH – A12 SOUTH
A12
PROPOSED REMOVABLE CHEVRON & KEEP LEFT SIGN
EXISTING FOOTPATH TO BE RETAINED
EXISTING FIELD TRACK TO BE RELOCATED
PROPOSED KEEP LEFT SIGN
A12 SECTION RETAINED BUT NOT IN USE
PROPOSED MAP TYPE SIGN
A12 Lowestoft
Havenlngham Sibton Green
Darsham Park & Ride
ACCESSES TO FIELD TRACK TO BE STOPPED-UP
ACCESSES TO FARMS TO BE RETAINED
EXISTING JUNCTION BETWEEN A12 AND WILLOW MARSH LN TO BE CLOSED WITH BOLLARDS
EXISTING SPEED LIMIT CHANGE
40
TIE IN WITH EXISTING FOOTPATH TO BE DETERMINED AT FURTHER DESIGN STAGE
TIE IN WITH EXISTING CARRIAGEWAY
HV
BT
W

KEY
- RED LINE BOUNDARY
- EXISTING GROUND PROFILE (EARTHWORKS EXTENT)
- PROPOSED FINISHED GROUND PROFILE
- EXTENT OF EARTHWORKS (CUT)
- EXTENT OF EARTHWORKS (FILL)
- VISIBILITY SPLAY
- PROPOSED OVERRUNABLE ISLAND FOR AIL VEHICLES
- BOLLARDS
- 8m LED LIGHTING COLUMNS. 0.4 UNIFORMITY
  - ROUNDABOUT LIGHTING TO 15 LUX AVERAGE
  - APPROACHES LIGHTING TO 10 LUX AVERAGE.
- PROPOSED INFILTRATION POND – SUBJECT TO DETAILED DESIGN WORKS AND SITE INVESTIGATION
- SWALE

DRAINAGE

- IN THE AREA OF TIE-IN ON EXISTING A12 THE CURRENT HIGHWAY GULLIES ARE TO BE RETAINED
- IN THE AREA OF A12 DIVERGENCE TO NEW ROUNDABOUT AND FOR NEW ROAD HIGHWAY DRAINAGE IS TO BE TO SWALES.
- LOCATION OF SWALES IS INDICATIVE, CROSS SECTION TO BE FIXED FOLLOWING CONFIRMATION OF ACHIEVABLE INFILTRATION RATE.
- ROUNDABOUT HIGHWAY DRAINAGE IS TO BE TO GULLIES AND/OR COMBINED KERB . DRAINS WILL OUTFALL TO SWALE AND INFILTRATION POND.
- FOOTPRINT FOR INFILTRATION POND IS INDICATIVE, SIZE TO BE FIXED FOLLOWING CONFIRMATION OF ACHIEVABLE INFILTRATION RATE.



KEY PLAN – SCALE 1:5000

REV	DATE	BY	DESCRIPTION	CHK	APP
P07	23/08/2019	LMM	PROPOSED SIGNS UPDATED	AG	JH
P06	23/07/2019	ACC	DRAINAGE STRATEGY AND LIGHTING ADDED. UTILITIES REMOVED	DWL	JDH
P05	24/05/2019	MSF	LAYOUT AMENDED	JL	JDH
P04	13/05/2018	KW	REDLINE BOUNDARY UPDATED	LJM	LJM
P03	31/05/2018	KW	REDLINE BOUNDARY UPDATED	LJM	LJM
P02	29/03/2018	KW	REDLINE BOUNDARY UPDATED	LJM	LJM
P01	27/03/2018	KW	FIRST ISSUE	LJM	LJM

DRAWING STATUS: S3 - FOR REVIEW

wsp
62-64 Hills Road, Cambridge, CB2 1LA, UK
T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051
wsp.com

CLIENT: EDF ENERGY

ARCHITECT:

SITE/PROJECT: SIZEWELL C

TITLE: NORTHERN PARK & RIDE
WILLOW MARSH LANE ACCESS
HIGHWAY WORKS

SCALE @ A1:	CHECKED:	APPROVED:
1:500	LJM	LJM
PROJECT NO: 50400326	DESIGNED: KW / DRAWN: KW	DATE: February 18

DRAWING No: SZC-SZ0204-XX-000-DRW-100022 REV: P07

© WSP UK Ltd

Reproduced from the Ordinance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Licence no. 100048755. Crown copyright reserved.

0 5 10 25 metres

File name: I:\SE\01\CAM1\UK.WSPGROUP.COM\PROJECTS\50400326 - SIZEWELL C TRANSPORT PLANNING\2 DESIGN AND ANALYSIS\02\E-FILE\PRIMENTIC\02\DARSHAM ROUNDABOUT\SZC-SZ0204-XX-000-DRW-100022.DWG, printed on 23 August 2019 10:40:54, by Matthews, Harry

DO NOT SCALE

CONSTRUCT NEW SWALE.
SIZE TO BE DETERMINED
FOLLOWING CONFIRMATION OF
ACHIEVABLE INFILTRATION RATE.

CONSTRUCTION CHANNEL DRAIN
ACROSS ENTRANCE DRIVE

RETAIN EXISTING SWALE

90m

RETAIN EXISTING GULLIES AND
SWALE OVER FULL EXTENT

KEY

- RED LINE BOUNDARY
- PROPOSED KERBLINE
- PROPOSED VERGE
- PROPOSED FOOTWAY
- PROPOSED TRAFFIC ISLAND
- PROPOSED DROP KERB
- 4.5m X 215m VISIBILITY SPLAY
- SWALE

REV	DATE	BY	DESCRIPTION	CHK	APP
P09	06/08/2019	LMM	FINAL DESIGN ISSUE	ACC	JDH
P08	24/07/2019	ACC	DRAINAGE FEATURES ADDED	DWL	JDH
P07	19/07/2019	LMM	ROAD MARKINGS UPDATED	ACC	JDH
P06	03/06/2019	EFM	RED LINE BOUNDARY AMENDED	JDH	JDH
P05	31/05/2019	EFM	RED LINE BOUNDARY UPDATED	JDH	JDH
P04.1	24/05/2019	LMM	EXISTING ACCESS JUNCTION ADDED	JL	JDH
P04	21/05/2019	EFM	LAYOUT UPDATED	JL	JDH
P03	18/04/2019	EFM	ISSUE FOR COORDINATION	JL	JDH
P02	13/08/2018	LMM	RED LINE BOUNDARY ADJUSTED	ACC	JDH
P01	31/05/2018	HM	STAGE 3 PUBLIC CONSULTATION ISSUE	MF	JDH

0 25 metres

Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office, Licence no. 100048755, Crown copyright reserved.

DRAWING STATUS: S3 - FOR REVIEW

wsp
62-64 Hills Road
Cambridge
CB2 1LA, UK

T+ 44 (0) 1223 558 050
F+ 44 (0) 1223 558 051
wsp.com

CLIENT: EDF ENERGY

ARCHITECT: -

PROJECT: SIZEWELL C
TRANSPORT PLANNING

TITLE: A12 / A144 PROPOSED
HIGHWAY LAYOUT

SCALE @ A1: 1:500
CHECKED: JDH
APPROVED: JDH
PROJECT No: 50400326
DESIGNED: ACC
DRAWN: EFM
DATE: MAY 19
DRAWING No: SZC-SZ0204-XX-000-DRW-100052
REV: P09

© WSP UK Ltd

File name P:\50400326 - SIZEWELL C TRANSPORT PLANNING\E DRAWINGS\DEVELOPMENT\AUTOCAD\A12_A144\SZC-SZ0204-XX-000-DRW-100052.DWG, printed on 06 August 2019 15:00:31, by Maude, Lewis

Appendix G

SZC WORKER PROFILING

Confidential

50400326-WSP-TP-TN-001

TO	Joe Hough (Suffolk County Council)	**FROM**	Sian Loveday (WSP)
DATE	17 December 2020	**CONFIDENTIALITY**	**Confidential**
SUBJECT	**VISSIM modelling: Sizewell C Worker Profiling**		

INTRODUCTION

Background

This Technical Note has been prepared to detail how SZC workers arriving at and departing from the proposed Sizewell C (SZC) site have been distributed around their anticipated shift start and end times for the purpose of flow profiling within VISSIM. By analysing observed worker distributions at the existing Hinkley Point C (HPC) site and applying these to the likely SZC shift patterns, the profile of arriving and departing workers has been derived at SZC, at Yoxford and at Martlesham.

Methodology

SZC worker entry and exit profiles have been derived in 15-minute intervals for use in the two SZC VISSIM models using the methodology set out below:

1. Derive existing 'typical' entry and exit worker profiles at HPC in 5-minute intervals, based on observed data;
2. Identify the SZC shift start and end times;
3. Apply the 'typical' entry and exit worker distributions from step 1 to each SZC shift from step 2 to provide an estimate of the SZC workers likely to be entering and exiting the site in each 5-minute interval;
4. Apply a travel time offset to shift the estimated SZC distribution so that it's appropriate for use at Yoxford and Martlesham respectively;
5. Apply the offset distribution to the hourly SZC worker trips sourced from the forecast VISUM scenarios to produce 15-minute SZC worker trip matrices suitable for VISSIM.

EXISTING HPC PROFILE AT SECURITY GATE

Data Obtained From HPC

HPC is the first new power station to be built in the UK in over 20 years. Currently under construction in Somerset, it provides the closest reflection of how SZC will operate through the construction phase. Therefore, to form a basis for deriving an arrival and departure profile for SZC, the following data was obtained from HPC.

ENTRY AND EXIT COUNTS

Workers at the HPC site are required to enter and exit the construction site through security gates which form the only access to the site. This enables monitoring of the number and identity of people working on site at any one time. The timestamps of construction workers travelling through the security gate at the HPC site were obtained for a full 24-hour period on a Tuesday in February 2020. At this point in time the HPC development was operating at the equivalent of the SZC Early Years scenario but is considered to provide a reasonable estimate of the distribution of workers entering/exiting for a typical shift regardless of the stage of construction.

The raw data was provided to the nearest second and presented as an arrival or departure. Table 1 below sets out the total number of entries and exits recorded.

Table 1 – Total Recorded Entries and Exits

Security Gate Movements	No. people
Entries	6,331
Exits	6,161
Total	**12,492**

SCHEDULED SHIFT PATTERNS

A list of shifts and their typical start and end times and the number of anticipated workers was also obtained from HPC. The HPC shift start and end times were all found to fall on the hour or half past the hour.

HPC Entry Profile

The HPC entry timestamps were aggregated in 5-minute intervals (i.e. 288 data points in 24-hours) and compared with the scheduled shift start times as shown in Figure 1. This graph illustrates the recorded security gate entries (green line) relative to the scheduled shift start times (purple bars). Note that the data is shown on separate vertical axes, with different scales

Figure 1 – HPC Recorded Security Gate Entries and Scheduled Shift Start Times

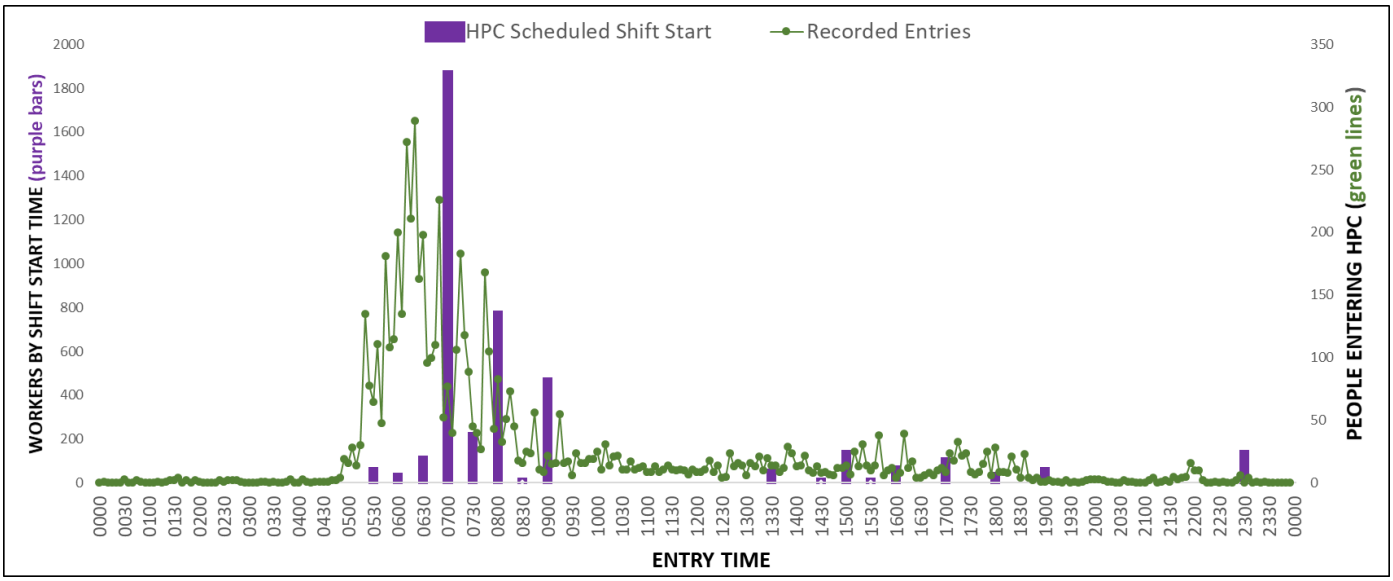
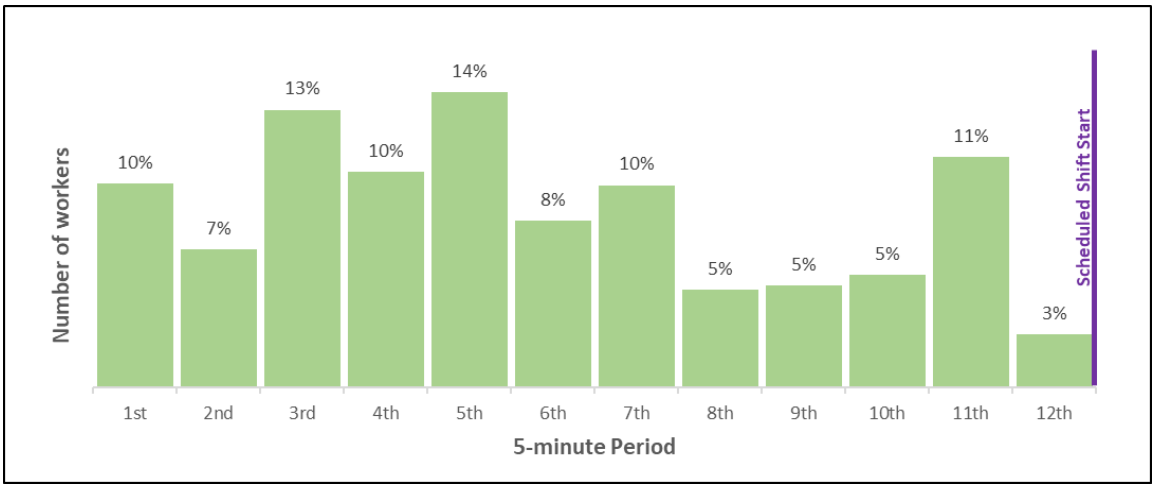


Figure 1 demonstrates that the most common shift start time is 07:00, when almost 2000 HPC workers are scheduled to begin their shifts. In the preceding hour and a half, only 189 workers are scheduled to begin their shift. Therefore, Figure 1 clearly shows that many workers arrive on site before their shift is scheduled to begin, as expected. It is estimated that the majority of workers arrive sometime during the hour prior to their scheduled start time.

This data has been used to produce an estimated distribution of worker arrivals ahead of a typical shift start and has been derived using the observed entries at HPC during the hour preceding 07:00 (i.e. from 06:00-07:00). Data has been aggregated in 5-minute intervals to allow travel time offsets to be applied later in the process. The resultant distribution is split into twelve 5-minute time segments leading up to the shift start time. Figure 2 below illustrates the estimated 'typical' entry distribution in advance of a shift beginning.

Figure 2 – Typical arrival distribution in advance of a shift



HPC Exit Profile

The HPC exit timestamps were also aggregated to 5-minute intervals (i.e. 288 data points in 24-hours) and compared with the HPC shift end times as shown in Figure 3. This graph illustrates the recorded security gate exits (orange line) relative to the scheduled shift end times (purple bars). Note that the data is shown on separate vertical axes, with different scales.

Figure 3 – HPC Recorded Security Gate Exits and Scheduled Shift End Times

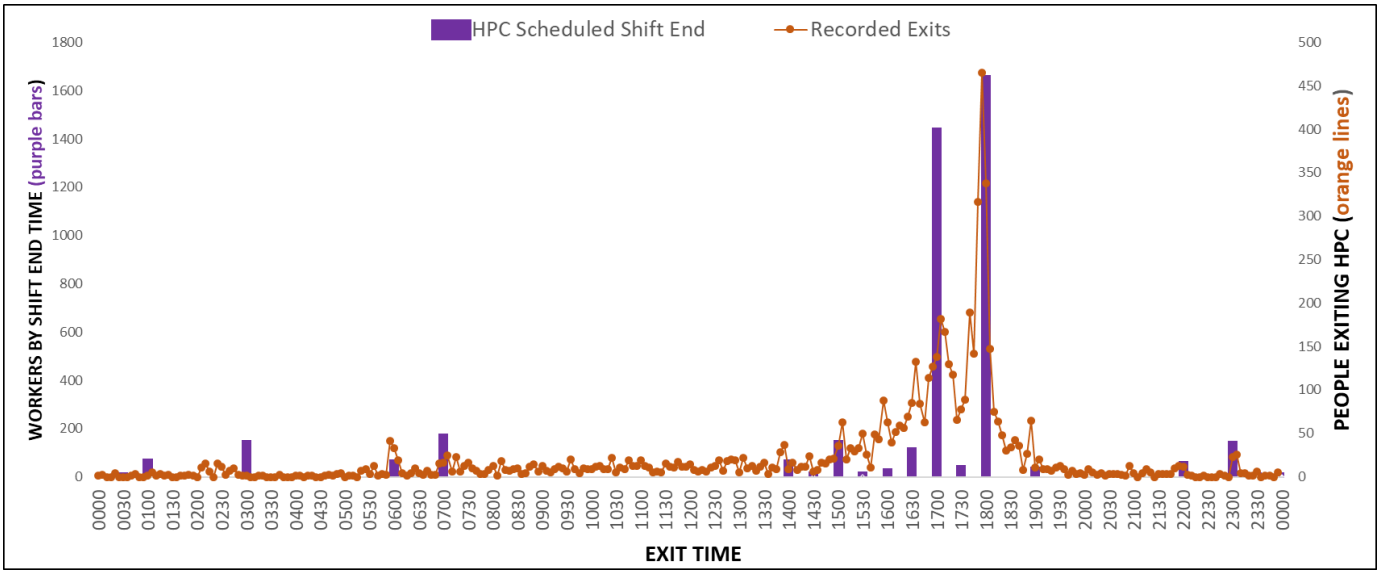
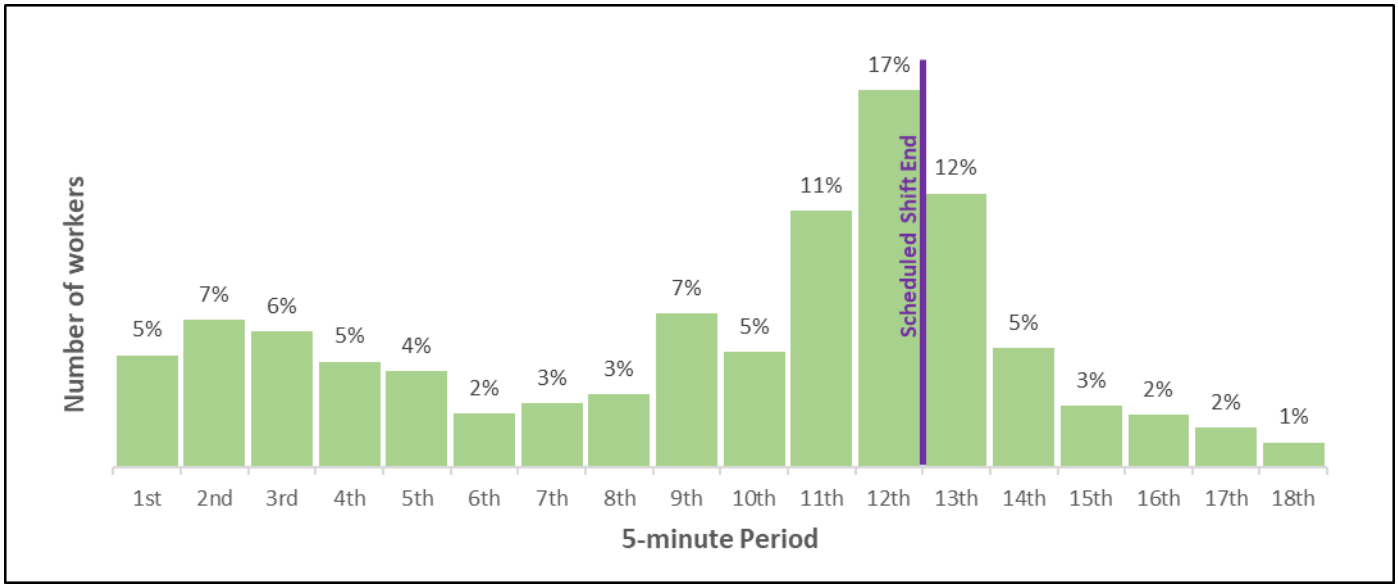


Figure 3 demonstrates that the majority of HPC workers are scheduled to finish their shift at either 17:00 or 18:00. Studying the patterns around the scheduled shift end time of 18:00, there is a clear spike in exits just before the scheduled finish time, with a less significant but still noticeable number of workers exiting both before and after this spike.

For this reason, the estimated departure distribution has been based on the hour prior to (capturing any workers leaving early) and the 30 minutes after the 18:00 shift end time. The 18:00 HPC shift end time was selected as a proxy for a typical distribution as it contains the greatest number of exiting workers and gives the clearest exit distribution after the shift end time.

An approximate distribution of worker departures around a typical shift end time has been derived using the observed exit data at HPC around the 18:00 shift end time. The distribution was based on the hour before and 30-minutes after the 18:00 shift end (i.e. from 17:00-18:30). The data has been aggregated in 5-minute intervals and the resultant distribution is therefore split into 18 time segments within the 90-minute period. Figure 4 below illustrates the estimated ‘typical’ exit distribution before and after a shift is due to end.

Figure 4 – Typical HPC Exit Profile



The estimated 'typical' worker entry and exit distributions (Figure 2 and Figure 4), provide a rough approximation for the level of arrival and departure time distribution that might be expected at a nuclear power station construction site. These distributions have been applied to the SZC shift times as detailed in the following chapter.

PREDICTED SZC WORKER PROFILE AT SECURITY GATE

SZC Scheduled Shift Patterns

Approximate SZC peak construction shift windows were provided by EDF. A trapezoidal distribution of start and end times has been assumed for each Sizewell C shift window, in line with the assumptions made for the VISUM modelling. The anticipated peak construction SZC shift start and end times are shown in Figure 5 and Figure 6 respectively.

Figure 5 - SZC Shift Start Times (Peak Construction)

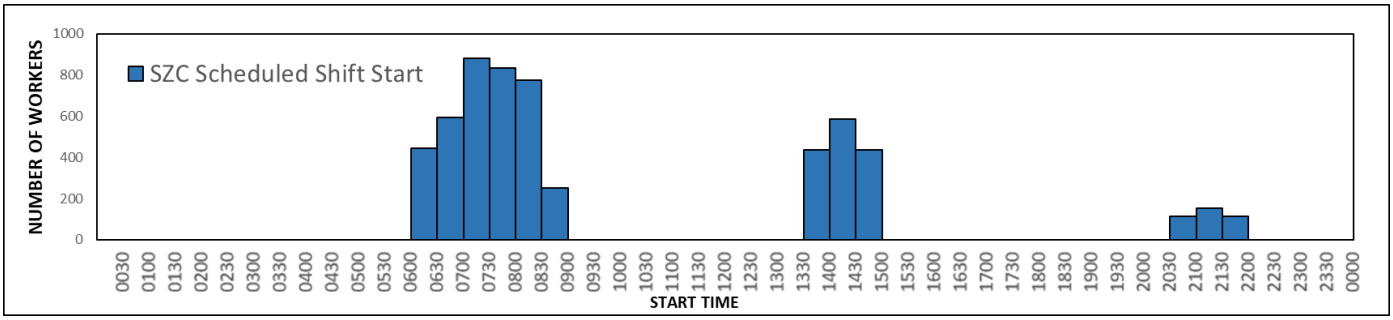


Figure 6 - SZC Shift End Times (Peak Construction)

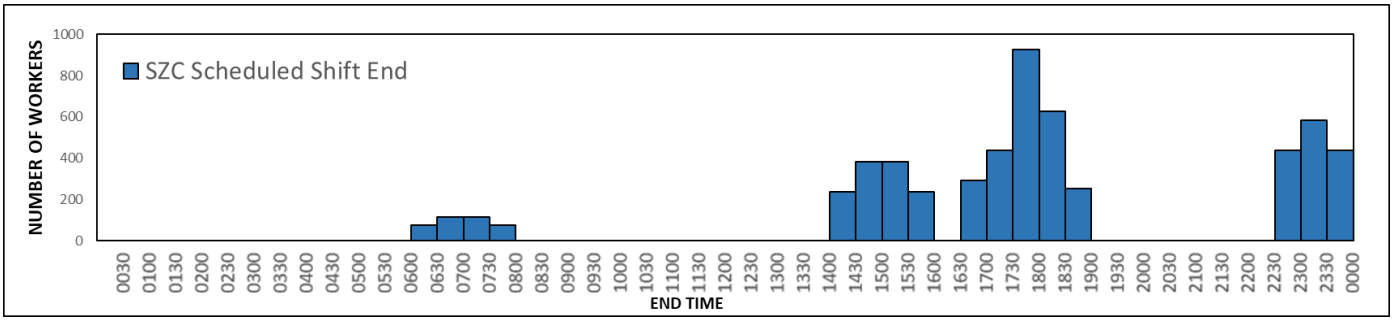
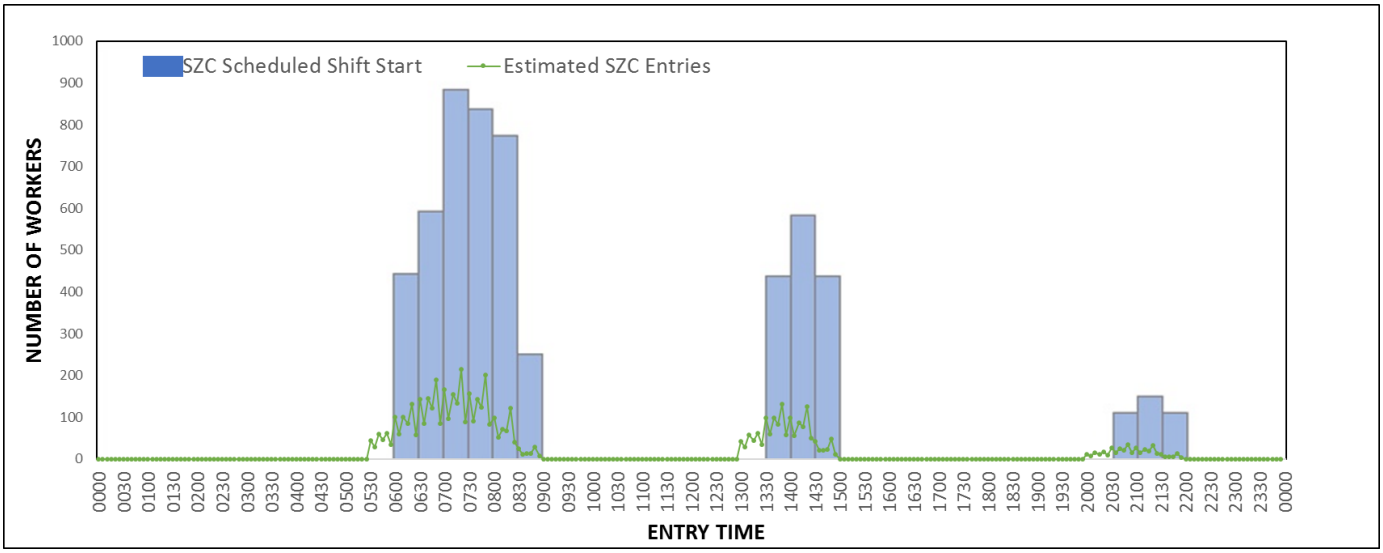


Figure 5 and Figure 6 illustrate the trapezoidal shape that was assumed. Figure 5 shows that there is a total of 12 different half hourly periods per day where a SZC shift is assumed to start, with a peak period from 07:00-07:30. Figure 6 shows that there is a total of 16 different half hourly periods per day where a SZC shift is scheduled to end, with a peak period from 17:30-18:00.

Estimated SZC Entry Profile

For each of the 12 half-hourly periods where a SZC shift is assumed to start (illustrated in Figure 5), the scheduled workers for that shift have been profiled across the preceding hour using the derived ‘typical’ entry profile (Figure 2). The profile was applied relative to the end of each 30-minute shift start period e.g. for the shift starting at 06:00-06:30, the ‘typical’ profile was applied to the hour ending 06:30 meaning worker arrival times for this shift are distributed from 05:30-06:30. The resultant SZC worker entry distribution is shown for each 5-minute period alongside the scheduled SZC shift start times in Figure 7 below.

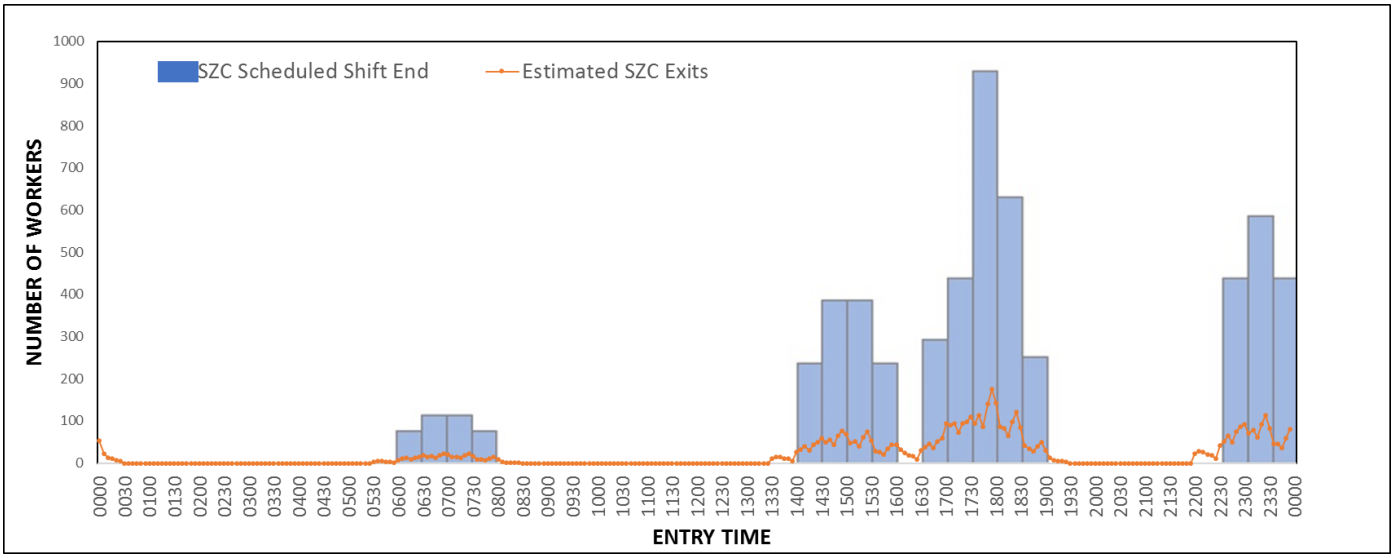
Figure 7 – Estimated SZC Entry Distribution



SZC Exit Profile

Similarly, for each of the 16 periods where a SZC shift is scheduled to end (illustrated in Figure 6), the scheduled workers for that shift have been profiled across the preceding hour and the following half hour using the derived HPC exit profile (Figure 4). As above, the profile was applied relative to the end of each 30-minute window e.g. for the shift ending from 06:00-06:30, the 'typical' profiling was applied from 05:30-07:00. The resultant SZC exits for each 5 minute period are illustrated alongside the scheduled SZC shift end times in Figure 8 below.

Figure 8 – HPC Profiled SZC Exits



APPLICATION IN VISSIM

Profile Offsets

The SZC entry and exit profiles derived in the previous section show the estimated distribution of arrivals and departures at the SZC construction site. The same profile patterns are likely to be replicated on the surrounding road network albeit slightly offset to account for any travel time. The estimated profiles have therefore been offset ready for use in the two Sizewell C VISSIM models.

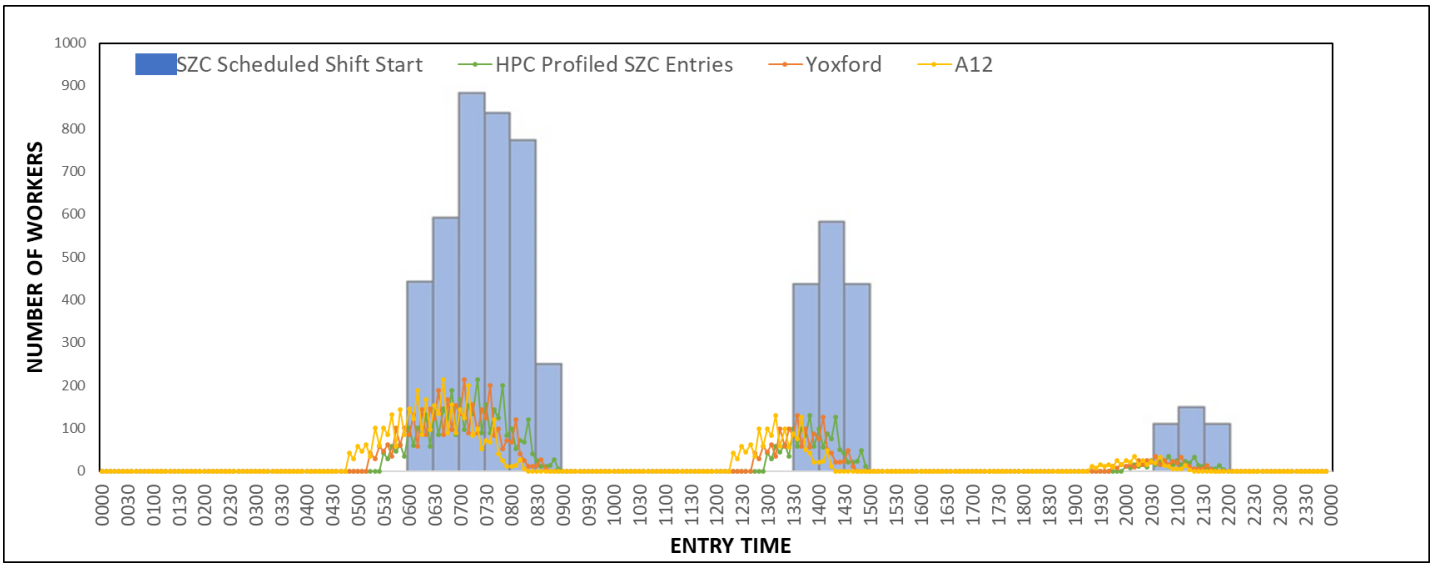
The two VISSIM models have been prepared to assess the Yoxford area and the A12 corridor between Seven Hills and Melton. For each VISSIM model, the construction site arrival/departure profiles (Figure 7 and Figure 8) have been offset (backward for entries and forward for exits) by the travel time from the SZC site to Yoxford and the A12 near Martlesham respectively. The offsets were derived using Google Maps' typical journey times, as follows:

- Yoxford: offset by 15-minutes; and
- A12 near Martlesham: offset by 40-minutes

The resultant entry and exit profiles at the SZC site, Yoxford and Martlesham (A12), are shown on Figure 9 and Figure 10 respectively.

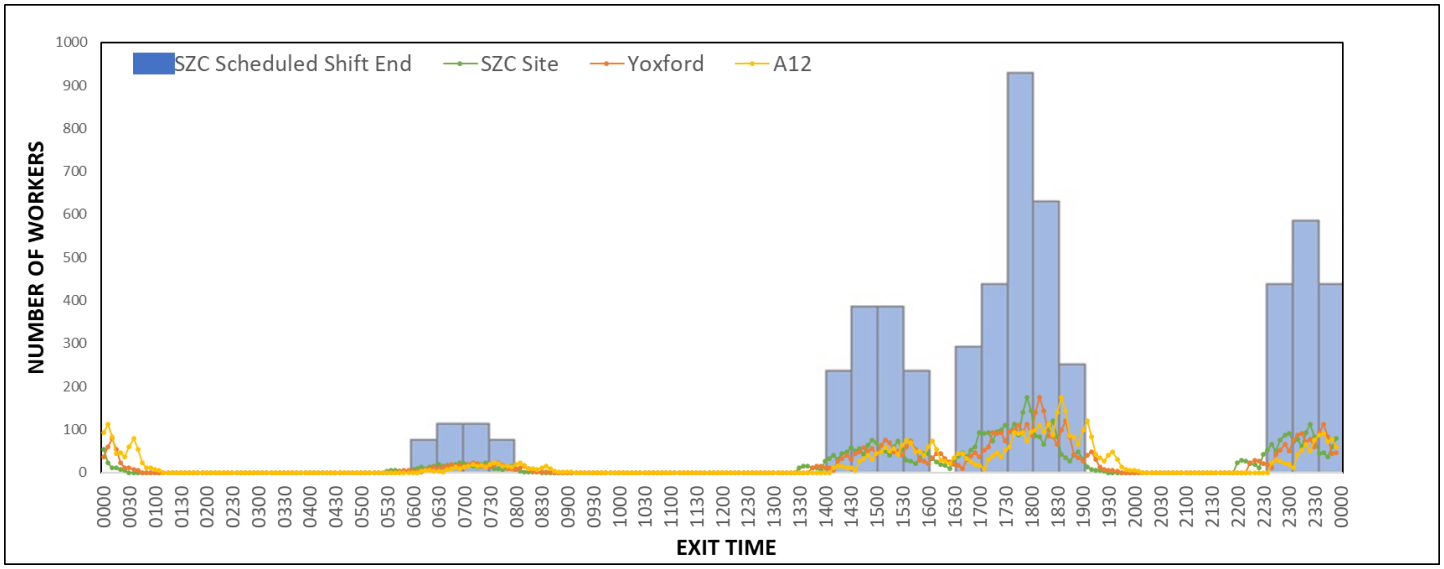
Peaks in the entry profile (Figure 9) can be observed to occur earliest at the A12, then at Yoxford 25-minutes later, then at the Sizewell C site 15-minutes after that which is in line with the approximate travel times to the site.

Figure 9 – Estimated SZC Entries on site, at Yoxford and on the A12 near Martlesham



Peaks in the exit profile (Figure 10) can be seen to occur earliest at the Sizewell C site, then at Yoxford 15-minutes later and then at Martlesham (A12) 25 minutes after that in line with the approximate travel times from the site.

Figure 10 - Estimated SZC Exits on site, at Yoxford and on the A12 near Martlesham



Calculation of 15-minute distribution percentages

Based on Figure 9 and Figure 10, the number of SZC worker trips expected to arrive in each VISSIM study area in each 15-minute period has been expressed as a percentage of the hourly SZC worker trips. In other words, four profiling percentages were calculated for each hour which sum to 100%.

This approach was adopted so that the hourly volumes of SZC workers could be sourced from the VISUM model meaning the VISSIM model remains consistent. It is also important that the SZC worker demands come from VISUM as these volumes account for the change in shift patterns between the Early Years and Peak Construction scenarios. The only difference with the SZC worker demand in VISSIM is the presence of a non-flat profile. Applying the profiling as a set of percentages for each hour allowed the arrival / departure distributions to be applied to the 2023 Early Years and 2028 Peak Construction SZC worker volumes respectively ensuring that the differing peaks in Sizewell C worker volumes in 2023 and 2028 are allowed for.

The VISSIM models cover the following hours and profiling percentages were therefore needed for these seven hours:

- 06:00 - 07:00;
- 07:00 - 08:00;
- 08:00 - 09:00;
- 15:00 - 16:00;
- 16:00 - 17:00;
- 17:00 - 18:00; and
- 18:00 - 19:00 (Yoxford only)

The resultant entry and exit profiles of SZC workers at Yoxford are set out in Table 2. Note that there are no profiles shown for entries from 15:00-19:00 because no SZC arrivals are anticipated during this period, as illustrated in Figure 9 above.

Table 2 – SZC Worker Profiling at Yoxford

Modelled Hour	15-minute Period (minutes past the hour)			
	00:00-00:15	00:15-00:30	00:30-00:45	00:45-01:00
ENTRY PROFILE				
06:00 - 07:00	19%	26%	27%	28%
07:00 - 08:00	30%	27%	28%	15%
08:00 - 09:00	70%	15%	15%	0%
EXIT PROFILE				
06:00 - 07:00	7%	24%	30%	39%
07:00 - 08:00	29%	27%	27%	17%
08:00 - 09:00	62%	30%	8%	0%
15:00 - 16:00	29%	27%	27%	17%
16:00 - 17:00	28%	28%	13%	32%
17:00 - 18:00	15%	28%	26%	32%
18:00 - 19:00	35%	27%	25%	14%

The resultant entry and exit profiles of SZC workers on the A12 near Martlesham are set out in Table 3.

Table 3 – SZC worker profiling at A12 near Martlesham

Modelled Hour	15-minute Period (minutes past the hour)			
	00:00:00:15	00:15-00:30	00:30-00:45	00:45-01:00
ENTRY PROFILE				
06:00 - 07:00	28%	21%	31%	20%
07:00 - 08:00	45%	23%	25%	7%
08:00 - 09:00	89%	11%	0%	0%
EXIT PROFILE				
06:00 - 07:00	6%	22%	21%	51%
07:00 - 08:00	24%	23%	32%	21%
08:00 - 09:00	46%	19%	28%	6%
15:00 - 16:00	23%	23%	32%	21%
16:00 - 17:00	41%	16%	26%	16%
17:00 - 18:00	9%	19%	32%	40%

Application within VISSIM

The entry and exit profiles in Table 2 and Table 3 have been applied to split the hourly SZC worker car trips (from VISUM) into 15-minute matrices that are assigned in the VISSIM model.

It should be noted that the SZC matrices in VISUM also contain a small number of 'non-work' trips which are made by 'non-home based' workers living either on the accommodation campus or in other rented accommodation, when they are not on shift (i.e. shopping/leisure etc) and trips made by 'associated development' workers (e.g. catering, cleaning, admin, security, etc). The construction worker shift pattern profiles are not applicable in these cases, so a flat profile has been assumed for these trips.

Yoxford VISSIM model

Table 4 identifies which profile has been applied to each of the individual movements in the matrices for the Yoxford VISSIM model; the entry, exit or flat profile. SZC trips do not exist for all of the origin-destination pairs listed in Table 4 and the majority of SZC trips head to / from the B1122, A12 South or P&R and therefore receive an 'entry' or 'exit' profile.

Table 4 – Application of profiles to SZC matrices in the Yoxford VISSIM model

		Destination						
Origin	**From \ To**	**The Street**	**P&R**	**A1120**	**A12 South**	**A144**	**A12 North**	**B1122**
	The Street		entry	flat	flat	flat	flat	entry
	P&R	exit		exit	exit	exit	exit	exit
	A1120	flat	entry		entry	flat	flat	entry
	A12 South	flat	entry	exit		exit	exit	entry
	A144	flat	entry	flat	entry		flat	entry
	A12 North	flat	entry	flat	entry	flat		entry
	B1122	exit	entry	exit	exit	exit	exit	

A12 VISSIM model

In the A12 VISSIM model it is assumed that all workers use the A12 to travel to and from the SZC site. Table 5 shows how the three profile types have been applied to different types of SZC trips in the A12 VISSIM model. The majority of the Sizewell C trips travel to/from the A12 North and therefore receive an entry or exit profile rather than a flat profile.

Table 5 – Application of profiles to SZC matrices in the A12 Corridor VISSIM model

Movement	Profile Used
From the A12 North (i.e. southbound)	Exit
To the A12 North (i.e. northbound)	Entry
All other movements	Flat

CONCLUSION

The profiling of workers arriving and leaving the HPC site provides a reasonable approximation of the likely profiling of SZC construction workers relative to their shift start / end times. The HPC entry and exit profiles have therefore been applied to the SZC shift times in order to approximate the distribution of workers relative to their shift times.

Whilst this process provides a high-level approximation of the likely shape of the SZC worker distribution for each hour, the inclusion of any form of peaks in demand will effectively allow the junctions to be stress tested in each hour. The estimated profile will provide a reasonable estimate of when SZC workers travel through both Yoxford and the A12 study areas. This approach is not dissimilar to the approach taken in Junctions 9 where-by a bell-curve profile is assumed so that peaks in demand across the hour are considered. This approach is preferable to assuming a flat profile for SZC trips which would not account for any peaks in demand.



62-64 Hills Road
Cambridge
CB2 1LA

wsp.com

APPENDIX 9C: A12 VISSIM MODEL

EDF Energy

A12 SIZEWELL C – MICROSIMULATION MODELLING

Model Validation and Forecasting Report



50400326-
October 2020 CONFIDENTIAL

EDF Energy

A12 SIZEWELL C –MICROSIMULATION MODELLING

Model Validation and Forecasting Report

CONFIDENTIAL **50400326 CONFIDENTIAL**

PROJECT NO. 50400326

OUR REF. NO. 50400326-

DATE: December 2020

WSP

Address

Phone: +44 1223 558 050

Fax: +44 1223 558 051

WSP.com

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft (v1)			
Date	7/12/2020			
Prepared by	ES JR			
Checked by	SP ZT			
Authorised by	SL			
Project number	50400326			
File reference	Appendix 9C – A12 VISSIM Model Technical Note			

CONTENTS

1. PROJECT BACKGROUND 1

1.1. SIZEWELL C PROPOSALS 1
1.2. STRATEGIC TRAFFIC MODELLING 1
1.3. PURPOSE OF VISSIM MODELLING 2

2. METHODOLOGY 3

2.1. SCENARIO OVERVIEW 3
2.2. BASE MODEL DEVELOPMENT 4
2.3. DATA COLLECTION 6
TRAFFIC COUNTS AND QUEUE LENGTHS 6
JOURNEY TIMES 8
SITE OBSERVATIONS 8
2.4. MODEL CONSTRUCTION 11
BASE NETWORK STRUCTURE 11
BASE YEAR MATRIX DEVELOPMENT 13
PUBLIC TRANSPORT SERVICES 14

3. BASE MODEL CALIBRATION AND VALIDATION 16

3.1. CRITERIA 16
3.2. TRAFFIC FLOW CALIBRATION 17
AM PEAK (06:00-07:00) 17
AM PEAK (07:00-08:00) 18
AM PEAK (08:00-09:00) 19
PM PEAK (15:00-16:00) 20
PM PEAK (16:00 – 17:00) 21
PM PEAK (17:00-18:00) 22
3.3. QUEUE LENGTH COMPARISON 23

AM PERIOD 24
PM PERIOD 26
3.4. JOURNEY TIME VALIDATION 27
AM PERIOD 27
PM PERIOD 31
3.5. SUMMARY OF MODEL CALIBRATION AND VALIDATION 34
4. FORECAST SCENARIO – 2023 EARLY YEARS 35
4.1. SCENARIO ASSUMPTIONS 35
TRANSPORT NETWORK ASSUMPTIONS - 2023 36
TRAFFIC DEMAND ASSUMPTIONS - 2023 37
4.2. SCENARIO PERFORMANCE COMPARISON 42
NETWORK-WIDE PERFORMANCE 42
JOURNEY TIME RESULTS 43
QUEUE LENGTH RESULTS 45
5. FORECAST SCENARIO – 2028 PEAK CONSTRUCTION 48
5.1. SCENARIO ASSUMPTIONS 48
TRANSPORT NETWORK ASSUMPTIONS - 2028 48
TRAFFIC DEMAND ASSUMPTIONS - 2028 49
5.2. SCENARIO PERFORMANCE COMPARISON 51
NETWORK-WIDE PERFORMANCE 52
JOURNEY TIME RESULTS 54
QUEUE LENGTH RESULTS 58
6. CONCLUSIONS 62
7. LIMITATIONS 64

TABLES

Table 1 – Modelled Scenarios 3
Table 2 – 2028 Peak Construction scenarios 4
Table 3 – MCC and queue length collection locations 6
Table 4 – VISSIM Zoning System 12
Table 5 – Public bus services frequencies by peak period 14
Table 6 – Traffic Flow Calibration Criteria (source: TAG Unit 3.1) 16
Table 7 – Journey Time Validation Criteria (source: TAG Unit 3.1) 17
Table 8 - 06:00-07:00 Turn Flow Calibration Summary 17
Table 9 - 07:00-08:00 Turn Flow Calibration Summary 18
Table 10 – 08:00-09:00 Turn Flow Calibration Summary 19
Table 11 – 15:00-16:00 Turn Flow Calibration Summary 20
Table 12 – 16:00 - 17:00 Turn Flow Calibration Summary 21
Table 13 - 17:00-18:00 Turn Flow Calibration Summary 22
Table 14 – 2023 Reference Case Total Demand (in vehicles per hour) 41
Table 15 – 2023 Early Years Total Demand (in vehicles per hour) 41
Table 16 – 2023 Early Years HGV deliveries 41
Table 17 – Network Performance Model Results 42
Table 18 - 2023 Queue Comparison Results 45
Table 19 – 2028 Reference Case Total Demand (in vehicles per hour) 49
Table 20 – 2028 Traffic Peak Construction Total Demand (in vehicles per hour) 49
Table 21 – 2028 Sizewell C Bus services 51
Table 22 – 2028 Sizewell C HGV movements (1000 two-way HGVs/day) during peak 51
Table 23 – AM Network Performance Results – Freight Management Strategy 52
Table 24 – AM Network Performance Results – Adjusted Integrated Freight Strategy 52
Table 25 – PM Network Performance Results – Integrated Freight Strategy 53
Table 26 – PM Network Performance Results – Modified Integrated Freight Strategy 53
Table 27 - 2028 AM Queue Comparison Results 58
Table 28 - 2028 PM Queue Comparison Results 59

FIGURES

Figure 1 – Modelled Study Area 5
Figure 2 – MCC and Queue Length Survey Locations 7
Figure 3 – Observed Journey Time Segments 10
Figure 4: 06:00-07:00 Modelled vs. Observed Turn Flows 18
Figure 5: 07:00-08:00 Modelled vs. Observed Turn Flows 19
Figure 6 – 08:00-09:00 Modelled vs. Observed Turn Flows 20
Figure 7 – PM Peak (15:00 - 16:00) Plot of Modelled vs. Observed Turn Flows 21
Figure 8 – PM Peak (16:00 - 17:00) Plot of Modelled vs. Observed Turn Flows 22
Figure 9 - 17:00-18:00 Modelled vs. Observed Turn Flows 23
Figure 10 Queue Comparison AM Peak J23 A12(N) 24
Figure 11 Queue Comparison AM Peak J22 Foxhall Road(W) 25
Figure 12 Queue Comparison AM Peak J21 A14(E) 25
Figure 13 Queue Comparison PM Peak J21 A14(E) 26
Figure 14 - 08:00-09:00 A12 Northbound Journey Time Validation 29
Figure 15 - 08:00-09:00 A12 Southbound Journey Time Validation 29
Figure 16 - 08:00-09:00 Journey Time Validation 30
Figure 17 - PM Peak (17:00 -18:00) Journey Time Northbound 32
Figure 18 - PM Peak (17:00 -18:00) Journey Time Southbound 32
Figure 19 - PM Peak (17:00 - 18:00) Journey Time Segments 33
Figure 20 – Proposed HGV delivery profile 36
Figure 21 – VISUM subnetwork covering the VISSIM study area 37
Figure 22 – Growth matrix development process 38
Figure 23 – 2023 AM JT comparison along A12 NB 43
Figure 24 - 2023 AM JT comparison along A12 SB 43
Figure 25 - 2023 PM JT comparison along A12 NB 44
Figure 26 - 2023 PM JT comparison along A12 SB 44
Figure 27 - 2023 AM JT comparison for side arms 44
Figure 28 - 2023 PM JT comparison for side arms 45

Figure 29 – 2028 AM JT comparison along A12 NB 54
Figure 30 - 2028 AM JT comparison along A12 SB 55
Figure 31 - 2028 PM JT comparison along A12 NB 55
Figure 32 - 2028 PM JT comparison along A12 SB 55
Figure 33 - 2028 AM JT comparison for side arms 57
Figure 34 - 2028 PM JT comparison for side arms 57

APPENDICES

APPENDIX A
NETWORK TRAFFIC FLOW DIAGRAMS
APPENDIX B
BASE MODEL VALIDATION FIGURES
APPENDIX C
2023 FORECAST MODEL RESULTS
APPENDIX D
2028 FORECAST MODEL RESULTS
APPENDIX E
JUNCTION MITIGATION DESIGNS
APPENDIX F
SIZEWELL C FLOW PROFILING TECHNICAL NOTE

1. PROJECT BACKGROUND

1.1. SIZEWELL C PROPOSALS

1.1.1. Sizewell C Co. are proposing to expand the existing nuclear power station at Sizewell on the Suffolk coast on land immediately to the north of the existing Sizewell B site. The Sizewell C Project (the Project) would be one of the biggest and most technologically complex construction projects ever built in the UK.

1.1.2. The construction of Sizewell C would involve the daily movement of large numbers of construction workers as well as the movement of large amounts of building materials and equipment. The peak construction workforce for Sizewell C is anticipated to be 7,900 construction workers and 600 associated development workers. The current associated development proposals include:

- An on-site accommodation campus, as well as a number of caravans on nearby land east of Eastlands Industrial Estate (LEEIE), helping to significantly reduce the number of workforce journeys through towns and villages close to the construction site;
- Two park and ride sites, one for construction workers approaching Sizewell from the north on the A12 and the other for those approaching from the south on the A12;
- A freight management facility on Felixstowe Road, west of the Seven Hills A12/A14 junction;
- A two village bypass, around Farnham and Stratford St Andrew;
- Sizewell Link Road, joining the A12 south of Yoxford to the B1122 east of Theberton; and
- A12/B1122 Yoxford roundabout and other highway improvements.

1.2. STRATEGIC TRAFFIC MODELLING

1.2.1. A VISUM strategic traffic model was developed for the purposes of assessing Sizewell C traffic impacts. The study area and modelled network for the VISUM model was agreed with the local highway authority, Suffolk County Council (SCC) and extends to Lowestoft to the north, Ipswich to the south and the A140 to the west.

1.2.2. A VISUM Base Model of the existing road network has been developed using a wide range of Manual Classified Counts (MCC) and Automatic Traffic Counts (ATC) on the local road network which were conducted in May 2015, and from count information from the Highway England Traffic Flow Data System (TRADS) which holds information on traffic flows at sites on the motorway and trunk road network. In addition, SCC provided count data from a number of their permanent count sites.

1.2.3. A number of forecast scenarios were modelled in VISUM to represent 2023, 2028 and 2034. Each year was modelled as a Reference Case, without the addition of Sizewell C related traffic and a 'with-Sizewell' scenario known respectively as the Early Years, Peak Construction and Operational Phase scenarios. The Reference Case scenarios assume increases in traffic levels arising from general growth as well as the additional traffic associated with major development sites nearby. Committed highway schemes are also included in these scenarios. The forecast Sizewell C VISUM scenarios were developed based on assumptions about construction traffic provided by EDF and results from a bespoke gravity model.

1.2.4. The VISUM model was developed for seven individual hours; three AM hour models and four PM hour models as follows:

- 06:00 to 09:00 hours
- 15:00 to 19:00 hours

1.2.5. Details of the VISUM model development are provided in chapters 6 to 8 of the Sizewell C Transport Assessment.

1.3. PURPOSE OF VISSIM MODELLING

1.3.1. Sizewell Co. have produced a microsimulation model of the A12 corridor to support the DCO application for the Sizewell C proposals. The VISSIM modelling is intended to supplement the assessment of the A12 between the Seven Hills Interchange (A12/A14) and the A1152 (Melton).

1.3.2. A VISSIM model will provide a more detailed assessment of operation along the extent of the A12 corridor by considering the effects of traffic over the fully modelled period as well as allowing for the interaction of traffic between junctions to be assessed.

1.3.3. The VISSIM modelling reported here draws on the gravity modelling and VISUM strategic traffic modelling and adopts the same forecast years traffic growth assumptions made for those studies. The growth flows being passed from VISUM to VISSIM are sourced from the latest VISUM model outputs (v16a). These flows represent forecast scenarios that exclude fuel and income adjustments which were previously concluded to provide a more realistic estimation of growth on the A12 corridor near Woodbridge which has limited reserve capacity.

2. METHODOLOGY

2.1. SCENARIO OVERVIEW

2.1.1. A VISSIM microsimulation model was developed in VISSIM 11.00-08, which was the latest version available when the modelling commenced. A 2019 base model was developed for a 3-hour AM and 3-hour PM period which forms the basis of all model scenarios. Further detail of the base model development is provided in section 2.2.

2.1.2. A total of twelve scenarios have been produced within the VISSIM model, all of which are managed using the scenario management function in VISSIM. This function was used so that all forecast scenarios are able to originate from the base model by applying various combinations of modifications.

2.1.3. The scenarios that have been modelled and analysed within this report are summarised in Table 1.

Table 1 – Modelled Scenarios

Scenario Number	Name	Description
1 - 2	2019 AM/PM	**2019 Base Year**
3 – 4	2023 RC AM/PM	**2023 Reference Case** – 2019 base flows + background growth to 2023 from VISUM. Brightwell Lakes infrastructure improvements at A12 / A14 Seven Hills Interchange (J21) are included, plus the addition of the new Brightwell Lakes signalised access junction (J22b) on the A12 just north of Newbourne Road.
5 – 6	2023 EY AM/PM	**2023 Early Years** – Same as the 2023 Reference Case scenario but with the Sizewell C Early Years flows added.
7 – 8	2028 RC AM/PM	**2028 Reference Case** – 2019 base flows + background growth to 2028 from VISUM. Brightwell Lakes infrastructure improvements at A12 / A14 Seven Hills Interchange (J21), A12 / Foxhall Road roundabout (J22) and A12 / Barrack Square roundabout (J23) are included, plus the addition of the new Brightwell Lakes signalised access junction (J22b) on the A12 just north of Newbourne Road.
9 – 16	2028 PC AM/PM	**2028 Peak Construction** – Same as the 2028 Reference Case scenario but with the Sizewell C Peak Construction flows added for a variety of Sizewell C HGV volumes as described in Table 2.

2.1.4. Scenarios 1 and 2 represent the 2019 base models for the AM and PM periods. Base year traffic matrices were produced using a process of matrix estimation in VISUM which made use of turning count data, as described in section 2.4. The base model validation and calibration is detailed in chapter 3.

2.1.5. Scenarios 3 to 6 represent the 2023 forecast models. Growth in background traffic and Sizewell C construction traffic were obtained from the strategic highway model (VISUM) and assigned as O-D matrices within the VISSIM model. The 2023 forecasting methodology and assumptions are detailed in chapter.

2.1.6. Scenarios 3 and 4 represent the 2023 Reference Case scenario for the AM and PM peak periods, which predicts the operation of the highway network under a "do nothing" scenario – i.e. forecast population and employment growth, but no Sizewell C construction activity. Scenarios 5 and 6 represent the 2023 Early Years scenario for the AM and PM peak periods, which adds the Sizewell C construction traffic to the Reference Case scenario.

2.1.7. Scenarios 7 to 16 represent the 2028 forecast models. This year marks the period of peak construction activity at Sizewell C. Scenarios 7 and 8 develop the Reference Case, which predicts the operation of the highway network under a "do nothing at Sizewell" scenario. Scenarios 9 to 16 represent the 2028 Peak Construction scenario, which adds the Sizewell C peak construction traffic onto the Reference Case scenario. The Peak Construction scenario considers a range of Sizewell C HGV volumes, as shown in Table 2 below.

Table 2 – 2028 Peak Construction scenarios

Scn	Scenario description	Sizewell C daily HGV volume
9-10	Integrated Freight Strategy – busiest day estimate	1000 HGVs / day
11-12	Proposed changes to Freight Management Strategy – busiest day estimate	700 HGVs / day
13-14	Integrated Freight Strategy – typical day estimate	650 HGVs / day
15-16	Proposed changes to Freight Management Strategy – typical day estimate	500 HGVs / day

2.1.8. The transport network and traffic demand assumptions used to build the Peak Construction scenario and a summary of its performance are detailed in Chapter 5.

2.2. BASE MODEL DEVELOPMENT

2.2.1. The VISSIM model network extent has been selected to cover the area of the A12 where congestion is currently present, and where detailed analysis beyond that conducted in the junction modelling has been identified as beneficial by SCC due to the need to consider the potential effects arising from the interaction of junctions along the corridor. The model extent covers the A12 corridor between the A1152 (Melton) and the A14 Seven Hills Interchange, including all eight of the A12 roundabouts on this corridor and the Barrack Sq / Gloster Rd T-junction.

2.2.2. The modelled area is shown in Figure 1. Note that the dashed links represent roads that have not been explicitly included within VISSIM and are present to facilitate public transport lines only.

2.2.3. The AM scenarios cover the period from 06:00 to 09:00, while the PM scenarios cover 15:00 to 18:00. A warm-up period of 15-minutes has been included at the beginning of each modelled period to allow traffic to build up before the start of the evaluation period. Transport models are often evaluated for a peak hour only, however longer modelled periods were deliberately selected so that the assessment could consider both the traditional highway peak periods and also the early morning and afternoon periods (07:00-08:00 and 15:00-16:00) when Sizewell C traffic is at its peak. The VISSIM model is also able to consider the full effects of queueing and, in particular, allow for the dissipation of queues which remain in place at the end of the hour which is an effect that cannot be considered within the isolated junction modelling.

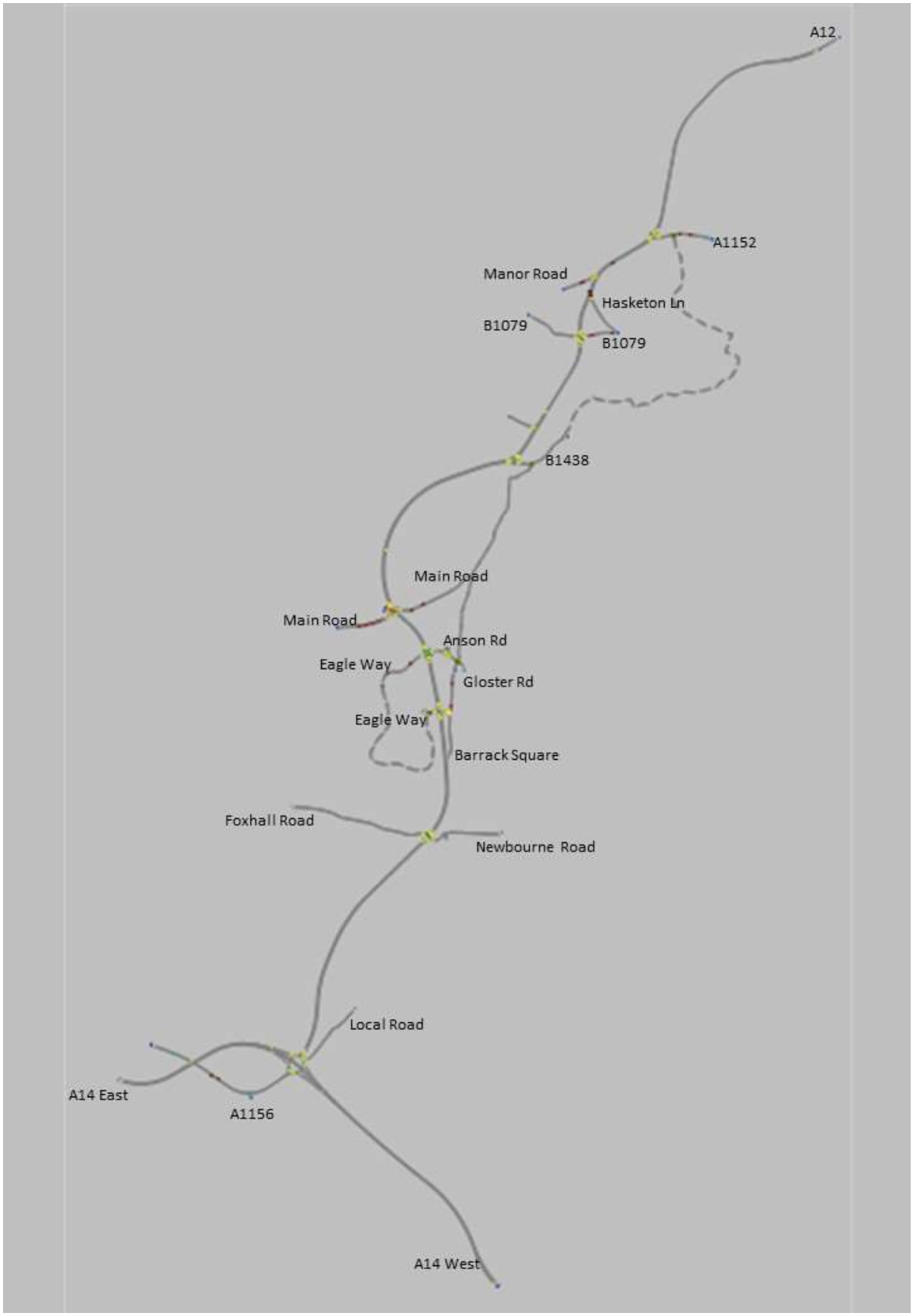


Figure 1 – Modelled Study Area

2.3. DATA COLLECTION

TRAFFIC COUNTS AND QUEUE LENGTHS

2.3.1. Manual classified turning counts (MCTCs) and queue length observations were recorded at each of the major junctions in the study area to allow the VISSIM model to be calibrated and validated to observations. The strategic VISUM modelling represents an average Monday to Thursday during AM modelled hours and a Friday during PM modelled hours, as this was shown to be busier than other weekdays. MCTCs and queues were collected for the AM period (06:00-10:00) on Monday 11th March 2019 and for the PM period (15:00-19:00) on Friday 15th March 2019, at the locations listed in Table 3.

2.3.2. The survey at J26 on 11th March was not completed successfully and was therefore repeated the following Monday so that a full set of flows and queue lengths were available.

Table 3 – MCC and queue length collection locations

Junction	Location	Data collection dates	
		AM period	PM period
J21	A12 / A14 / A1156 Seven Hills Interchange	Mon 11th March 2019	Fri 15th March 2019
J22	A12 / Foxhall Road / Newbourne Road		
J23	A12 / Eagle Way / Barrack Square		
J24	A12 / Eagle Way / Anson Road		
J25	A12 / A1214 Main Road / Martlesham P&R		
J26	A12 / B1438	Mon 18th March 2019	
J27	A12 / B1079 Grundisburgh Road	Mon 11th March 2019	
J28	A12 / A1152 Woods Lane		

2.3.3. All traffic surveys were conducted using cameras installed on-site by Traffic Survey Partners (TSP). Traffic counts were reported in 15-minute intervals and queue lengths were reported in 5-minute intervals. TSP also provided video files to allow for further analysis and verification of processed data. Figure 2 shows the locations of the junctions that were surveyed.

2.3.4. Turning movements at the Gloster Road / Barrack Square t-junction (J20) were subsequently counted based on the March 2019 video footage of J23 to allow this junction to be included within the Junction and VISSIM models but queue length observations were not possible due to the camera angles available in the footage.

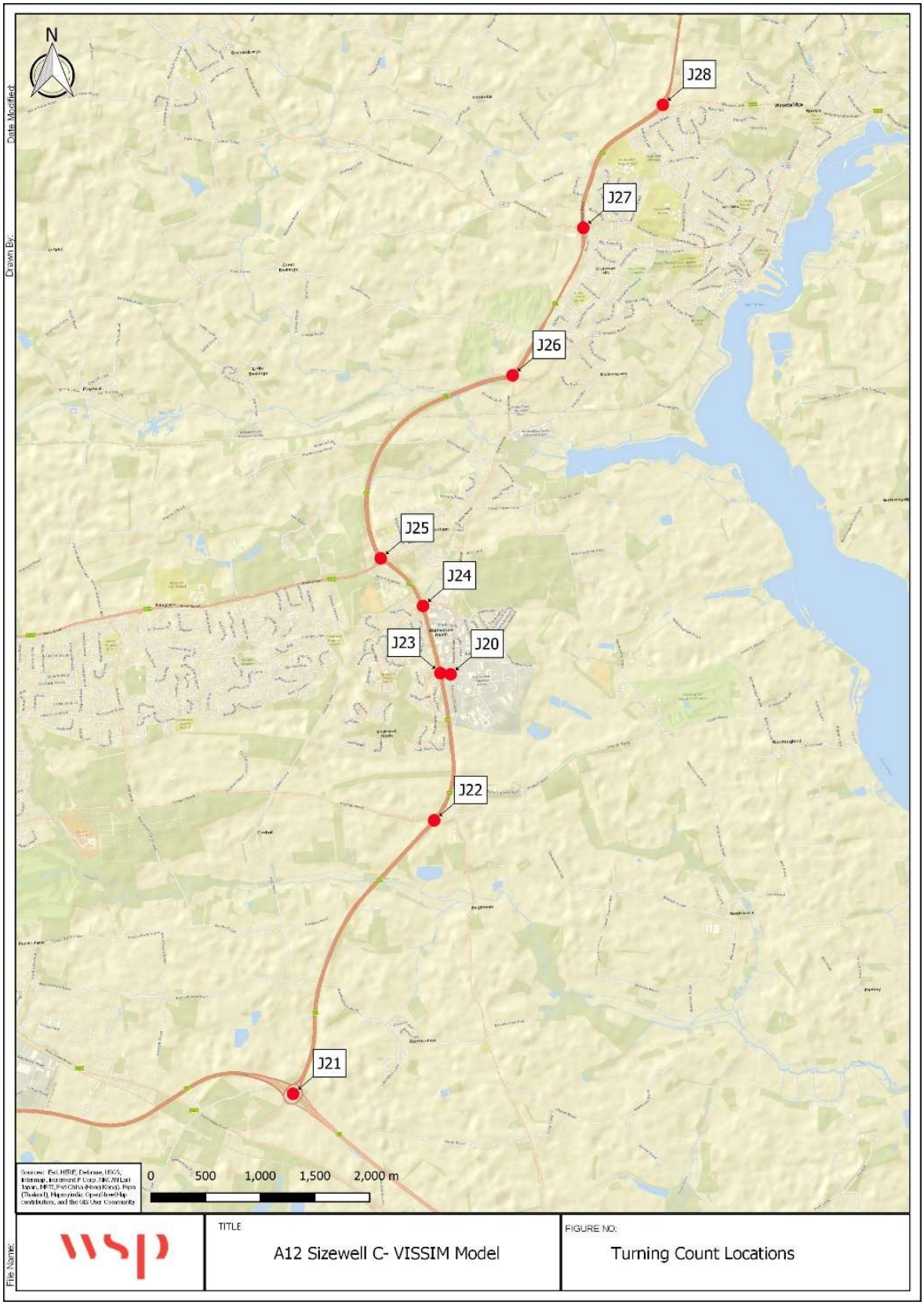


Figure 2 – MCC and Queue Length Survey Locations

JOURNEY TIMES

2.3.5. Journey time data was purchased from TomTom for the 50 routes shown in Figure 3. Journey times were collected to provide coverage across the entire modelled area so that a thorough model validation could be undertaken. The TomTom data was processed to provide median travel times on a typical Monday morning and Friday afternoon/evening during 2019. A typical day was defined using the TAG neutral day guidance (TAG unit M1-2) which includes all term time Mondays and Fridays from March to November excluding:

- the week before and after the Easter bank holiday weekend
- the Friday leading into a bank holiday weekend (i.e. the Friday before a bank holiday Monday)
- the entire week of a bank holiday
- all school holiday days

2.3.6. The observed median journey time data is provided in Appendix A.

SITE OBSERVATIONS

2.3.7. A site visit was undertaken on Wednesday 4th November 2020 from 13:00-14:00 to establish whether any site-specific elements were present that had not been picked up in the survey data or video footage. All of the study area was covered by car and emphasis was placed on the operation of the eight key roundabouts within the VISSIM study area. The main findings of the site visit are summarised below:

- The A12 through movements at the roundabouts along the A12 are easy to make because visibility of circulating traffic is good and it's clear whether circulating vehicles intend to exit or continue round. Little hesitation from vehicles joining the circulatory.
- A12 northbound from B1438 to Seckford Hall has the potential for large amounts of last-minute overtaking as it quickly goes from 2-lanes to 1-lane and back to 2-lanes over ~400m.
- Visibility pulling out of Foxhall Road is low due to the roundabout island being banked and containing trees and signs. This actually makes it easier to pull out of Foxhall Road because drivers are unaware whether a vehicle is coming round the circulatory which leads to involuntary low gap acceptances.
- The A12 undulates along its length with notable inclines between the A1214 and B1438 (J25 to J26) and between Foxhall Rd and Seven Hills (J21 to J22). If journey time validation is poor, consideration should be given to including gradients.

2.3.8. A review of the video footage collected on the day of the surveys also highlighted the following driver behaviours which have been replicated within the model:

- A12: The desired speed of drivers on the A12 varies dramatically between 40 and 70mph often leading to the formation of platoons of vehicles.
- Vehicles travelling northbound on Barrack Square were observed to give priority to vehicles waiting on Gloster Road if queues on Barrack Square reach this junction. This courtesy behaviour has been included within the model (PM model only) using priority rules and VAP to reverse the priority briefly to allow a small number of Gloster Road vehicles to join the Barrack Square queue.
- At 16:00-16:15, a number of vehicles appear to leave the businesses on Barrack Square, causing a sudden peak in arrivals into the network and temporary queues of 100-200m to form at J23. These queues were observed to have dissipated by just after 16:50.

- Queues on Gloster Road can be partially seen from the A12 / Barrack Square video footage and were observed to be short (0-6 vehicles) from 14:45 to 16:00. From 16:15 to 16:45 queues on Gloster Road were observed to exceed 10 vehicles (the maximum extent of the camera view) periodically and had dissipated by 17:15.
- On approach to the A12 / B1438 roundabout (J26), vehicles on the A12 northbound approach are predominantly in the left-hand land (following the lane markings).
- Demand at the Martlesham Park and Ride approach to the A12 / Main Road roundabout (J25) is intermittent and green time is only received if demand is present.
- Queues on the A12 southbound were observed to briefly block back from J23 to J24 in the AM period from 08:20-08:35 which is replicated in some random seeds in the model.
- At J25, vehicles entering Anson Road from the A12 were observed to slow down on several occasions. This is often due to vehicles entering/exiting the adjacent BP petrol station. To replicate this behaviour in the model, reduced speed areas are coded adjacent to petrol station entry to cause localised slowing of vehicles.

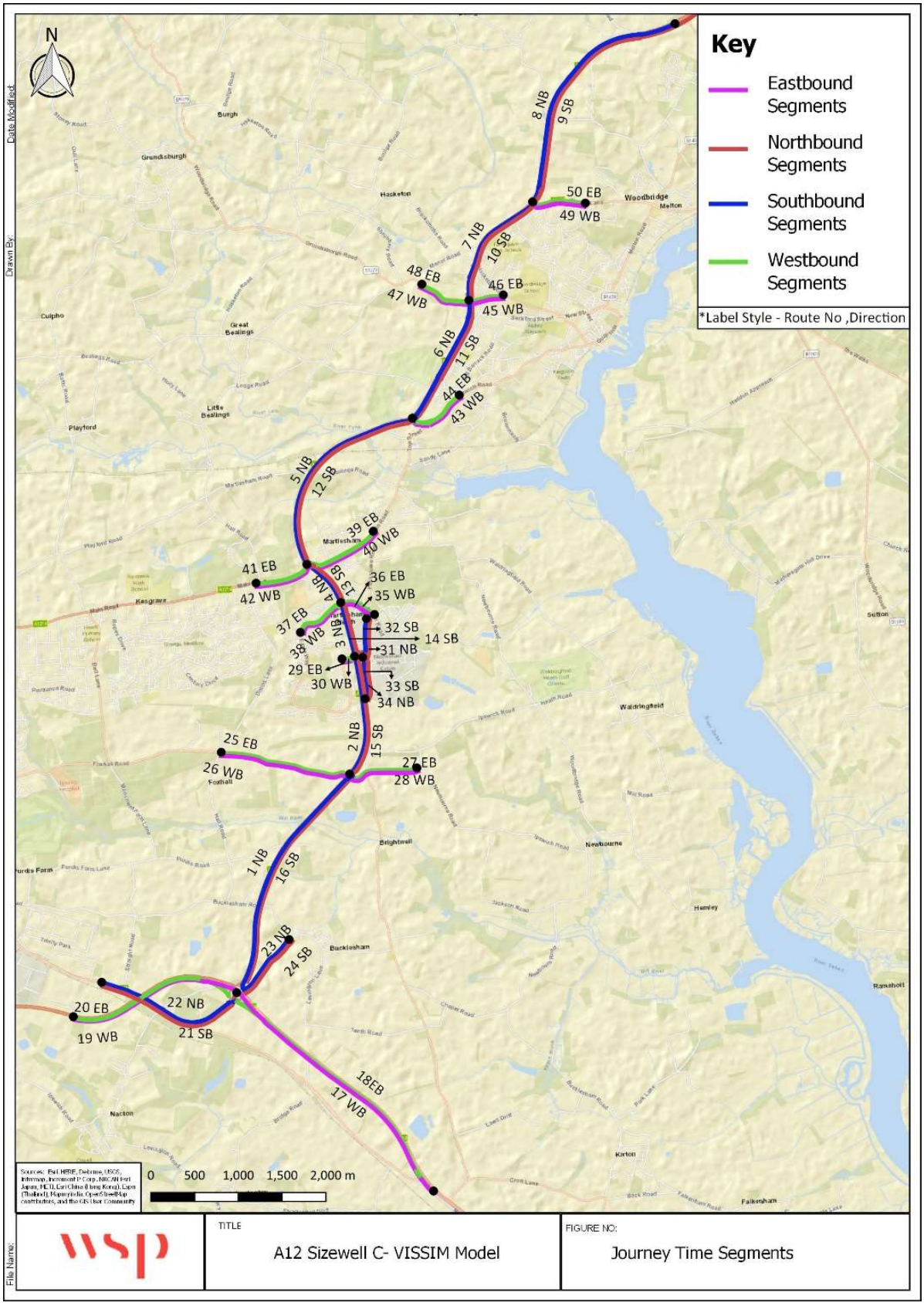


Figure 3 – Observed Journey Time Segments

2.4. MODEL CONSTRUCTION

BASE NETWORK STRUCTURE

2.4.1. The model study area shown in Figure 1 has been constructed in VISSIM based on Ordnance Survey Mastermap. The model extent was chosen so that the key junctions of interest were included, as well as sufficient areas of the surrounding network to allow traffic arriving at the key junctions to be accurately modelled, e.g. platooning. Entries into the model were extended where necessary to accommodate current and forecast queues to avoid unreleased vehicles leading to reduced demand in the network.

2.4.2. The majority of network links were coded as “Inter-urban (motorized) W99” links using the Wiedemann99 car-following model. The number of “observed vehicles” was increased from two to four to improve driver-vehicle interaction and the “minimum lateral distance at 0mph” was obtained from the TfL template (1.0 m.), but otherwise driver behaviour parameters were retained as per the VISSIM default settings.

2.4.3. The default “Inter-urban (motorized) W99” driving behaviour is suitable for most typical driving behaviours but it is not able to realistically simulate lane merge behaviour where drivers tend to be more assertive, cooperative and accept shorter than default gap times temporarily. For links where merging behaviour is likely to be present, for example due to heavily biased lane use or the number of lanes reducing, a specialised lane merging behaviour has been used. This merging behaviour type was based on the Transport for London (TfL) template merging behaviour type.

2.4.4. Desired speed profiles were created for car, LGV, HGV and bus as per TfL’s default VISSIM model template. These speed profiles cover the following speed limits: 20mph, 30mph, 40mph, 50mph, 60mph and 70mph. Each speed profile ranges between a lower and upper limit to replicate driver tendency to travel at speeds not exactly equal to the sign-posted speed. The speed profiles result in the formation of natural platoons on the A12 as faster moving vehicles catch-up with slower moving vehicles, particularly in the single carriageway sections of the A12. Desired Speed Decisions (DSDs) were applied using these speed profiles in the model to replicate speed limit changes. At the southern end of the A12, speed limits of 50 to 60mph have been applied and at the northern end of the A12 and on the A14, speed limits of 70mph have been applied in line with the signed speed limits. The minor arms along the A12 were assigned speed limits of 30mph as signed and/or observed on-street. Manor Road was assigned a desired speed of 40mph and Foxhall Road and Newbourne Road were assigned a desired speed of 60mph to reflect the posted speed limits in this area. Adjustments were made to the desired speeds on Felixstowe Road (A1156), Eagle Way, Gloster Road and Bucklesham Road to modify desired speeds as they were observed to differ from the signed speed limit.

2.4.5. Reduced Speed Areas (RSAs) were assigned across the model to replicate the need for vehicles to slow down on bends and at junctions. Appropriate reduced speed areas were placed based on curve radii to ensure realistic driving behaviour, speed and flow capacity.

2.4.6. Stop signs have been included on minor arms in the higher speed limit areas (i.e. Manor Road and Hasketon Road) to allow vehicles time to assess gaps on the mainline before joining.

2.4.7. Priority rules were applied at junction conflict points to replicate gap acceptance behaviour. Where appropriate, separate time and distance gap rules were applied. Rules were separated for light and

heavy vehicles. Gap acceptance times were selected depending on the nature of the conflict (merging / crossing) and to calibrate to the observed queue lengths.

2.4.8. The observed courtesy behaviour at the Gloster Road / Barrack Square junction (see paragraph 2.3.8) has been replicated using dummy signals which activate a yellow box style priority behaviour. If queues extend on Gloster Road and the queue on the Barrack square approach of J23 has reached Gloster Road then the behaviour was observed to begin. These are the criteria that have been set for this behaviour in the VISSIM model. This behaviour has only been included in the PM model as it was only observed to occur at this time of day.

2.4.9. The survey footage demonstrates that there is a concentrated surge in demand on Barrack Square at approximately 16:10 which appears to be caused by employees leaving one of the businesses at Adastral Park. To replicate this in VISSIM, a dummy signal head was coded on the Barrack Square entry to the model which holds back 40% of the origin demand at 15:55 and 16:45 for 5-minutes and at 16:15 and 16:35 for 200 seconds. This causes a platoon of vehicles to be released, leading to a sudden increase in queues on the Barrack Square approach to J23 as observed in the video footage.

2.4.10. Nodes were created at each junction and at each entry to the model to allow for the dynamic assignment of the origin–destination demand matrices. Nodes placed at the edges of the model represent the model zones which are connected to the network using “parking lots” as per the VISSIM User Manual. Table 4 list the VISSIM model zones.

Table 4 – VISSIM Zoning System

Zone	Name	Zone	Name
1	A12 North	13	Anson Road
2	A1152	14	Eagle way
3	Hasketon road	15	Barrack Square
4	Manor Road	16	Foxhall Road
5	B1079 (west)	17	Newbourne Road
6	B1079 (east)	18	A14 West
7	Seckford Road (inactive)	19	A1156
8	B1438	20	A14 East
9	Martlesham P&R	21	Bucklesham Road
10	Main road (west)	22	Gloster Road
11	Main road (east)	23	Brightwell Lakes (Forecast years only)
12	Eagle way		

2.4.11. Junction nodes are used in dynamic assignment to allow / prohibit certain movements (defined as “edges” in VISSIM). Edges have been closed where appropriate to avoid vehicle movements that would not happen in reality and also to restrict lane usage where prescribed / as observed. Junction nodes have also been used for flow calibration purposes.

2.4.12. For validation and evaluation purposes, travel time monitoring sections are included in the model along the A12 and also on the other roads that connect to the A12, replicating the sections defined in the observed TomTom data (see Figure 3).

2.4.13. Queue counters were added at the giveway and signal stop lines at each junction to allow the modelled queues to be calibrated to the observed queue lengths and to allow a comparison of queues to be made in the forecast scenarios.

BASE YEAR MATRIX DEVELOPMENT

2.4.14. The A12 Sizewell C VISSIM model contains a total of 23 zones, as specified in Table 4. Matrices were produced based on this zone system which were split into the following three vehicle types in the base VISSIM model:

- Car (100);
- LGV (700); and
- HGV (200)

2.4.15. Buses were included in the model as fixed PT lines as detailed in section 2.4.25. Cars, LGVs and buses use the default 2D / 3D model distribution in VISSIM. HGVs have been assumed to contain both OGV1 and OGV2 models with a share of 59% and 41% respectively for AM and 66% and 34% respectively for PM, as observed from the MCC data.

2.4.16. The Car, LGV and HGV base demand matrices were produced using matrix estimation, as follows.

Matrix Estimation

2.4.17. Observed turning flows were balanced and network flow diagrams were produced for each vehicle class and time period as shown in Appendix B. These observed turning flows were used to provide a series of target flows for the matrix estimation process.

2.4.18. An initial set of prior matrices were produced from the six cordoned VISUM models, each representing one of the six modelled hours. As the resolution of the VISSIM model is more refined, some of the VISUM zones were required to be disaggregated to represent the more detailed VISSIM zones. These trips were disaggregated based on observed turning flow data and local knowledge of the land uses in each area.

2.4.19. The disaggregated prior matrices were firstly assigned in the VISUM cordon models, then matrix estimation (ME) was applied using the VISUM “TFlowFuzzy” function to create a set of post-ME matrices. Observed turning flows were used as target values for the ME process, for Cars, LGVs and HGVs separately. The post-ME matrices were then assigned in VISUM and the resultant turning flows compared against observed values using the GEH statistic. Where the GEH was not below 5, the prior matrix demand was further adjusted to achieve a better fit in the prior assignment before ME was rerun. Such manual adjustments were required in particular for O-D pairs with observed flows but no modelled flows initially in the prior matrix, so some nominal flows were added to allow the ME process to apply to those OD pairs.

2.4.20. Manual adjustments to the prior matrices were continued until the ME process resulted in an assignment with minimal differences between the post-ME assigned turning flows and the observed turning flows. This provided confidence that the post-ME 2019 traffic demand matrices were reasonably representative of observed traffic O-D patterns, ready for input to the VISSIM model.

2.4.21. The post-ME 2019 hourly demand matrices from VISUM were loaded into the base VISSIM model in 15-minute segments based on the observed 15-minute traffic profile for each model entry point.

Convergence

2.4.22. Although no route choice is possible in the VISSIM network, dynamic assignment has been used as it is a more efficient way to pass origin–destination trips from VISUM to VISSIM rather than using static routes. It also allows more realistic origin-destination pair demands to be included within the model meaning lane changing / weaving between junctions will be more representative.

2.4.23. To assign the demand matrices to the VISSIM network, an iterative convergence procedure takes place by assigning vehicles to different paths until equilibrium is reached. The criterion for convergence in the model has been set as follows:

- Travel time on paths changes of up to 20% on 85% of links;
- Traffic volume on edges changes of up to 50 vehicles on 98% of edges;
- For a minimum of four consecutive iterations.

2.4.24. Convergence was reached for each scenario in the minimum permitted amount of simulation runs as there is no route choice in the network.

PUBLIC TRANSPORT SERVICES

2.4.25. Seventeen public bus services were identified as running through the study area. These bus services were added to the model according to published timetables. Table 5 lists the frequency of each bus service as they have been included in the model in each time period.

Table 5 – Public bus services frequencies by peak period

Service and Direction	6-9 AM	3-6 PM
64 - Aldeburgh - Ipswich (SB)	2	2
65 Aldeburgh - Ipswich (SB)	1	0
64- Leiston - Aldeburgh (NB)	2	3
65-Ipswich - Redwald Road Opposite Spencer Road (NB)	0	1
66 -Internal Road Outside Tesco - Ipswich (WB)	6	5
66 -Ipswich - Internal Road Outside Tesco (EB)	5	6
66A - Ipswich - Eagle Way Opposite Manor Road (EB)	1	2
70 - Woodbridge - Ipswich (WB)	1	0
70 - Ipswich - Woodbridge (EB)	0	2
70A - Woodbridge - Ipswich (WB)	0	2
70A - Ipswich - Woodbridge (EB)	1	1
75 - Felixstowe - Ipswich (WB)	6	2

75 - Ipswich - Felixstowe (EB)	3	3
76 - Ipswich - Western Avenue Adjacent Norman Close (EB)	0	2
77 - Felixstowe Dock - Ipswich (WB)	1	3
77 - Ipswich - Felixstowe Dock (EB)	1	3
173 - Woodbridge - Hamilton Road Outside Great Eastern Square (SB)	0	1

2.4.26. Bus services were included in the model as fixed public transport lines and in lieu of observed dwell time information, an average dwell time of 20 seconds and a standard deviation of 2 seconds has been assumed.

3. BASE MODEL CALIBRATION AND VALIDATION

3.1. CRITERIA

3.1.1. The base year model was calibrated to observed traffic flows and queue lengths and independently validated against observed journey times to confirm that the base model represents observed conditions.

3.1.2. Each peak hour has been calibrated and validated individually. Calibration and validation results for all modelled hours can be found in Appendix C.

3.1.3. The calibration and validation criteria used was based on Department for Transport (DfT) guidelines set out in TAG Unit M3-1 Highway Assignment Modelling.

CALIBRATION

3.1.4. Modelled turning flows at junctions were compared against observed counts using the two criteria set out in Table 6. The first criterion uses differences in flow whilst the second criterion uses the GEH statistic which offers a reliable method of comparing the similarity of two flows irrespective of their magnitude, as shown below.

$$GEH = \sqrt{\frac{(M-C)^2}{(M+C)/2}}$$

where: GEH is the GEH statistic;
M is the modelled flow; and
C is the observed flow.

Table 6 – Traffic Flow Calibration Criteria (source: TAG Unit 3.1)

Table 2 Link Flow and Turning Movement Validation Criteria and Acceptability Guidelines		
Criteria	Description of Criteria	Acceptability Guideline
1	Individual flows within 100 veh/h of counts for flows less than 700 veh/h	> 85% of cases
	Individual flows within 15% of counts for flows from 700 to 2,700 veh/h	> 85% of cases
	Individual flows within 400 veh/h of counts for flows more than 2,700 veh/h	> 85% of cases
2	GEH < 5 for individual flows	> 85% of cases

3.1.5. Observed queue data has also been used to calibrate the model by comparing modelled and observed queues in 5-minute intervals. Queue lengths were measured as the maximum occurring during each 5-minute interval. There are no formal queue length comparison criteria prescribed by industry guidance, but in general the length, variability and profile of modelled queues throughout the hour should be similar to those observed.

VALIDATION

3.1.6. Journey times from the model were compared to observed journey times by way of an independent validation check. The WebTAG criteria set out in Table 7 has been used to assess the model validation.

Table 7 – Journey Time Validation Criteria (source: TAG Unit 3.1)

Table 3 Journey Time Validation Criterion and Acceptability Guideline	
Criteria	Acceptability Guideline
Modelled times along routes should be within 15% of surveyed times (or 1 minute, if higher than 15%)	> 85% of routes

3.2. TRAFFIC FLOW CALIBRATION

3.2.1. Modelled turning flows at each junction were compared against observed turning flows by vehicle type (Car, LGV and HGV) and for all vehicle types combined. As the observed traffic flows were directly input into the model, this check was considered to be calibration rather than an independent validation of the model's ability to replicate observations. Traffic flow calibration tables are provided in Appendix C for the AM and PM models.

AM PEAK (06:00-07:00)

3.2.2. The 06:00-07:00 modelled period was found to closely replicate observed turning flows for all vehicle types.

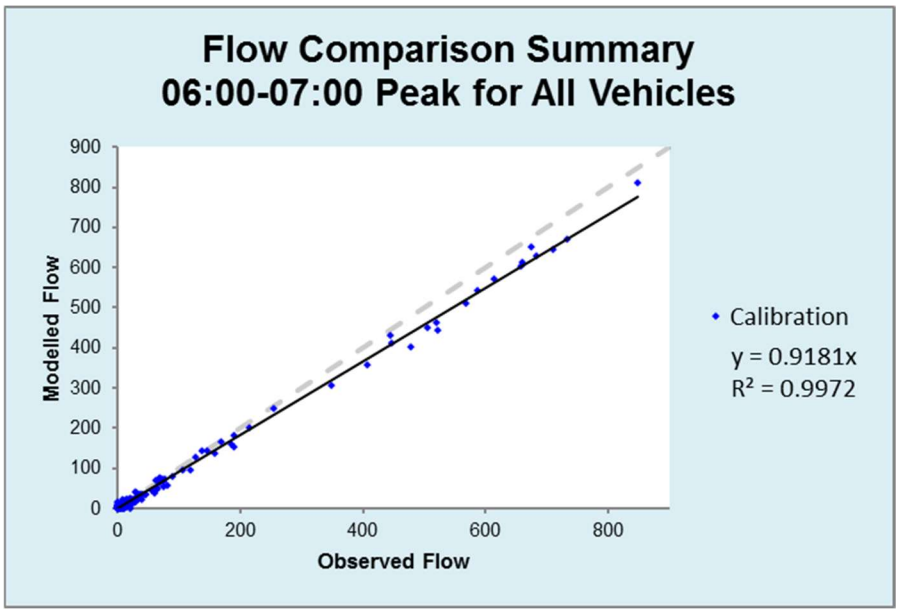
3.2.3. Overall the model slightly under-predicted observed flows (-8.6%), but overall flow totals were within DfT validation criteria (GEH < 5.0) with an average GEH value of 1.5 which reveals a good level of fit between modelled and observed data. Table 9 provides a summary of the flow calibration for 06:00-07:00 in line with DfT criteria.

Table 8 - 06:00-07:00 Turn Flow Calibration Summary

	GEH Statistics - 06:00 - 07:00			Individual Flows		
	GEH < 5	GEH < 6	GEH < 10	f < 700	700 < f < 2700	f > 2700
Car	99.3%	100.0%	100.0%	97.9%	No Data	No Data
LGV	100.0%	100.0%	100.0%	97.9%	No Data	No Data
HGV	100.0%	100.0%	100.0%	97.9%	No Data	No Data
All Vehicles	98.6%	99.3%	100.0%	97.8%	100.0%	No Data

3.2.4. Figure 5 shows how the modelled and observed turning flows compare and demonstrates that the correlation between the two is strong. The gradient is less than 1.0 (0.9181) which confirms the slight underestimate of flows. The R^2 value (0.9972) is very close to 1, which indicates that the modelled flows do correlate with observed flows and confirms that a good level of flow calibration has been achieved.

Figure 4: 06:00-07:00 Modelled vs. Observed Turn Flows



AM PEAK (07:00-08:00)

3.2.5. The 07:00-08:00 modelled period was found to closely replicate observed turning flows for all vehicle types.

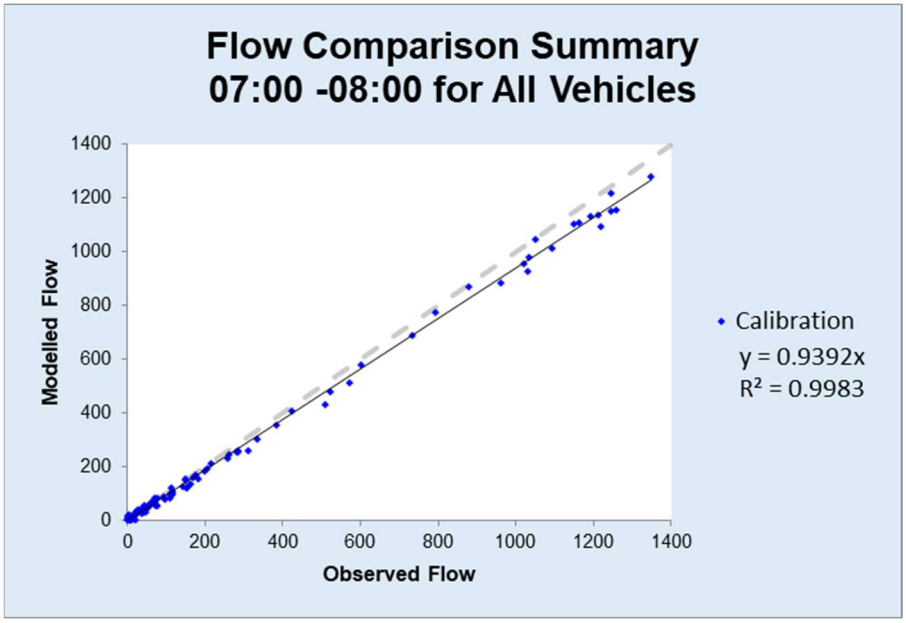
3.2.6. Overall the model slightly under-predicted observed flows (-6.4%), but overall flow totals were within DfT validation criteria (GEH < 5.0) with an average GEH value of 1.4. Table 9 provides a summary of the flow calibration for 07:00-08:00 in line with DfT criteria.

Table 9 - 07:00-08:00 Turn Flow Calibration Summary

	GEH Statistics - 07:00 - 08:00			Individual Flows		
	GEH < 5	GEH < 6	GEH < 10	f < 700	700 < f < 2700	f > 2700
Car	100.0%	100.0%	100.0%	97.7%	100.0%	No Data
LGV	99.3%	100.0%	100.0%	97.9%	No Data	No Data
HGV	100.0%	100.0%	100.0%	97.9%	No Data	No Data
All Vehicles	100.0%	100.0%	100.0%	97.6%	100.0%	No Data

3.2.7. Figure 5 shows how the modelled and observed turning flows compare and demonstrates that the correlation between the two is strong. The gradient is less than 1.0 (0.9392) which confirms the slight underestimate of flows. The R^2 value (0.9983) is very close to 1, which indicates that the modelled flows do correlate with observed flows and confirms that a good level of flow calibration has been achieved.

Figure 5: 07:00-08:00 Modelled vs. Observed Turn Flows



AM PEAK (08:00-09:00)

3.2.8. The 08:00-09:00 modelled period was found to closely replicate observed turning flows for all vehicle types.

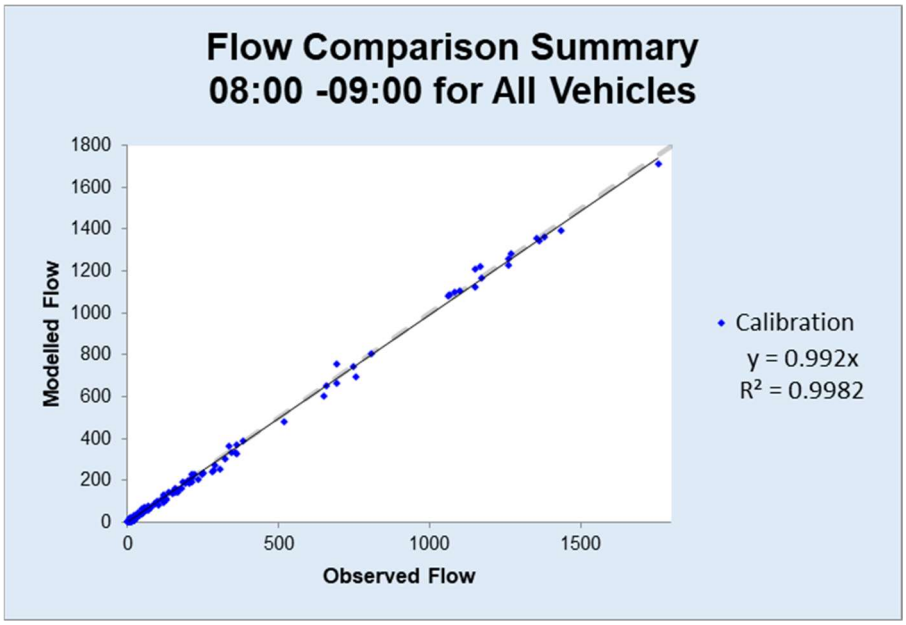
3.2.9. Overall the model slightly under represents the observed flows (-1.6%), but overall flow totals were within DfT validation criteria (GEH < 5.0) with an average GEH value of 1.1. Table 10 provides a summary of the flow calibration in line with DfT criteria.

Table 10 – 08:00-09:00 Turn Flow Calibration Summary

	GEH Statistics -08:00 - 09:00			Individual Flows		
	GEH < 5	GEH < 6	GEH < 10	f < 700	700 < f < 2700	f > 2700
Car	100.0%	100.0%	100.0%	97.6%	100.0%	No Data
LGV	100.0%	100.0%	100.0%	97.9%	No Data	No Data
HGV	100.0%	100.0%	100.0%	97.9%	No Data	No Data
All Vehicles	100.0%	100.0%	100.0%	97.5%	100.0%	No Data

3.2.10. Figure 6 shows a plot of modelled against observed junction turn flows showing that the correlation between modelled and observed flows was very good. The gradient is less than 1.0 (0.992) which confirms the slight underestimate of flows. The R^2 value (0.9982) is very close to 1, showing good correlation with observed flows.

Figure 6 – 08:00-09:00 Modelled vs. Observed Turn Flows



PM PEAK (15:00-16:00)

3.2.11. The 15:00 – 16:00 modelled period was found to closely replicate observed turning flows for all vehicle types.

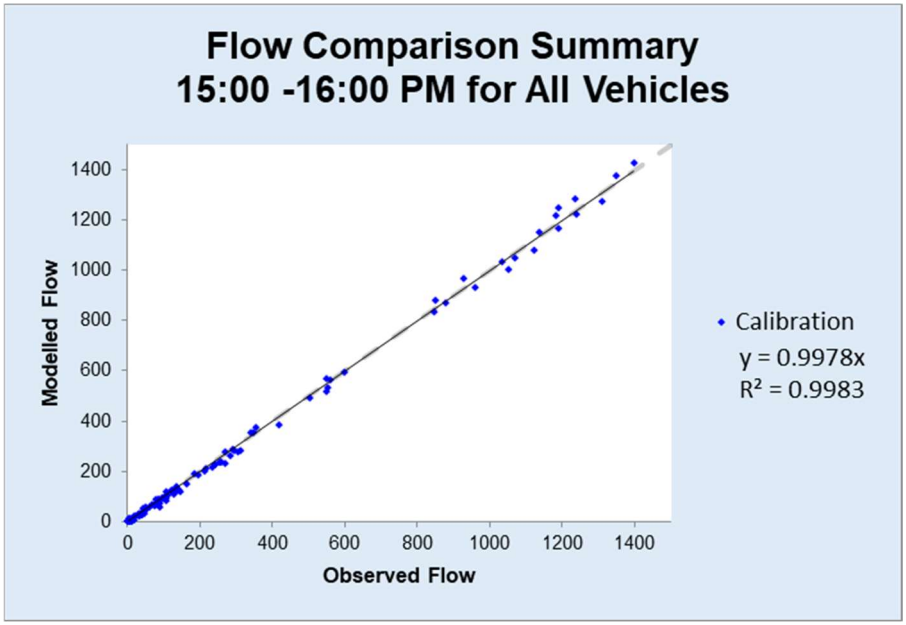
3.2.12. Overall the model slightly under-predicted observed flows (-1.7%) but overall flow totals were within DfT validation criteria (GEH < 5.0) with an average GEH value of 1.1. All individual surveyed turn movements met DfT flow validation criteria with a GEH value of less than 5.0. Table 11 provides a summary of the flow calibration in line with DfT criteria.

Table 11 – 15:00-16:00 Turn Flow Calibration Summary

	GEH Statistics - 15:00 -16:00			Individual Flows		
	GEH < 5	GEH < 6	GEH < 10	f < 700	700 < f < 2700	f > 2700
Car	100.0%	100.0%	100.0%	97.6%	100.0%	No Data
LGV	100.0%	100.0%	100.0%	97.9%	No Data	No Data
HGV	100.0%	100.0%	100.0%	97.9%	No Data	No Data
All Vehicles	100.0%	100.0%	100.0%	97.6%	100.0%	No Data

3.2.13. Figure 7 shows a plot of modelled against observed junction turn flows showing that the correlation between modelled and observed flows was very good. The gradient is less than 1.0 (0.9978) which confirms the slight underestimate of flows. The R^2 value (0.9983) is very close to 1, showing tight correlation with observed flows.

Figure 7 – PM Peak (15:00 - 16:00) Plot of Modelled vs. Observed Turn Flows



PM PEAK (16:00 – 17:00)

3.2.14. The 16:00 – 17:00 modelled period was found to closely replicate observed turning flows for all vehicle types.

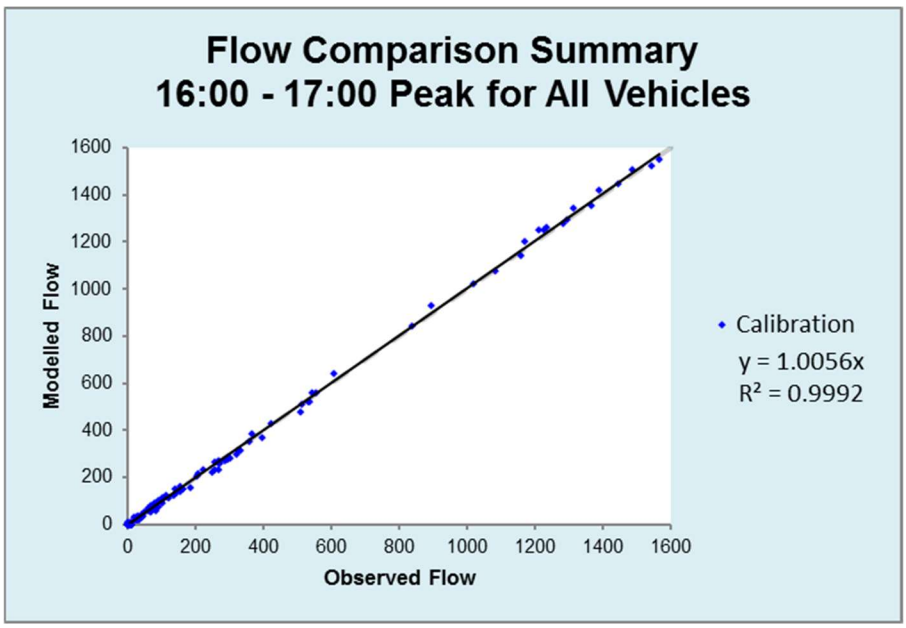
3.2.15. Overall, the model flows replicate observed flows well (-0.2%) and overall flow totals were within DfT validation criteria (GEH < 5.0) with an average GEH value of 1.0. All individual surveyed turn movements met DfT flow validation criteria with a GEH value of less than 5.0. Table 11 provides a summary of the flow calibration in line with DfT criteria.

Table 12 – 16:00 - 17:00 Turn Flow Calibration Summary

	GEH Statistics - 16:00 - 17:00			Individual Flows		
	GEH < 5	GEH < 6	GEH < 10	f < 700	700 < f < 2700	f > 2700
Car	100.0%	100.0%	100.0%	97.6%	100.0%	No Data
LGV	99.3%	100.0%	100.0%	97.9%	No Data	No Data
HGV	100.0%	100.0%	100.0%	97.9%	No Data	No Data
All Vehicles	100.0%	100.0%	100.0%	97.6%	100.0%	No Data

3.2.16. Figure 7 shows a plot of modelled against observed junction turn flows showing that the correlation between modelled and observed flows was very good. The gradient is more than 1.0 (1.0056) which confirms the slight overestimate of flows. The R^2 value (0.9992) is very close to 1, showing tight correlation with observed flows.

Figure 8 – PM Peak (16:00 - 17:00) Plot of Modelled vs. Observed Turn Flows



PM PEAK (17:00-18:00)

3.2.17. The 17:00 -18:00 modelled period was found to closely replicate observed turning flows for all vehicle types.

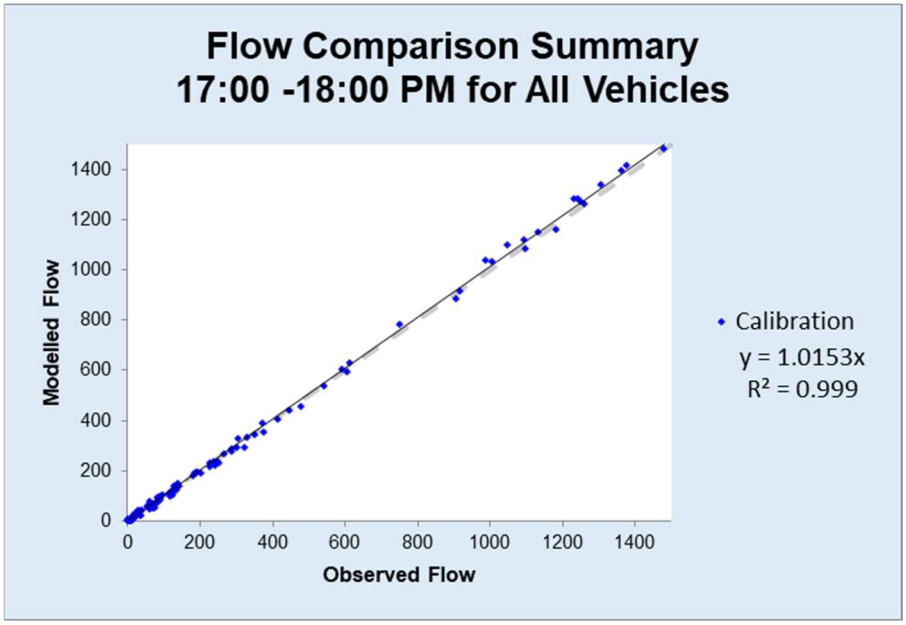
3.2.18. Overall, the modelled flows replicate those observed well (0.6% difference) with an average GEH of 1. All individual surveyed turn movements met DfT flow validation criteria with a GEH value of less than 5. Table 13 provides a summary of the flow calibration in line with DfT criteria.

Table 13 - 17:00-18:00 Turn Flow Calibration Summary

	GEH Statistics - 17:00 -18:00			Individual Flows		
	GEH < 5	GEH < 6	GEH < 10	f < 700	700 < f < 2700	f > 2700
Car	100.0%	100.0%	100.0%	97.6%	100.0%	No Data
LGV	100.0%	100.0%	100.0%	97.9%	No Data	No Data
HGV	100.0%	100.0%	100.0%	97.9%	No Data	No Data
All Vehicles	100.0%	100.0%	100.0%	97.6%	100.0%	No Data

3.2.19. Figure 9 shows a plot of modelled against observed junction turn flows showing that the correlation between modelled and observed flows was very good. The gradient is more than 1.0 (1.0153) which confirms the slight overestimate of flows. The R^2 value (0.999) is very close to 1, showing tight correlation with observed flows.

Figure 9 - 17:00-18:00 Modelled vs. Observed Turn Flows



3.2.20. Full detail of the flow calibration for each modelled hour can be found in Appendix C.

3.3. QUEUE LENGTH COMPARISON

3.3.1. Queue lengths were observed at the eight junctions identified in Section 2.3.1. Detailed queue length comparison graphs are provided in Appendix C for the six modelled hours and a summary is provided below.

3.3.2. It should be noted that it is not recommended to place emphasis on the ability of a model to replicate observed queue lengths, particularly in a microsimulation model where observed and modelled travel times provide a much more reliable metric.

3.3.3. Neither TfL, DMRB nor WebTAG provide any specific guidelines on queue assessments, and queue validation is actually discouraged by the modelling guidance.

3.3.4. DMRB states that (DMRB, Vol. 12, Sec 2, Part 1, Chapter 4, p.4/26, para. 4.4.31 [SAO3]):

"precise validation of queue lengths can be difficult because of the volatility of the observed data".

3.3.5. Likewise, TfL identify that (Tfl, Traffic Modelling Guidelines, p.69, section 2.4.4.3 [see Annex C]):

"the level of accuracy in queue measurement surveys can often [sic] lower than for other surveys as the definition of a queue can be ambiguous as well as difficult to identify".

3.3.6. 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, especially on a minute by minute basis. The primary reasons for this include:

- The tendency for the model results to fluctuate between different model runs - observations from one run will differ from another (otherwise the model would not replicate average conditions);

- The day-to-day variance in real-life conditions at the site (from minute to minute and from day to day) means that results taken from one day cannot be applied too rigidly or prescriptively; and
- The software's mathematical interpretation of queue lengths compared with the subjective nature of human interpretation during manual surveys.
- Queue lengths are highly sensitive to fluctuations in the arrival profile of vehicles and therefore have a tendency to differ from one day to the next. Demand in the VISSIM model is input in 15-minute intervals with the arrival rate of vehicles within these intervals randomly seeded. Demands in the model are therefore unlikely to match the precise minute-by-minute arrival rates on the day of the survey so it is highly unlikely that the model will replicate the surveyed queues with any degree of precision.

Despite not being recommended, a queue length comparison is presented with the intention of giving confidence that notable queues are replicated by the model, even if their precise lengths and times of day are not intended to be matched.

3.3.7.

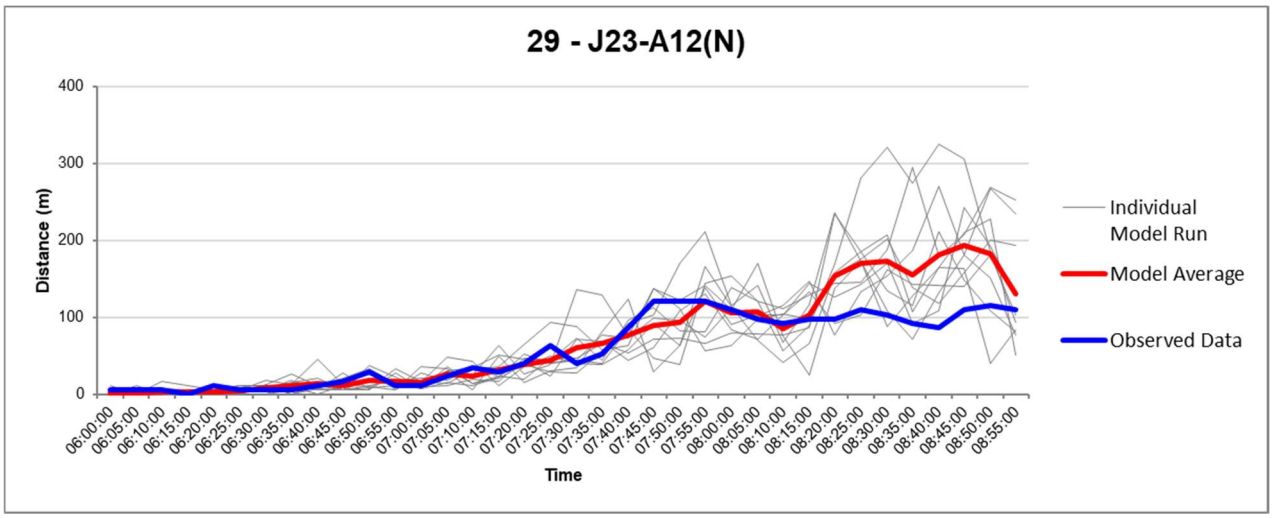
AM PERIOD

3.3.8. The AM period queue comparison demonstrates a good match between the observed and modelled queue lengths, for the majority of the junctions.

3.3.9. The AM model showed some variation in queue lengths between iterations and across the peak hours, in line with fluctuations in demand, but the model generally replicated the observed queue lengths and profiles very well. The only exceptions to this are as follows:

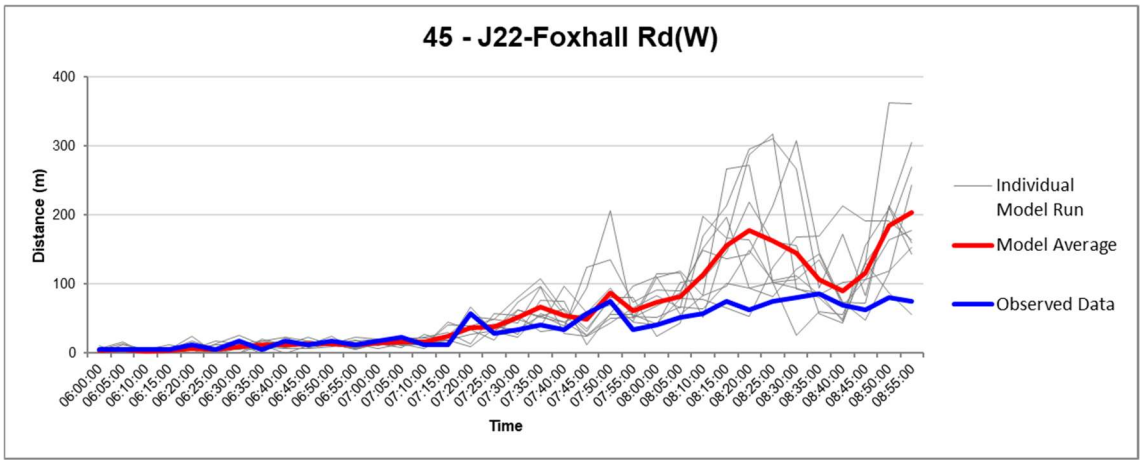
- The modelled queue on the A12(N) approach to the A12 / Barrack Square roundabout (J23) is slightly higher than that observed from 08:20-09:00 as shown in Figure 10. However, consultation of the video footage suggests that the observed data may slightly under report the observed queues and the higher modelled queue is therefore considered to be representative.

Figure 10 Queue Comparison AM Peak J23 A12(N)



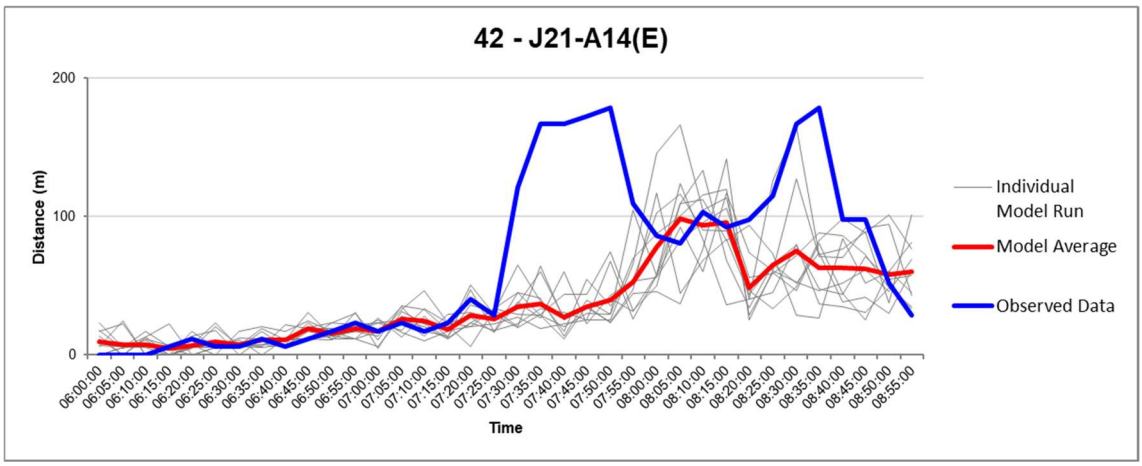
- The modelled queue on the Foxhall Road approach to the A12 / Foxhall Road roundabout (J22) is higher than that observed from 08:00-09:00 as shown in Figure 11. The queue length monitoring camera on Foxhall Road was not able to capture the full extent of the observed queue due to the available camera angle. The modelled queues are therefore likely to be reasonable.

Figure 11 Queue Comparison AM Peak J22 Foxhall Road(W)



- The modelled queue on the A14 westbound off-slip at the Seven Hills Interchange (J21) has been found to be lower than the observed queue for two 30-minute periods as shown in Figure 12.

Figure 12 Queue Comparison AM Peak J21 A14(E)



3.3.10. On the day of the survey, the peak in observed queues from 07:25 was observed to be caused by the presence of a ready-mix concrete truck which struggled to find a gap in the circulating traffic. Queues on the off-slip were also observed to be slow moving and it is difficult to calibrate queues in these conditions as determining whether or not vehicles are queued becomes quite subjective. Vehicles at the front of the queue are slow moving whilst the rear of the queue is stationary and vice versa. The approximate definition used by the survey company is unlikely to be consistent with the precise definition that VISSIM uses. This location is a good example of a location where observed queue lengths are likely to be particularly difficult to replicate. As described in section 3.4.2, a

greater emphasis should be placed on matching travel times due to the limitations of replicating observed queue lengths.

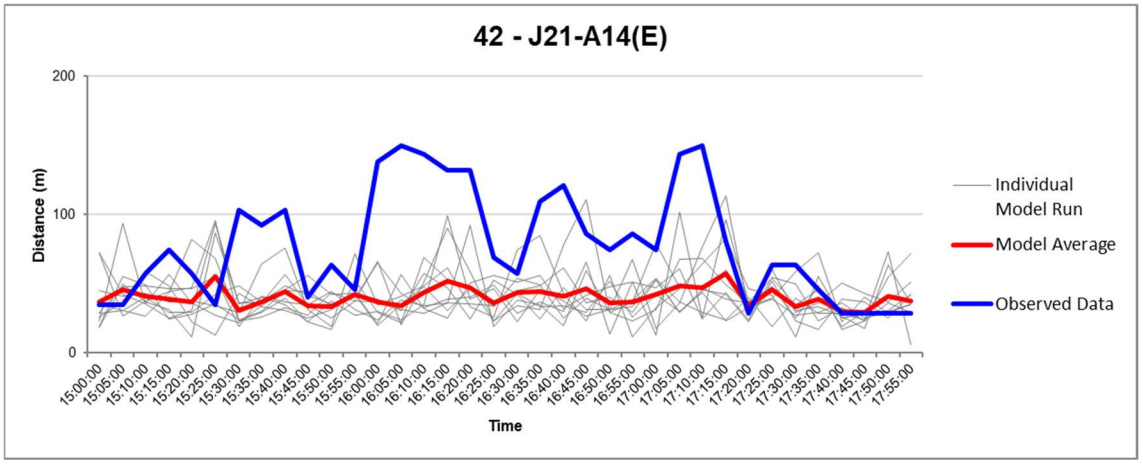
3.3.11. In all three AM hours, the modelled travel time on the A14 westbound off-slip is shown to exceed the observed travel time. The modelled journey time is 2%, 15% and 24% higher than the observed travel time from 06:00-07:00, 07:00-08:00 and 08:00-09:00 respectively. This gives confidence that delays on the A14 westbound off-slip are not underestimated by the model.

3.3.12. Of the 34 queue lengths being monitored, the model was found to provide a good representation for 31 of the queues. Overall the model replicates the majority of observed queue lengths very well in the AM period (06:00 -09:00).

PM PERIOD

- The PM model showed some variation in queue lengths between iterations and across the peak hours, in line with fluctuations in demand, but the model generally replicated the observed queue lengths well. The only exceptions to this are as follows:The modelled queue on the A14 westbound off-slip at the Seven Hills Interchange (J21) is generally lower than the observed queue lengths. The observed maximum queue lengths fluctuate dramatically from 40-150m from 16:00-17:00 while the modelled queues are more consistent with a maximum queue length of around 50m as shown in Figure 13.

Figure 13 Queue Comparison PM Peak J21 A14(E)



3.3.13. As mentioned in paragraph 3.3.10, modelled queues on the A14 westbound off-slip appear to be underestimated by the model but this is not thought to be due to the model underestimating delays at this location. Modelled journey times on the A14 westbound off-slip compare very well to those observed (see Figure 19). In all three PM hours, the model is shown to slightly overestimate the travel time on the A14 westbound off-slip by 7-9% which is within the recommended TAG target of +/- 15%. This gives confidence that the model is able to replicate observed conditions here.

3.3.14. Of the 34 queue lengths being monitored, the model was found to provide a good representation for 33 of the queues. Overall the model replicates the majority of observed queue lengths very well in the PM period (15:00-18:00).

3.4. JOURNEY TIME VALIDATION

3.4.1. Detailed journey time validation tables and graphs are provided in Appendix C for the six modelled hours. A summary of the level of journey time validation is provided below.

AM PERIOD

3.4.2. The modelled journey times along the A12 northbound and southbound match the observed journey times very well in the AM model.

Figure 14 and

3.4.3. Figure 15 show the cumulative journey times along the A12 northbound and southbound respectively from 08:00-09:00. The overall and cumulative journey time is shown to be within DfT criteria (+/- 15%) in both directions. The profile of the modelled journey times between each junction was found to match the observed data well. Appendix C shows the equivalent travel time validation for 06:00-07:00 and 07:00-08:00 which also compares very well.

3.4.4. Figure 16 shows the modelled and observed journey times for the other (non-A12) routes. This demonstrates that the majority of modelled journey times compare well to the observed travel times. Full details for the AM period travel times can be seen in Appendix C.

3.4.5. Overall, the three AM hours validate well in terms of travel times with 100% of routes validating from 06:00-07:00, 07:00-08:00 and 08:00-09:00 which exceeds the target of 85% recommended by the DfT TAG.

Figure 14 - 08:00-09:00 A12 Northbound Journey Time Validation

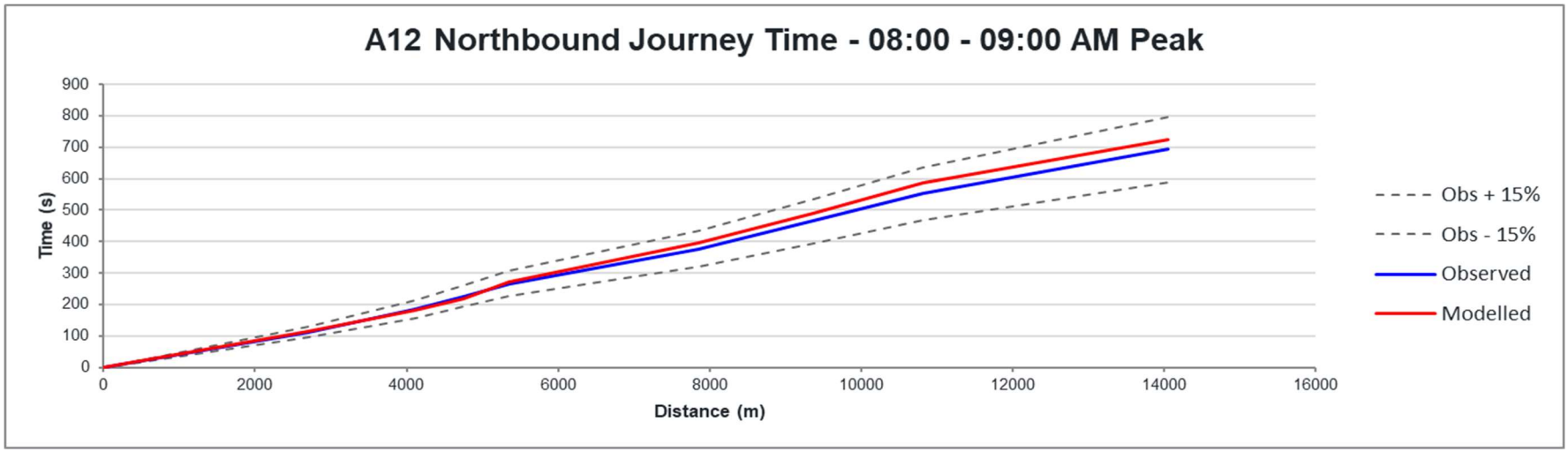


Figure 15 - 08:00-09:00 A12 Southbound Journey Time Validation

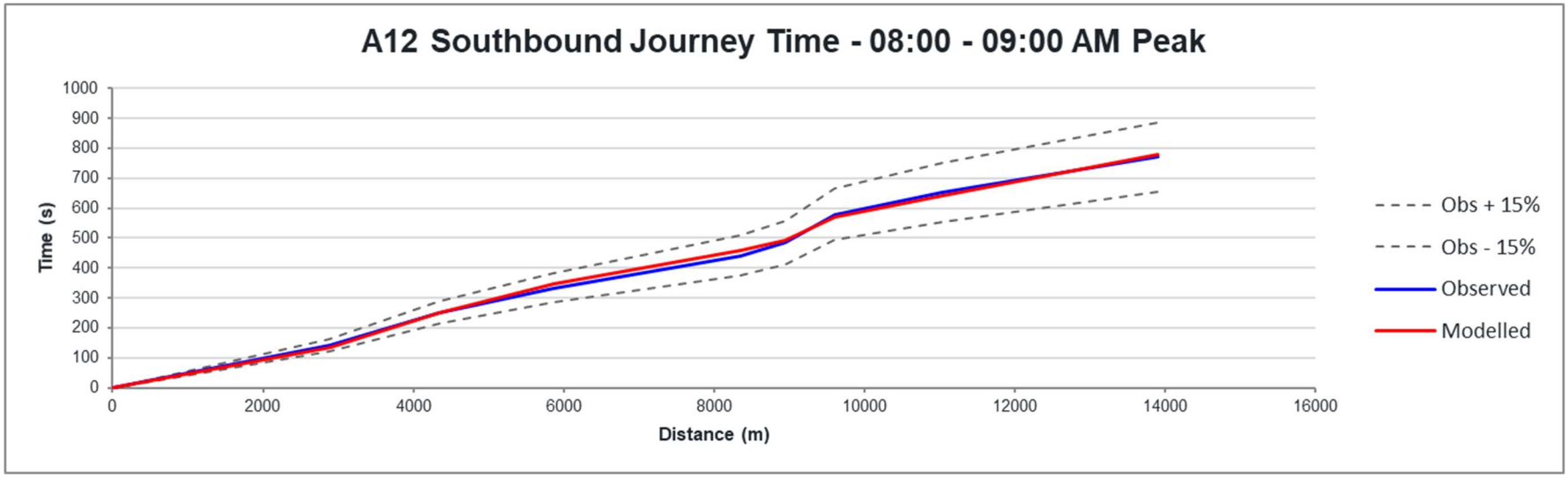
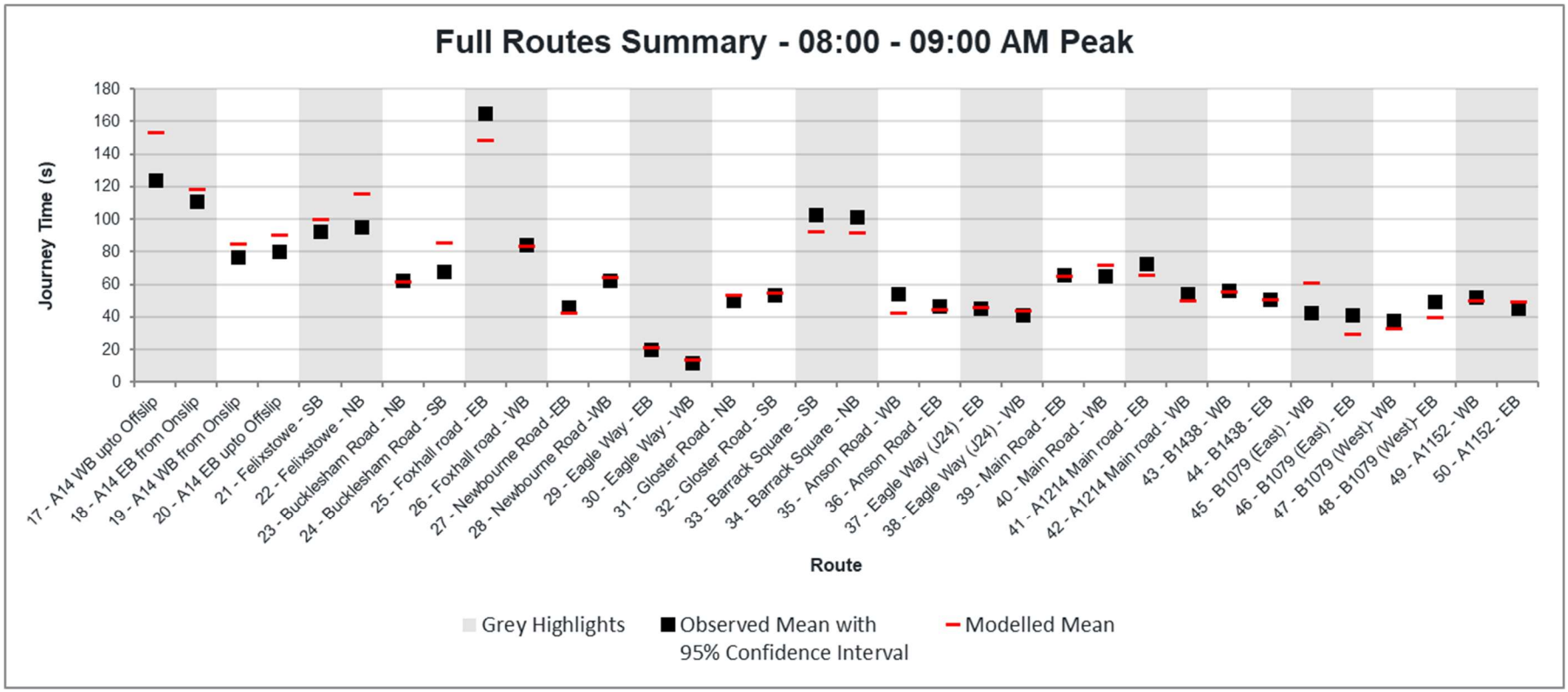


Figure 16 - 08:00-09:00 Journey Time Validation



PM PERIOD

3.4.6. The modelled journey times along the A12 northbound and southbound match the observed journey times very well in the PM model.

3.4.7. Figure 17 and

3.4.8. Figure 18 show the cumulative journey times along the A12 northbound and southbound respectively from 17:00-18:00. The overall and cumulative journey time is shown to be within DfT criteria (+/- 15%) in both directions. The profile of the modelled journey times between each junction was found to match the observed data well. Appendix C shows the equivalent travel time validation for 15:00-16:00 and 17:00-18:00 which also compares very well.

3.4.9. Figure 19 shows the modelled and observed journey times for the other (non-A12) routes. This demonstrates that the majority of modelled journey times compare well to the observed travel times. Full details for the PM period travel times can be seen in Appendix C.

3.4.10. Overall, the three PM hours validate well in terms of travel times with 100.0% of routes validating from 15:00-16:00, 94% from 16:00-17:00 and 97% from 17:00-18:00 which exceeds the target of 85% recommended by the DfT TAG.

3.4.11. Except for Barrack Square NB and Gloster Road SB, the other travel time segments all meet the required validation criteria from 17:00-18:00. Analysis of the TomTom data has revealed that observed journey times on Barrack Square and Gloster Road are extremely variable.

3.4.12. The Barrack Square NB observed travel time (#34) has a median time of approximately 3-minutes and an average of over 6-minutes. The range of observations varies greatly from a 5th percentile travel time of 28 seconds up to a 95th percentile of approximately 15-minutes from 17:00-18:00.

3.4.13. The Gloster Road SB observed travel time (#32) has a median time of nearly 2-minutes and an average of 7.5 minutes. The range of observations varies greatly from a 5th percentile travel time of 30 seconds up to a 95th percentile of approximately 15-minutes from 17:00-18:00.

3.4.14. Due to the level of variability in some routes it was considered sensible to use median travel times rather than average travel times for journey time validation purposes to lessen the risk of outliers skewing the observed time.

3.4.15. As the range of observed travel times on some routes is very large, it was likely to be difficult to match a single median travel time during validation. The modelled queues on Barrack Square do match the observed queues quite well which gives some confidence that the model is able to predict some of the delays in this area. The Barrack Square / Gloster Road area experiences some large temporary queues that dissipate quickly as well as difficult to predict courtesy behaviours which make calibration of this area challenging. This area calibrates well from 15:00-16:00 and 16:00-17:00 and calibrates to a reasonable degree from 17:00-18:00.

Figure 17 - PM Peak (17:00 -18:00) Journey Time Northbound

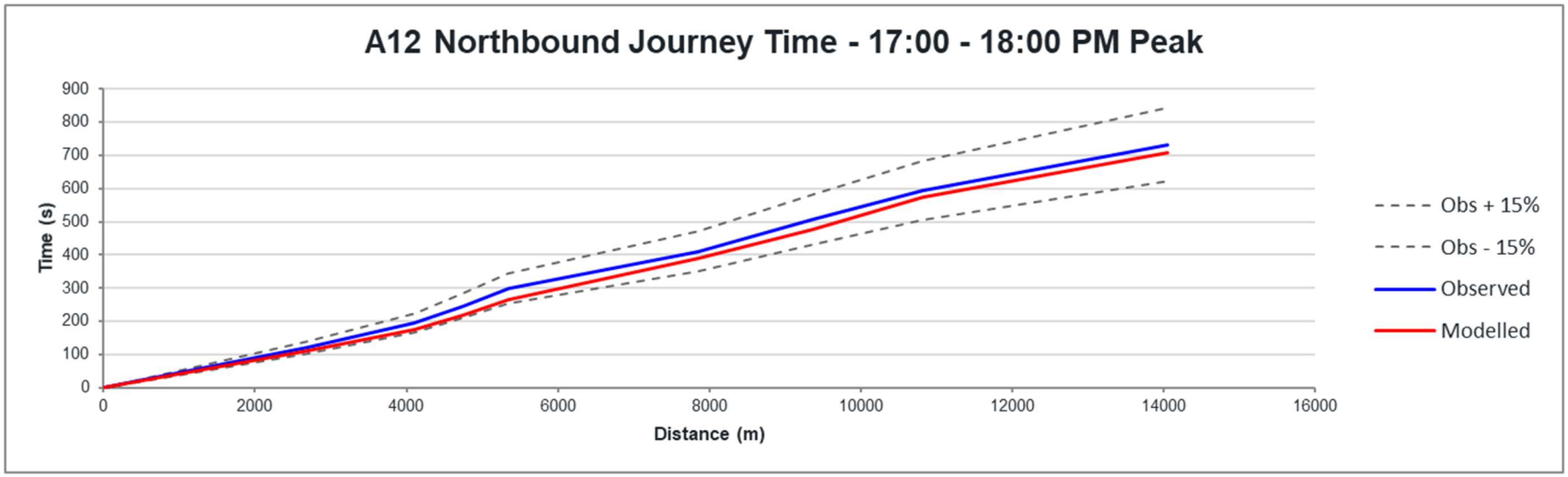


Figure 18 - PM Peak (17:00 -18:00) Journey Time Southbound

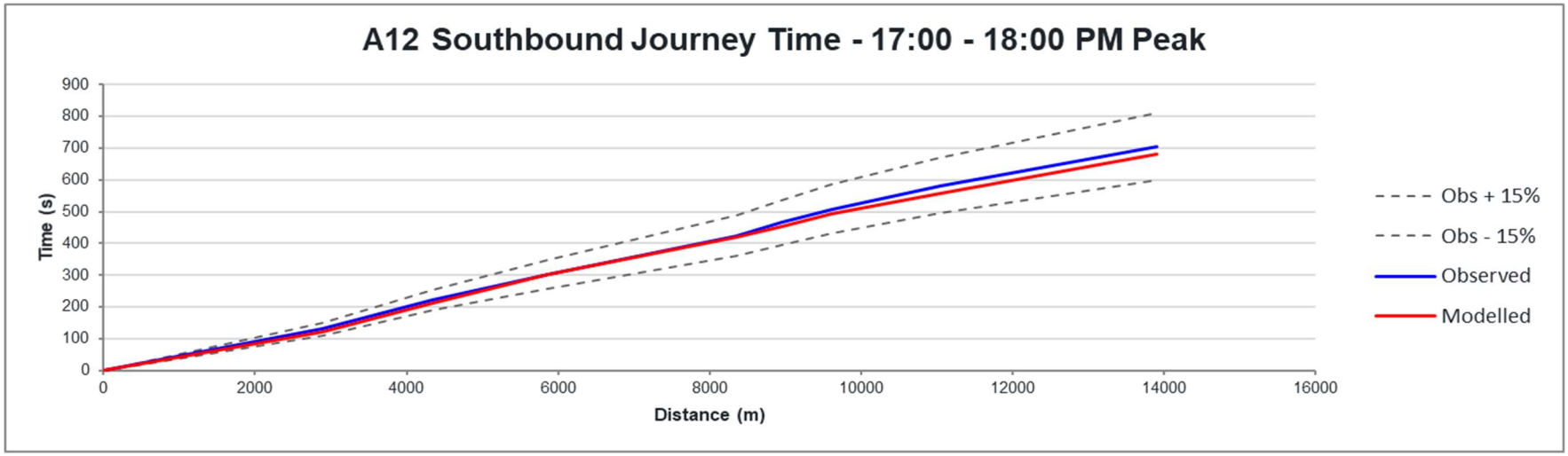
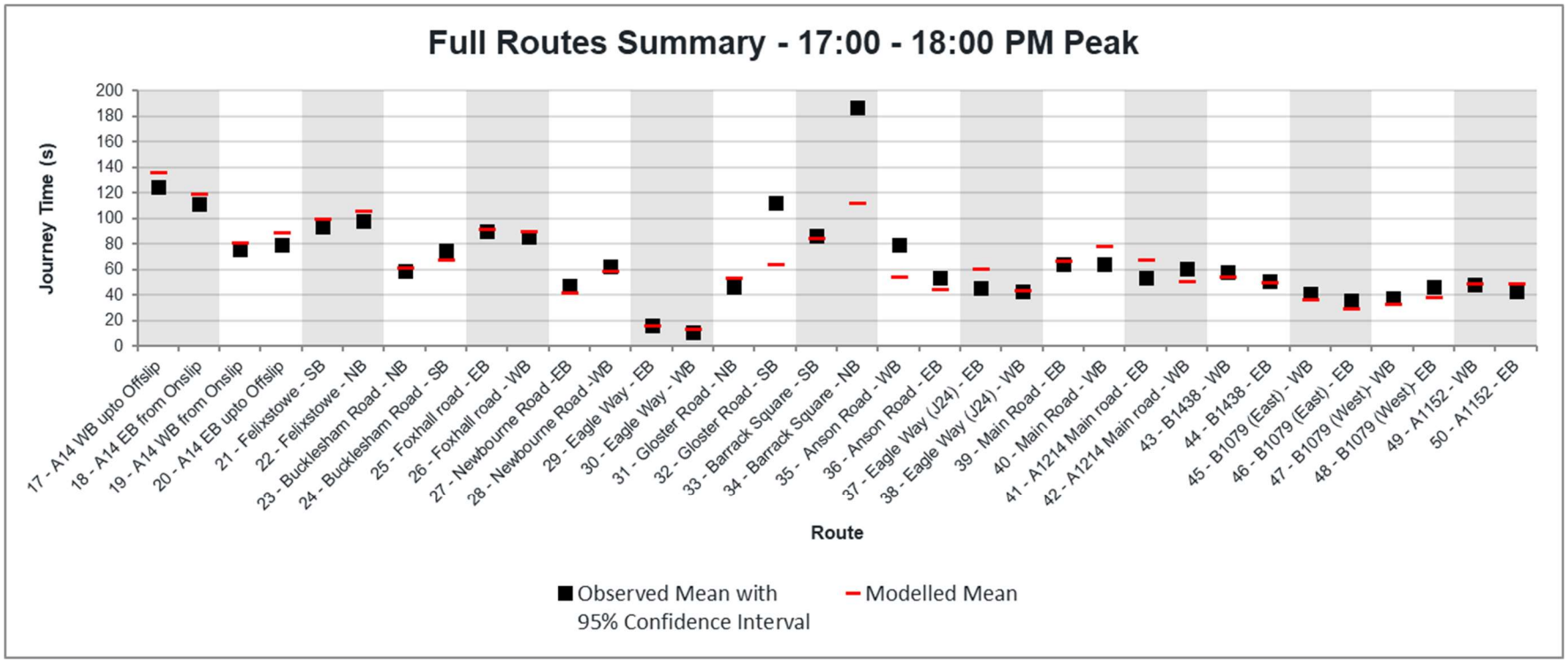


Figure 19 - PM Peak (17:00 - 18:00) Journey Time Segments



3.5. SUMMARY OF MODEL CALIBRATION AND VALIDATION

3.5.1. The model has been developed with the intention of assessing the impact of the Sizewell C development for the 2023 Early Years 2028 Peak Construction scenarios.

3.5.2. The 2019 base VISSIM model has been developed in accordance with the model extent shown in Figure 1. The base model has been calibrated and validated to observed traffic data covering a Monday AM (06:00-09:00) and Friday PM (15:00-18:00) period.

3.5.3. The VISUM strategic model provided base demand matrices for the VISSIM model through a process of cordoning and prior matrix adjustment including matrix estimation.

3.5.4. Detailed interrogation of the signal controller information, survey data and video footage enabled the development of traffic signal timings for each peak hour for all signalised junctions in the base model.

3.5.5. The turning flow calibration results for the AM and PM periods demonstrate that the model achieves a close match with observed traffic flows across the network.

3.5.6. Observed queue lengths are well replicated within the model with the only discrepancies being present on the northern approach to the A12 / Barrack Square junction, the A14 westbound off-slip and Foxhall Road.

3.5.7. Validation of the AM and PM peak periods against journey time data shows that journey times across the study area are well represented, particularly along the A12. This gives confidence that the discrepancies between a small number of modelled and observed queue lengths are largely due to the reliability of the observed queue data which is typically considered to be subjective in nature.

3.5.8. Observed journey times along the A12 northbound and southbound were replicated well by the model meeting DfT criteria (within +/- 15%) during all peak hours. Journey times for individual segments were also compared to confirm that delays were in the correct locations along the full route.

3.5.9. The level of calibration and validation achieved evidences that the model provides a suitable basis for the assessment of the Sizewell C construction traffic during both periods with the following caveats:

- Modelled queues on the A14 westbound off-slip appear to be underestimated by the model, however journey times match well. Queues on the off-slip are slow moving and it is difficult to calibrate queues in these conditions as determining whether or not vehicles are queued becomes quite subjective. Vehicles at the front of the queue are slow moving whilst the rear of the queue is stationary and vice versa. The approximate definition used by the survey company is unlikely to be consistent with the precise definition that VISSIM uses. A higher degree of confidence should therefore be placed on the journey times and the off-slip is considered to be modelled in a representative way based on the journey times.
- Queues on Foxhall Road and the A12-North approach to the A12/Barrack Square junction (J23) are slightly overestimated by the model.

4. FORECAST SCENARIO – 2023 EARLY YEARS

4.1. SCENARIO ASSUMPTIONS

4.1.1. 2023 represents the 'Early Years' stage of the construction of Sizewell C. During this year, an initial workforce of 1,500 workers is forecast to be deployed at the Sizewell C construction site. Of these workers, 600 will be residing in 400 caravans at land east of Eastlands Industrial Estate (LEEIE) and the remaining workers with journey origins as per the gravity model.

4.1.2. Whilst 2023 does not represent the full demand in terms of the number of workers, it does represent a scenario where the workforce has begun to arrive but most mitigation is yet to be provided. It is important to test 2023 to establish the level of impact that may occur whilst the mitigation schemes are being built and therefore not yet providing their intended relief.

4.1.3. In addition to the 1,500 main site construction workers, a further 730 workers are estimated to be deployed to construct the Additional Development (AD) sites as follows:

100 workers at Two Village bypass construction site;
300 workers at Sizewell Link Road construction site;
100 workers at northern park & ride construction site;
100 workers at southern park & ride construction site;
30 workers at A12/B1122 Yoxford roundabout construction site; and
100 workers at the Freight Management Facility.

4.1.4. All these construction sites have their associated HGV deliveries per day, travelling along the A12 from the north and south on fixed routes, as follows:

SZC main development site – 300 HGVs each way;
Two Village bypass construction – 60 HGVs each way;
Sizewell Link Road construction – 100 HGVs each way;
Northern park & ride construction – 21 HGVs each way;
Southern park & ride construction – 21 HGVs each way; and
A12/B1122 Yoxford roundabout construction – 10 HGVs each way.

4.1.5. The proposed hourly HGV delivery profile across the day, for all sites, is shown in Figure 20 below.

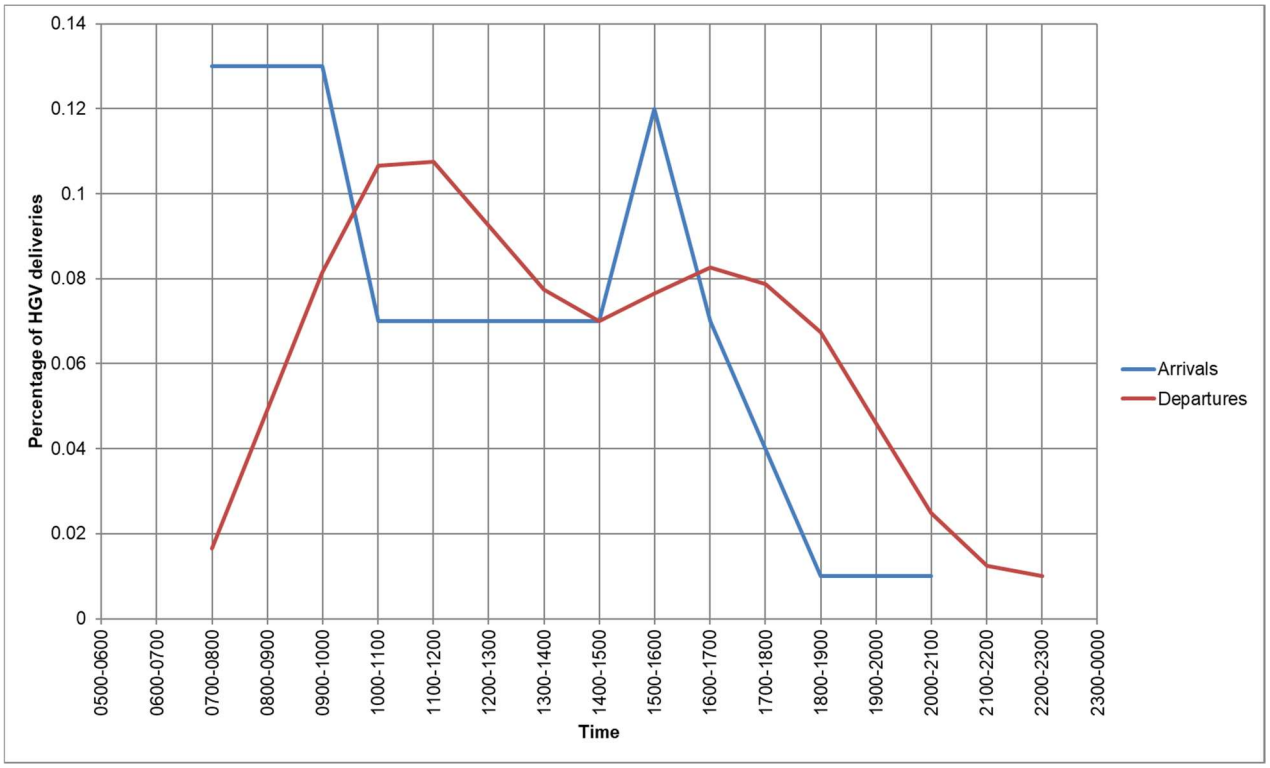


Figure 20 – Proposed HGV delivery profile

TRANSPORT NETWORK ASSUMPTIONS - 2023

4.1.6. The transport network for the 2023 model scenarios includes two committed network improvements that are assumed to have been implemented by 2023:

- Brightwell Lakes infrastructure improvements at A12 / A14 Seven Hills Interchange (J21)
- The addition of the new Brightwell Lakes signalised access junction (J22b) on the A12 just north of Newbourne Road.

4.1.7. The proposed layout of the A12/A14 Seven Hills Interchange (J21) is shown in the drawing in Appendix D. It was agreed with Suffolk County Council during development of the LinSig model for J21 that the following changes to the proposed layout should be assumed:

- A single lane on the A14 westbound on-slip instead of the two lanes on the drawing;
- Two lanes on the circulatory at A1156 approach rather than three lanes; and
- Retention of the existing approach arm lane allocations instead of the lane allocations marked on the drawings for the A14 westbound off-slip, A12 North and A1156 Felixstowe Road
- One lane on the circulatory at A14 westbound going forward to A14 westbound on-slip rather than two lane
- One lane on the circulatory at A14 eastbound going forward to A12 north rather than two lane

4.1.8. The proposed Brightwell Lakes access junction (J22b) that has been modelled is shown in Appendix D. A speed limit of 50 mph has been assumed for traffic approaching J22b on the A12.

TRAFFIC DEMAND ASSUMPTIONS - 2023

4.1.9. Growth in demand from 2019 to 2023 has been extracted from the strategic VISUM model that is described in Section 1.2. To extract growth, a subnetwork representing the VISSIM study area was created for each base and forecast VISUM model. Cordoning the VISUM model in this way allowed a set of origin-destination demand matrices to be extracted for each traffic layer. Figure 21 shows the extent of the VISUM subnetwork and the nineteen VISUM zones it contains.

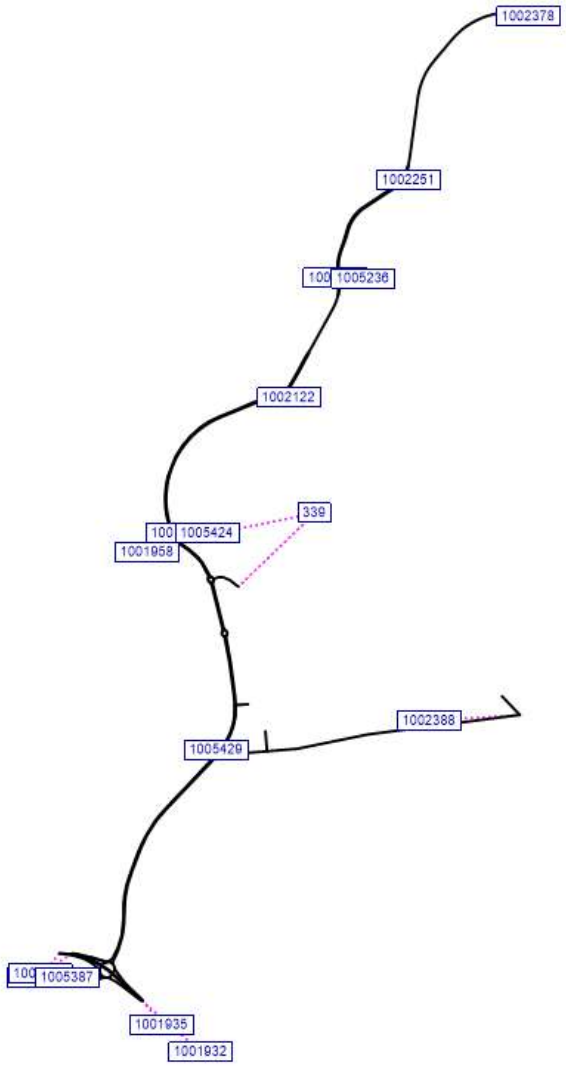


Figure 21 – VISUM subnetwork covering the VISSIM study area

VISSIM Matrices

4.1.10. The VISUM subnetworks have been used to isolate the growth being predicted by VISUM by subtracting the base VISUM flows from the forecast VISUM flows. The resulting growth flows are intended to be included in VISSIM alongside the base matrices to provide an estimate of the full

forecast demand. As the VISUM subnetworks contain nineteen zones and the VISSIM model contains twenty-three zones (due to its enhanced level of detail) the growth flows must be disaggregated to a level suitable for VISSIM.

4.1.11. Figure 22 provides a summary of the process used to convert the VISUM growth into a set of forecast VISSIM matrices and further details are provided below.

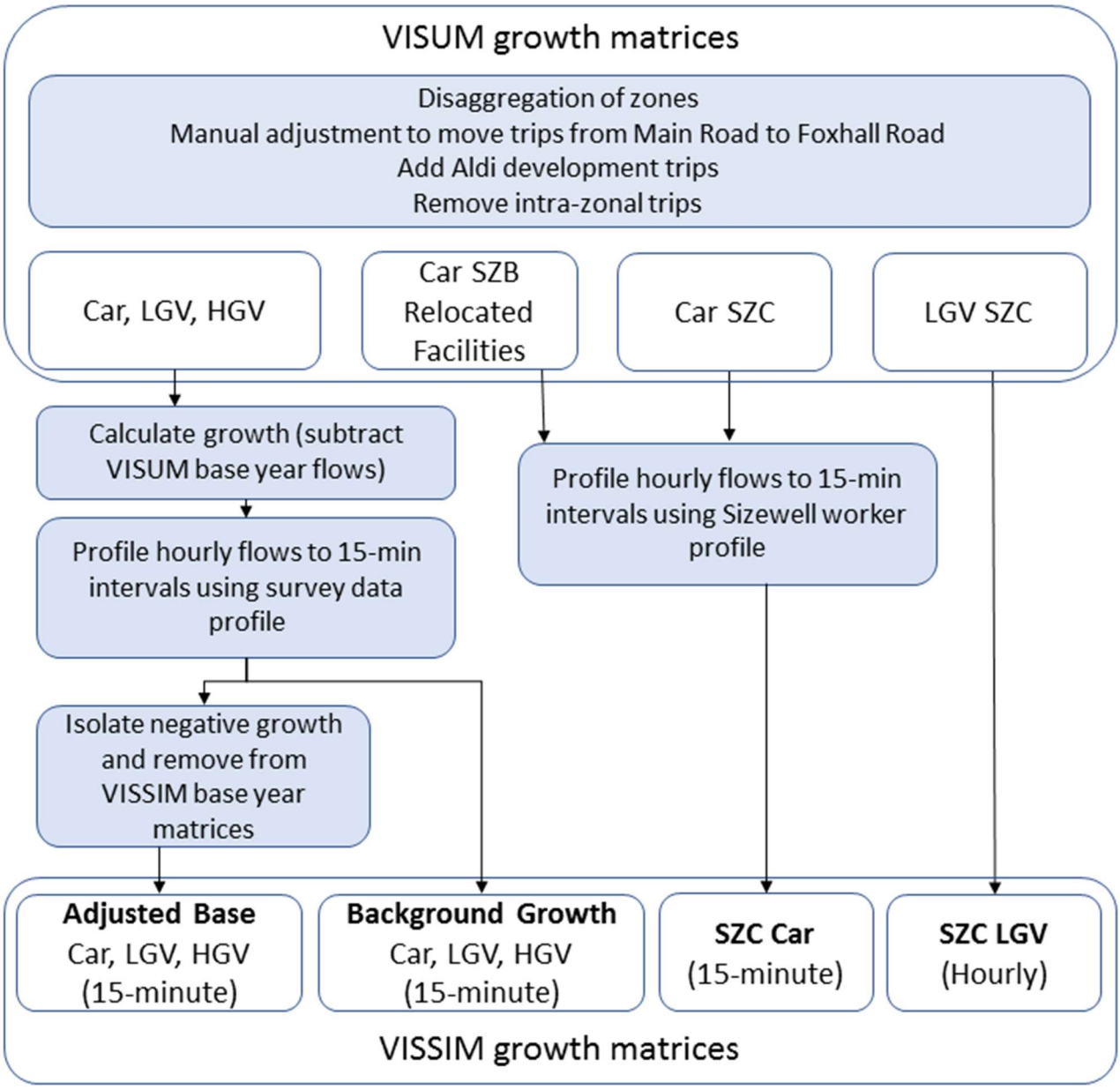


Figure 22 – Growth matrix development process

4.1.12. The following adjustments have been made to the VISUM subnetwork matrices to disaggregate and adjust the growth demand so that it is appropriate for use in VISSIM:

- Zone 339 (Eagle Way / Anson Rd / Barrack Sq / Main Road) – As this is a large VISUM zone, disaggregation of the predicted growth is necessary. No new trip generation is anticipated on Eagle Way which is fully built out so none of the growth from zone 339 will be

allocated here in VISSIM. The growth from zone 339 was split across Anson Rd and Main Rd (East) based on the relative proportions in the survey data (Origins: 77% Anson Road, 23% Main Road East. Destinations: 83% Anson Road, 17% Main Road East).

- Zone 1101 (Brightwell Lakes) – distribution of the Brightwell Lakes growth across the three site access points (Newbourne Rd, New A12 access and Gloster Rd) is based on assumptions supplied by Suffolk County Council. (2023: 0% Gloster Road, 30% New Access, 70% Newbourne Road and 2028: 0% Gloster Road, 65% New Access, 35% Newbourne Road.)
- It has been noted that delays are present on the A12 southbound at the Brightwell Lakes access junction (J22b) within the forecast VISUM models. This is thought to result in too many trips from the north using Main Road to access Ipswich instead of Foxhall Road. A manual adjustment has therefore been applied to redistribute trips from the north away from Main Road and onto Foxhall Road in line with the relative proportions observed in the base VISUM model. This proportion was estimated based on base model select link analysis of the A12 southbound just north of the A1214 for each hour.
- Martlesham Aldi opened on Gloster Road in Spring 2019 shortly after the traffic surveys were conducted in this area. Demand associated with the Aldi store was therefore not captured in the traffic surveys. It also was not explicitly included within VISUM so it is necessary to manually account for the Aldi demand. The trip generation for Aldi was estimated based on the TRICs trip rates and gross floor area presented within the Martlesham Aldi Transport Assessment (Transport Assessment, Proposed Aldi Store, Gloster Road, Martlesham Heath, December 2016, Exigo Project Solutions). The trip generation added on top of the VISSIM demand excluded the 30% pass-by trips which are assumed to be represented by trips already using Gloster Road. The 20% diverted trips were included by diverting existing A12 trips to Gloster Road and back onto the A12. The 50% primary (new) trips were added as a net increase in demand. Aldi trip distribution at the immediate A12 / Barrack Square junction was also based on the Transport Assessment whilst the wider distribution was based on observed turning proportions at subsequent junctions in line with general traffic in the area.
- A number of intrazonal trips were present within the VISUM subnetwork matrices, particularly within zones 339 and 341. Reference to the wider VISUM model confirmed that these trips take place within these zones or using network outside of the VISSIM network. The intrazonal trips have therefore been excluded from the growth demand to avoid the inclusion of u-turners.
- Adding VISUM growth (2015 to 2023 or 2015 to 2028) on top of the 2019 VISSIM base scenario will result in double counting of growth from 2015 to 2019. For the purposes of isolating growth, the subnetwork base VISUM flows that are subtracted to isolate growth were adjusted from 2015 to 2019. This will result in the growth being extracted from VISUM representing 2019 onwards (forecast demand minus 2019 estimate). To produce a 2019 estimate, reference has been made to the Department for Transport's Road Traffic Forecast (RTF) which suggests that from 2015 to 2023, 49% of growth will have occurred by 2019. 49% of the VISUM growth from 2015 to 2023 was therefore added to the 2015 VISUM demand to produce a 2019 estimate. This 2019 VISUM estimate will only be used for the purposes of subtracting a 2019 demand from the forecast demands to isolate the growth from 2019 onwards.

4.1.13. As the VISUM model does not separate base and background growth traffic in the forecast scenarios, the estimated 2019 VISUM flows have been subtracted from the forecast year flows to calculate the growth from 2019 to 2023. This resulted in a series of hourly origin-destination growth matrices which were converted into 15-minute matrices using the survey data origin profiles. The flows used in the Early Years VISSIM scenario are the same as the Reference Case flows with the exception of the SZC trips which are added on top i.e. background growth reassignment as a result of Sizewell C demand is not accounted for in VISSIM. Demands in VISSIM therefore represent a worst case.

4.1.14. This method of calculating growth flows resulted in a small number of origin-destination (O-D) pairs where negative growth was forecast, i.e. the base flows were slightly higher than the forecast flows. These negative values have been subtracted from the relevant O-D pairs in the base year matrices, providing a set of adjusted base year flows for the forecast scenario. The adjusted base matrices from the reference case are also used in the Early Years scenario so that the only change in demand in the Early Years scenario are the Sizewell C trips.

4.1.15. The hourly Sizewell C worker flows have been converted to 15-minute flows using the shift pattern profile developed from entry and exit data gathered at Hinkley Power Station. Full details of this process are included in *TN01 - SZC Worker Profiling* which is included in **Appendix F**.

4.1.16. The Sizewell C LGV flows are associated with other service vehicles to and from the site. These are not expected to be subject to the Sizewell shift patterns so have been kept separate in the VISSIM model and are assigned in flat hourly profiles.

4.1.17. The VISUM growth provides two new layers of traffic demand which have been included within the forecast year VISSIM scenarios; 'Background growth traffic' and 'Sizewell C traffic'. The number of vehicle types in the model therefore increases from four in the base year to eleven in the 2023 and 2028 scenarios, as listed below:

Layer	Car	LGV	HGV	Bus
Base	Car (100)	LGV (700)	HGV (200)	Bus (300)
Background growth	Car Growth (101)	LGV Growth (701)	HGV Growth (201)	
Sizewell C	Car SZC (102)	LGV SZC (702)	HGV SZC (202)	Bus SZC (302)

4.1.18. Table 14 and Table 15 provide a summary of the total demand for the model by hourly time period for the Reference Case and Early Years scenarios respectively.

Table 14 – 2023 Reference Case Total Demand (in vehicles per hour)

	6–7 am	7–8 am	8–9 am	3-4 pm	4-5 pm	5-6 pm
Adjusted Base	4433	8825	11020	10261	11023	10527
Background Growth	464	1513	1584	1708	1412	1315
Sizewell C	-	-	-	-	-	-
Total	**4897**	**10338**	**12604**	**11969**	**12435**	**11842**
% Background Growth	9%	15%	13%	14%	11%	11%

Table 15 – 2023 Early Years Total Demand (in vehicles per hour)

	6–7 am	7–8 am	8–9 am	3-4 pm	4-5 pm	5-6 pm
Adjusted Base 2023	4433	8825	11020	10261	11023	10527
Background Growth	464	1513	1584	1708	1412	1315
Sizewell C (Car+LGV)	107	260	48	18	32	188
Sizewell C (Bus)	-	-	-	-	-	-
Sizewell C (HGV)	1	32	32	30	19	11
Total	**5005**	**10630**	**12684**	**12017**	**12486**	**12041**
% Background Growth	9%	14%	12%	14%	11%	11%
% Sizewell C Growth	2%	3%	1%	0%	0%	2%

Sizewell C Bus services and HGV deliveries

4.1.19. There are no bus services associated with Sizewell C in 2023 that run through the A12 study area. No additional bus services are therefore included in the 2023 Early Years scenario.

4.1.20. In addition to the private worker traffic input as matrices in the model, there are HGVs delivering construction materials and plant movements to and from Sizewell C and the AD sites that are included in the A12 study area.

4.1.21. Table 16 gives a summary of the 2023 SZC HGV volumes that are included in the VISSIM model as well as the deliveries to the associated development sites for each hour. These HGVs were modelled as vehicle type "202: HGV SZC" and are assigned to Public Transport Lines with fixed routes and equally spaced departure times.

Table 16 – 2023 Early Years HGV deliveries

Delivery Route	Route in model	6-7 am	7-8 am	8-9 am	3-4 pm	4-5 pm	5-6 pm
Felixstowe - SZC	A14 (E) – A12 (N)	0	5	5	4	3	1
	A12 (N) – A14 (E)	0	1	2	3	3	3
Ipswich - SZC	A14 (W) – A12 (N)	1	3	3	2	1	0
	A12 (N) – A14 (W)	0	3	3	3	2	1

London/South of England - SZC	A14 (W) – A12 (N)	0	1	0	1	0	0
	A12 (N) – A14 (W)	0	19	19	17	10	6
Total		**1**	**32**	**32**	**30**	**19**	**11**

4.2. SCENARIO PERFORMANCE COMPARISON

4.2.1. This section presents the model results for the 2023 scenarios and also provides a comparison with the base scenario. The base scenario is labelled as "2019", the 2023 Reference Case scenario is labelled as "2023 RC" and the 2023 Early Years scenario is labelled as "2023 EY" within the results analysis.

NETWORK-WIDE PERFORMANCE

4.2.2. Table 17 provides a number of network-wide statistics that were extracted from the three different VISSIM scenarios.

Table 17 – Network Performance Model Results

Overall Network Statistics	AM (6-9am)			PM (3-6pm)		
	2019	2023 RC	2023 EY	2019	2023 RC	2023 EY
Total Time Taken (h)	2,390	2,546	2,655	3,154	3,419	3,470
Total Distance (km)	163,638	168,070	173,630	212,030	218,666	220,896
Total Vehicles	24,866	25,535	26,018	33,237	34,457	34,695
Total Delay (h)	403	498	540	563	731	755
Avg. Speed (mph)	43	41	41	42	40	40
Avg. Delay / Vehicle (s)	58	70	75	61	76	78

4.2.3. During the AM and PM peaks, the network-wide statistics show that time, distance and delay have a linear relationship with the number of vehicles in the network. The extra vehicles generated by Sizewell C do not cause a significant increase in the time, distance or delay per vehicle compared to the Reference Case scenario and the overall impact is therefore minimal in 2023.

4.2.4. Reviewing the relative statistics, it is possible to observe that there is little variation between the different scenarios. The VISSIM model predicts that the average driver will experience a slight increase in average delay of +5 seconds (+7.1%) in 2023 Early Years AM peak compared to the Reference Case which would not be considered significant. During the PM peak, there is very little difference in the Early Years and Reference Case delay values as 2s change is considered immaterial. The average speed in the network remains almost the same across all the scenarios which further demonstrates that there is very little effect observed following the inclusion of SZC traffic movements in the Early Years.

4.2.5. Overall the network-wide statistics show that the impact felt by the average driver as a result of the Sizewell C Early Years construction traffic is likely to be negligible in both the AM and PM periods.

A full set of VISSIM results for 2023 are provided in Appendix C.

JOURNEY TIME RESULTS

4.2.6. Figure 23 and Figure 24 shows distance-time plot for journey time sections along the A12 northbound (NB) and southbound (SB) respectively from 08:00-09:00. The equivalent graphs for 17:00-18:00 can also be seen in Figure 25 and Figure 26. A full set of VISSIM results for 2023 are provided in Appendix C.

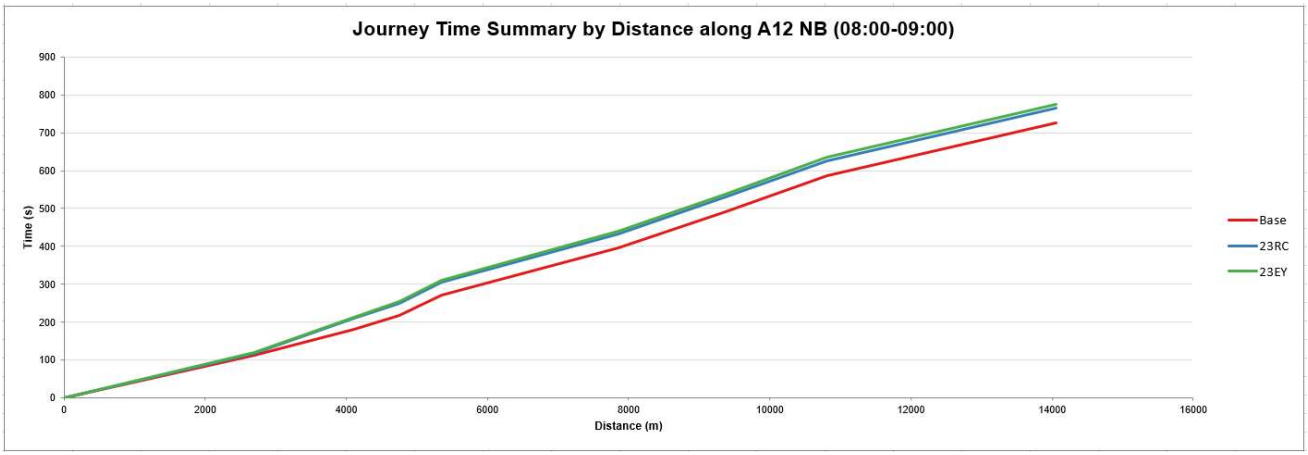


Figure 23 – 2023 AM JT comparison along A12 NB

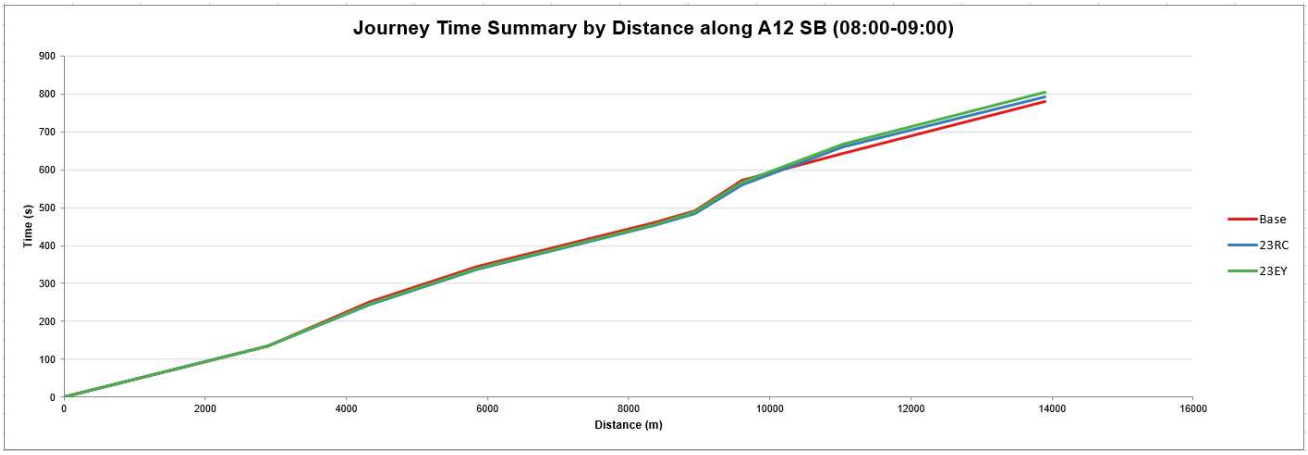


Figure 24 - 2023 AM JT comparison along A12 SB

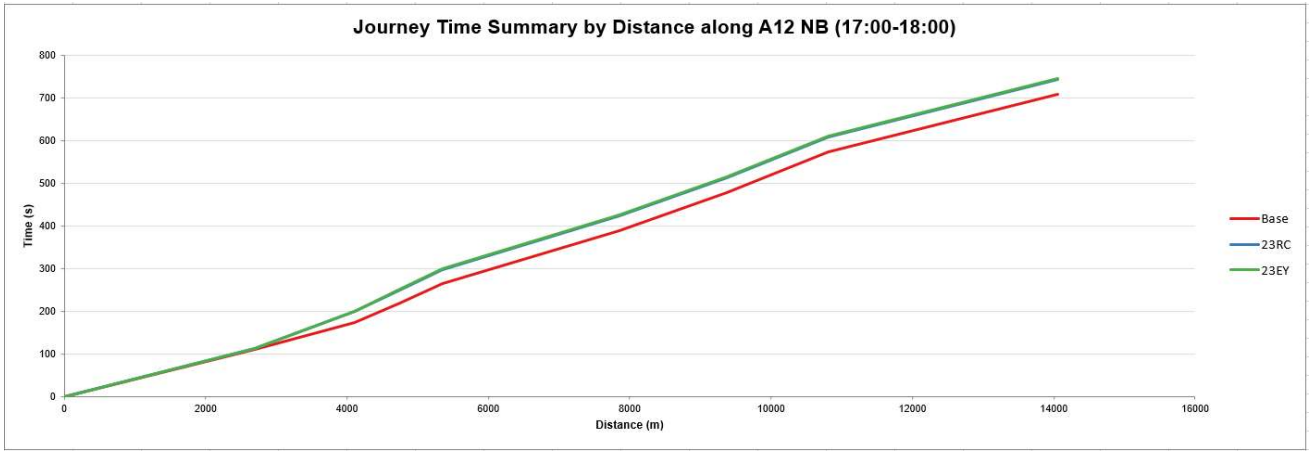


Figure 25 - 2023 PM JT comparison along A12 NB

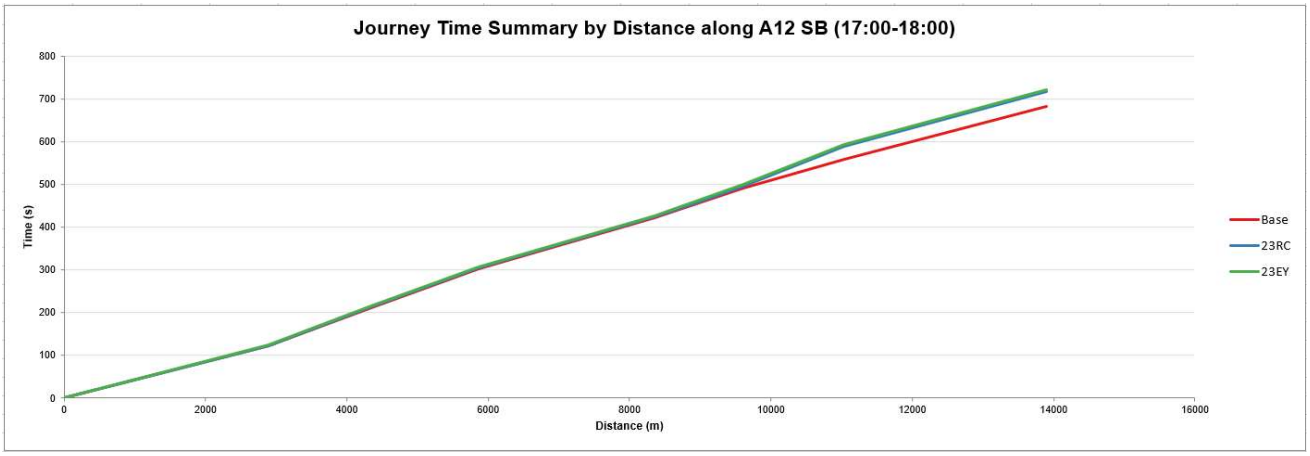


Figure 26 - 2023 PM JT comparison along A12 SB

4.2.7. The four graphs above demonstrate that journey times along the A12 show very little change in either direction or time period between the 2023 RC and 2023 EY scenarios.

4.2.8. Further analysis has been conducted for the other (non-A12) routes which also shows very little difference between both 2023 scenarios with the exception of Foxhall Road (EB) and Gloster Road (SB). The VISSIM model predicts that drivers travelling along Foxhall Road (EB) will experience a 38 second increase in journey time from 08:00-09:00 in the 2023 Early Years scenario. Similarly, in PM peak, the results show a 27 second increase in journey times for drivers on Gloster Road (SB) in the Early Years scenario. This comparison can be seen in Figure 27 and Figure 28.

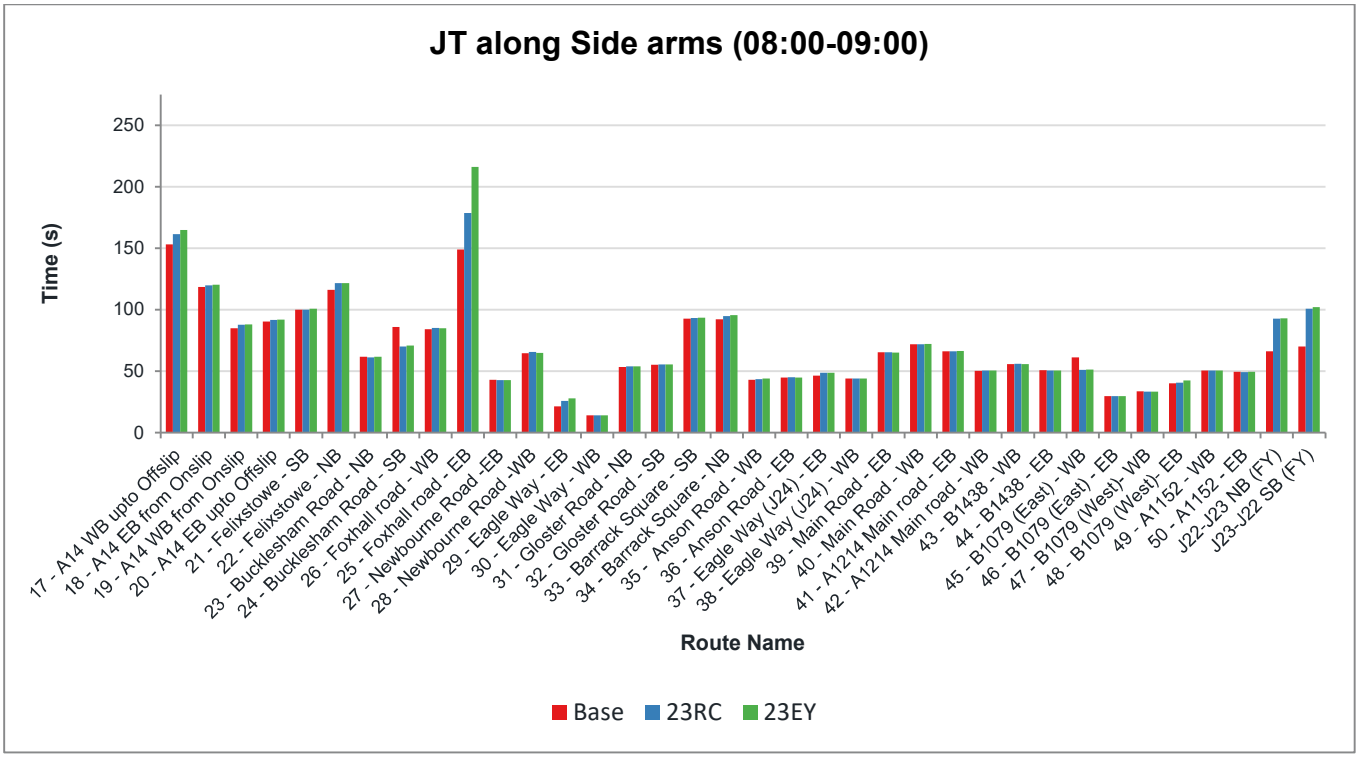


Figure 27 - 2023 AM JT comparison for side arms

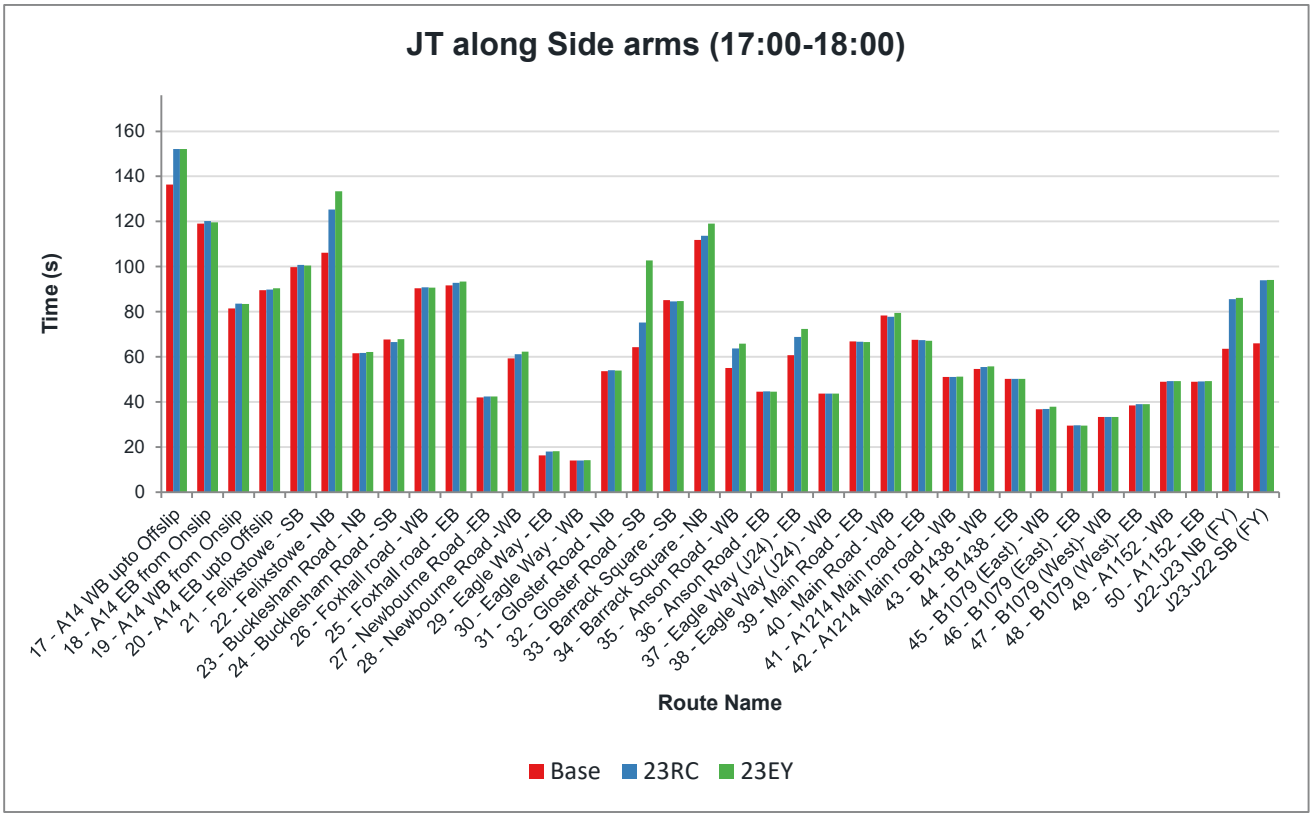


Figure 28 - 2023 PM JT comparison for side arms

QUEUE LENGTH RESULTS

4.2.9. Table 16 compares queue results from VISSIM between 2023 Reference Case (RC) and 2023 Early Years (EY) scenario for both peak hours. The base and 2023 Reference Case queue lengths are provided in PCUs whilst the increase in queue lengths is provided (relative to the Reference Case) for the 2023 Early Years scenario. The queues observed at the majority of queue counters were found to be similar between RC and EY in 2023. On the minor arms joining the A12, higher queues were observed on Foxhall Road from 08:00-09:00 and Barrack Square from 17:00-18:00 in the 2023 Early Years compared to 2023 Reference Case. The queue results show little difference between the 2023 Early Years and 2023 Reference Case scenarios. A full set of VISSIM results for 2023 are provided in Appendix C.

Table 18 - 2023 Queue Comparison Results

Queues (in PCUs)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Base (absolute)	2023 RC (absolute)	2023 EY (increase)	Base (absolute)	2023 RC (absolute)	2023 EY (increase)
J28-A12(N)	13	13	0	6	6	1
J28-A12(S)	8	7	3	6	7	-1
J28-A1152(E)	8	8	0	5	6	0

Queues (in PCUs)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Base (absolute)	2023 RC (absolute)	2023 EY (increase)	Base (absolute)	2023 RC (absolute)	2023 EY (increase)
J27-A12(N)	26	23	1	7	8	1
J27-B1079(W)	5	5	1	3	3	0
J27-A12(S)	12	14	-1	7	7	0
J27-B1079(E)	10	9	0	3	3	0
J26-A12(N)	6	6	0	3	4	0
J26-A12(S)-Right turn	2	2	0	1	1	0
J26-A12(S)	12	14	2	11	12	2
J26-B1438(E)	4	4	0	4	5	0
J25-A12(N)	10	10	0	12	12	1
J25-Martlesham P&R(NW)- Left turn	0	0	0	1	1	0
J25-Martlesham P&R(NW)	1	1	0	1	1	0
Main Rd(W)	15	15	0	10	10	-1
J25-A12(S)	14	17	2	13	14	0
J25-Main Rd(E)	2	2	0	3	3	0
J24-A12(N)	6	8	0	7	7	1
J24-Eagle Way(W)	2	3	0	4	4	0
J24-A12(S)	8	9	1	13	19	1
J24-Anson Rd(E)	4	4	0	18	24	1
J23-A12(N)	24	23	3	6	7	0
J23-Eagle Way(W)	3	4	0	2	2	0
J23-A12(S)	5	12	0	5	11	2
J23-Barrack Square(E)	4	6	1	12	15	4
J22-A12(N)	9	16	2	7	16	1
J22-A12(S)	15	19	1	14	15	0
J22-Newbourne Rd(E)	7	8	0	4	5	0
J22-Foxhall Rd(W)	22	31	7	5	5	1
J21-A12(N)	30	21	3	15	19	0

Queues (in PCUs)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Base (absolute)	2023 RC (absolute)	2023 EY (increase)	Base (absolute)	2023 RC (absolute)	2023 EY (increase)
J21-A14(W)	1	1	0	1	1	0
J21-A1156(S)	10	12	0	5	11	2
J21-A14(E)	12	11	1	7	9	0
J21-Bucklesham Rd(NE)	4	2	1	1	1	0

5. FORECAST SCENARIO – 2028 PEAK CONSTRUCTION

5.1. SCENARIO ASSUMPTIONS

5.1.1. 2028 represents the peak construction year of Sizewell C. A total of 7,900 workers would be deployed at the Sizewell C construction site, with a further 600 associated development workers. From these, 2,400 workers will reside in the on-site campus, 600 will stay in the 400 caravans on LEEIE and the rest travel from other locations as predicted by the gravity model.

5.1.2. By 2028 the northern and southern park and ride sites will be fully operational and will have a high-frequency service connecting them to the Sizewell C construction site. In addition, direct bus services will be provided from Lowestoft and Ipswich via the A12. The two villages bypass and Sizewell Link Road are also expected to be operational as well as the Freight Management Facility.

5.1.3. As detailed in Table 2, four different Sizewell C HGV volumes have been tested in the peak construction scenario. Two of these HGV volumes relate to the Integrated Freight Strategy (as described in the Transport Assessment) which anticipates 650 two-way HGV movements per day typically but it could be up to 1,000 two-way HGV movements on the busiest day.

5.1.4. Since the submission of the DCO Application, SZC Co. has continued consultation with stakeholders and propose a number of changes to the Freight Management Strategy. The principal changes to the strategy are:

- increase in the frequency of freight train movements to facilitate bulk material imports by rail;
- options for a new temporary beach landing facility (BLF) to import bulk material by sea; and
- enhancements to the permanent BLF to increase the ability of the BLF to receive AILs.

5.1.5. The proposed changes to the Freight Management Strategy would result in reduced HGV volumes to 500 two-way HGV movements per typical day and up to 700 two-way HGV movements on the busiest day.

5.1.6. The proposed HGV delivery profile across the day is the same as that assumed in 2023, which is shown in Figure 20. All Sizewell C HGVs and buses are assumed to route via the A12, with those from the south using the proposed Sizewell Link Road to access the Sizewell C site. Those from the north would use the B1122 and join the Sizewell Link Road west of Middleton Moor.

TRANSPORT NETWORK ASSUMPTIONS - 2028

5.1.7. The 2028 peak construction scenario assumes four main changes in terms of the network within the VISSIM model. As in the 2023 scenario, network improvements are assumed to have been implemented at:

- Brightwell Lakes infrastructure improvements at A12 / A14 Seven Hills Interchange (J21)
- The addition of the new Brightwell Lakes signalised access junction (J22b) on the A12 just north of Newbourne Road.

These improvements are shown in Appendix D. In addition, by 2028 two further improvements are also assumed to have been implemented:

- A12 / Foxhall Road roundabout (J22)
- A12 / Barrack Square roundabout (J23)

5.1.8. The following changes were included in the VISSIM model which were not marked on the drawing but were felt to be necessary to rationalise the lane usage.

- Traffic from A12 North turning right onto Foxhall Road uses the inner lane rather than two lanes (Foxhall Road has a 1-lane exit).
- Inappropriate lane markings were ignored in the A12 / Barrack Square (J23) improvement drawing.

TRAFFIC DEMAND ASSUMPTIONS - 2028

VISSIM matrices

5.1.9. As in the 2023 forecast scenario, the base, growth and Sizewell C private vehicle traffic was included in the model as dynamically assigned matrices calculated from the VISUM model. The same method of extracting and calculating the matrices has been used for 2028 forecast years.

5.1.10. Table 19 and Table 20 show the breakdown of total input matrix flows for the whole network by hourly time period for the Reference Case and Early Years scenarios respectively.

Table 19 – 2028 Reference Case Total Demand (in vehicles per hour)

	6–7 am	7–8 am	8–9 am	3-4 pm	4-5 pm	5-6 pm
Adjusted Base 2028	4319	8,768	10,953	10,263	11,066	10,528
Background Growth	733	1,211	1,436	1,730	1,459	1,613
Sizewell C	-	-	-	-	-	-
Total	**5,052**	**9,979**	**12,389**	**11,993**	**12,525**	**12,141**
% Background Growth	15%	12%	12%	14%	12%	13%

5.1.11. In 2028 four volumes of Sizewell HGVs has been tested as:

- Integrated Freight Management Strategy busiest day with 1000 HGVs/day. (Labelled as Scenario 28 PC)
- Integrated Freight Management Strategy typical day with 650 HGVs/day. (Labelled as Scenario 28 PC_650)
- Adjusted Integrated Freight Management Strategy busiest day with 700 HGVs/day. (Labelled as Scenario 28 PC_700)
- Adjusted Integrated Freight Management Strategy busiest day with 500 HGVs/day. (Labelled as Scenario 28 PC_500).

Table 20 – 2028 Traffic Peak Construction Total Demand (in vehicles per hour)

	6–7 am	7–8 am	8–9 am	3-4 pm	4-5 pm	5-6 pm
Adjusted Base 2028	4,319	8,768	10,953	10,263	11,066	10,528
Background Growth	733	1,211	1,436	1,730	1,459	1,613

Sizewell C (Car + LGV)	192	129	34	117	87	84
SZC Bus	6	6	5	6	6	6
SZC HGV (1000)	78	113	103	93	66	51
SZC HGV (650)	51	73	67	60	43	33
SZC HGV (700)	55	79	72	65	46	36
SZC HGV (500)	39	57	52	47	33	26
Total (1000 HGVs)	**5,328**	**10,227**	**12,531**	**12,209**	**12,684**	**12,282**
Total (650 HGVs)	**5,301**	**10,187**	**12,495**	**12,176**	**12,661**	**12,264**
Total (700 HGVs)	**5,305**	**10,193**	**12,500**	**12,181**	**12,664**	**12,267**
Total (500 HGVs)	**5,289**	**10,171**	**12,480**	**12,163**	**12,651**	**12,257**
% Background Growth (1000 SZC HGVs)	14%	12%	11%	14%	12%	13%
% Background Growth (500 SZC HGVs)	14%	12%	12%	14%	12%	13%
% Sizewell C Growth (1000 SZC HGVs)	5%	2%	1%	2%	1%	1%
% Sizewell C Growth (500 SZC HGVs)	4%	2%	1%	1%	1%	1%

Sizewell C Bus services and HGV Deliveries

5.1.12. In addition to the Sizewell C car and LGV demands that have been input as matrices in the model, there are other vehicle movements associated with Sizewell C that pass through the A12 study area as follows.

Buses shuttling workers between:

- Ipswich and Sizewell C construction site;
- Woodbridge and Sizewell C construction site.

HGVs delivering construction materials and plant movements to and from Sizewell C construction site.

5.1.13. Table 21 shows the Sizewell C bus services included in the 2028 Peak Construction scenario. The bus services were modelled in VISSIM as “Public Transport Lines” with equal headways.

Table 21 – 2028 Sizewell C Bus services

Service	6-7am	7-8am	8-9am	3-4pm	4-5pm	5-6pm
Ipswich – SZC (Main Road (W) - A12 (N))	2	2	2	2	2	2
SZC – Ipswich (A12 (N) – Main Road (W))	2	2	1	2	2	2
SZC – Woodbridge – SZC (U-turn at J25 A12/A1214 roundabout)	2	2	2	2	2	2
Total	**6**	**6**	**5**	**6**	**6**	**6**

5.1.14. Table 22 shows the SZC HGV two-way movements for each modelled hour on the busiest day (1,000 two-way HGV movements per day), in the 2028 peak construction scenario. This table only considers the HGV movements that pass through the A12 VISSIM area. These HGVs were modelled as vehicle type "202: HGV SZC" and assigned to "Public Transport Lines" with fixed routes and equally spaced departure times.

Table 22 – 2028 Sizewell C HGV movements (1000 two-way HGVs/day) during peak

Delivery Route	Route in model	6-7am	7-8am	8-9am	3-4pm	4-5pm	5-6pm
Felixstowe – SZC	A14 (E) – FMF	8	11	6	3	0	2
	A12 (N) – A14 (E)	0	0	5	6	5	6
Ipswich – SZC	A14 (W) – FMF	8	6	3	2	2	0
	A12 (N) – A14 (W)	0	2	0	3	5	5
London/South England – SZC	A14 (W) – FMF	40	38	25	14	3	3
	A12 (N) – A14 (W)	0	2	9	22	26	23
Freight Management Facility - SZC	FMF – A12(N)	22	54	55	43	25	12
Total		**78**	**113**	**103**	**93**	**66**	**51**

5.1.15. Three other HGV volumes have been tested (700, 650 and 500 HGVs/day). For these scenarios a proportionate reduction in HGVs has been applied relative to the 1,000 two-way HGV movements per day scenario. All SZC HGVs are modelled with equally spaced departure times.

5.2. SCENARIO PERFORMANCE COMPARISON

5.2.1. This section presents the performance comparison between the Reference Case scenario for 2028 ("2028 RC"), the four 2028 Peak Construction scenarios ("2028 PC") with Sizewell C construction traffic and four different HGV volumes.

NETWORK-WIDE PERFORMANCE

5.2.2. Table 23 to Table 26 present network-wide statistics for the AM (06:00-09:00) and PM (15:00-18:00) models respectively.

Table 23 – AM Network Performance Results – Freight Management Strategy

	AM (06:00-09:00)		
Year 2028	**Reference Case**	**FMS[1] Busiest Day (1000 HGVs)**	**FMS Typical Day (650 HGVs)**
Total Time Taken (h)	2,693	2,877	2,845
Total Distance (km)	175,572	183,273	182,468
Total Vehicles	26,625	27,359	27,253
Total Delay (h)	559	647	627
Avg. Speed (mph)	41	40	40
Avg. Delay / Vehicle (s)	76	85	83

Table 24 – AM Network Performance Results – Adjusted Integrated Freight Strategy

	AM (06:00-09:00)		
Year 2028	**Reference Case**	**Updated FMS Busiest Day (700 HGVs)**	**Updated FMS Typical Day (500 HGVs)**
Total Time Taken (h)	2,693	2,847	2,827
Total Distance (km)	175,572	182,676	182,069
Total Vehicles	26,625	27,272	27,206
Total Delay (h)	559	626	615
Avg. Speed (mph)	41	40	40
Avg. Delay / Vehicle (s)	76	83	81

[1] FMS –Freight Management Strategy

Table 25 – PM Network Performance Results – Integrated Freight Strategy

	PM (15:00-18:00)		
Year 2028	**Reference Case**	**FMS Busiest Day (1000 HGVs)**	**FMS Typical Day (650 HGVs)**
Total Time Taken (h)	3,747	3,980	3,937
Total Distance (km)	231,152	237,519	236,695
Total Vehicles	36,460	36,995	36,937
Total Delay (h)	908	1,060	1,029
Avg. Speed (mph)	38	37	37
Avg. Delay / Vehicle (s)	90	103	100

Table 26 – PM Network Performance Results – Modified Integrated Freight Strategy

	PM (15:00-18:00)		
Year 2028	**Reference Case**	**Updated FMS Busiest Day (700 HGVs)**	**Updated FMS Typical Day (500 HGVs)**
Total Time Taken (h)	3,747	3,951	3,924
Total Distance (km)	231,152	236,824	236,295
Total Vehicles	36,460	36,953	36,904
Total Delay (h)	908	1,041	1,022
Avg. Speed (mph)	38	37	37
Avg. Delay / Vehicle (s)	90	101	100

5.2.3. During the AM and PM periods, the network-wide statistics show that time, distance and delay have a linear relationship with the number of vehicles in the network. This means that the addition of the Sizewell C vehicles results in little change to the distance and delay per vehicle when compared to the Reference Case and thus the Sizewell C impact is small.

5.2.4. Reviewing the relative statistics, it is possible to observe that the variation between the different scenarios is low. For example, the VISSIM model predicts that the average driver will experience a delay increase of 8 seconds (+10.5%) in the AM period of the 2028 peak construction busiest day scenario (1000 HGVs) compared to the 2028 Reference Case. During the PM peak, the average delay per vehicle is increased by 13 seconds (+14.4%) for the worst case 2028 peak construction busiest day scenario. The average speed in the network during the AM and PM remains almost the same across all scenarios.

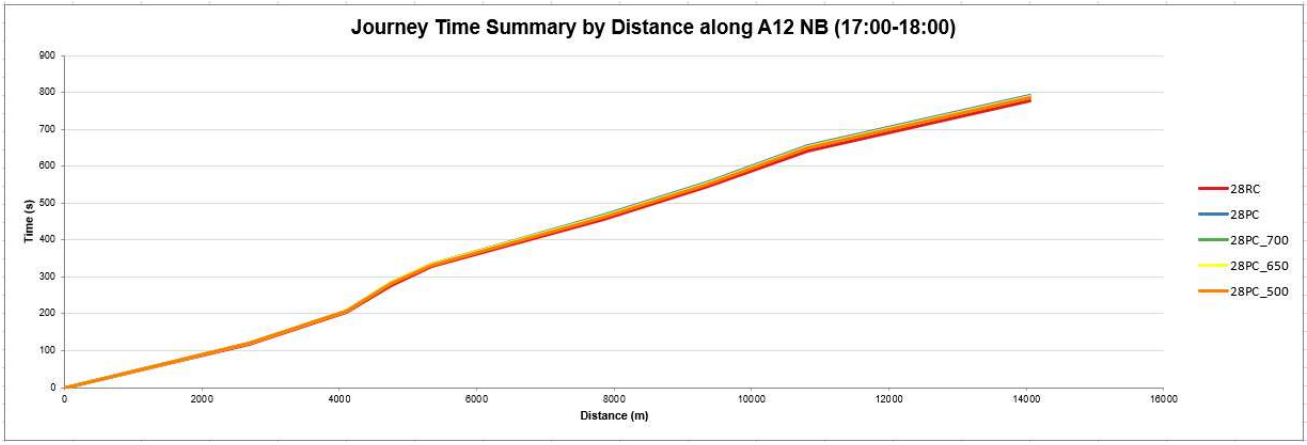
5.2.5. The increased level of average delay is very low and hence does not have a significant impact in the network. However, the variation in number of HGVs per day also further reduces the average delay

during both peak periods from the busiest day scenario, i.e. 1,000 HGVs per day. The average speed throughout the network only decreases by 1 mph in the AM and PM period in the Peak Construction scenario (regardless of the HGV volume) compared to the 2028 Reference Case.

5.2.6. A full set of VISSIM results for 2028 are provided in Appendix D.

JOURNEY TIME RESULTS

5.2.7. Figure 29 and Figure 30 show distance-time plots for journey times along the A12 northbound (NB) and southbound (SB) respectively from 08:00-09:00. The equivalent graphs for 17:00-18:00 can also be seen in



5.2.8. Figure 31 and Figure 32.

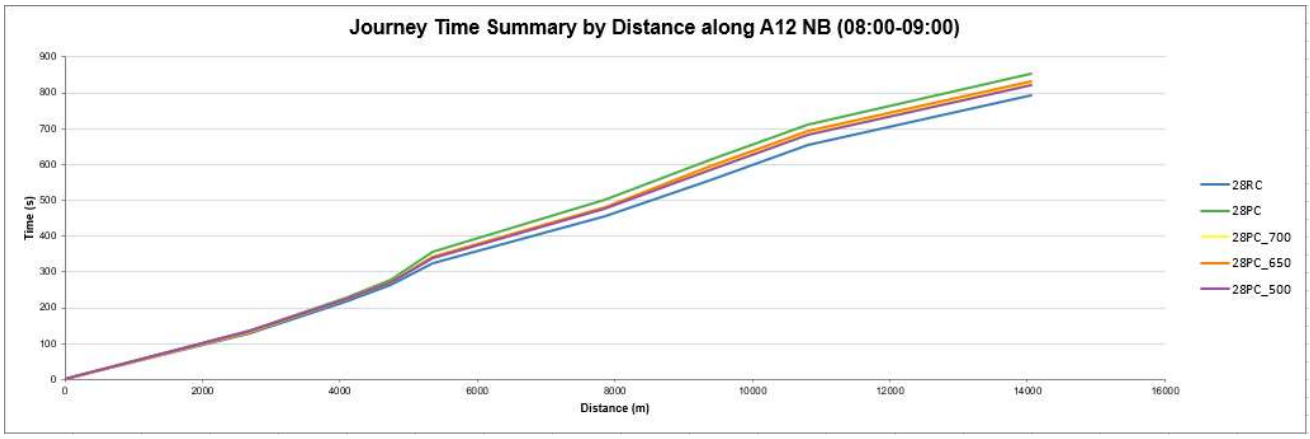


Figure 29 – 2028 AM JT comparison along A12 NB

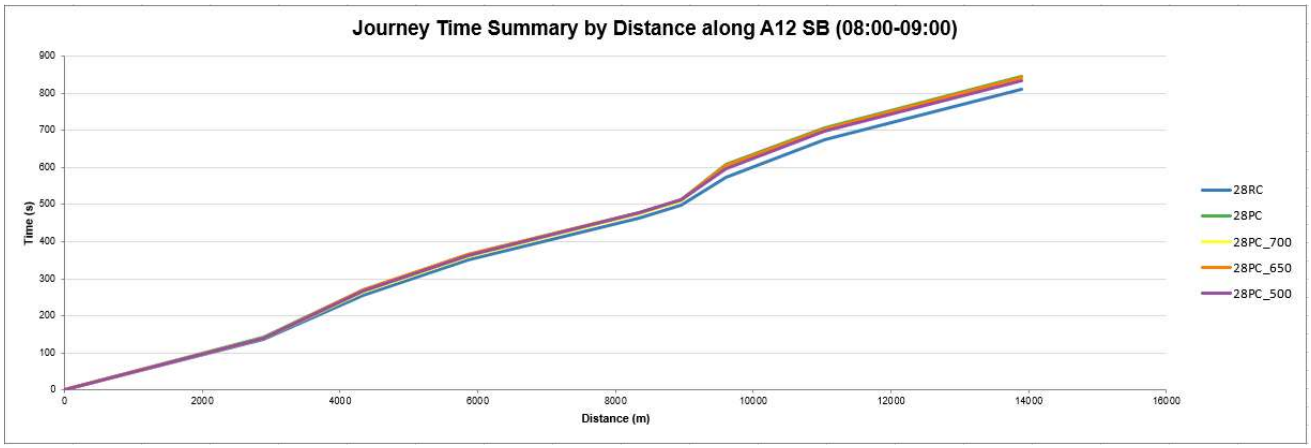


Figure 30 - 2028 AM JT comparison along A12 SB

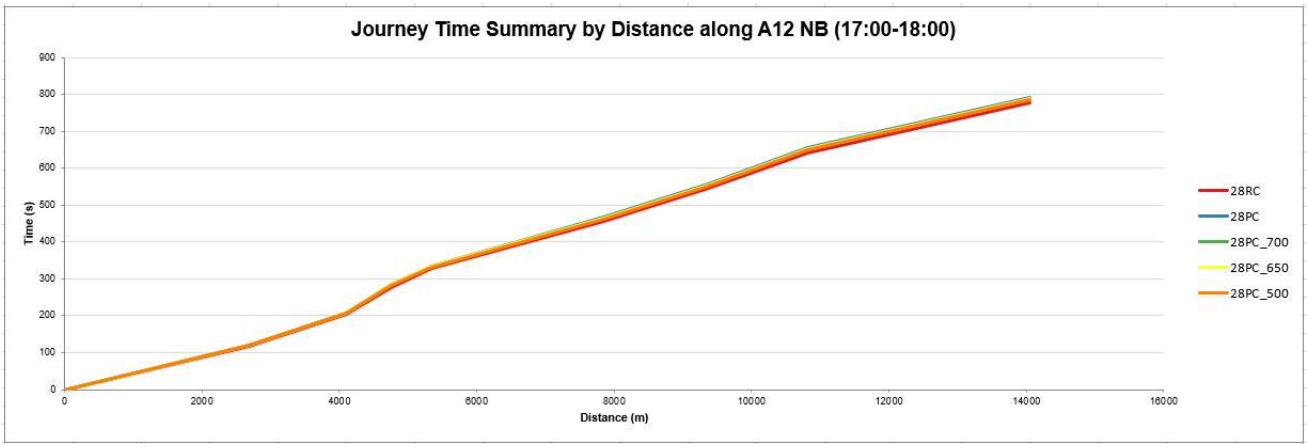


Figure 31 - 2028 PM JT comparison along A12 NB

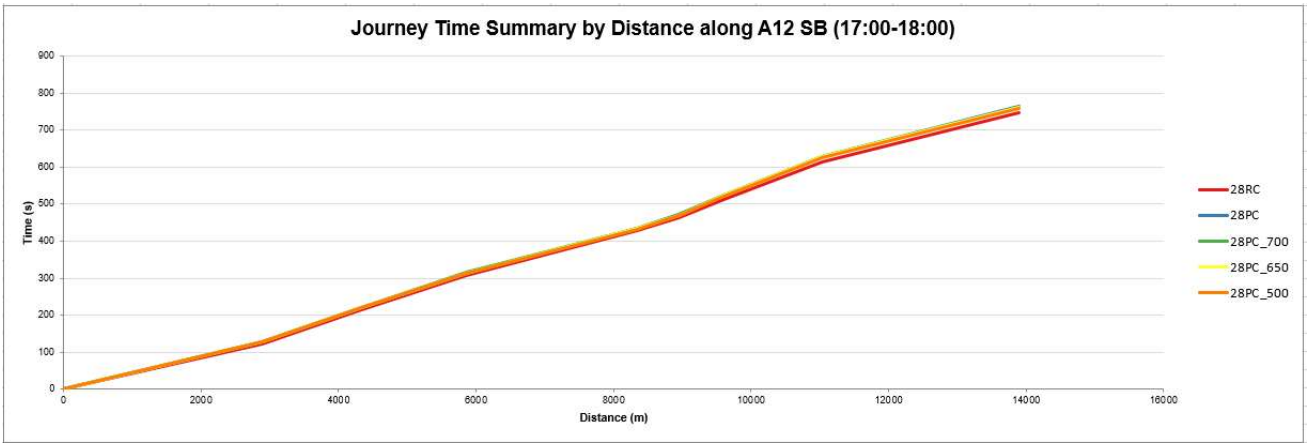


Figure 32 - 2028 PM JT comparison along A12 SB

5.2.9. The four graphs above demonstrate that journey times along the A12 show very little change in either direction or time period between the 2028 RC and 2028 PC scenarios.

5.2.10. In addition to the A12 mainline, journey times for all approach arms (non-A12) are compared in Figure 33 and Figure 34. During both AM and PM periods, the journey time results also show very

little difference between the 2028 scenarios. Some small increases were present during the AM peak on Felixstowe Road (NB) which showed a journey time increase of 17 seconds from 08:00-09:00 in the 2028 Peak Construction scenario. This is due to the Sizewell C HGVs exiting the Freight Management Facility (FMF) which is located on Felixstowe Road, south of the Seven Hills Interchange. During the PM peak, the model predicted that trips on Anson Road (WB) and Eagle Way (EB) would experience an increase in journey time of 38 seconds and 15 seconds respectively due to the Sizewell C flows. These variations in journey times were observed to be lower for Peak Construction typical day scenario when fewer HGVs are present.

5.2.11. A full set of VISSIM results for 2028 are provided in Appendix D.

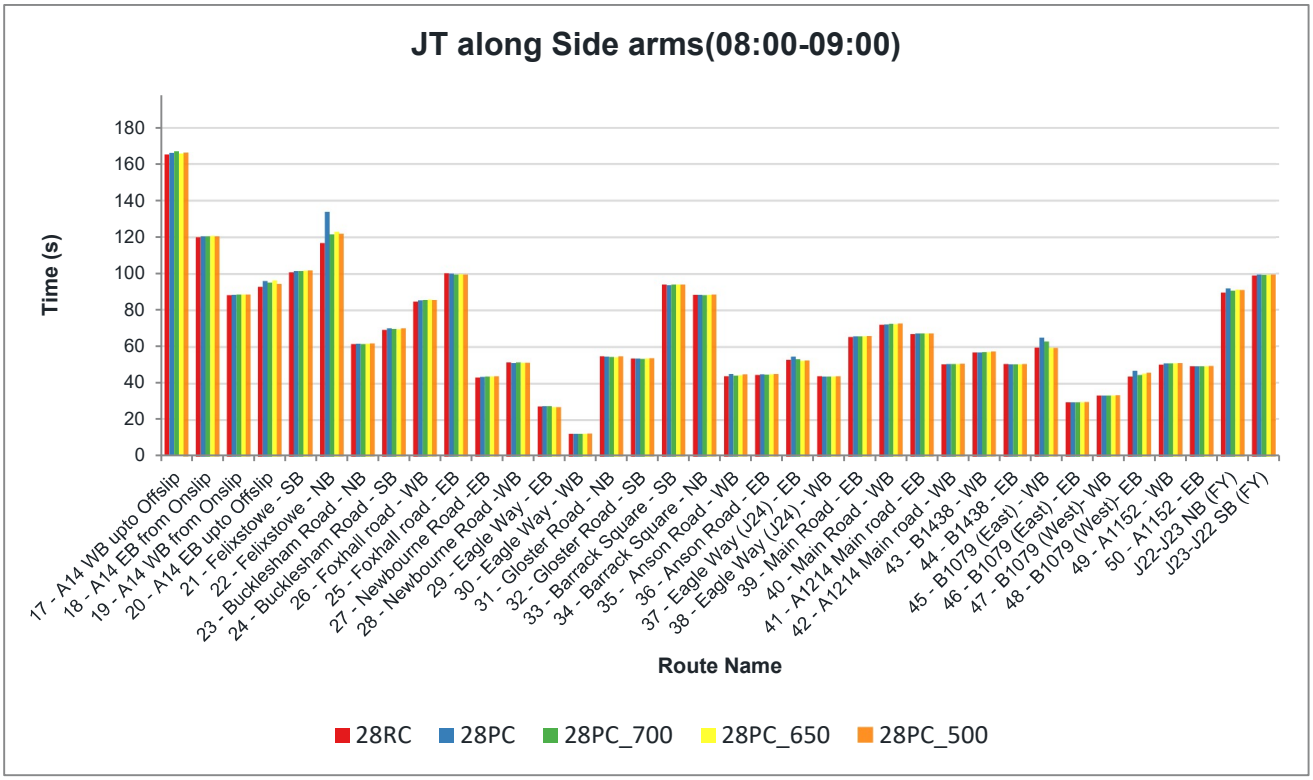


Figure 33 - 2028 AM JT comparison for side arms

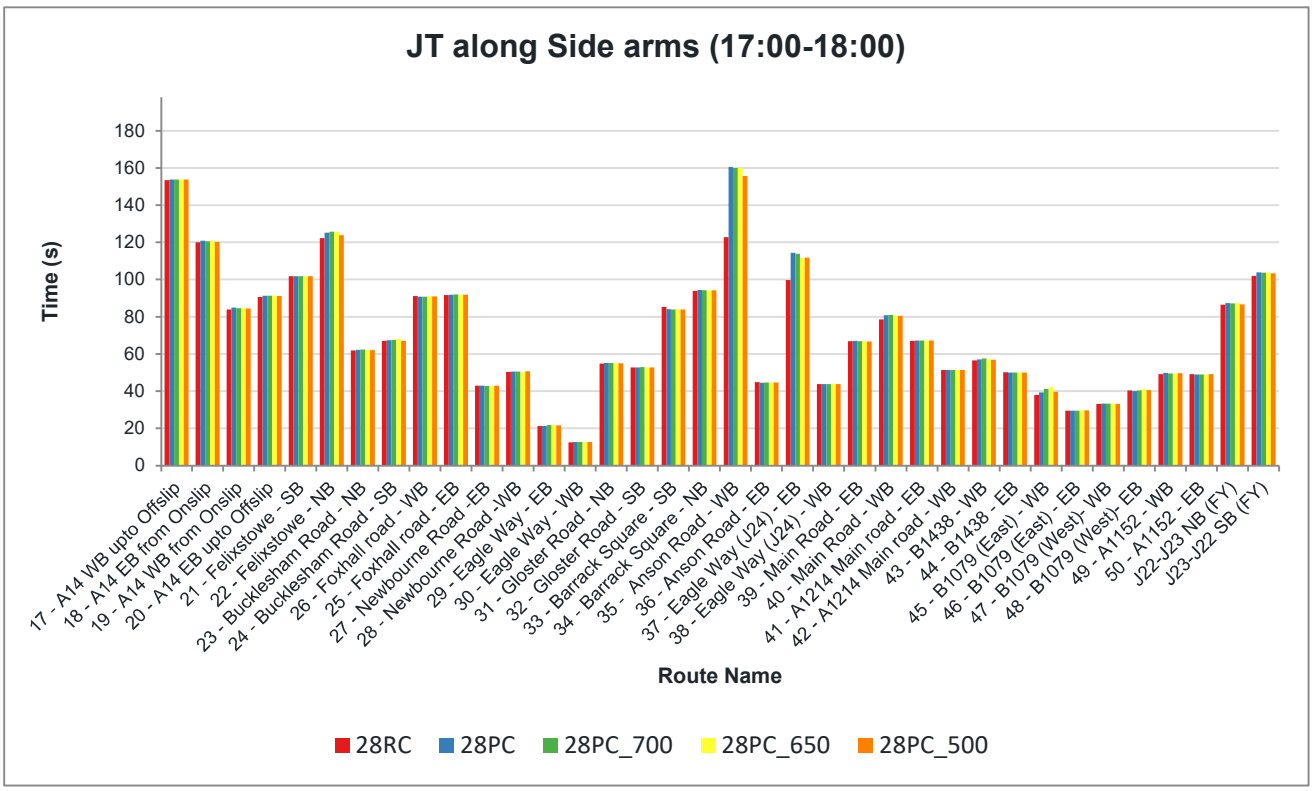


Figure 34 - 2028 PM JT comparison for side arms

QUEUE LENGTH RESULTS

5.2.12. Table 27 and Table 28 compares the 2028 Reference Case and 2028 Peak Construction modelled queue lengths for 08:00-09:00 and 17:00-18:00 respectively. The 2028 Reference Case queue lengths are provided in PCUs whilst the increase in queue lengths is provided (relative to the Reference Case) for the four Peak Construction scenarios. Throughout the modelled period, the queues show little variation between the 2028 Reference Case and 2028 Peak Construction scenario which implies impact due to Sizewell C traffic is limited in the corridor. A full set of VISSIM results for 2028 are provided in Appendix D.

Table 27 - 2028 AM Queue Comparison Results

Queues (in PCUs)	AM Peak (08:00-09:00)				
	28RC (absolute)	28PC_1000 (increase)	28PC_700 (increase)	28PC_650 (increase)	28PC_500 (increase)
J28-A12(N)	14	4	3	3	4
J28-A12(S)	9	3	2	2	1
J28-A1152(E)	8	1	1	0	1
J27-A12(N)	27	6	5	7	6
J27-B1079(W)	7	0	0	0	0
J27-A12(S)	16	13	6	15	10
J27-B1079(E)	11	0	0	0	-1
J26-A12(N)	6	0	1	0	0
J26-A12(S)-Right turn	2	0	0	0	0
J26-A12(S)	17	19	6	10	6
J26-B1438(E)	5	0	-1	0	0
J25-A12(N)	11	0	0	0	0
J25-Martlesham P&R(NW)- Left turn	0	0	0	0	0
J25-Martlesham P&R(NW)	1	0	0	0	0
Main Rd(W)	16	0	0	0	0
J25-A12(S)	22	14	9	8	6
J25-Main Rd(E)	2	0	0	0	0
J24-A12(N)	10	0	1	0	-1
J24-Eagle Way(W)	3	1	0	0	0

Queues (in PCUs)	AM Peak (08:00-09:00)				
	28RC (absolute)	28PC_1000 (increase)	28PC_700 (increase)	28PC_650 (increase)	28PC_500 (increase)
J24-A12(S)	17	2	1	0	0
J24-Anson Rd(E)	4	0	0	0	0
J23-A12(N)	23	6	6	6	3
J23-Eagle Way(W)	3	0	0	0	0
J23-A12(S)	14	0	-1	1	-1
J23-Barrack Square(E)	4	1	0	1	0
J22-A12(N)	18	0	0	0	0
J22-A12(S)	28	3	2	2	2
J22-Newbourne Rd(E)	5	0	0	0	0
J22-Foxhall Rd(W)	8	0	0	0	-1
J21-A12(N)	23	4	3	3	1
J21-A14(W)	1	1	1	1	1
J21-A1156(S)	10	7	3	3	2
J21-A14(E)	12	0	0	0	0
J21-Bucklesham Rd(NE)	2	0	0	0	0

Table 28 - 2028 PM Queue Comparison Results

Queues (in PCUs)	PM Peak (17:00-18:00)				
	28RC (absolute)	28PC_1000 (increase)	28PC_700 (increase)	28PC_650 (increase)	28PC_500 (increase)
J28-A12(N)	7	1	1	1	1
J28-A12(S)	7	1	1	1	1
J28-A1152(E)	6	0	0	0	1
J27-A12(N)	9	1	2	2	1
J27-B1079(W)	4	0	0	0	0
J27-A12(S)	7	1	0	0	0
J27-B1079(E)	4	0	0	0	0
J26-A12(N)	4	1	1	1	0

Queues (in PCUs)	PM Peak (17:00-18:00)				
	28RC (absolute)	28PC_1000 (increase)	28PC_700 (increase)	28PC_650 (increase)	28PC_500 (increase)
J26-A12(S)-Right turn	1	0	0	0	0
J26-A12(S)	16	5	2	3	0
J26-B1438(E)	5	0	0	0	0
J25-A12(N)	14	2	1	2	1
J25-Martlesham P&R(NW)- Left turn	1	0	0	0	0
J25-Martlesham P&R(NW)	1	0	0	0	0
Main Rd(W)	10	0	0	0	0
J25-A12(S)	16	0	0	0	0
J25-Main Rd(E)	3	1	1	1	1
J24-A12(N)	10	1	0	0	0
J24-Eagle Way(W)	6	1	0	1	0
J24-A12(S)	33	2	1	2	2
J24-Anson Rd(E)	83	51	51	48	48
J23-A12(N)	15	2	2	2	2
J23-Eagle Way(W)	2	0	0	0	0
J23-A12(S)	7	0	0	0	0
J23-Barrack Square(E)	7	0	0	0	0
J22-A12(N)	18	2	2	2	2
J22-A12(S)	18	1	1	1	1
J22-Newbourne Rd(E)	4	0	0	0	0
J22-Foxhall Rd(W)	5	0	0	0	0
J21-A12(N)	20	4	3	3	2
J21-A14(W)	1	0	0	0	0
J21-A1156(S)	10	1	1	1	0
J21-A14(E)	10	0	0	0	0
J21-Bucklesham Rd(NE)	1	0	0	0	0

5.2.13. Queue length do not increase significantly in any of the tested scenarios on any of the side arms, except for the traffic on Anson Road in the PM peak period. Traffic queue increases significantly between the Base Year and the 2028 Reference Case scenario from 18 to 83 PCUs, which is a significant raise, indicating that the junction is running at capacity even without the introduction of any Sizewell related traffic

5.2.14. While the average queue lengths on Anson Road increase by around 60% (from 83 to 130 PCUs) due to the introduction of Sizewell C flows, journey times show a less significant impact of 30-40 seconds (+31%). This suggests that while the traffic queue is longer, it is likely to be moving faster than in the Reference Case model.

5.2.15. Anson Road, Gloster Road and Barrack Square serve the Martlesham Heath commercial and industrial parks and therefore experience particularly heavy traffic in the PM peak period. As there are multiple access points, it is likely that traffic would re-route to select the best route at that moment in time rather than sit in a queue on one route whilst the other routes continue to operate well. This is a limitation of the VISSIM model as route choice is not permitted but in reality, drivers would optimise their route choice either using a sat nav or due to local knowledge. The queues predicted on Anson Road are therefore considered unlikely to materialise.

5.2.16. It should be noted that committed highway improvements are scheduled for the A12 / Anson Road junction but not until after 2034 so they have not been included in the VISSIM model but they would be expected to relieve congestion at this junction.

6. CONCLUSIONS

6.1.1. The VISSIM model provides a robust evidence base which has been used to assess the operational performance of the network in 2023 and 2028 with and without the Sizewell C construction traffic. Key conclusions from the study are set out below.

2023 Early Years

6.1.2. The addition of Sizewell C flows in the 2023 Early Years scenario during the AM and PM period does not have a significant impact on the study area. The overall network statistics reveal that, when compared to the Reference Case, average delays vary by 5 seconds or less which is well within acceptable tolerances as such a level of variation would occur regardless even without the inclusion of Sizewell C.

6.1.3. The only exception is Foxhall Road which is predicted to show an increase in queues (+7 PCUs) from 08:00-09:00 in the 2023 Early Years scenario. Journey times on Foxhall Road are also predicted to increase by 38 seconds during this time period.

6.1.4. A small increase in queueing (+4 PCUs) is also predicted on Barrack Square in the PM period which subsequently impacts journey times on Gloster Road.

2028 Peak Construction

6.1.5. The 2028 Peak Construction shows that journey times along the A12 are generally increased, but the increase is unlikely to be outside of daily variation on the majority of routes.

6.1.6. The overall network performance of the model has shown slight increases in average delay per vehicle of up to 13 seconds in the worst case 2028 Peak Construction scenario of 1,000 two-way HGV movements per day which is not significant.

6.1.7. The Felixstowe Road approach to the Seven Hills junction (J21) is predicted to experience an increase in journey times of up to 17 seconds from 08:00-09:00 in the 2028 Peak Construction busiest day scenario (1,000 two-way HGV movements per day). This is due to the Sizewell C HGVs exiting the Freight Management Facility (FMF) which is located south of Seven Hills Interchange. In the typical day scenarios (650 and 500 HGV movements per day), delays are only predicted to increase by 5-6 seconds which is immaterial.

6.1.8. During PM period, the journey time on Anson Road (WB) and Eagle Way J24 (EB) are predicted to increase by 38 seconds (+31%) and 15 seconds (+14%) respectively from 17:00-18:00. Anson Road serves the Martlesham Heath commercial and industrial park in tandem with Gloster Road, it is expected that some traffic will be routed to Gloster Road, reducing the impact on Anson Road.

6.1.9. From 16:00-17:00, the travel time on the B1079 east approach to J27 is anticipated to increase by 37 seconds due to the Sizewell C flows on the A12 southbound. Impacts on the B1079 are not predicted in any other time periods or scenarios. In spite of these localised impacts, the changes in network wide delays of less than 15 seconds per vehicle across the modelled periods show that, on balance, any impacts are likely to be localised and the effects are not widespread and therefore general journeys through the network are not materially affected.

6.1.10. Some smaller impacts (travel time increases of 16-19s) are also predicted at J23 (08:00-0900 on the A12 north approach) and at J25 and J26 (08:00-09:00 on the A12 south approach). Sizewell C flows are not expected to increase travel times along the A12 corridor significantly with the largest

increase of 62 seconds (+8%) predicted on the A12 northbound (A14 to A1152) from 08:00-09:00 for the 2028 peak construction busiest day scenario (i.e. 1,000 two-way HGVs per day). In all other hours the increase in journey time on the A12 corridor is between 1 and 36 seconds.

6.1.11. All of the above inferences are based on comparison of 2028 Reference Case and 2028 Peak Construction busiest day (1,000 HGVs/day) scenario for the Integrated Freight Strategy. On a typical day for the Integrated Freight Strategy (650 HGVs/day) the impact is predicted to be less, with an increase in journey time of up to 37 seconds on the A12 northbound from 08:00-09:00. In all other hours the increase in journey time on the A12 corridor is between 0 and 28 seconds.

6.1.12. The proposed changes to the Freight Management Strategy would result in less impact still (i.e. 0-32 second increase in journey time for the typical day scenario). The model predicts that the impacts reduce in a manner that is roughly linear with the scale of reduction in Sizewell C HGVs.

7. LIMITATIONS

7.1.1. The VISSIM modelling carried out for this assessment is based on traffic count and queue length data collected on a single day. It aims to represent a typical Monday AM and Friday PM through its validation against observed data. It does not reflect unusual or periodic fluctuations in traffic demand or traffic conditions.

7.1.2. The VISSIM model has been developed for the purposes of assessing the impacts of additional traffic demand generated by the Sizewell C project, as well as associated proposed highway improvements. The level of detail within the model is proportionate to its purpose.

Appendix A

NETWORK TRAFFIC FLOW DIAGRAMS

Observed Journey Time data (TomTom)

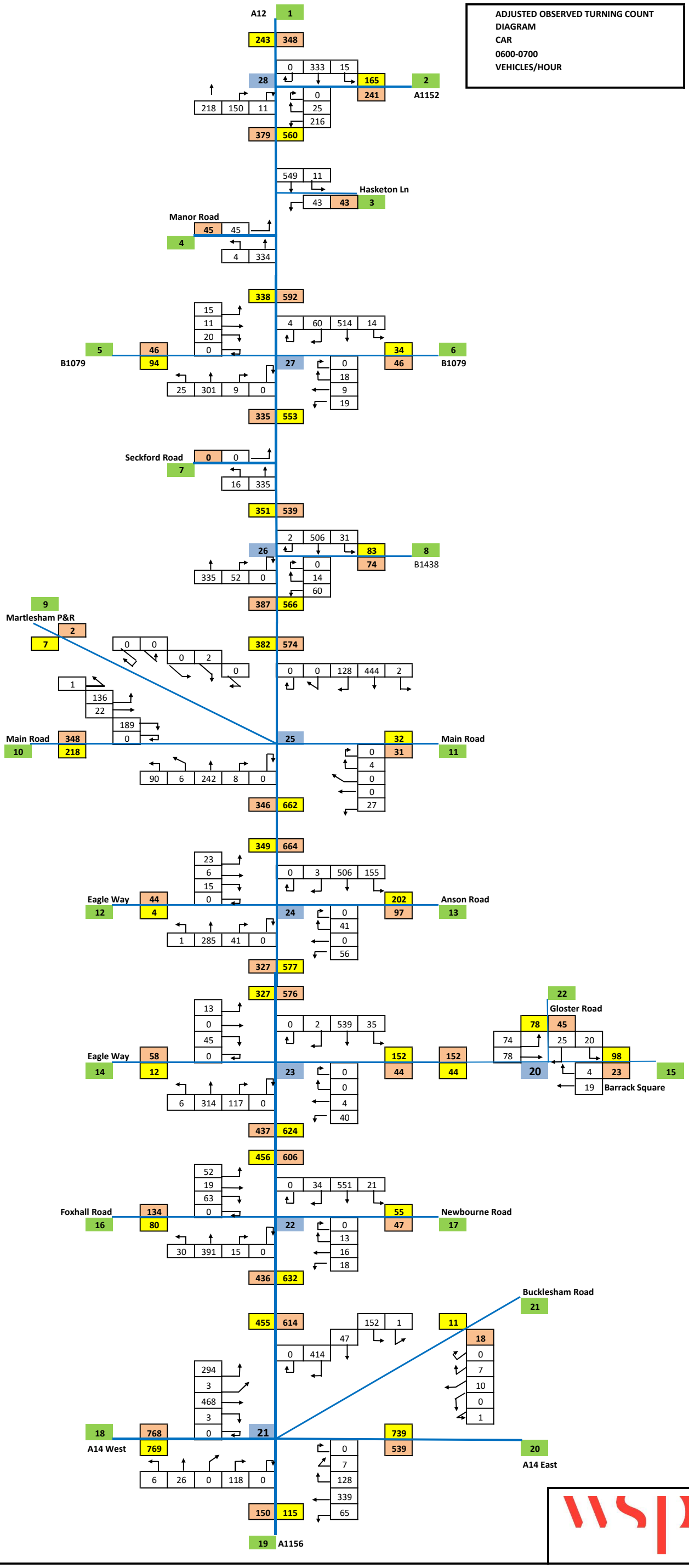
		06:00-07:00			07:00-08:00			08:00-09:00			15:00-16:00			16:00-17:00			17:00-18:00			18:00-19:00		
Route Name	Route no.	Travel time based on 95th percentile speeds (minimum)	Travel time (median)	Travel time based on 5th percentile speeds (maximum)	Travel time based on 95th percentile speeds (minimum)	Travel time (median)	Travel time based on 5th percentile speeds (maximum)	Travel time based on 95th percentile speeds (minimum)	Travel time (median)	Travel time based on 5th percentile speeds (maximum)	Travel time based on 95th percentile speeds (minimum)	Travel time (median)	Travel time based on 5th percentile speeds (maximum)	Travel time based on 95th percentile speeds (minimum)	Travel time (median)	Travel time based on 5th percentile speeds (maximum)	Travel time based on 95th percentile speeds (minimum)	Travel time (median)	Travel time based on 5th percentile speeds (maximum)	Travel time based on 95th percentile speeds (minimum)	Travel time (median)	Travel time based on 5th percentile speeds (maximum)
J21 - J22 - NB	1	81	101	133	0	106	0	87	112	175	87	110	174	86	113	225	87	122	309	83	103	147
J22 - J23 - NB	2	50	66	91	0	70	0	55	73	105	55	73	108	54	73	109	54	73	111	52	69	99
J23 - J24 - NB	3	28	38	59	1	39	4	30	41	69	32	49	141	31	47	119	32	52	153	30	43	113
J24 - J25 - NB	4	25	37	73	8	39	23	26	41	94	29	50	177	28	48	170	28	51	174	27	44	125
J25 - J26 - NB	5	78	104	162	8	109	18	81	110	191	83	115	275	83	119	335	81	113	248	79	107	188
J26 - J27 - NB	6	57	74	104	0	84	0	65	88	145	68	97	248	70	116	288	67	96	221	62	82	138
J27 - J28 - NB	7	57	79	177	23	84	48	62	88	143	63	88	147	63	88	151	62	86	138	60	84	123
J28 - A12- NB	8	29	135	53	27	140	39	31	142	55	31	142	56	31	143	58	31	139	55	30	137	52
A12 - J28 - SB	9	29	118	46	20	127	33	34	143	99	32	133	62	32	133	63	32	130	60	30	125	53
J28 - J27 - SB	10	60	82	117	22	90	51	71	109	310	69	97	191	69	98	215	67	92	154	65	89	134
J27 - J26 - SB	11	55	70	95	0	77	0	63	82	139	64	82	125	65	86	191	62	79	120	59	76	105
J26 - J25 - SB	12	75	99	162	15	104	26	80	107	181	83	126	275	85	136	377	82	122	253	79	113	209
J25 - J24 - SB	13	25	34	59	24	39	55	29	43	84	30	44	80	30	44	80	29	42	75	27	40	71
J24 - J23 - SB	14	27	37	54	0	47	0	35	95	274	31	43	77	32	44	84	31	43	76	29	40	70
J23 - J22 - SB	15	50	66	94	15	70	34	54	73	118	55	75	117	56	78	145	55	74	129	52	70	102
J22 - J21 - SB	16	86	108	144	2	115	4	93	118	190	94	120	177	96	125	217	94	123	233	89	113	162
A14 East - WB	17	91	129	159	26	121	96	93	124	379	95	126	312	95	129	402	93	124	376	91	114	174
A14 East - EB	18	88	121	147	45	112	70	91	111	145	93	120	149	92	115	148	90	112	147	89	110	144
A14 West- WB	19	60	77	97	33	77	54	63	77	98	63	77	96	63	77	99	62	76	102	60	73	94
A14 West- EB	20	59	79	102	15	80	23	62	81	114	62	82	109	61	81	112	61	80	112	59	76	103
Felixstowe - SB	21	57	83	123	9	91	17	69	93	146	69	94	154	70	94	152	69	94	159	67	91	136
Felixstowe - NB	22	55	82	139	7	90	21	63	95	283	65	98	388	64	96	337	63	98	492	61	92	205
Local road - NB	23	44	59	72	1	63	4	40	62	99	41	58	85	40	58	84	42	59	102	37	59	80
Local road - SB	24	38	64	79	44	64	108	45	68	108	51	71	106	49	70	138	51	75	125	44	65	116
Foxhall road - EB	25	60	77	110	38	102	262	43	165	440	41	98	131	38	94	109	38	90	101	35	86	77
Foxhall road - WB	26	63	77	133	33	79	54	35	84	65	36	88	163	36	85	64	36	85	59	34	81	54
Newbourne Road -EB	27	33	47	80	8	46	32	33	46	81	34	49	86	34	49	86	32	47	80	31	47	73
Newbourne Road -WB	28	35	51	80	32	59	114	37	62	148	39	65	146	39	68	178	38	63	161	36	52	92
Eagle Way - EB	29	7	13	23	0	18	3	8	20	75	9	18	51	9	18	53	9	17	51	8	15	39
Eagle Way - WB	30	6	12	26	0	11	0	6	12	46	6	12	28	6	12	28	6	11	25	6	11	23
Gloster Road - NB	31	25	39	365	0	47	0	29	50	386	29	45	388	30	50	447	30	46	386	28	40	150
Gloster Road - SB	32	27	42	625	0	44	0	31	54	370	31	60	712	40	199	422	33	112	388	28	46	108
Barrack Square - SB	33	31	55	155	6	78	25	36	103	769	29	87	750	34	88	911	28	87	683	26	82	366
Barrack Square - NB	34	24	81	362	12	83	324	26	101	1545	26	109	802	59	226	930	28	187	926	29	91	730
Anson Road - WB	35	26	47	448	6	50	76	29	55	404	33	74	387	37	92	438	34	79	371	28	54	258
Anson Road - EB	36	26	50	600	23	44	309	29	47	233	31	55	328	31	56	433	29	54	349	29	49	346
Eagle Way (J24) - EB	37	32	46	80	7	44	16	33	45	95	33	46	134	33	46	98	32	46	117	32	44	112
Eagle Way (J24) - WB	38	27	41	142	0	41	0	27	41	66	27	43	75	27	43	77	28	43	79	28	42	83
Main Road - EB	39	38	67	220	0	66	0	43	66	137	42	65	141	42	64	140	42	65	146	42	64	136
Main Road - WB	40	37	61		9	62	44	42	65	155	42	65	146	40	65	142	43	65	145	42	65	178
A1214 Main road - EB	41	32	47	92	2	58	12	38	73	220	35	56	145	35	56	145	35	53	121	34	51	112
A1214 Main road - WB	42	30	46	81	2	51	5	35	54	103	37	57	119	39	59	122	39	60	129	36	55	105
B1438 - WB	43	31	49	82	5	53	28	36	56	106	37	58	105	37	59	116	37	58	107	34	54	87
B1438 - EB	44	32	45	69	0	48	0	36	51	84	36	51	84	36	52	101	35	51	95	35	49	78
B1079 (East) - WB	45	17	33	97	0	35	0	21	43	217	22	45	301	22	55	663	21	41	259	19	34	94
B1079 (East) - EB	46	16	31	79	3	33	10	20	41	189	19	38	165	19	38	156	18	36	138	17	33	112
B1079 (West)- WB	47	26	34	60	0	36	0	27	38	62	28	39	74	28	39	76	27	37	64	27	37	54
B1079 (West)- EB	48	24	38	63	16	43	34	32	50	124	32	49	151	33	52	158	31	47	108	30	44	90
A1152 - WB	49	29	41	64	0	46	0	35	52	121	34	50	103	34	51	108	33	48	99	32	44	71
A1152 - EB	50	24	39	41	0	43	0	35	46	92	34	44	77	34	44	80	34	43	70	33	43	62
A12 NB	51	404	634	852	67	671	132	438	694	977	445	724	1326	448	747	1455	443	733	1409	422	668	984
A12 SB	52	407	615	770	96	668	204	460	771	1395	459	720	1105	465	743	1372	452	705	1101	431	665	907

Observed Queue data (in metres)

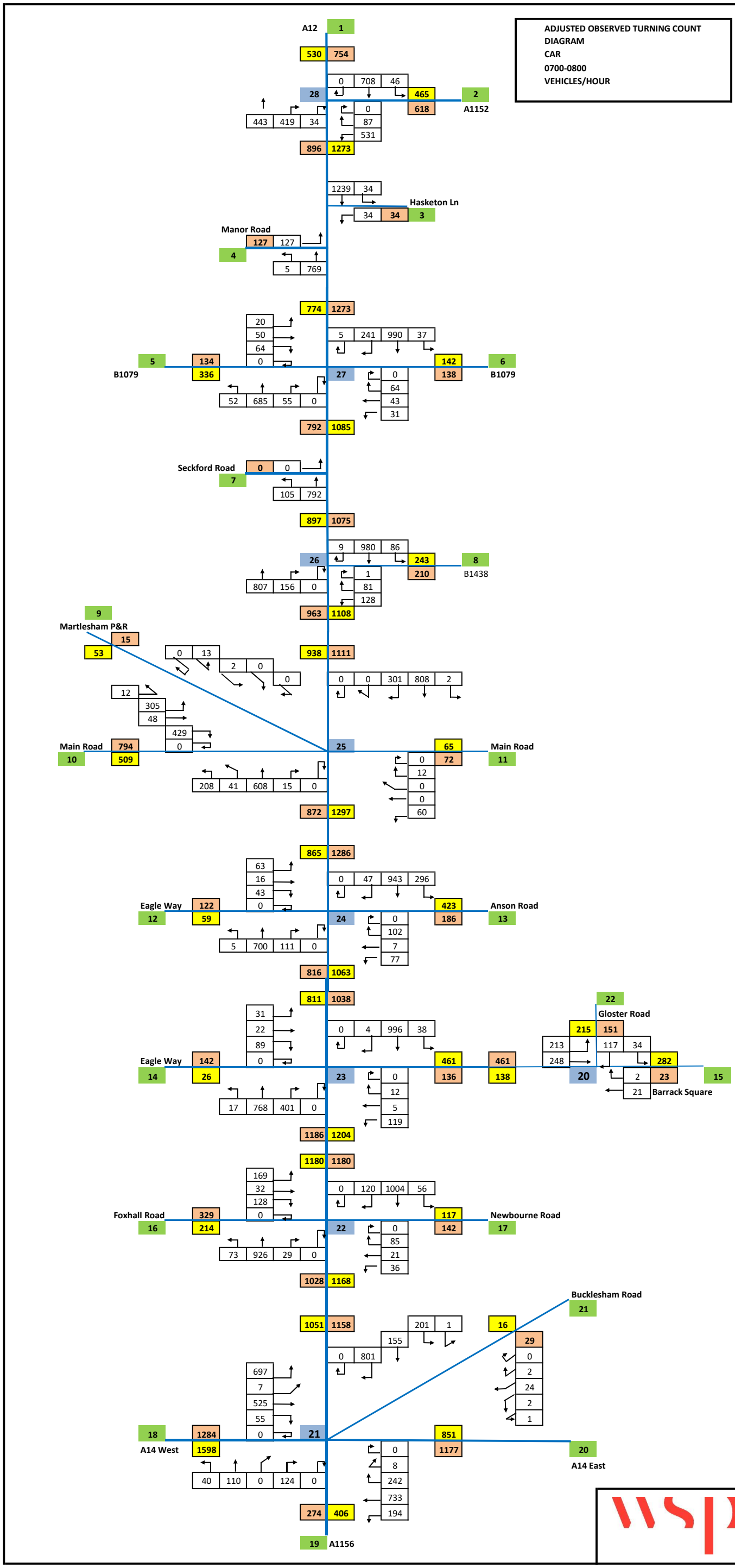
Route Name	1 - J28-A12(N)	2 - J28-A12(S)	3 - J28-A1152(E)	6 - J27-A12(N)	7 - J27-B1079(W)	8 - J27-A12(S)	9 - J27-B1079(E)	11 - J26-A12(N)	12 - J26-A12(S)-Right turn	13 - J26-A12(S)	14 - J26-B1438(E)	15 - J25-A12(N)	17 - J25-Martlesham PnR(NW)-Left turn	18 - J25-Martlesham PnR(NW)	19 - J25-Main Rd(W)	20 - J25-A12(S)	21 - J25-Main Rd(E)	22 - J24-A12(N)	24 - J24-Eagle Way(W)	26 - J24-A12(S)	28 - J24-Anson Rd(E)	29 - J23-A12(N)	30 - J23-Eagle Way(W)	31 - J23-A12(S)	32 - J23-Barrack Square(E)	34 - J22-A12(N)	36 - J22-A12(S)	37 - J22-Newbourne Rd(E)	38 - J21-A12(N)	39 - J21-A14(W)	41 - J21-A1156(S)	42 - J21-A14(E)	44 - J21-Bucklesham Rd(NE)	45 - J22-Foxhall Rd(W)
6:00:00 AM	0	0	6	0	0	0	6	6	0	0	6	23	0	0	12	23	6	12	6	0	6	6	0	0	17	6	0	6	0	0	0	0	0	6
6:05:00 AM	0	0	6	0	6	6	0	0	0	0	6	35	0	0	12	17	6	0	0	6	6	6	0	0	0	0	0	6	12	0	6	0	0	6
6:10:00 AM	0	0	6	6	6	6	0	6	0	0	0	17	0	6	17	12	6	6	0	6	6	6	0	12	6	12	0	6	6	6	12	0	0	6
6:15:00 AM	0	0	12	0	0	0	6	6	0	0	0	12	0	6	17	12	6	0	0	0	0	0	0	0	6	6	0	6	12	0	12	6	0	6
6:20:00 AM	0	17	17	0	6	6	6	0	0	0	6	23	0	0	23	35	6	6	0	0	6	12	6	0	6	12	6	6	0	0	0	12	0	12
6:25:00 AM	0	0	12	0	0	0	6	0	0	0	6	35	0	6	23	12	6	0	6	6	6	6	0	0	6	6	6	6	17	6	12	6	0	6
6:30:00 AM	0	0	17	12	0	6	12	0	0	0	12	29	0	0	46	12	12	6	0	6	6	6	6	0	6	6	6	17	6	0	29	6	6	17
6:35:00 AM	0	6	17	0	0	0	12	6	0	0	6	29	0	0	17	17	12	12	6	6	6	6	6	6	6	17	12	12	6	0	12	12	6	6
6:40:00 AM	12	6	17	6	0	0	12	12	6	0	12	40	0	0	35	35	12	12	6	6	17	12	6	12	6	40	12	12	6	0	12	6	6	17
6:45:00 AM	17	0	23	0	6	23	6	0	0	0	12	40	0	0	46	35	6	6	6	23	12	17	6	0	6	6	12	12	35	6	12	12	6	12
6:50:00 AM	0	6	0	17	6	6	0	6	0	0	6	29	0	0	46	35	6	0	6	12	6	29	6	0	6	17	6	6	12	0	17	17	6	17
6:55:00 AM	6	6	35	6	12	23	12	17	6	12	6	23	0	0	29	40	6	12	6	6	12	12	6	17	6	23	6	6	12	0	17	23	6	12
7:00:00 AM	6	6	17	0	6	12	6	17	0	0	6	40	0	0	63	35	6	12	12	6	17	12	6	0	6	6	12	6	0	0	6	17	6	17
7:05:00 AM	0	6	17	23	6	23	12	6	0	0	0	23	0	0	35	46	6	23	12	12	12	23	6	23	12	23	12	12	6	6	6	23	6	23
7:10:00 AM	23	0	17	12	12	17	6	12	0	17	6	40	0	6	52	40	6	6	6	17	12	35	12	0	12	6	12	12	52	6	17	17	12	12
7:15:00 AM	23	0	29	17	17	29	12	17	0	6	6	46	0	0	46	58	6	6	12	23	12	29	12	6	6	6	17	17	104	6	17	23	0	12
7:20:00 AM	46	0	29	23	23	40	6	12	17	35	17	52	0	6	63	58	6	12	17	35	35	40	29	17	6	12	23	17	12	6	17	40	6	58
7:25:00 AM	12	23	35	29	17	58	12	23	0	6	12	52	0	0	58	52	12	23	12	6	12	63	17	17	12	29	29	6	23	17	17	29	6	29
7:30:00 AM	17	6	40	17	17	46	17	17	0	17	17	52	6	0	52	52	17	23	12	6	17	40	12	12	6	40	23	12	63	6	17	121	6	35
7:35:00 AM	35	35	29	75	17	52	23	40	0	29	17	58	0	0	69	52	6	29	23	35	17	52	17	17	6	17	12	12	69	6	35	167	6	40
7:40:00 AM	29	40	12	17	17	23	12	17	12	35	12	58	0	0	69	63	12	17	6	17	23	86	23	29	17	35	35	29	63	6	29	167	12	35
7:45:00 AM	58	40	23	46	23	23	23	17	0	23	17	75	0	6	63	52	17	12	12	12	17	121	35	35	17	58	40	46	75	6	58	173	12	58
7:50:00 AM	46	17	52	63	35	40	17	12	0	23	12	52	0	17	81	40	23	6	12	35	23	121	23	58	35	69	52	23	81	17	40	178	23	75
7:55:00 AM	58	6	46	63	35	29	29	40	0	23	12	46	6	0	69	46	17	29	12	35	23	121	17	40	35	58	46	40	17	6	29	109	12	35
8:00:00 AM	35	29	46	63	17	29	17	6	0	63	17	52	6	12	52	52	17	40	17	46	12	109	12	40	23	35	58	52	92	6	81	86	12	40
8:05:00 AM	12	12	52	109	12	29	17	12	12	40	12	69	0	6	69	58	17	17	12	46	17	98	23	40	29	29	58	17	81	17	63	81	12	52
8:10:00 AM	69	12	23	144	46	29	23	17	6	6	12	46	6	0	63	63	12	17	17	58	23	92	23	29	23	23	63	29	63	12	58	104	17	58
8:15:00 AM	121	12	58	132	86	63	23	29	0	40	12	63	0	6	63	58	17	17	17	35	29	98	40	40	29	63	35	35	40	6	138	92	12	75
8:20:00 AM	75	17	17	178	86	35	23	23	6	12	17	52	0	6	46	52	23	29	12	23	23	98	52	40	23	17	69	23	23	6	81	98	12	63
8:25:00 AM	75	6	40	155	17	40	17	40	6	86	29	58	6	6	63	63	12	12	12	40	12	109	52	58	23	29	69	29	29	17	40	115	6	75
8:30:00 AM	86	6	17	138	29	23	58	40	6	75	17	40	0	6	52	58	23	23	12	23	17	104	17	29	17	29	63	35	29	29	29	167	12	81
8:35:00 AM	75	40	40	115	17	40	69	29	6	17	29	46	0	0	52	58	23	29	23	69	29	92	29	40	23	40	81	17	75	46	75	178	6	86
8:40:00 AM	115	17	12	75	69	46	40	35	17	46	17	52	6	12	63	69	35	75	12	29	29	86	23	17	40	35	58	17	230	17	58	98	6	69
8:45:00 AM	104	23	29	75	86	35	35	92	17	23	12	40	0	6	46	75	58	63	12	58	12	109	17	35	29	23	86	35	86	6	81	98	17	63
8:50:00 AM	75	12	35	92	58	23	12	35	6	63	12	75	0	0	46	40	17	75	23	35	23	115	17	29	29	23	75	35	40	12	23	52	6	81
8:55:00 AM	92	6	46	92	40	29	23	29	6	23	17	63	0	0	46	52	17	35	12	29	23	109	12	17	12	23	63	17	12	0	23	29	23	75
3:00:00 PM	29	6	40	46	35	35	6	6	17	52	35	69	0	0	46	86	17	17	6	75	63	23	23	46	52	6	46	29	23	17	46	35	17	35
3:05:00 PM	40	35	40	46	29	86	23	12	17	63	17	52	0	0	69	75	17	12	12	58	63	23	6	23	63	12	23	23	58	6	17	35	6	35
3:10:00 PM	35	17	63	98	63	40	12	12	6	35	23	63	6	6	104	75	17	12	12	52	69	35	23	23	40	6	23	35	23	12	35	58	6	12
3:15:00 PM	35	17	46	86	75	46	12	12	0	12	17	58	6	0	63	86	12	17	17	29	161	29	23	35	46	6	52	12	69	6	75	75	6	29
3:20:00 PM	46	29	40	29	35	35	35	35	6	58	29	69	6	6	58	81	12	40	29	86	155	40	6	46	35	23	17	17	12	6	40	58	6	29
3:25:00 PM	29	40	12	17	86	109	17	23	12	0	17	69	0	0	92	92	17	63	12	58	161	58	12	29	46	12	23	29	121	6	52	35	6	17
3:30:00 PM	29	23	40	40	17	86	12	6	0	23	17	69	0	6	63	86	23	12	17	75	52	23	17	58	29	6	35	17	29	6	46	104	6	23
3:35:00 PM	35	35	52	46	29	69	12	17	6	46	17	69	6	12	161	138	17	69	58	58	52	29	17	35	46	6	35	23	23	6	46	92	6	29
3:40:00 PM	52	17	35	92	81	58	35	35	6	132	23	69	6	12	81	86	17	23	115	46	81	40	17	40	35	29	23	23	63	6	29	104	6	63
3:45:00 PM	29	69	52	29	35	58	58	29	17	115	17	69	0	0	138	150	6	12	52	40	144	35	6	29	35	29	63	35	12	12	29	40	6	92
3:50:00 PM	46	17	58	35	35	86	29	29	12	12	17	104	0	0	69	115	23	12	17	58	155	29	12	23	58	40	29	29	40	0	23	63	6	52
3:55:00 PM	52	40	46	98	12	81	150	46	12	98	35	98	0	0	69	63	12	12	17	52	161	40	23	35	40	40	58	40	86	12	29	46	0	29
4:00:00 PM	75	17	46	75	138	81	155	46	17	92	29	98	12	6	115	75	12	58	17	98	161	63	12	52	81	29	29	12	75	6	35	138	6	52
4:05:00 PM	58	46	35	104	86	69	155	40	12	150	29	132	0	6	58	144	12	58	40	58	161	40	6	46	144	23	23	12	86	12	104	150	6	35
4:10:00 PM	35	46	29	63	81	98	144	35	23	132	29	150	6	12	75	127	17	58	17	98	167	40	12	58	161	17	58	23	86	12	115	144	0	29
4:15:00 PM	35	17	46	109	40	46	155	52	6	138	17	155	6	12	86	138	29	17	6	104	161	6	12	23	173	12	29	23	104	12	58	132	12	40
4:20:00 PM	29	35	35	46	17	63	178	23	12	127	40	184	6	0	63	98	17	12	29	40	161	29	6	23	184	40	35	40	29	6	92	132	6	17
4:25:00 PM	23	35	29	58	46	69	63	35	23	150	40	190	0	0	46	86	12	23	17	52	161	23	12	58	58	23	69	40	81	17	63	69	6	17
4:30:00 PM	29	23	52	35	35	52	17	29	6	69	35	178	29	12	138	92	17	12	17	29	155	29	12	23	81	17	12	23	121	12	52	58	6	17
4:35:00 PM	40	46	69	35	17	58	63	46	12	178	23	184	17	17	115	75	17	17	12	40	92	29	12	17	121	23	40	35	127	12	104	109	6	23
4:40:00 PM	40	69	29	104	12	58	12	12	6	173	17	173	0	23	121	63	35	23	23	46	150	75	6	23	178	29	40	35	109	17	63	121	12	35
4:45:00 PM	35	23	17	29	17	52	12	35	6	150	29	178	0	0	46	109	17	40	12	58	161	40	17	17	155	23	17	40	86	6	52	86	6	46
4:50:00 PM	23	35	29	35	40	40	12	12	0	109	12	132	6	6	86	86	12	29	6	63	155	46	12	12	98	35	35	23	40	6	40	75	6	35
4:55:00 PM	23	17	35	92	63	98	17	23	0	58	23	81	12	6	104	58	17	12	12	75	155	35	12	23	104	40	23	23	132	12	46	86	6	40
5:00:00 PM	29	40	75	23	17	63	23	12	0	63	29	92	6	0	81	115	12	12	12	75	155	58	12	17	132	6	58	17	86	12	35	75	0	12
5:05:00 PM	40	29	29	35	35	69	23	23	12	29	29	81	0	0	58	92	23	12	17	63	161	23	17	29	155	17	35	23	138	6	144	144	12	29
5:10:00 PM	52	29	63	17	35	52	17	17	12	144	40	104	0	0	35	86	23	17	6	144	150	12	6	29	138	0	63	35	58	12	161	150	17	23
5:15:00 PM	46	23	58	35	23	40	23	23	0	121	46	132	0	0	40	121	23	29	17	52	155	29	12	35	75	23	69	23	58	23	69	81	17	23
5:20:00 PM	46	17	46	86	40	58	17	29	0	127	23	98	23	29	52	92	12	29	17	69	92	17	12	17	58	17	98	23	63	12	35	29	6	29

5:25:00 PM	40	12	29	63	23	29	12	6	12	167	23	121	6	6	92	104	23	6	12	69	150	29	17	29	52	6	46	12	40	12	35	63	6	35
5:30:00 PM	35	6	29	17	23	40	12	29	0	173	40	92	0	0	63	86	23	12	6	75	155	29	12	23	75	23	23	23	52	6	17	63	0	23
5:35:00 PM	17	6	17	40	23	29	17	12	12	29	17	63	17	12	58	121	23	17	12	98	144	17	12	58	46	12	29	23	29	6	17	46	6	23
5:40:00 PM	29	46	17	23	17	40	12	17	17	115	17	63	6	12	52	86	29	12	6	46	69	40	12	17	63	6	46	17	75	12	17	29	0	35
5:45:00 PM	29	40	29	35	12	75	12	12	12	23	6	58	12	6	52	75	23	12	12	46	52	17	12	35	23	6	12	12	23	12	12	29	6	17
5:50:00 PM	35	6	58	52	40	40	17	17	0	17	12	69	0	0	40	46	35	0	12	23	69	23	17	35	46	12	6	12	40	6	17	29	6	23
5:55:00 PM	17	23	35	52	35	17	12	12	0	0	12	63	6	17	58	86	12	12	35	46	35	35	6	12	35	6	40	29	17	6	29	29	6	23
6:00:00 PM	17	12	12	12	17	86	6	29	0	12	23	40	0	0	46	63	6	0	12	23	69	12	6	23	29	0	35	12	17	6	6	17	0	17
6:05:00 PM	12	17	17	17	58	46	12	29	0	92	17	46	0	0	69	81	40	17	23	52	75	29	17	52	40	17	23	17	23	6	17	17	0	17
6:10:00 PM	23	0	12	12	12	29	12	6	12	58	12	52	0	17	46	104	17	6	12	81	75	17	6	23	35	0	23	12	23	12	12	29	6	17
6:15:00 PM	12	6	17	40	17	17	6	12	0	23	29	104	0	0	40	92	17	12	12	46	52	12	12	29	23	0	23	17	17	0	35	35	0	23
6:20:00 PM	17	6	23	23	12	40	6	35	0	58	17	52	0	0	86	52	17	6	6	75	46	35	6	23	17	12	23	12	35	6	35	40	0	23
6:25:00 PM	17	17	12	17	17	35	17	29	6	81	12	35	6	6	75	63	12	12	29	58	40	12	12	23	23	29	23	6	17	0	23	17	0	23
6:30:00 PM	12	12	23	6	12	17	6	23	0	17	17	46	0	0	40	86	12	12	17	58	63	12	6	17	17	12	17	12	12	6	23	12	0	23
6:35:00 PM	23	17	12	17	17	17	12	17	0	0	6	35	0	6	40	86	23	17	12	35	35	12	12	6	23	12	6	12	23	12	17	52	6	12
6:40:00 PM	12	6	12	12	6	12	6	6	0	0	12	23	0	0	46	75	35	17	17	69	23	23	6	12	12	23	12	6	17	12	17	17	0	23
6:45:00 PM	23	0	6	6	6	17	6	6	0	0	12	46	0	0	29	58	12	12	17	75	63	23	12	12	17	6	12	6	17	6	23	12	0	29
6:50:00 PM	17	0	12	12	12	12	0	23	0	0	6	35	0	0	29	69	12	6	17	40	23	17	6	6	6	0	12	12	0	0	12	6	0	12
6:55:00 PM	6	6	12	6	6	23	12	6	0	0	12	35	0	6	40	35	17	12	17	23	35	23	12	6	17	6	6	6	6	6	12	17	0	12

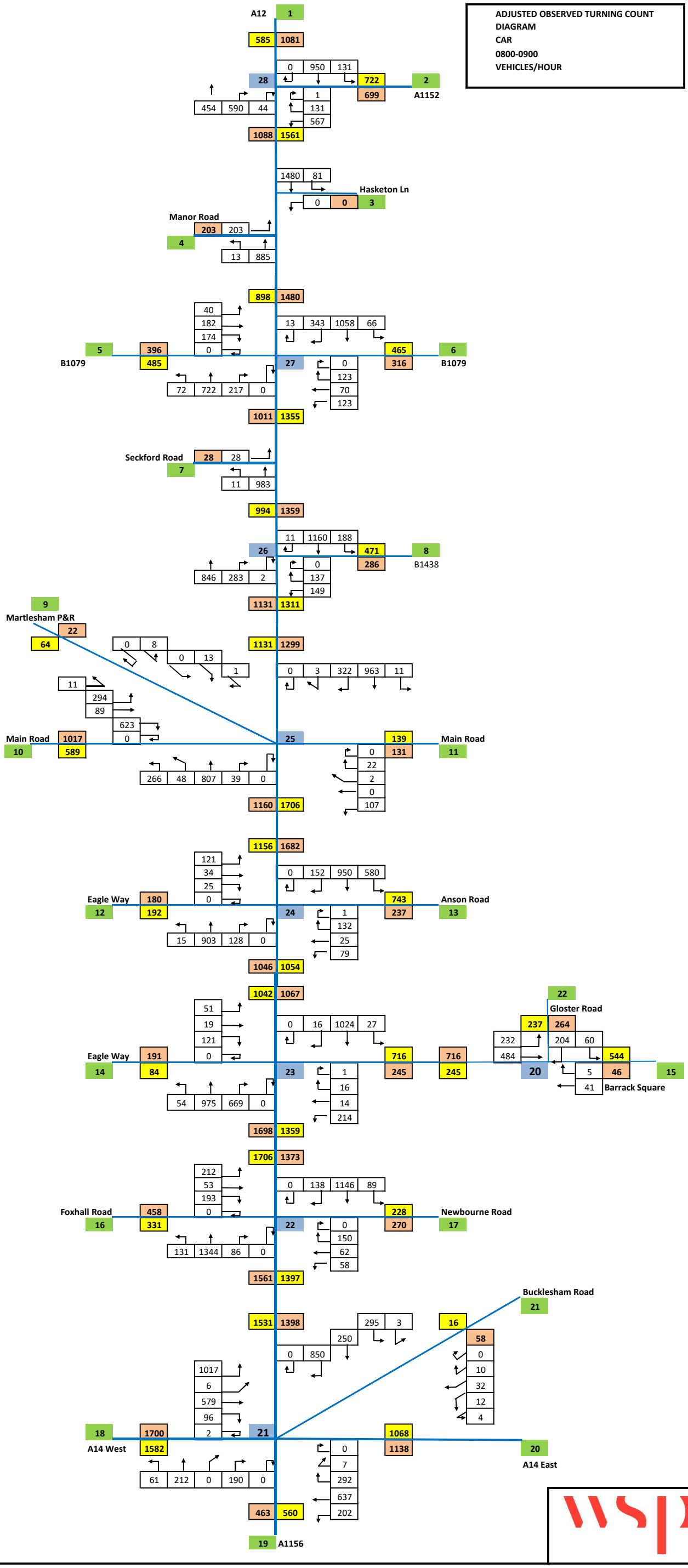
ADJUSTED OBSERVED TURNING COUNT DIAGRAM
CAR
0600-0700
VEHICLES/HOUR



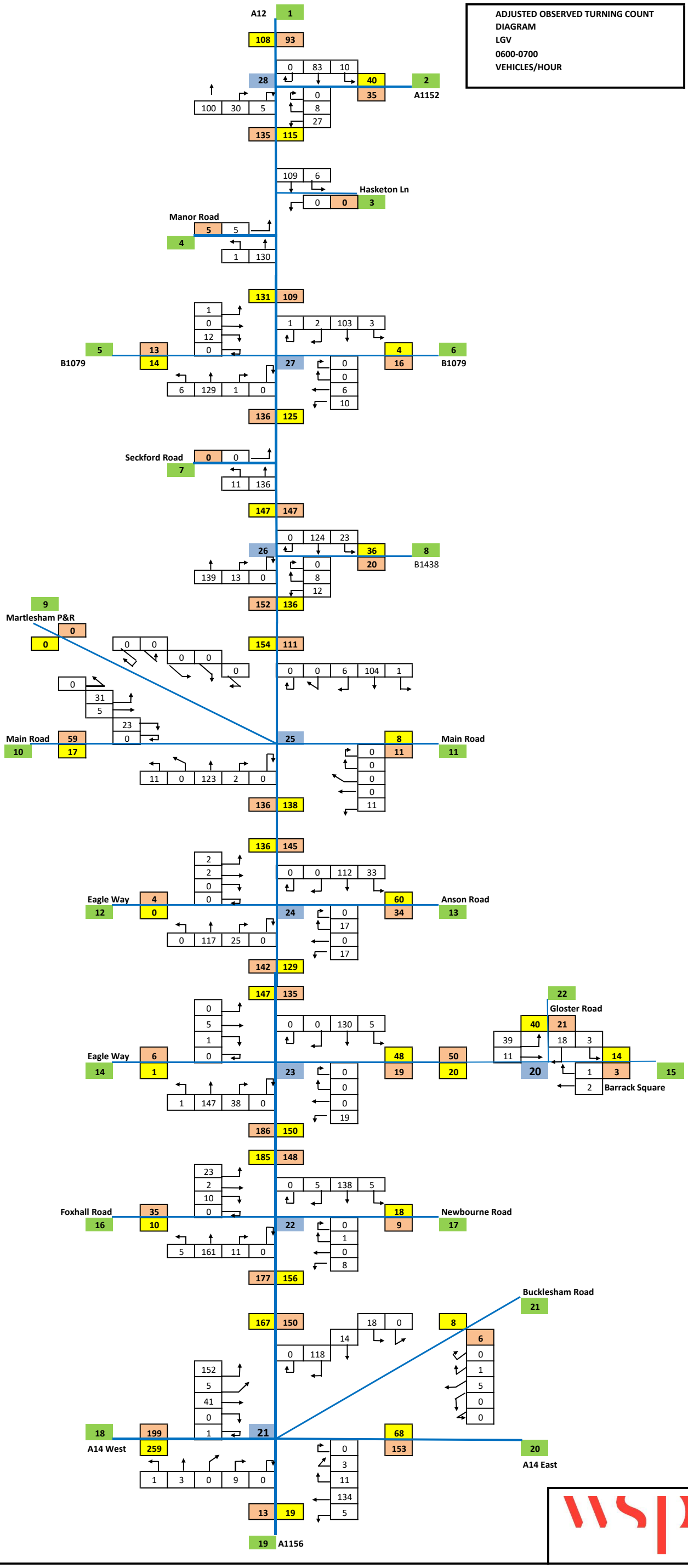
ADJUSTED OBSERVED TURNING COUNT DIAGRAM
CAR
0700-0800
VEHICLES/HOUR



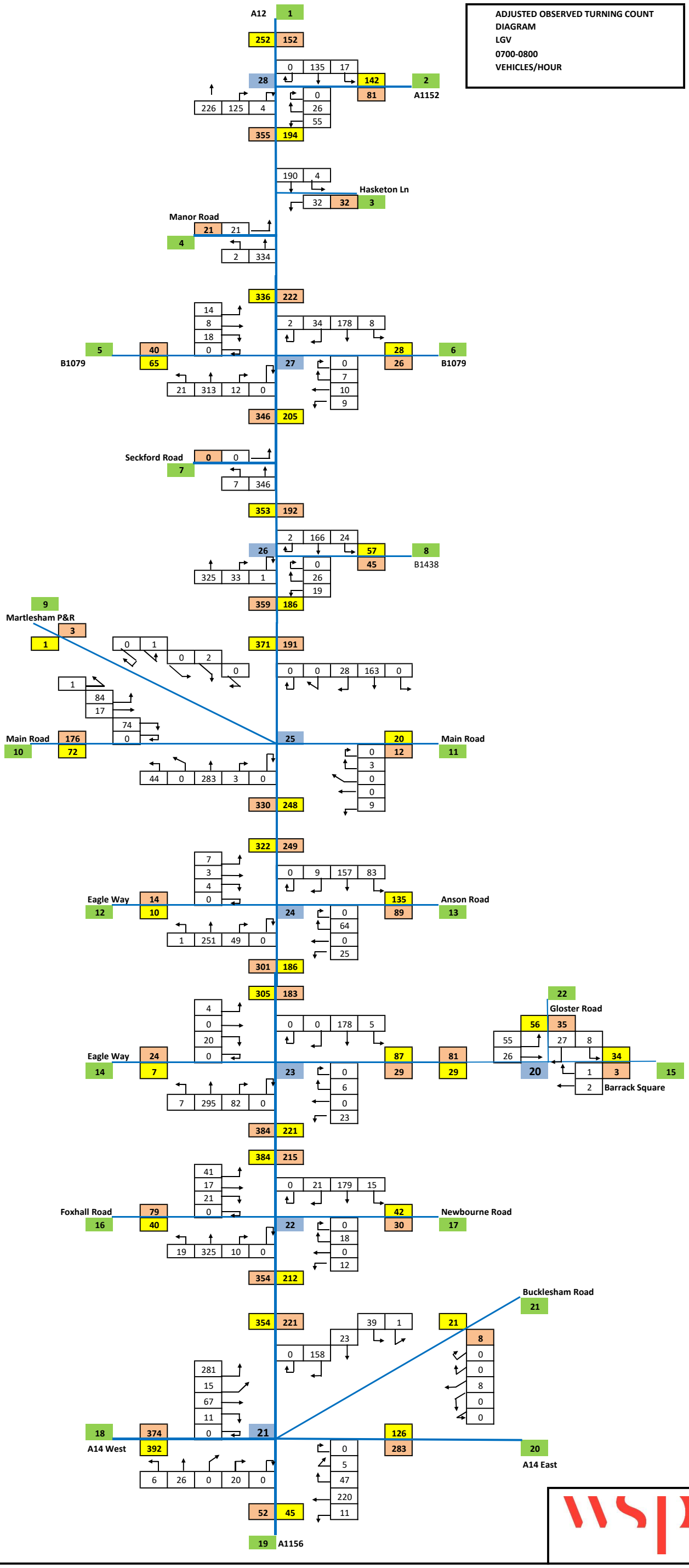
ADJUSTED OBSERVED TURNING COUNT DIAGRAM
CAR
0800-0900
VEHICLES/HOUR



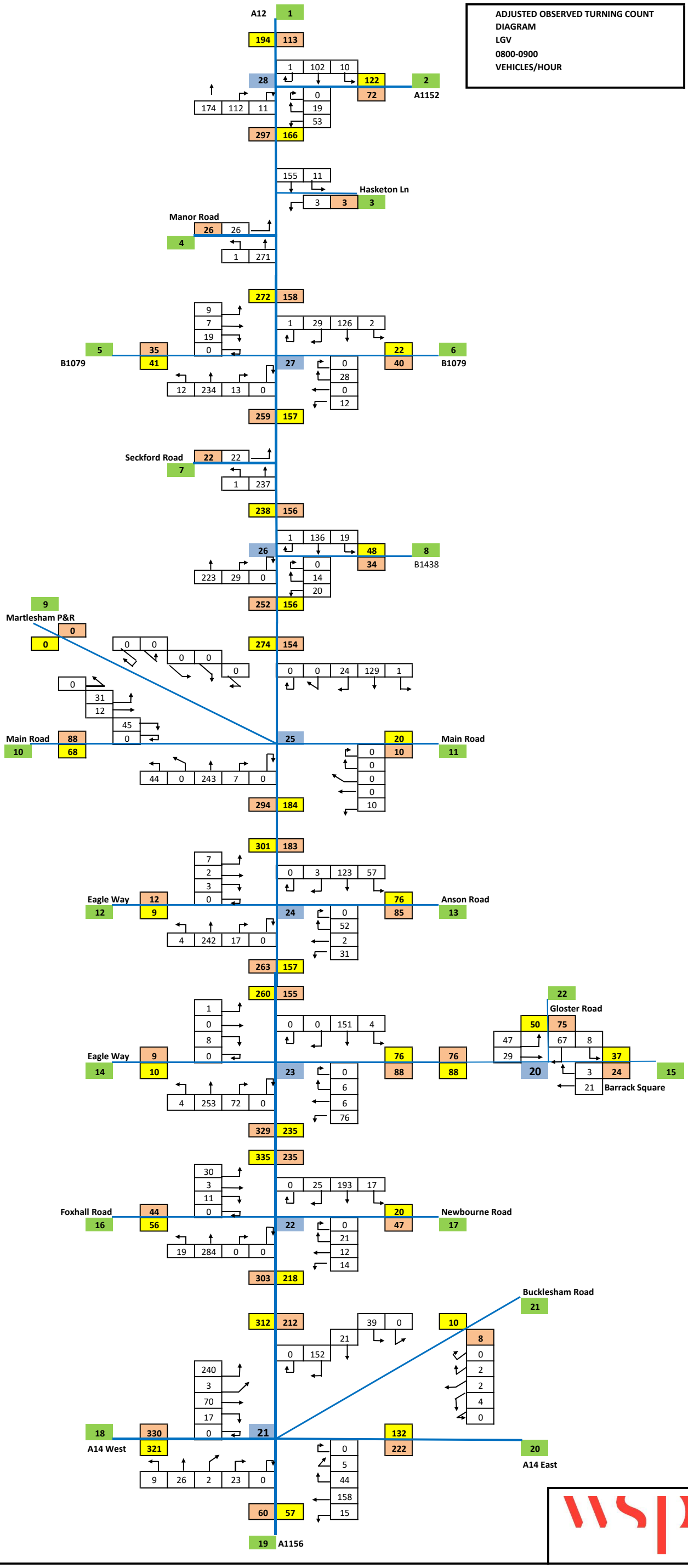
ADJUSTED OBSERVED TURNING COUNT
DIAGRAM
LGV
0600-0700
VEHICLES/HOUR



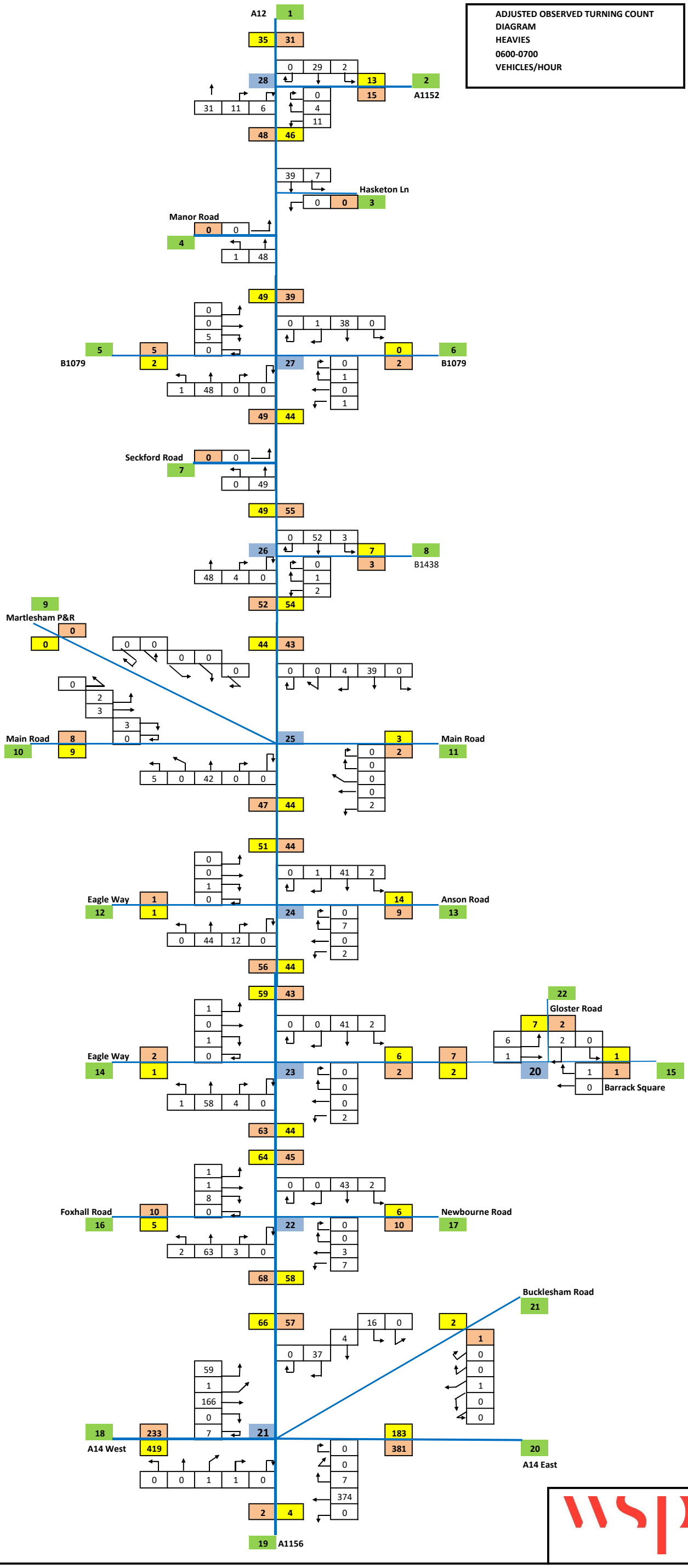
ADJUSTED OBSERVED TURNING COUNT DIAGRAM
LGV
0700-0800
VEHICLES/HOUR



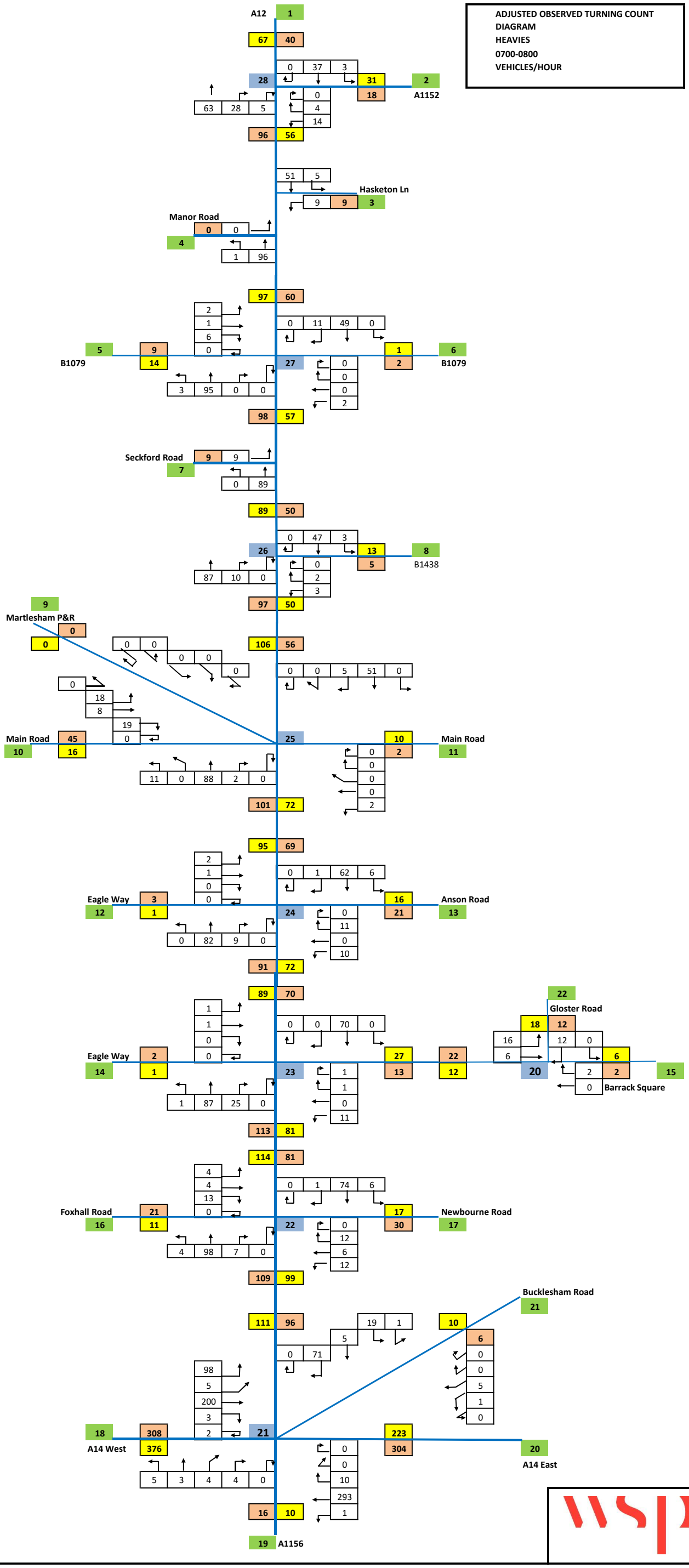
ADJUSTED OBSERVED TURNING COUNT
DIAGRAM
LGV
0800-0900
VEHICLES/HOUR



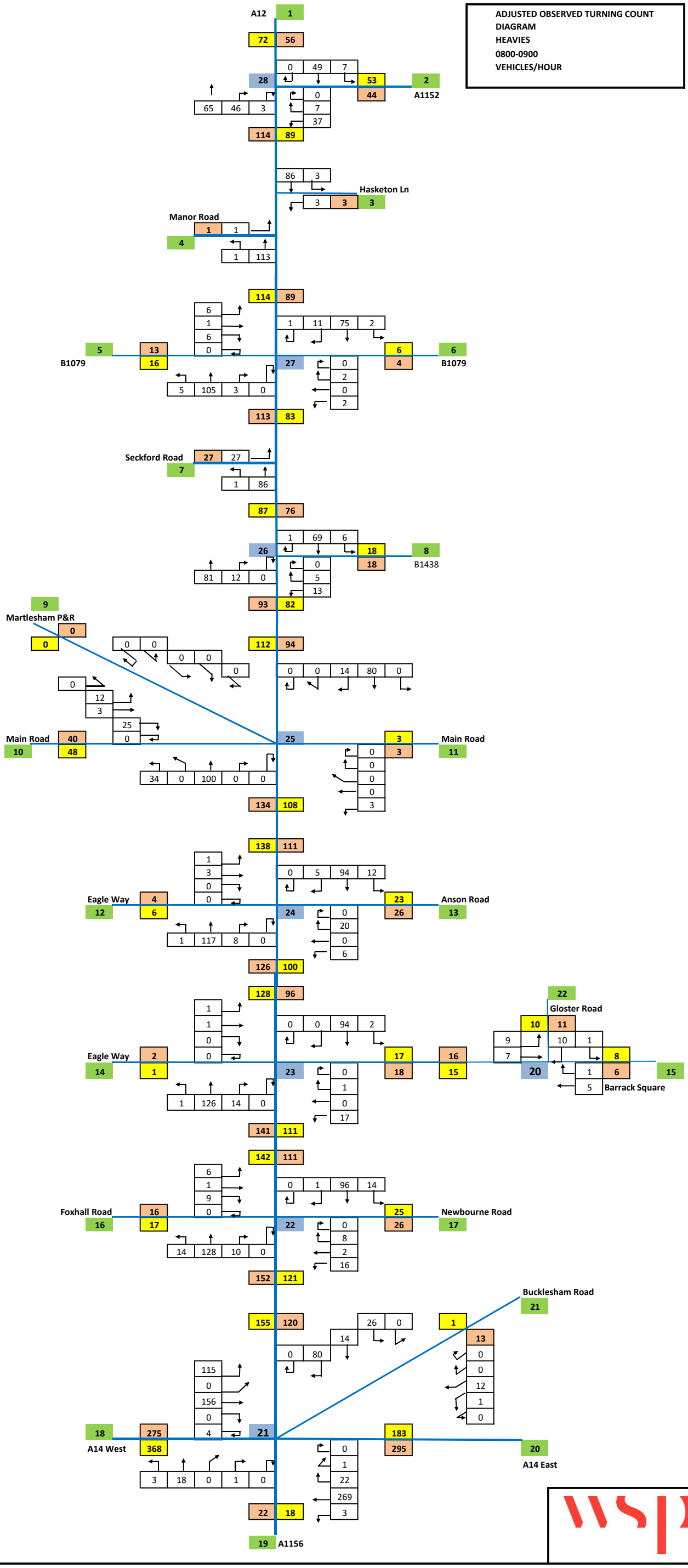
ADJUSTED OBSERVED TURNING COUNT DIAGRAM
HEAVIES
0600-0700
VEHICLES/HOUR



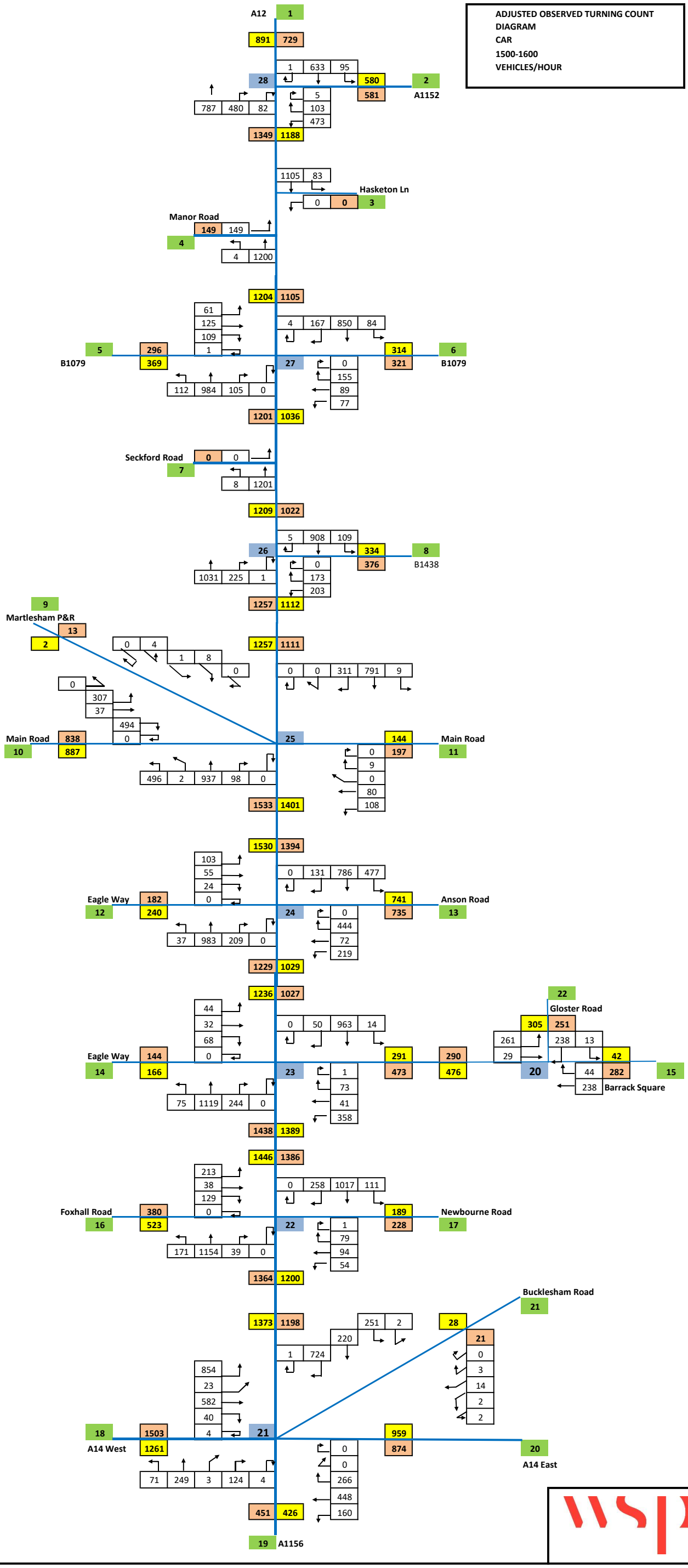
ADJUSTED OBSERVED TURNING COUNT DIAGRAM
HEAVIES
0700-0800
VEHICLES/HOUR



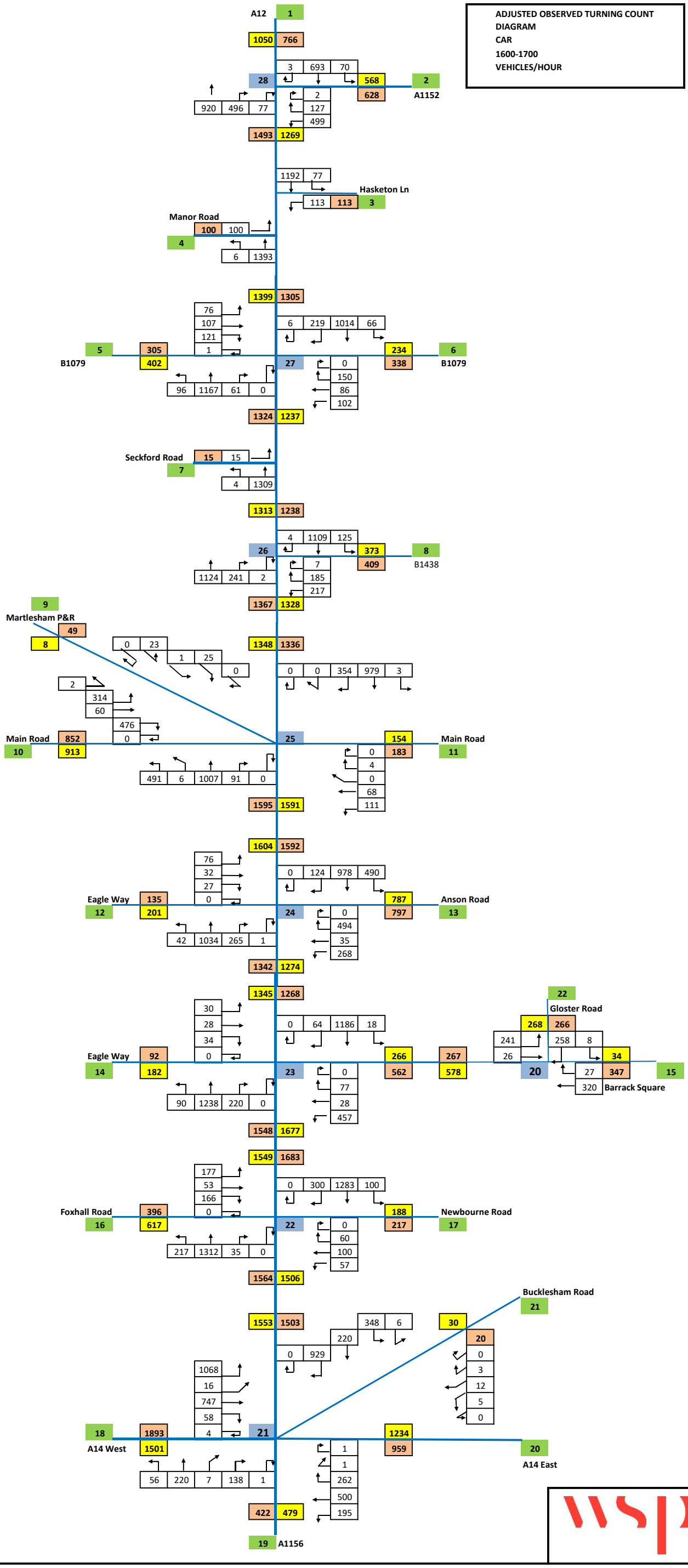
ADJUSTED OBSERVED TURNING COUNT DIAGRAM
HEAVIES
0800-0900
VEHICLES/HOUR



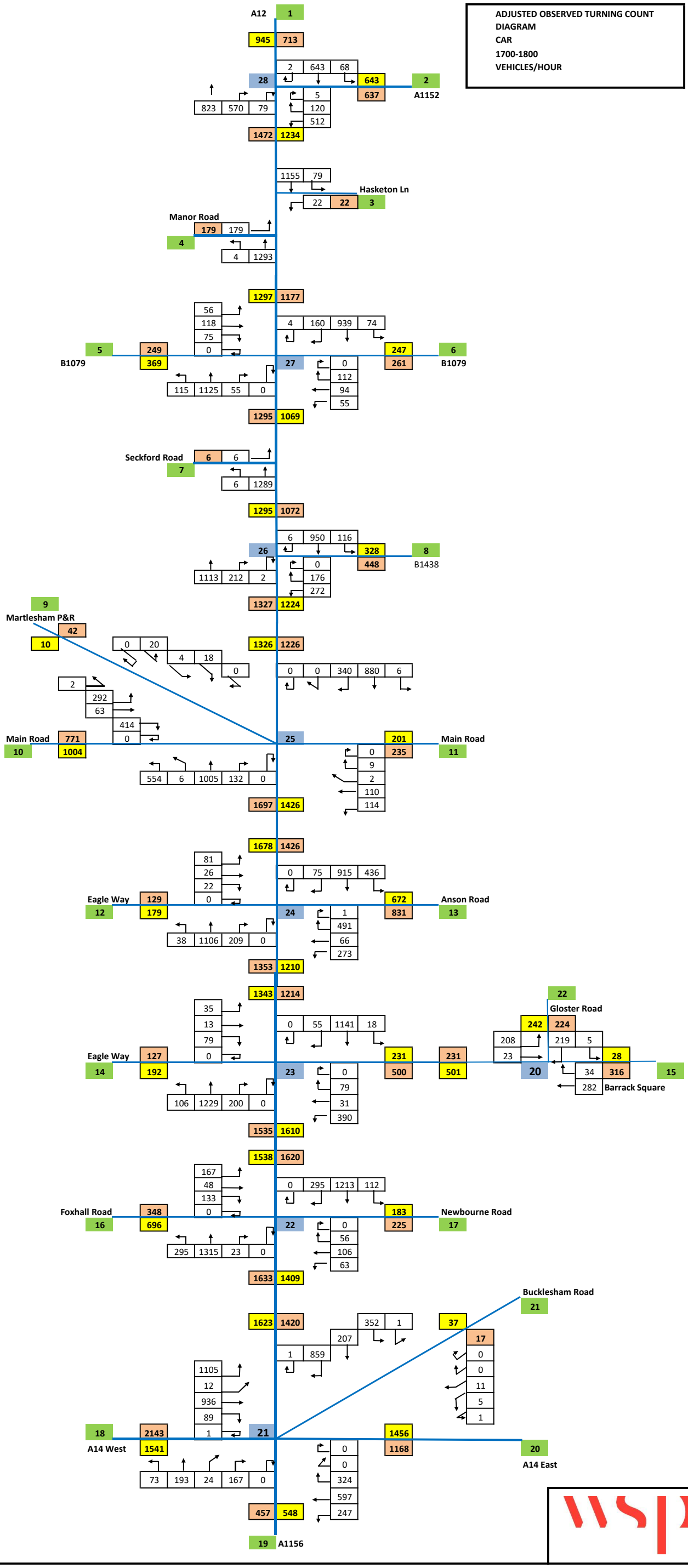
ADJUSTED OBSERVED TURNING COUNT DIAGRAM
CAR
1500-1600
VEHICLES/HOUR



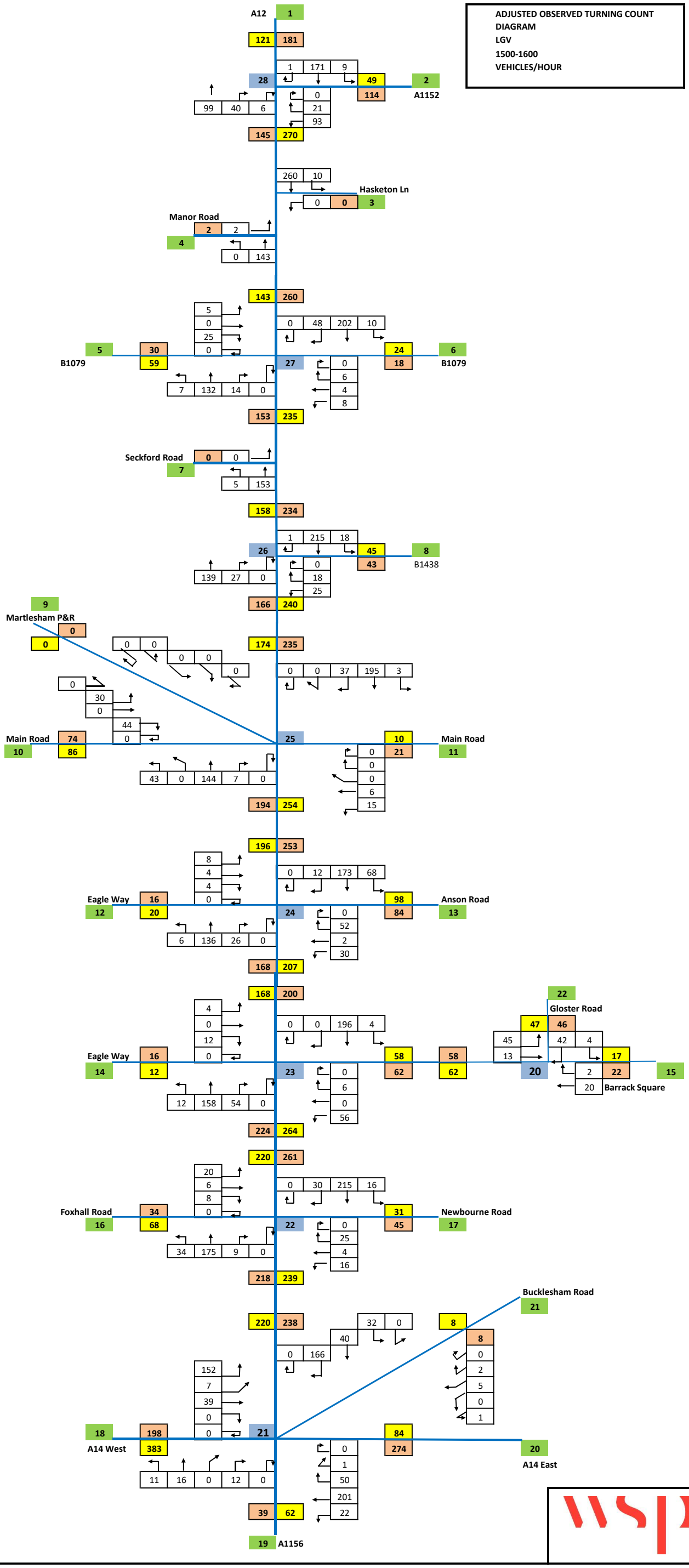
ADJUSTED OBSERVED TURNING COUNT DIAGRAM
CAR
1600-1700
VEHICLES/HOUR



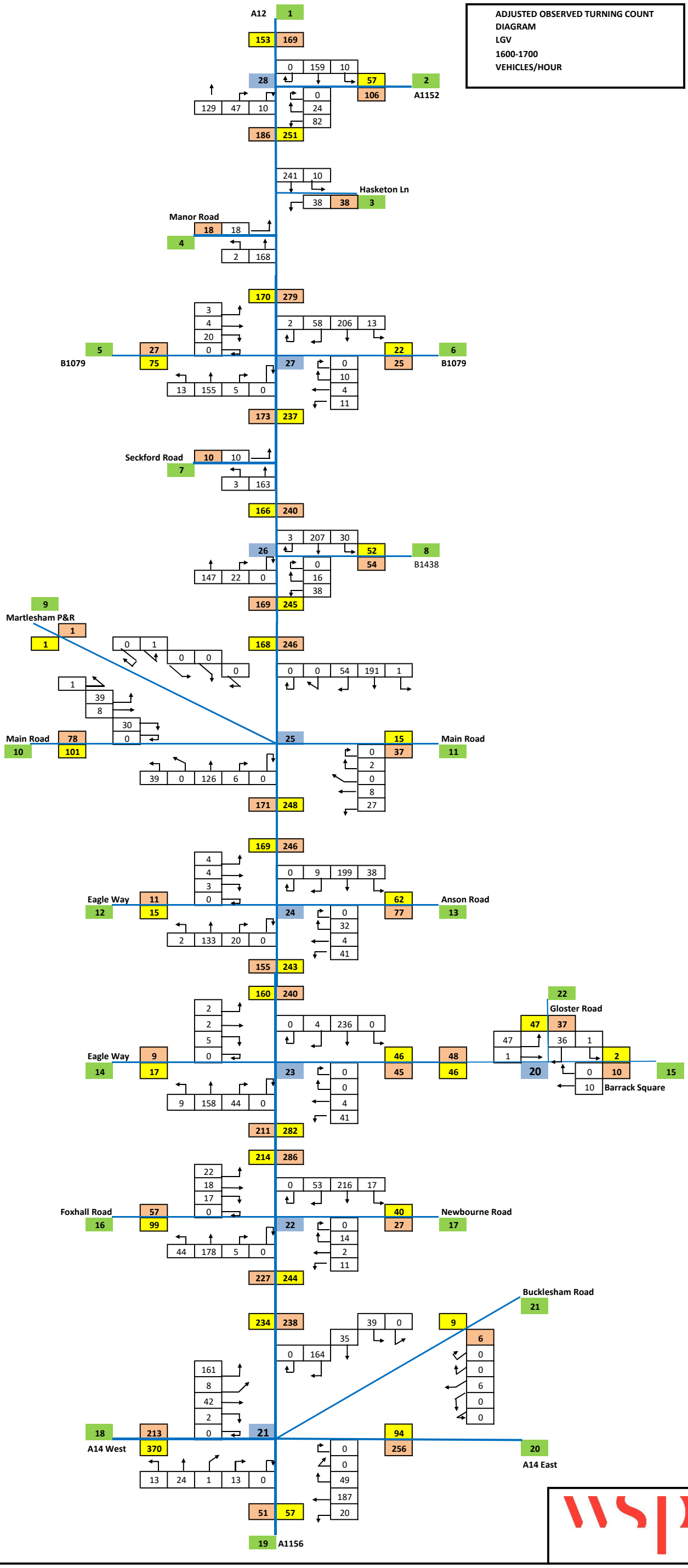
ADJUSTED OBSERVED TURNING COUNT DIAGRAM
CAR
1700-1800
VEHICLES/HOUR



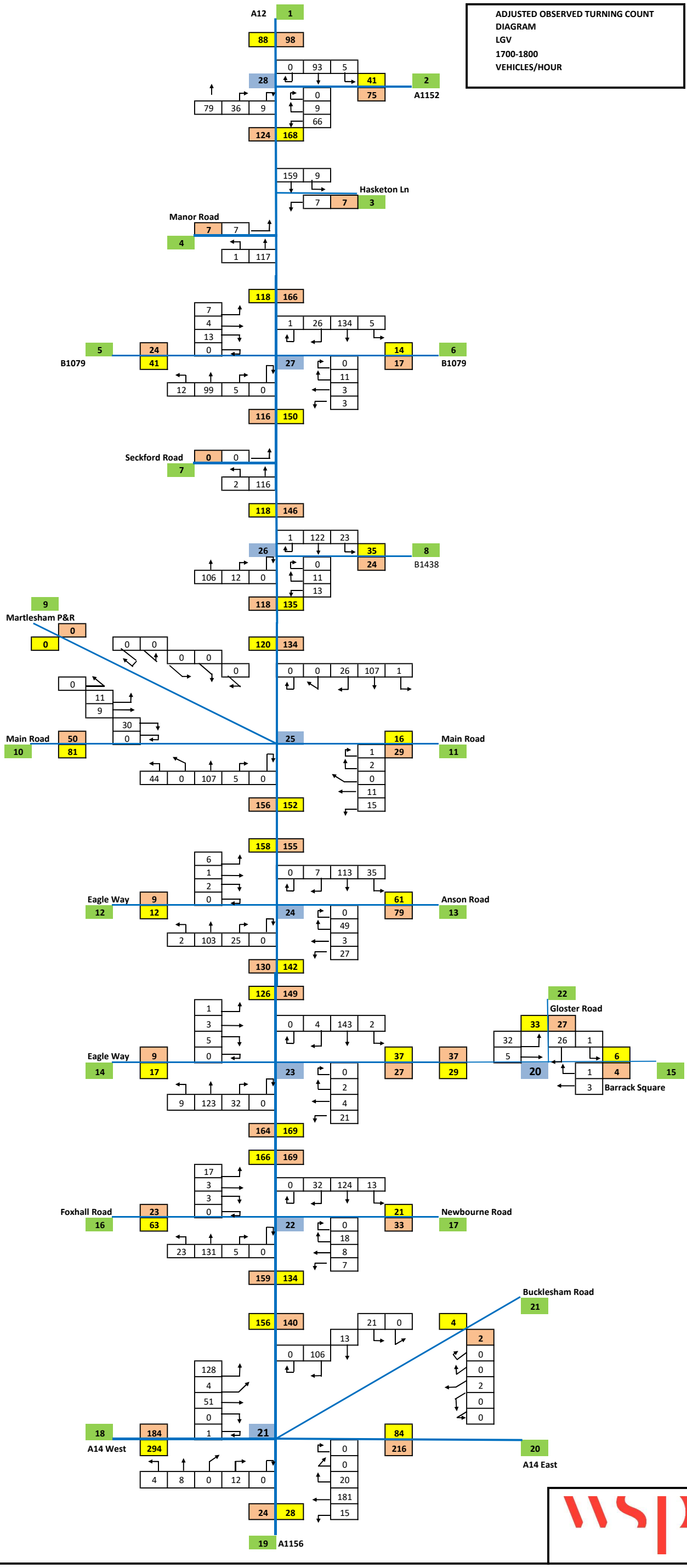
ADJUSTED OBSERVED TURNING COUNT DIAGRAM
LGV
1500-1600
VEHICLES/HOUR



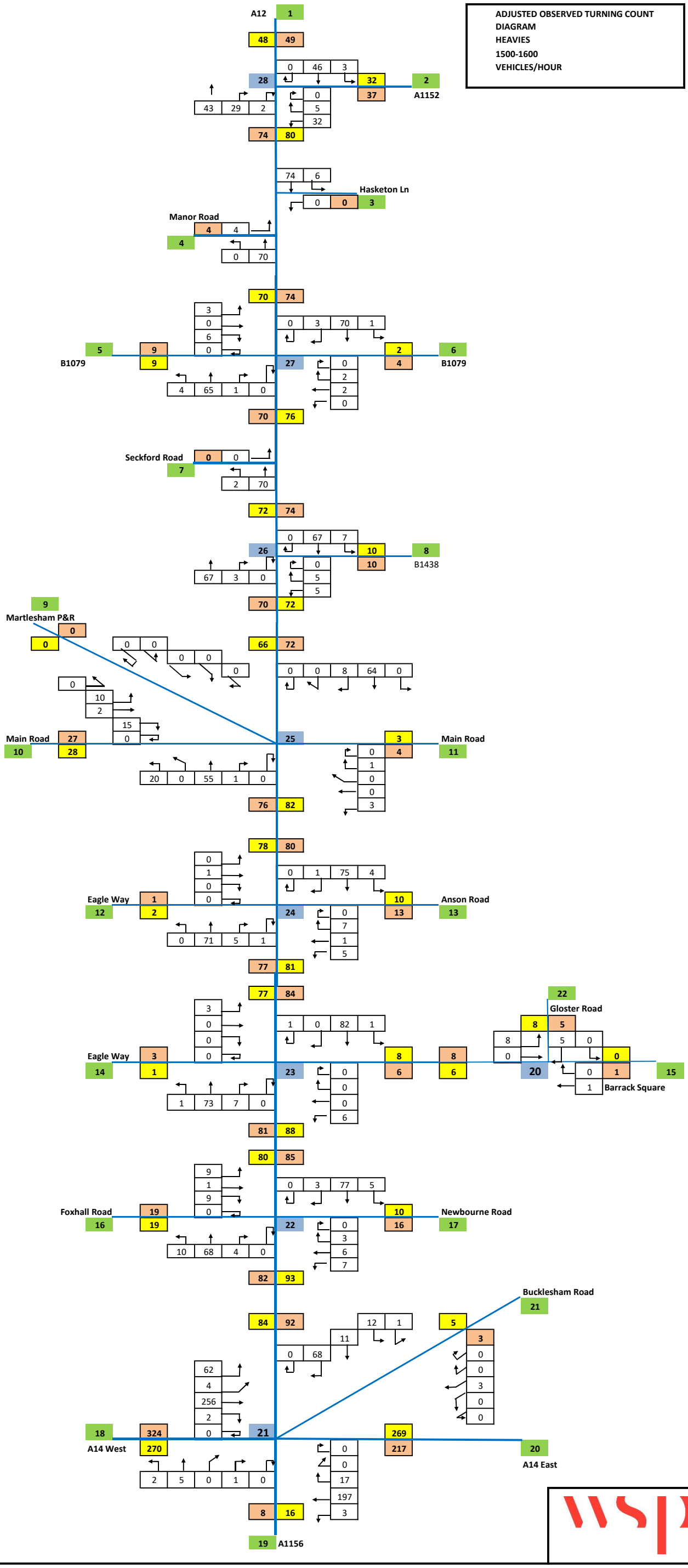
ADJUSTED OBSERVED TURNING COUNT DIAGRAM
LGV
1600-1700
VEHICLES/HOUR



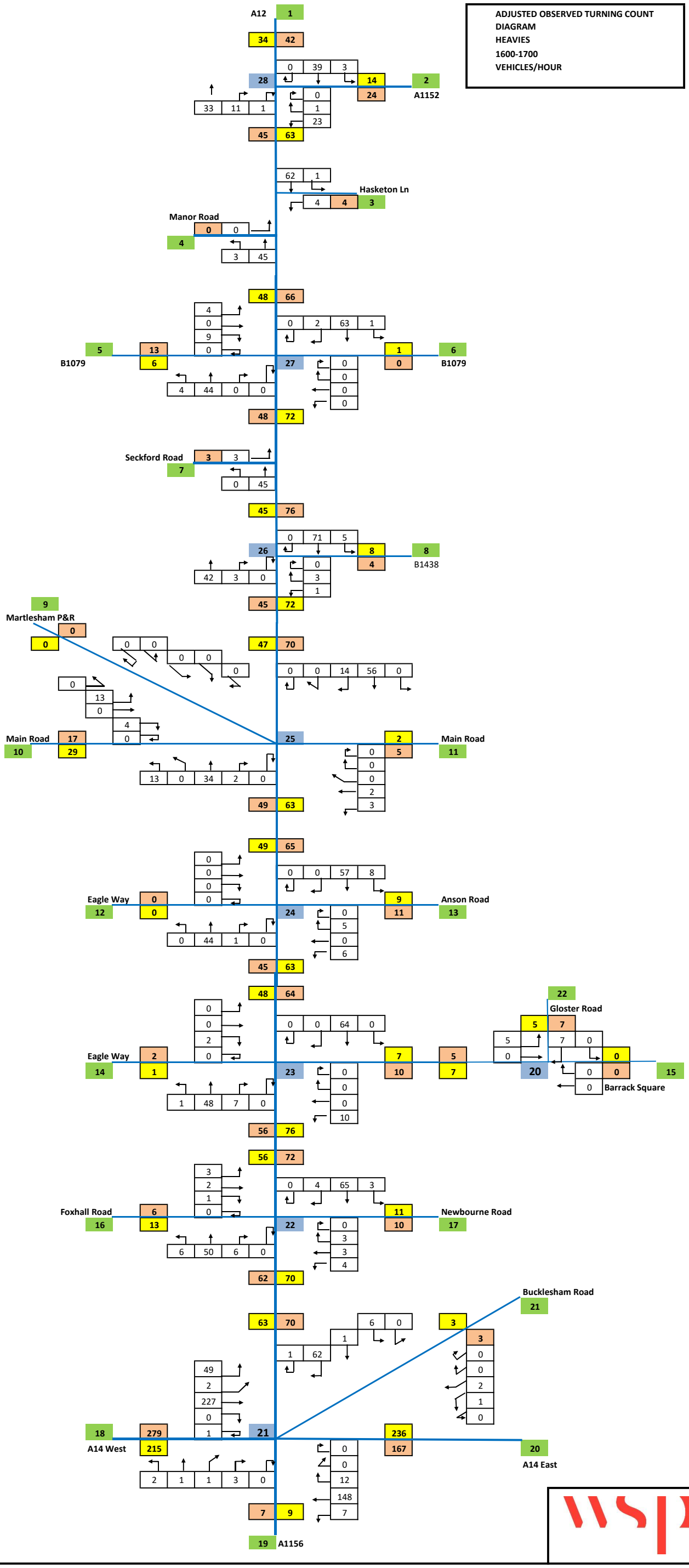
ADJUSTED OBSERVED TURNING COUNT
DIAGRAM
LGV
1700-1800
VEHICLES/HOUR



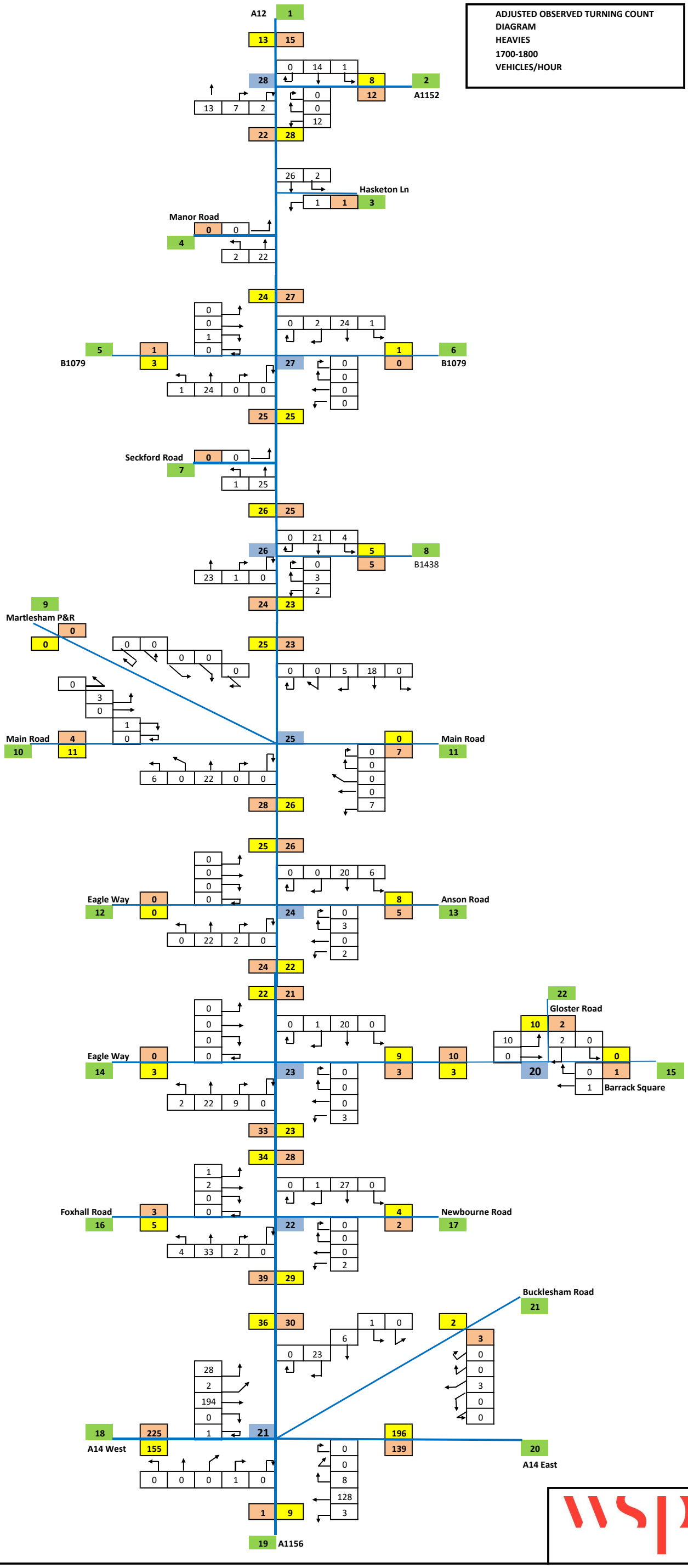
ADJUSTED OBSERVED TURNING COUNT DIAGRAM
HEAVIES
1500-1600
VEHICLES/HOUR



ADJUSTED OBSERVED TURNING COUNT DIAGRAM
HEAVIES
1600-1700
VEHICLES/HOUR



ADJUSTED OBSERVED TURNING COUNT DIAGRAM
HEAVIES
1700-1800
VEHICLES/HOUR



Appendix B

BASE MODEL VALIDATION FIGURES

Vehicle Flow Information
Calibration Statistics
All Vehicles
AM Peak (06:00 -07:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	45	35	-10	-22.2%	1.6	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	23	10	-13	-57.0%	3.2	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	6	0	-6	-100.0%	3.5	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	21	23	2	10.5%	0.5	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	90	79	-11	-12.2%	1.2	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	119	95	-24	-19.9%	2.3	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	1	6	5	520.0%	2.7	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	186	161	-25	-13.2%	1.9	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	65	49	-16	-24.9%	2.1	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	569	510	-59	-10.4%	2.5	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	505	451	-54	-10.7%	2.5	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	9	23	14	152.2%	3.4	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	675	652	-23	-3.4%	0.9	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	3	6	3	96.7%	1.4	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	8	0	-8	-100.0%	4.0	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	7	12	5	71.4%	1.6	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	29	27	-2	-6.6%	0.4	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	1	0	-1	-100.0%	1.4	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	128	128	0	-0.2%	0.0	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	70	77	7	10.3%	0.8	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	847	810	-37	-4.4%	1.3	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	146	143	-3	-2.1%	0.3	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	10	0	-10	-100.0%	4.5	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	1	0	-1	-100.0%	1.4	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	0	0	0		0.0	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	16	13	-3	-16.3%	0.7	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	8	20	12	151.3%	3.2	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	28	16	-12	-42.5%	2.5	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	732	672	-60	-8.3%	2.3	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	39	24	-16	-39.7%	2.8	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	76	54	-22	-28.4%	2.7	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	22	27	5	20.5%	0.9	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	81	57	-24	-30.1%	2.9	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	37	25	-12	-33.0%	2.2	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	615	571	-44	-7.2%	1.8	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	29	27	-2	-5.9%	0.3	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	33	22	-11	-34.5%	2.2	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	19	20	1	6.3%	0.3	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	14	4	-10	-72.9%	3.4	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	42	36	-6	-15.0%	1.0	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	710	644	-66	-9.3%	2.5	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	2	10	8	390.0%	3.2	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	14	14	0	-1.4%	0.1	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	5	0	-5	-100.0%	3.2	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	47	36	-11	-23.8%	1.7	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	7	7		3.7	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	8	16	8	103.8%	2.4	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	519	464	-55	-10.6%	2.5	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	159	139	-20	-12.7%	1.7	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	61	39	-22	-36.7%	3.2	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	4	3	-2	-37.5%	0.8	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	0	17	17		5.8	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	190	154	-36	-18.8%	2.7	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	659	613	-46	-7.0%	1.8	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	4	10	6	160.0%	2.4	Pass

Vehicle Flow Information
Calibration Statistics
All Vehicles
AM Peak (06:00 -07:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	25	23	-2	-9.6%	0.5	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	8	3	-5	-62.5%	2.1	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	16	13	-3	-19.4%	0.8	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	7	7		3.7	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	1	9	8	780.0%	3.5	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	446	411	-35	-7.9%	1.7	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	78	73	-5	-6.4%	0.6	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	75	67	-8	-10.1%	0.9	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	0	0	0		0.0	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	65	52	-13	-20.2%	1.7	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	7	7		3.7	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	3	0	-3	-100.0%	2.4	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	587	543	-44	-7.4%	1.8	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	138	144	6	4.1%	0.5	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	0	0	0		0.0	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	2	0	-2	-100.0%	2.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	1	1	0	-10.0%	0.1	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	169	165	-4	-2.2%	0.3	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	30	16	-14	-45.3%	2.8	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	215	201	-14	-6.5%	1.0	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	106	97	-10	-9.0%	0.9	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	6	3	-3	-56.7%	1.6	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	407	358	-50	-12.2%	2.5	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	10	19	9	94.0%	2.5	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	1	0	-1	-100.0%	1.4	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	40	37	-3	-8.2%	0.5	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	4	0	-4	-100.0%	2.8	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	57	45	-12	-21.2%	1.7	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	682	628	-54	-7.9%	2.1	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	2	0	-2	-100.0%	2.0	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	522	445	-77	-14.7%	3.5	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	69	64	-5	-6.8%	0.6	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	74	72	-2	-2.4%	0.2	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	23	23	0	-0.4%	0.0	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	15	23	8	54.0%	1.9	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	657	605	-52	-7.9%	2.1	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	63	70	7	10.8%	0.8	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	5	0	-5	-100.0%	3.2	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	16	22	6	40.0%	1.5	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	11	0	-11	-100.0%	4.7	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	35	34	-1	-1.7%	0.1	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	32	38	6	17.8%	1.0	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	478	402	-76	-15.8%	3.6	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	10	15	5	54.0%	1.5	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	2	0	-2	-100.0%	2.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	30	43	13	42.7%	2.1	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	15	22	7	46.0%	1.6	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	19	16	-3	-16.3%	0.7	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	27	20	-7	-25.2%	1.4	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	445	431	-15	-3.3%	0.7	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	349	306	-43	-12.4%	2.4	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	191	182	-9	-4.7%	0.7	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	22	0	-22	-100.0%	6.6	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	254	249	-5	-2.1%	0.3	Pass

Vehicle Flow Information
Calibration Statistics
All Vehicles
AM Peak (06:00 -07:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	37	34	-3	-7.0%	0.4	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	14312	13086	-1226	-8.6%	1.5

Vehicle Flow Information
Calibration Statistics
Car Vehicles
AM Peak (06:00 -07:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	25	26	1	3.2%	0.2	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	20	10	-10	-50.5%	2.6	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	4	0	-4	-100.0%	2.8	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	19	20	1	6.3%	0.3	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	78	73	-6	-7.1%	0.6	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	74	70	-4	-5.8%	0.5	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	1	5	4	420.0%	2.4	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	152	142	-10	-6.5%	0.8	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	47	41	-6	-13.4%	1.0	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	414	383	-31	-7.6%	1.6	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	294	257	-38	-12.8%	2.3	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	3	9	6	196.7%	2.4	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	468	452	-16	-3.5%	0.8	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	3	6	3	96.7%	1.4	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	0	0	0		0.0	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	6	10	4	68.3%	1.4	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	26	25	-1	-3.1%	0.2	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	0	0	0		0.0	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	118	116	-2	-1.4%	0.1	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	65	64	-1	-1.1%	0.1	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	339	333	-6	-1.7%	0.3	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	128	115	-14	-10.5%	1.2	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	7	0	-7	-100.0%	3.7	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	1	0	-1	-100.0%	1.4	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	0	0	0		0.0	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	10	10	0	-3.0%	0.1	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	7	15	8	118.6%	2.5	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	21	15	-6	-28.1%	1.4	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	551	520	-31	-5.6%	1.3	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	34	24	-11	-30.9%	2.0	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	52	45	-7	-13.7%	1.0	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	19	18	-1	-6.8%	0.3	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	63	51	-13	-19.8%	1.7	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	30	20	-10	-34.3%	2.1	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	391	372	-20	-5.0%	1.0	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	15	8	-7	-48.7%	2.2	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	18	16	-2	-13.3%	0.6	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	16	13	-3	-17.5%	0.7	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	13	4	-9	-70.8%	3.2	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	35	32	-3	-7.4%	0.4	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	539	497	-42	-7.8%	1.8	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	2	10	8	390.0%	3.2	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	13	14	1	6.2%	0.2	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	0	0	0		0.0	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	45	36	-9	-20.4%	1.4	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	7	7		3.7	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	6	16	10	158.3%	2.9	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	314	289	-25	-7.8%	1.4	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	117	110	-7	-6.1%	0.7	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	40	31	-9	-23.5%	1.6	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	4	3	-2	-37.5%	0.8	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	0	13	13		5.0	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	155	132	-23	-14.8%	1.9	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	506	480	-26	-5.2%	1.2	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	3	7	4	120.0%	1.6	Pass

Vehicle Flow Information
Calibration Statistics
Car Vehicles
AM Peak (06:00 -07:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	23	21	-2	-9.6%	0.5	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	6	3	-3	-50.0%	1.4	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	15	13	-2	-14.0%	0.6	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	7	7		3.7	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	1	7	6	610.0%	3.0	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	285	267	-18	-6.2%	1.1	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	41	41	0	0.2%	0.0	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	56	48	-8	-14.6%	1.1	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	0	0	0		0.0	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	41	35	-7	-15.9%	1.1	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	7	7		3.7	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	2	0	-2	-100.0%	2.0	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	444	416	-28	-6.4%	1.4	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	128	122	-6	-4.7%	0.5	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	0	0	0		0.0	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	2	0	-2	-100.0%	2.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	1	1	0	-10.0%	0.1	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	136	129	-7	-5.3%	0.6	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	22	15	-8	-34.1%	1.8	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	189	184	-6	-2.9%	0.4	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	90	86	-4	-4.4%	0.4	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	6	3	-3	-56.7%	1.6	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	242	215	-27	-11.0%	1.8	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	8	13	5	67.5%	1.7	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	1	0	-1	-100.0%	1.4	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	27	22	-5	-17.8%	1.0	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	4	0	-4	-100.0%	2.8	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	31	27	-4	-13.9%	0.8	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	506	488	-18	-3.5%	0.8	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	2	0	-2	-100.0%	2.0	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	335	288	-47	-14.1%	2.7	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	52	49	-3	-6.0%	0.4	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	60	58	-2	-4.0%	0.3	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	14	15	1	7.9%	0.3	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	12	20	8	69.2%	2.1	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	516	478	-38	-7.4%	1.7	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	60	59	-1	-2.3%	0.2	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	4	0	-4	-100.0%	2.8	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	15	16	1	3.3%	0.1	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	11	0	-11	-100.0%	4.7	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	18	22	4	21.1%	0.9	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	25	27	2	8.0%	0.4	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	301	267	-34	-11.2%	2.0	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	9	2	-7	-73.3%	2.8	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	2	0	-2	-100.0%	2.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	19	23	4	20.5%	0.9	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	9	12	3	32.2%	0.9	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	18	15	-3	-17.2%	0.8	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	15	18	3	16.7%	0.6	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	333	329	-4	-1.2%	0.2	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	218	199	-20	-8.9%	1.4	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	150	140	-10	-6.6%	0.8	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	11	0	-11	-100.0%	4.7	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	216	216	-1	-0.2%	0.0	Pass

Vehicle Flow Information
Calibration Statistics
Car Vehicles
AM Peak (06:00 -07:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	25	32	7	29.6%	1.4	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	10068	9410	-658	-6.5%	1.1

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
AM Peak (06:00 -07:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	2	0	-2	-100.0%	2.0	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	0	0	0		0.0	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	1	0	-1	-100.0%	1.4	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	0	0	0		0.0	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	1	0	-1	-100.0%	1.4	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	6	0	-6	-100.0%	3.5	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	0	0	0		0.0	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	16	4	-12	-72.5%	3.6	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	4	1	-3	-70.0%	1.7	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	37	28	-9	-24.6%	1.6	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	59	51	-8	-14.2%	1.1	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	1	5	4	380.0%	2.2	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	166	167	1	0.8%	0.1	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	0	0	0		0.0	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	7	0	-7	-100.0%	3.7	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	0	0	0		0.0	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	0	0	0		0.0	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	1	0	-1	-100.0%	1.4	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	1	4	3	310.0%	1.9	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	0	4	4		2.8	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	374	370	-4	-1.1%	0.2	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	7	11	4	52.9%	1.2	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	0	0	0		0.0	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	0	0	0		0.0	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	1	2	1	90.0%	0.7	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	0	1	1		1.4	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	2	0	-2	-100.0%	2.0	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	43	34	-10	-22.1%	1.5	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	0	0	0		0.0	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	1	0	-1	-100.0%	1.4	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	1	3	2	200.0%	1.4	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	8	0	-8	-100.0%	4.0	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	2	1	-1	-55.0%	0.9	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	63	53	-10	-15.9%	1.3	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	3	7	4	133.3%	1.8	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	7	3	-4	-57.1%	1.8	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	3	1	-2	-66.7%	1.4	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	0	0	0		0.0	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	2	0	-2	-100.0%	2.0	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	41	34	-7	-16.8%	1.1	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	0	0	0		0.0	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	1	0	-1	-100.0%	1.4	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	0	0	0		0.0	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	1	0	-1	-100.0%	1.4	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	1	0	-1	-100.0%	1.4	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	58	52	-6	-9.8%	0.8	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	4	0	-4	-100.0%	2.8	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	2	0	-2	-100.0%	2.0	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	0	0	0		0.0	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	0	0	0		0.0	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	2	0	-2	-100.0%	2.0	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	41	35	-6	-14.9%	1.0	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	1	0	-1	-100.0%	1.4	Pass

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
AM Peak (06:00 -07:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	0	0	0		0.0	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	0	0	0		0.0	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	1	0	-1	-100.0%	1.4	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	0	0	0		0.0	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	44	42	-2	-4.5%	0.3	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	12	10	-2	-14.2%	0.5	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	2	0	-2	-100.0%	2.0	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	0	0	0		0.0	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	7	0	-7	-100.0%	3.7	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	0	0	0		0.0	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	39	35	-4	-10.5%	0.7	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	4	9	5	112.5%	1.8	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	0	0	0		0.0	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	0	0	0		0.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	0	0	0		0.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	2	7	5	260.0%	2.4	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	3	0	-3	-100.0%	2.4	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	3	0	-3	-100.0%	2.4	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	5	0	-5	-100.0%	3.2	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	42	42	0	0.5%	0.0	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	0	0	0		0.0	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	2	0	-2	-100.0%	2.0	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	0	0	0		0.0	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	3	1	-2	-66.7%	1.4	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	52	40	-12	-22.3%	1.7	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	0	0	0		0.0	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	48	44	-4	-8.1%	0.6	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	4	4	0	10.0%	0.2	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	2	5	3	140.0%	1.5	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	1	1	0	-10.0%	0.1	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	0	0	0		0.0	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	38	35	-3	-8.7%	0.5	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	1	1	0	0.0%	0.0	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	0	0	0		0.0	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	0	5	5		3.2	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	0	0	0		0.0	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	5	1	-4	-80.0%	2.3	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	1	1	0	-30.0%	0.3	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	48	38	-10	-20.8%	1.5	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	0	5	5		3.3	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	1	6	5	490.0%	2.6	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	0	2	2		2.0	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	1	0	-1	-100.0%	1.4	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	2	0	-2	-100.0%	2.0	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	29	26	-3	-10.3%	0.6	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	31	29	-2	-6.5%	0.4	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	11	13	2	21.8%	0.7	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	6	0	-6	-100.0%	3.5	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	11	6	-5	-45.5%	1.7	Pass

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
AM Peak (06:00 -07:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	4	1	-3	-75.0%	1.9	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	1436	1280	-156	-10.8%	0.9

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
AM Peak (06:00 -07:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	18	9	-9	-48.9%	2.4	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	3	0	-3	-100.0%	2.4	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	1	0	-1	-100.0%	1.4	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	2	3	1	50.0%	0.6	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	11	7	-5	-40.9%	1.5	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	39	26	-13	-34.4%	2.4	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	0	1	1		1.4	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	18	15	-3	-17.2%	0.8	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	14	7	-7	-50.7%	2.2	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	118	100	-18	-15.6%	1.8	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	152	144	-8	-5.4%	0.7	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	5	9	4	80.0%	1.5	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	41	33	-8	-19.0%	1.3	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	0	0	0		0.0	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	1	0	-1	-100.0%	1.4	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	1	2	1	90.0%	0.7	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	3	2	-1	-36.7%	0.7	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	0	0	0		0.0	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	9	7	-2	-18.9%	0.6	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	5	9	4	78.0%	1.5	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	134	107	-27	-20.4%	2.5	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	11	18	7	60.9%	1.8	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	3	0	-3	-100.0%	2.4	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	0	0	0		0.0	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	5	2	-3	-64.0%	1.7	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	1	4	3	280.0%	1.8	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	5	1	-4	-80.0%	2.3	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	138	118	-20	-14.6%	1.8	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	5	0	-5	-100.0%	3.2	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	23	10	-14	-58.7%	3.3	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	2	6	4	190.0%	1.9	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	10	6	-4	-39.0%	1.4	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	5	4	-1	-16.0%	0.4	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	161	146	-15	-9.3%	1.2	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	11	13	2	14.5%	0.5	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	8	3	-5	-62.5%	2.1	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	0	6	6		3.5	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	1	0	-1	-100.0%	1.4	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	5	3	-2	-34.0%	0.8	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	130	113	-17	-13.0%	1.5	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	0	0	0		0.0	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	0	0	0		0.0	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	5	0	-5	-100.0%	3.2	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	1	0	-1	-100.0%	1.4	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	1	1	0	-20.0%	0.2	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	147	122	-25	-16.9%	2.1	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	38	29	-9	-23.9%	1.6	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	19	8	-11	-57.9%	3.0	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	0	0	0		0.0	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	0	4	4		2.9	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	33	22	-11	-32.7%	2.1	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	112	98	-14	-12.5%	1.4	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	0	4	4		2.8	Pass

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
AM Peak (06:00 -07:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	2	2	0	-10.0%	0.1	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	2	0	-2	-100.0%	2.0	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	0	0	0		0.0	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	0	2	2		1.8	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	117	101	-16	-13.3%	1.5	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	25	22	-3	-13.6%	0.7	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	17	20	3	15.3%	0.6	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	0	0	0		0.0	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	17	17	0	2.4%	0.1	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	1	0	-1	-100.0%	1.4	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	104	93	-11	-10.7%	1.1	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	6	13	7	120.0%	2.3	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	0	0	0		0.0	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	0	0	0		0.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	0	0	0		0.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	31	29	-2	-5.8%	0.3	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	5	2	-3	-62.0%	1.7	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	23	18	-5	-23.5%	1.2	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	11	11	-1	-4.5%	0.2	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	123	100	-23	-18.7%	2.2	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	2	6	4	200.0%	2.0	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	11	15	4	31.8%	1.0	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	0	0	0		0.0	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	23	17	-6	-25.2%	1.3	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	124	99	-25	-19.9%	2.3	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	0	0	0		0.0	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	139	114	-26	-18.3%	2.3	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	13	11	-2	-15.4%	0.6	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	12	10	-2	-18.3%	0.7	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	8	7	-1	-13.8%	0.4	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	3	3	0	-6.7%	0.1	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	103	92	-11	-10.3%	1.1	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	2	10	8	410.0%	3.3	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	1	0	-1	-100.0%	1.4	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	1	2	1	90.0%	0.7	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	0	0	0		0.0	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	12	12	0	-3.3%	0.1	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	6	10	4	66.7%	1.4	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	129	97	-32	-24.7%	3.0	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	1	8	7	660.0%	3.2	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	10	14	4	40.0%	1.2	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	6	8	2	33.3%	0.8	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	0	1	1		1.4	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	10	3	-7	-73.0%	2.9	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	83	76	-7	-8.9%	0.8	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	100	78	-22	-21.8%	2.3	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	30	29	-1	-4.7%	0.3	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	5	0	-5	-100.0%	3.2	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	27	27	0	0.4%	0.0	Pass

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
AM Peak (06:00 -07:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	8	1	-7	-87.5%	3.3	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	2808	2396	-412	-14.7%	1.0

wsp

Vehicle Flow Information
Calibration Statistics
All Vehicles
AM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	482	405	-77	-16.0%	2.1	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	134	110	-24	-18.1%	1.3	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	20	0	-20	-100.0%	3.7	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	111	107	-4	-3.5%	0.2	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	890	812	-78	-8.8%	1.6	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	691	619	-72	-10.4%	1.6	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	7	27	20	287.1%	2.8	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	805	716	-89	-11.1%	1.9	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	533	452	-81	-15.2%	2.1	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	2681	2534	-147	-5.5%	1.7	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	2938	2857	-81	-2.8%	0.9	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	45	79	34	74.7%	2.5	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	2272	2230	-42	-1.8%	0.5	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	185	170	-15	-7.9%	0.6	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	16	0	-16	-100.0%	3.3	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	131	126	-5	-4.0%	0.3	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	431	389	-42	-9.8%	1.2	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	7	0	-7	-100.0%	2.2	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	490	506	16	3.2%	0.4	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	496	499	3	0.5%	0.1	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	3157	3113	-44	-1.4%	0.5	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	813	737	-76	-9.4%	1.6	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	36	20	-16	-43.3%	1.7	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	6	0	-6	-100.0%	2.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	20	10	-10	-50.5%	1.5	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	99	76	-23	-23.1%	1.4	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	18	59	41	225.0%	3.8	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	225	168	-58	-25.6%	2.4	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	3424	3221	-203	-5.9%	2.0	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	345	309	-36	-10.5%	1.2	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	538	494	-44	-8.2%	1.1	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	132	150	18	13.7%	0.9	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	456	386	-70	-15.4%	2.0	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	297	250	-47	-15.9%	1.7	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	3720	3561	-159	-4.3%	1.5	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	171	180	9	5.2%	0.4	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	1	0	-1	-100.0%	0.8	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	181	170	-11	-5.9%	0.5	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	122	132	10	7.8%	0.5	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	308	262	-47	-15.1%	1.6	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	118	134	16	13.5%	0.8	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	3223	3076	-147	-4.5%	1.5	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	22	54	32	144.5%	3.0	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	103	91	-12	-11.3%	0.7	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	48	36	-12	-25.2%	1.1	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	285	224	-61	-21.3%	2.2	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	7	7		2.2	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	92	102	10	11.1%	0.6	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	3023	2920	-103	-3.4%	1.1	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	1422	1262	-160	-11.2%	2.5	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	1	0	-1	-100.0%	0.8	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	521	417	-104	-20.0%	2.8	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	29	14	-15	-52.1%	1.9	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	42	80	38	90.7%	2.8	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	2	0	-2	-100.0%	1.2	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	1224	1112	-113	-9.2%	1.9	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	2988	2938	-50	-1.7%	0.5	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	221	213	-8	-3.7%	0.3	Pass

Vehicle Flow Information
Calibration Statistics
All Vehicles
AM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	1	0	-1	-100.0%	0.8	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	226	195	-31	-13.8%	1.2	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	67	60	-7	-11.0%	0.5	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	91	63	-28	-31.1%	1.9	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	7	7		2.2	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	27	50	23	84.8%	2.1	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	2741	2650	-92	-3.3%	1.0	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	400	380	-20	-4.9%	0.6	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	303	284	-19	-6.2%	0.6	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	34	29	-5	-15.6%	0.5	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	446	408	-38	-8.5%	1.1	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	1	7	6	610.0%	1.8	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	17	0	-17	-100.0%	3.4	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	2781	2662	-119	-4.3%	1.3	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	832	818	-14	-1.7%	0.3	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	3	10	7	236.7%	1.6	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	15	0	-15	-100.0%	3.2	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	19	11	-8	-42.1%	1.2	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	2	0	-2	-100.0%	1.2	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	17	16	-1	-5.9%	0.1	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	1	4	3	300.0%	1.1	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	25	23	-2	-8.4%	0.2	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	929	936	7	0.7%	0.1	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	207	154	-53	-25.4%	2.3	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	1430	1342	-88	-6.1%	1.4	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	713	673	-40	-5.6%	0.9	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	95	77	-18	-18.7%	1.1	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	2517	2362	-155	-6.2%	1.8	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	76	116	40	53.2%	2.4	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	2	0	-2	-100.0%	1.2	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	231	254	23	9.7%	0.8	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	2	0	-2	-100.0%	1.2	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	46	17	-30	-64.1%	3.0	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	383	375	-8	-2.2%	0.2	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	3240	3105	-135	-4.2%	1.4	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	26	11	-15	-58.5%	2.0	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	2891	2745	-147	-5.1%	1.6	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	592	553	-39	-6.6%	0.9	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	3	0	-3	-100.0%	1.4	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	406	419	13	3.2%	0.4	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	288	286	-2	-0.6%	0.1	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	1	0	-1	-100.0%	0.8	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	130	157	27	20.4%	1.3	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	3128	2969	-159	-5.1%	1.7	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	732	720	-12	-1.6%	0.3	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	27	16	-11	-41.5%	1.4	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	107	139	32	30.2%	1.7	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	260	248	-12	-4.8%	0.4	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	327	317	-10	-3.0%	0.3	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	197	209	12	6.1%	0.5	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	2632	2495	-137	-5.2%	1.6	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	310	298	-12	-3.8%	0.4	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	5	0	-5	-100.0%	1.8	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	209	238	29	13.8%	1.1	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	138	148	10	7.2%	0.5	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	243	237	-6	-2.6%	0.2	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	241	218	-23	-9.6%	0.9	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	2426	2408	-19	-0.8%	0.2	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	1	0	-1	-100.0%	0.8	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	1774	1749	-25	-1.4%	0.3	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	1511	1442	-69	-4.5%	1.0	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	123	97	-26	-21.5%	1.5	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	1511	1480	-31	-2.1%	0.5	Pass

Vehicle Flow Information
Calibration Statistics
All Vehicles
AM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	311	287	-24	-7.8%	0.8	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	1	0	-1	-100.0%	0.8	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	79269	75580	-3689	-4.7%	1.2

Vehicle Flow Information
Calibration Statistics
Car Vehicles
AM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	346	315	-31	-9.0%	1.0	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	114	96	-18	-15.9%	1.0	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	11	0	-11	-100.0%	2.7	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	81	83	2	2.3%	0.1	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	810	738	-72	-8.9%	1.5	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	519	490	-29	-5.5%	0.7	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	5	16	11	214.0%	1.9	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	648	596	-52	-8.0%	1.2	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	452	392	-60	-13.3%	1.7	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	2065	1958	-107	-5.2%	1.4	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	1993	1954	-39	-2.0%	0.5	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	16	40	24	146.9%	2.6	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	1572	1554	-18	-1.1%	0.3	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	154	141	-13	-8.4%	0.6	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	2	0	-2	-100.0%	1.2	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	107	105	-2	-1.9%	0.1	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	355	333	-22	-6.1%	0.7	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	0	0	0		0.0	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	432	437	5	1.2%	0.1	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	461	443	-19	-4.0%	0.5	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	1709	1703	-6	-0.3%	0.1	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	672	610	-62	-9.2%	1.4	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	22	12	-10	-47.3%	1.5	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	6	0	-6	-100.0%	2.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	14	10	-4	-29.3%	0.7	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	66	54	-12	-17.9%	0.9	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	15	30	15	98.7%	1.8	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	166	138	-28	-16.9%	1.3	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	2701	2564	-138	-5.1%	1.5	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	292	285	-8	-2.6%	0.3	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	433	429	-4	-0.9%	0.1	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	104	101	-3	-2.5%	0.1	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	384	328	-56	-14.6%	1.7	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	234	192	-42	-18.1%	1.7	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	2661	2578	-83	-3.1%	0.9	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	130	117	-13	-9.9%	0.7	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	1	0	-1	-100.0%	0.8	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	112	112	0	-0.4%	0.0	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	99	87	-12	-12.3%	0.7	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	248	216	-32	-13.0%	1.2	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	100	116	16	16.1%	0.9	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	2559	2461	-98	-3.8%	1.1	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	22	43	21	95.0%	2.1	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	95	85	-10	-10.1%	0.6	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	41	27	-14	-34.4%	1.4	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	255	215	-40	-15.6%	1.5	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	7	7		2.2	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	77	94	17	22.3%	1.1	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	2057	2017	-40	-2.0%	0.5	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	1187	1087	-100	-8.4%	1.7	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	373	326	-47	-12.5%	1.4	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	23	14	-9	-39.6%	1.2	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	28	57	29	101.8%	2.5	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	1	0	-1	-100.0%	0.8	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	1031	962	-69	-6.7%	1.3	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	2399	2381	-18	-0.8%	0.2	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	202	193	-9	-4.5%	0.4	Pass

wsp

Vehicle Flow Information
Calibration Statistics
Car Vehicles
AM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	1	0	-1	-100.0%	0.8	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	207	181	-26	-12.5%	1.1	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	56	59	3	4.6%	0.2	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	83	60	-23	-28.1%	1.6	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	7	7		2.2	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	21	45	24	115.7%	2.4	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	1888	1820	-68	-3.6%	0.9	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	280	285	5	1.7%	0.2	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	212	196	-16	-7.4%	0.6	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	32	29	-3	-10.3%	0.3	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	275	274	-1	-0.3%	0.0	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	1	7	6	610.0%	1.8	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	15	0	-15	-100.0%	3.2	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	2215	2130	-85	-3.8%	1.0	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	751	729	-22	-2.9%	0.5	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	3	10	7	236.7%	1.6	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	15	0	-15	-100.0%	3.2	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	18	11	-7	-38.9%	1.1	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	2	0	-2	-100.0%	1.2	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	15	16	1	6.7%	0.1	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	1	4	3	300.0%	1.1	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	24	23	-1	-4.6%	0.1	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	751	747	-4	-0.5%	0.1	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	159	131	-28	-17.4%	1.3	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	1241	1189	-52	-4.2%	0.9	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	564	549	-15	-2.7%	0.4	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	95	77	-18	-18.7%	1.1	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	1638	1543	-95	-5.8%	1.4	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	62	87	25	40.0%	1.7	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	1	0	-1	-100.0%	0.8	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	194	212	18	9.0%	0.7	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	2	0	-2	-100.0%	1.2	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	43	17	-27	-61.6%	2.8	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	305	297	-8	-2.7%	0.3	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	2646	2559	-87	-3.3%	1.0	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	22	11	-11	-50.9%	1.6	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	1988	1847	-141	-7.1%	1.9	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	491	450	-41	-8.4%	1.1	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	2	0	-2	-100.0%	1.2	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	337	341	4	1.1%	0.1	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	232	224	-8	-3.6%	0.3	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	1	0	-1	-100.0%	0.8	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	115	141	26	22.5%	1.3	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	2559	2454	-105	-4.1%	1.2	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	644	623	-21	-3.3%	0.5	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	22	16	-6	-28.2%	0.8	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	75	85	10	13.7%	0.7	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	243	226	-17	-7.1%	0.7	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	261	263	2	0.6%	0.1	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	149	155	6	4.0%	0.3	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	1708	1647	-61	-3.6%	0.9	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	281	247	-34	-12.0%	1.2	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	5	0	-5	-100.0%	1.8	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	173	180	7	3.9%	0.3	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	122	125	3	2.5%	0.2	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	205	199	-6	-2.8%	0.2	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	192	185	-7	-3.9%	0.3	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	1991	1983	-8	-0.4%	0.1	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	1115	1110	-5	-0.4%	0.1	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	1159	1089	-70	-6.0%	1.2	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	89	97	8	8.5%	0.5	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	1314	1299	-15	-1.2%	0.2	Pass

Vehicle Flow Information
Calibration Statistics
Car Vehicles
AM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	243	238	-5	-2.2%	0.2	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	1	0	-1	-100.0%	0.8	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	60217	57863	-2354	-3.9%	0.9

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
AM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	24	13	-11	-47.1%	1.5	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	1	0	-1	-100.0%	0.8	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	4	0	-4	-100.0%	1.6	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	5	7	2	40.0%	0.5	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	14	9	-5	-38.6%	0.9	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	31	17	-15	-46.8%	1.7	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	1	0	-1	-100.0%	0.8	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	61	37	-25	-40.2%	2.0	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	23	20	-3	-13.5%	0.4	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	188	176	-12	-6.5%	0.5	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	272	248	-24	-8.9%	0.9	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	6	11	5	83.3%	1.0	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	522	518	-4	-0.8%	0.1	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	3	2	-1	-33.3%	0.4	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	13	0	-13	-100.0%	2.9	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	8	6	-2	-26.3%	0.5	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	21	12	-9	-43.8%	1.3	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	5	0	-5	-100.0%	1.8	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	6	15	9	148.3%	1.6	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	4	13	9	227.5%	1.8	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	936	931	-5	-0.6%	0.1	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	39	33	-6	-14.6%	0.5	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	1	0	-1	-100.0%	0.8	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	2	0	-2	-100.0%	1.2	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	18	18	0	-0.6%	0.0	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	0	15	15		3.1	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	22	3	-19	-84.5%	3.0	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	213	188	-25	-11.5%	1.0	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	2	0	-2	-100.0%	1.2	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	11	0	-11	-100.0%	2.7	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	6	13	7	121.7%	1.4	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	30	18	-12	-39.3%	1.4	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	20	14	-6	-28.0%	0.8	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	289	262	-27	-9.4%	0.9	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	20	27	7	35.0%	0.8	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	35	28	-7	-20.3%	0.7	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	11	9	-2	-18.2%	0.4	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	20	4	-16	-80.0%	2.7	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	4	3	-1	-25.0%	0.3	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	205	175	-30	-14.6%	1.3	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	0	4	4		1.6	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	3	1	-2	-66.7%	0.8	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	2	0	-2	-100.0%	1.2	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	1	0	-1	-100.0%	0.8	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	3	0	-3	-100.0%	1.4	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	271	242	-29	-10.8%	1.1	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	43	22	-21	-48.6%	2.1	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	30	18	-12	-40.7%	1.4	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	0	0	0		0.0	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	2	2	0	-5.0%	0.0	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	1	0	-1	-100.0%	0.8	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	20	10	-10	-52.0%	1.6	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	197	169	-28	-14.1%	1.2	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	7	2	-5	-71.4%	1.4	Pass

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
AM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	3	1	-2	-70.0%	0.9	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	4	0	-4	-100.0%	1.6	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	1	3	2	200.0%	0.8	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	1	1	0	-40.0%	0.3	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	243	223	-20	-8.3%	0.8	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	29	20	-9	-30.0%	1.0	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	18	11	-7	-38.9%	1.1	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	0	0	0		0.0	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	38	18	-20	-52.6%	2.2	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	0	0	0		0.0	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	170	156	-14	-8.4%	0.6	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	23	22	-1	-2.6%	0.1	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	0	0	0		0.0	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	0	0	0		0.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	0	0	0		0.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	32	37	5	15.6%	0.5	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	14	4	-10	-71.4%	1.9	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	47	26	-21	-44.9%	2.0	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	50	26	-24	-47.6%	2.2	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	230	214	-16	-7.0%	0.6	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	2	0	-2	-100.0%	1.2	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	7	0	-7	-100.0%	2.2	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	0	0	0		0.0	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	12	9	-3	-25.0%	0.5	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	168	154	-14	-8.2%	0.6	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	1	0	-1	-100.0%	0.8	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	216	218	2	0.7%	0.1	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	26	31	5	17.3%	0.5	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	18	27	9	48.3%	1.1	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	8	9	1	12.5%	0.2	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	2	0	-2	-100.0%	1.2	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	162	142	-20	-12.1%	0.9	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	23	23	0	0.4%	0.0	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	1	0	-1	-100.0%	0.8	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	8	23	15	187.5%	2.2	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	2	6	4	200.0%	1.2	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	17	10	-7	-41.2%	1.1	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	9	6	-3	-33.3%	0.6	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	248	208	-40	-16.2%	1.5	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	3	11	8	256.7%	1.7	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	5	12	7	140.0%	1.4	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	0	15	15		3.2	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	3	4	1	33.3%	0.3	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	12	8	-4	-35.8%	0.8	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	115	109	-6	-5.5%	0.3	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	159	150	-10	-6.0%	0.4	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	85	83	-2	-2.5%	0.1	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	14	0	-14	-100.0%	3.1	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	62	48	-14	-23.2%	1.1	Pass

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
AM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	15	7	-8	-53.3%	1.4	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	5982	5385	-597	-10.0%	0.8

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
AM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	112	78	-35	-30.8%	2.0	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	19	14	-5	-26.8%	0.7	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	5	0	-5	-100.0%	1.8	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	25	17	-8	-31.2%	1.0	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	66	65	-1	-2.1%	0.1	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	141	112	-29	-20.3%	1.5	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	1	11	10	1040.0%	2.4	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	96	83	-13	-14.0%	0.8	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	58	40	-18	-30.9%	1.5	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	428	400	-28	-6.6%	0.8	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	673	655	-18	-2.6%	0.4	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	23	28	5	22.2%	0.6	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	178	158	-20	-11.1%	0.9	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	28	27	-1	-2.5%	0.1	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	1	0	-1	-100.0%	0.8	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	16	15	-1	-7.5%	0.2	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	55	43	-12	-21.1%	1.0	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	2	0	-2	-100.0%	1.2	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	52	54	2	3.3%	0.1	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	31	43	12	38.4%	1.1	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	512	479	-33	-6.4%	0.8	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	102	93	-9	-8.5%	0.5	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	13	9	-4	-32.3%	0.7	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	4	0	-4	-100.0%	1.6	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	15	4	-11	-73.3%	2.1	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	3	14	11	363.3%	2.2	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	37	26	-11	-29.2%	1.1	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	510	469	-41	-8.1%	1.1	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	51	24	-27	-52.5%	2.5	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	94	65	-29	-30.9%	1.9	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	22	35	13	60.9%	1.4	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	42	40	-2	-5.5%	0.2	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	43	44	1	1.6%	0.1	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	770	721	-49	-6.4%	1.0	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	21	36	15	70.5%	1.6	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	34	31	-3	-9.4%	0.3	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	12	36	24	197.5%	2.8	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	40	42	2	4.3%	0.2	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	14	15	1	5.7%	0.1	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	459	440	-19	-4.1%	0.5	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	0	7	7		2.2	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	5	5	0	0.0%	0.0	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	5	9	4	80.0%	0.9	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	29	9	-20	-69.0%	2.6	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	12	8	-4	-33.3%	0.7	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	695	662	-33	-4.8%	0.7	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	192	153	-39	-20.1%	1.7	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	1	0	-1	-100.0%	0.8	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	118	73	-46	-38.6%	2.7	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	6	0	-6	-100.0%	2.0	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	12	22	10	80.8%	1.4	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	173	140	-33	-19.1%	1.5	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	392	388	-4	-1.0%	0.1	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	12	18	6	50.0%	0.9	Pass

wsp

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
AM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	16	13	-3	-19.4%	0.5	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	7	1	-6	-85.7%	1.7	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	7	0	-7	-100.0%	2.2	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	5	4	-1	-20.0%	0.3	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	610	607	-3	-0.5%	0.1	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	91	75	-16	-17.3%	1.0	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	73	77	4	5.5%	0.3	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	2	0	-2	-100.0%	1.2	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	133	116	-17	-13.0%	0.9	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	2	0	-2	-100.0%	1.2	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	396	376	-20	-5.0%	0.6	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	58	66	8	14.1%	0.6	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	1	0	-1	-100.0%	0.8	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	2	0	-2	-100.0%	1.2	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	1	0	-1	-100.0%	0.8	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	146	152	6	3.9%	0.3	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	34	19	-15	-44.1%	1.7	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	142	128	-14	-10.0%	0.7	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	99	98	-1	-1.3%	0.1	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	649	605	-44	-6.8%	1.0	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	12	30	18	146.7%	2.2	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	1	0	-1	-100.0%	0.8	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	30	42	12	40.0%	1.2	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	3	0	-3	-100.0%	1.4	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	66	69	3	4.4%	0.2	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	426	392	-34	-7.9%	1.0	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	3	0	-3	-100.0%	1.4	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	687	680	-7	-1.0%	0.2	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	75	73	-2	-3.2%	0.2	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	1	0	-1	-100.0%	0.8	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	51	52	1	1.0%	0.0	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	48	54	6	11.7%	0.5	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	13	16	3	20.0%	0.4	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	407	373	-34	-8.5%	1.0	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	65	74	9	13.8%	0.6	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	4	0	-4	-100.0%	1.6	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	24	31	7	29.2%	0.8	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	15	16	1	6.0%	0.1	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	49	45	-4	-9.0%	0.4	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	39	48	9	23.6%	0.8	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	676	641	-35	-5.3%	0.8	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	26	40	14	53.8%	1.4	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	31	46	15	48.4%	1.4	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	16	8	-8	-50.0%	1.3	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	35	33	-2	-4.6%	0.2	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	37	26	-11	-30.8%	1.2	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	320	316	-4	-1.3%	0.1	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	1	0	-1	-100.0%	0.8	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	500	489	-11	-2.1%	0.3	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	267	270	3	1.2%	0.1	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	20	0	-20	-100.0%	3.7	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	135	133	-2	-1.3%	0.1	Pass

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
AM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	53	42	-11	-20.9%	0.9	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	13070	12331	-739	-5.7%	0.8

Vehicle Flow Information
Calibration Statistics
All Vehicles
AM Peak (07:00 -08:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	156	126	-30	-19.4%	2.6	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	42	37	-5	-12.4%	0.8	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	5	0	-5	-100.0%	3.2	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	23	28	5	21.7%	1.0	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	280	255	-25	-9.0%	1.5	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	284	255	-30	-10.4%	1.8	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	3	6	3	103.3%	1.5	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	259	229	-30	-11.7%	1.9	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	183	153	-31	-16.7%	2.4	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	1030	925	-105	-10.2%	3.3	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	1052	1045	-7	-0.7%	0.2	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	27	34	7	26.7%	1.3	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	792	776	-16	-2.1%	0.6	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	69	58	-11	-15.4%	1.3	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	2	0	-2	-100.0%	2.0	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	51	46	-6	-10.8%	0.8	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	151	123	-28	-18.3%	2.4	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	4	0	-4	-100.0%	2.8	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	148	151	3	2.1%	0.3	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	206	192	-14	-6.8%	1.0	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	1246	1219	-27	-2.2%	0.8	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	310	261	-49	-15.8%	2.9	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	13	7	-6	-43.8%	1.8	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	1	0	-1	-100.0%	1.4	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	3	1	-2	-70.0%	1.5	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	37	26	-11	-30.8%	2.0	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	2	15	13	630.0%	4.4	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	77	55	-22	-28.4%	2.7	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	1257	1154	-103	-8.2%	3.0	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	142	127	-15	-10.4%	1.3	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	214	210	-4	-2.0%	0.3	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	53	56	3	6.0%	0.4	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	162	136	-26	-16.1%	2.1	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	96	81	-16	-16.1%	1.6	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	1349	1279	-71	-5.2%	1.9	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	46	51	5	9.8%	0.6	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	60	63	2	4.2%	0.3	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	27	40	13	46.7%	2.2	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	115	96	-19	-16.3%	1.8	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	43	55	12	26.7%	1.6	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	1244	1151	-93	-7.5%	2.7	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	4	20	16	410.0%	4.7	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	36	30	-6	-16.9%	1.1	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	23	25	2	7.4%	0.3	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	109	81	-28	-25.5%	2.9	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	25	30	5	21.6%	1.0	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	1150	1103	-47	-4.1%	1.4	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	508	431	-77	-15.1%	3.5	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	153	122	-31	-20.0%	2.6	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	5	4	-2	-30.0%	0.7	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	19	27	8	43.2%	1.7	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	1	0	-1	-100.0%	1.4	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	385	355	-30	-7.7%	1.5	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	1162	1106	-56	-4.8%	1.7	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	57	54	-3	-5.1%	0.4	Pass

Vehicle Flow Information
Calibration Statistics
All Vehicles
AM Peak (07:00 -08:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	1	0	-1	-100.0%	1.4	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	72	59	-14	-18.8%	1.7	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	20	21	1	7.0%	0.3	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	47	31	-16	-34.7%	2.6	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.4	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	6	16	10	160.0%	2.9	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	1033	978	-55	-5.3%	1.7	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	169	158	-11	-6.4%	0.8	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	112	103	-9	-7.8%	0.8	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	7	8	1	8.6%	0.2	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	177	167	-10	-5.5%	0.7	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.8	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	2	0	-2	-100.0%	2.0	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	1022	954	-68	-6.6%	2.2	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	334	305	-29	-8.8%	1.6	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	5	5		3.1	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	7	0	-7	-100.0%	3.7	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	11	6	-5	-45.5%	1.7	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	2	0	-2	-100.0%	2.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	2	5	3	135.0%	1.5	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	2	2		2.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	13	10	-3	-23.1%	0.9	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	423	409	-14	-3.4%	0.7	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	73	57	-16	-22.2%	2.0	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	522	480	-42	-8.1%	1.9	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	263	245	-18	-7.0%	1.1	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	41	30	-11	-27.3%	1.9	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	960	882	-78	-8.2%	2.6	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	20	32	12	60.0%	2.4	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	1	0	-1	-100.0%	1.4	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	71	84	13	18.7%	1.5	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	20	4	-16	-78.0%	4.5	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	113	121	8	6.7%	0.7	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	1193	1133	-60	-5.0%	1.8	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	11	0	-11	-100.0%	4.7	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	1219	1093	-126	-10.4%	3.7	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	199	185	-14	-6.9%	1.0	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	1	0	-1	-100.0%	1.4	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	150	157	7	4.5%	0.5	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	109	99	-10	-9.4%	1.0	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	1	0	-1	-100.0%	1.4	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	45	57	12	25.6%	1.6	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	1212	1138	-74	-6.1%	2.2	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	286	260	-26	-9.1%	1.6	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	7	0	-7	-100.0%	3.7	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	36	45	9	25.0%	1.4	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	59	62	3	5.6%	0.4	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	93	86	-7	-7.1%	0.7	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	76	83	7	9.5%	0.8	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	1093	1013	-80	-7.3%	2.5	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	67	76	9	13.0%	1.0	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	2	0	-2	-100.0%	2.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	42	52	10	23.3%	1.4	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	53	49	-4	-7.4%	0.5	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	71	69	-2	-2.3%	0.2	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	66	63	-3	-5.0%	0.4	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	880	871	-9	-1.0%	0.3	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	732	690	-42	-5.8%	1.6	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	572	514	-58	-10.1%	2.5	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	43	37	-6	-13.5%	0.9	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	600	581	-19	-3.2%	0.8	Pass

Vehicle Flow Information
Calibration Statistics
All Vehicles
AM Peak (07:00 -08:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	117	106	-12	-9.8%	1.1	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	29480	27594	-1886	-6.4%	1.4

Vehicle Flow Information
Calibration Statistics
Car Vehicles
AM Peak (07:00 -08:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	117	101	-16	-13.6%	1.5	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	34	30	-4	-11.8%	0.7	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	2	0	-2	-100.0%	2.0	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	21	23	2	9.0%	0.4	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	248	222	-26	-10.4%	1.7	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	213	191	-22	-10.1%	1.5	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	1	6	5	510.0%	2.7	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	201	184	-17	-8.7%	1.3	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	155	126	-29	-18.6%	2.4	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	801	709	-92	-11.5%	3.3	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	673	678	5	0.7%	0.2	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	7	16	9	122.9%	2.6	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	525	517	-8	-1.5%	0.3	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	55	45	-10	-18.9%	1.5	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	0	0	0		0.0	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	40	36	-4	-10.5%	0.7	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	122	100	-22	-18.0%	2.1	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	0	0	0		0.0	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	124	124	0	0.2%	0.0	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	194	174	-20	-10.3%	1.5	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	733	717	-17	-2.3%	0.6	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	253	215	-38	-14.9%	2.5	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	8	4	-4	-51.3%	1.7	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	1	0	-1	-100.0%	1.4	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	2	1	-1	-55.0%	0.9	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	24	18	-6	-26.3%	1.4	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	2	5	3	145.0%	1.6	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	56	44	-12	-21.8%	1.7	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	1004	916	-88	-8.8%	2.8	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	120	113	-7	-5.5%	0.6	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	169	172	3	1.9%	0.2	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	32	33	1	1.6%	0.1	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	128	107	-21	-16.2%	1.9	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	73	58	-15	-20.7%	1.9	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	926	882	-44	-4.7%	1.5	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	29	30	1	4.5%	0.2	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	36	37	1	1.7%	0.1	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	21	19	-2	-9.5%	0.4	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	85	73	-12	-14.0%	1.3	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	38	47	9	24.2%	1.4	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	996	918	-78	-7.9%	2.5	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	4	14	10	242.5%	3.3	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	31	27	-4	-13.2%	0.8	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	22	16	-6	-27.7%	1.4	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	89	72	-17	-18.8%	1.9	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	17	25	8	47.6%	1.8	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	768	733	-35	-4.6%	1.3	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	401	352	-50	-12.3%	2.6	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	119	100	-19	-16.2%	1.8	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	5	4	-2	-30.0%	0.7	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	12	20	8	69.2%	2.1	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	296	282	-14	-4.9%	0.8	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	943	894	-49	-5.2%	1.6	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	47	46	-1	-1.3%	0.1	Pass

Vehicle Flow Information
Calibration Statistics
Car Vehicles
AM Peak (07:00 -08:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	1	0	-1	-100.0%	1.4	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	63	53	-11	-16.7%	1.4	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	16	21	5	28.1%	1.1	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	43	28	-15	-35.6%	2.6	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.4	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	5	15	10	206.0%	3.2	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	700	647	-53	-7.6%	2.1	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	111	111	0	0.2%	0.0	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	77	70	-7	-9.4%	0.8	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	7	8	1	8.6%	0.2	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	102	105	3	3.1%	0.3	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.8	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	2	0	-2	-100.0%	2.0	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	808	753	-55	-6.8%	2.0	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	301	274	-27	-9.0%	1.6	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	5	5		3.1	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	7	0	-7	-100.0%	3.7	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	10	6	-4	-40.0%	1.4	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	2	0	-2	-100.0%	2.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	0	5	5		3.1	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	2	2		2.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	12	10	-2	-16.7%	0.6	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	321	305	-16	-4.9%	0.9	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	48	39	-9	-18.5%	1.3	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	429	400	-30	-6.9%	1.4	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	208	195	-13	-6.1%	0.9	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	41	30	-11	-27.3%	1.9	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	589	541	-48	-8.1%	2.0	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	15	26	11	70.0%	2.3	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	60	71	11	18.0%	1.3	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	17	4	-13	-74.1%	3.9	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	86	90	4	4.8%	0.4	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	980	927	-53	-5.4%	1.7	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	9	0	-9	-100.0%	4.2	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	807	695	-112	-13.9%	4.1	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	156	146	-10	-6.5%	0.8	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	128	130	2	1.3%	0.1	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	81	72	-9	-11.5%	1.1	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	1	0	-1	-100.0%	1.4	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	37	48	11	28.6%	1.6	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	985	932	-53	-5.4%	1.7	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	241	215	-26	-10.9%	1.7	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	5	0	-5	-100.0%	3.2	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	20	25	5	26.0%	1.1	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	50	52	2	3.4%	0.2	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	69	68	-1	-1.0%	0.1	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	52	59	7	12.5%	0.9	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	685	636	-49	-7.2%	1.9	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	55	55	0	0.7%	0.1	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	2	0	-2	-100.0%	2.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	31	37	6	19.0%	1.0	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	43	43	0	0.5%	0.0	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	64	61	-3	-5.2%	0.4	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	46	45	-1	-2.0%	0.1	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	708	700	-8	-1.1%	0.3	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	443	418	-25	-5.7%	1.2	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	419	365	-54	-12.8%	2.7	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	34	37	3	9.4%	0.5	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	531	515	-16	-3.0%	0.7	Pass

Vehicle Flow Information
Calibration Statistics
Car Vehicles
AM Peak (07:00 -08:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	87	80	-7	-8.0%	0.8	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	21873	20447	-1426	-6.5%	1.2

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
AM Peak (07:00 -08:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	12	8	-4	-35.8%	1.4	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	0	0	0		0.0	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	2	0	-2	-100.0%	2.0	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	0	2	2		2.0	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	6	5	-1	-23.3%	0.6	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	16	10	-6	-36.3%	1.6	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	1	0	-1	-100.0%	1.4	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	19	12	-7	-36.8%	1.8	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	5	7	2	32.0%	0.7	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	71	67	-4	-6.2%	0.5	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	98	93	-5	-5.0%	0.5	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	5	6	1	18.0%	0.4	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	200	195	-5	-2.7%	0.4	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	3	2	-1	-36.7%	0.7	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	2	0	-2	-100.0%	2.0	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	5	3	-2	-44.0%	1.1	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	3	2	-1	-36.7%	0.7	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	4	0	-4	-100.0%	2.8	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	4	5	1	35.0%	0.6	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	1	4	3	310.0%	1.9	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	293	291	-2	-0.6%	0.1	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	10	7	-3	-27.0%	0.9	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	0	0	0		0.0	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	1	0	-1	-100.0%	1.4	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	5	6	1	16.0%	0.3	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	0	4	4		2.8	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	6	0	-6	-95.0%	3.2	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	74	67	-7	-9.6%	0.8	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	1	0	-1	-100.0%	1.4	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	4	0	-4	-100.0%	2.8	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	4	5	1	17.5%	0.3	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	13	8	-5	-37.7%	1.5	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	4	4	0	-7.5%	0.2	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	98	93	-5	-4.9%	0.5	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	7	8	1	17.1%	0.4	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	12	13	1	4.2%	0.1	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	6	5	-1	-23.3%	0.6	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	12	4	-8	-69.2%	3.0	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	0	2	2		2.0	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	70	59	-11	-16.1%	1.4	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	0	2	2		2.0	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	1	0	-1	-100.0%	1.4	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	1	0	-1	-100.0%	1.4	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	0	0	0		0.0	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	1	0	-1	-100.0%	1.4	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	87	83	-4	-4.1%	0.4	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	25	13	-12	-48.8%	2.8	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	11	10	-1	-11.8%	0.4	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	0	0	0		0.0	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	1	0	-1	-100.0%	1.4	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	1	0	-1	-100.0%	1.4	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	6	4	-2	-36.7%	1.0	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	62	53	-9	-15.0%	1.2	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	1	0	-1	-100.0%	1.4	Pass

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
AM Peak (07:00 -08:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	2	0	-2	-100.0%	2.0	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	1	0	-1	-100.0%	1.4	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	0	3	3		2.4	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	0	0	0		0.0	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	82	78	-4	-5.2%	0.5	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	9	5	-4	-43.3%	1.5	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	10	8	-2	-22.0%	0.7	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	0	0	0		0.0	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	11	6	-5	-46.4%	1.8	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	0	0	0		0.0	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	51	46	-5	-9.8%	0.7	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	5	4	-2	-30.0%	0.7	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	0	0	0		0.0	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	0	0	0		0.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	0	0	0		0.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	18	18	0	0.0%	0.0	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	8	4	-4	-50.0%	1.6	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	19	11	-8	-42.6%	2.1	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	11	4	-7	-65.5%	2.6	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	88	78	-10	-10.9%	1.1	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	2	0	-2	-100.0%	2.0	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	2	0	-2	-100.0%	2.0	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	0	0	0		0.0	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	3	4	1	26.7%	0.4	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	47	44	-3	-6.2%	0.4	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	0	0	0		0.0	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	87	86	-1	-1.4%	0.1	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	10	9	-2	-15.0%	0.5	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	3	6	3	103.3%	1.5	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	2	2	0	5.0%	0.1	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	0	0	0		0.0	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	49	42	-7	-13.7%	1.0	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	11	10	-1	-7.3%	0.2	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	0	0	0		0.0	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	2	5	3	145.0%	1.6	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	1	3	2	180.0%	1.3	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	6	5	-1	-18.3%	0.5	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	3	2	-1	-23.3%	0.4	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	95	80	-15	-15.9%	1.6	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	0	5	5		3.1	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	2	2	0	5.0%	0.1	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	0	6	6		3.4	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	0	0	0		0.0	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	3	3	0	-6.7%	0.1	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	37	34	-3	-8.4%	0.5	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	63	55	-8	-12.4%	1.0	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	28	28	0	-1.1%	0.1	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	5	0	-5	-100.0%	3.2	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	14	12	-3	-17.9%	0.7	Pass

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
AM Peak (07:00 -08:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	4	2	-2	-52.5%	1.2	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	2068	1866	-202	-9.8%	0.8

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
AM Peak (07:00 -08:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	27	17	-10	-37.4%	2.2	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	8	7	-1	-15.0%	0.4	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	1	0	-1	-100.0%	1.4	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	2	3	1	55.0%	0.7	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	26	28	2	7.7%	0.4	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	55	53	-2	-3.8%	0.3	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	1	0	-1	-100.0%	1.4	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	39	33	-6	-15.1%	1.0	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	23	20	-3	-13.9%	0.7	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	158	150	-9	-5.4%	0.7	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	281	274	-7	-2.5%	0.4	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	15	13	-2	-15.3%	0.6	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	67	64	-3	-4.9%	0.4	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	11	12	1	8.2%	0.3	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	0	0	0		0.0	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	6	7	1	15.0%	0.4	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	26	21	-5	-18.1%	1.0	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	0	0	0		0.0	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	20	21	1	7.0%	0.3	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	11	14	3	25.5%	0.8	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	220	211	-9	-4.1%	0.6	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	47	38	-9	-18.5%	1.3	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	5	3	-2	-32.0%	0.8	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	0	0	0		0.0	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	8	2	-6	-73.8%	2.6	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	0	6	6		3.4	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	15	11	-4	-26.7%	1.1	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	179	171	-8	-4.6%	0.6	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	21	14	-7	-34.3%	1.7	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	41	38	-3	-8.3%	0.5	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	17	19	2	11.8%	0.5	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	21	21	-1	-2.4%	0.1	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	19	19	0	-0.5%	0.0	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	325	303	-22	-6.7%	1.2	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	10	12	2	20.0%	0.6	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	12	13	1	11.7%	0.4	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	0	16	16		5.7	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	18	19	1	7.8%	0.3	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	5	5	0	6.0%	0.1	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	178	174	-4	-2.1%	0.3	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	0	5	5		3.1	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	4	3	-1	-25.0%	0.5	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	0	9	9		4.2	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	20	9	-11	-55.5%	2.9	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	7	5	-2	-24.3%	0.7	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	295	287	-8	-2.7%	0.5	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	82	67	-15	-18.5%	1.8	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	23	13	-10	-43.5%	2.4	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	0	0	0		0.0	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	6	7	1	15.0%	0.4	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	83	70	-13	-15.9%	1.5	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	157	159	2	1.4%	0.2	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	9	8	-1	-14.4%	0.4	Pass

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
AM Peak (07:00 -08:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	7	6	-1	-14.3%	0.4	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	3	1	-2	-70.0%	1.5	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	4	0	-4	-100.0%	2.8	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	1	0	-1	-70.0%	0.9	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	251	254	3	1.1%	0.2	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	49	42	-7	-14.5%	1.1	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	25	26	1	2.8%	0.1	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	0	0	0		0.0	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	64	56	-8	-12.2%	1.0	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	0	0	0		0.0	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	163	155	-8	-4.8%	0.6	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	28	27	-1	-3.2%	0.2	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	1	0	-1	-100.0%	1.4	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	2	0	-2	-100.0%	2.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	1	0	-1	-100.0%	1.4	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	84	86	2	1.8%	0.2	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	17	14	-3	-19.4%	0.8	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	74	69	-5	-6.5%	0.6	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	44	46	2	3.4%	0.2	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	283	262	-21	-7.4%	1.3	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	3	7	4	116.7%	1.6	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	1	0	-1	-100.0%	1.4	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	9	14	5	50.0%	1.3	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	3	0	-3	-100.0%	2.4	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	24	27	3	11.3%	0.5	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	166	162	-4	-2.6%	0.3	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	2	0	-2	-100.0%	2.0	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	325	312	-13	-3.9%	0.7	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	33	31	-2	-6.7%	0.4	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	1	0	-1	-100.0%	1.4	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	19	21	2	10.5%	0.4	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	26	25	-1	-4.2%	0.2	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	8	9	1	11.3%	0.3	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	178	164	-14	-7.9%	1.1	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	34	35	1	2.6%	0.2	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	2	0	-2	-100.0%	2.0	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	14	15	1	6.4%	0.2	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	8	8	0	-2.5%	0.1	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	18	13	-5	-26.7%	1.2	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	21	22	1	6.7%	0.3	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	313	298	-16	-5.0%	0.9	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	12	16	4	30.0%	1.0	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	9	13	4	42.2%	1.2	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	10	0	-10	-100.0%	4.5	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	7	9	2	24.3%	0.6	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	17	15	-2	-12.9%	0.6	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	135	137	2	1.1%	0.1	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	226	217	-9	-4.0%	0.6	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	125	121	-4	-3.2%	0.4	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	4	0	-4	-100.0%	2.8	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	55	54	-1	-2.0%	0.1	Pass

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
AM Peak (07:00 -08:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	26	24	-2	-9.2%	0.5	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	5539	5280	-259	-4.7%	0.7

Vehicle Flow Information
Calibration Statistics
All Vehicles
AM Peak (08:00 -09:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	281	244	-37	-13.0%	2.3	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	69	63	-6	-8.6%	0.7	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	9	0	-9	-100.0%	4.2	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	67	56	-11	-16.6%	1.4	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	520	478	-42	-8.2%	1.9	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	288	269	-19	-6.5%	1.1	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	3	15	12	393.3%	4.0	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	360	325	-35	-9.6%	1.9	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	285	251	-34	-12.0%	2.1	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	1082	1098	16	1.5%	0.5	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	1381	1361	-20	-1.4%	0.5	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	9	22	13	141.1%	3.2	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	805	802	-3	-0.3%	0.1	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	113	106	-7	-6.1%	0.7	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	6	0	-6	-100.0%	3.5	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	73	68	-5	-6.6%	0.6	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	251	238	-13	-5.1%	0.8	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	2	0	-2	-100.0%	2.0	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	214	227	13	6.0%	0.9	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	220	229	9	4.2%	0.6	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	1064	1084	20	1.9%	0.6	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	357	333	-24	-6.8%	1.3	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	13	13	0	0.8%	0.0	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	4	0	-4	-100.0%	2.8	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	17	9	-8	-47.1%	2.2	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	46	37	-9	-19.3%	1.4	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	8	24	16	197.5%	4.0	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	120	96	-24	-19.8%	2.3	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	1435	1395	-40	-2.8%	1.1	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	164	158	-6	-3.7%	0.5	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	248	230	-18	-7.3%	1.2	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	57	67	10	18.2%	1.3	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	213	193	-20	-9.2%	1.4	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	164	144	-20	-12.0%	1.6	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	1756	1712	-44	-2.5%	1.1	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	96	102	6	6.4%	0.6	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	1	0	-1	-100.0%	1.4	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	88	86	-2	-2.0%	0.2	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	76	72	-4	-5.7%	0.5	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	179	162	-18	-9.8%	1.3	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	33	44	11	32.4%	1.7	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	1269	1282	13	1.0%	0.4	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	16	24	8	47.5%	1.7	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	53	48	-5	-10.0%	0.7	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	20	11	-9	-44.0%	2.2	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	129	107	-22	-16.8%	2.0	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	59	56	-4	-5.9%	0.5	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	1354	1353	-1	0.0%	0.0	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	755	692	-63	-8.3%	2.3	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	1	0	-1	-100.0%	1.4	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	307	256	-51	-16.7%	3.1	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	20	8	-12	-60.5%	3.2	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	23	36	13	56.5%	2.4	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	1	0	-1	-100.0%	1.4	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	649	602	-47	-7.2%	1.9	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	1167	1219	52	4.5%	1.5	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	160	148	-12	-7.3%	0.9	Pass

Vehicle Flow Information
Calibration Statistics
All Vehicles
AM Peak (08:00 -09:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	129	114	-15	-11.8%	1.4	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	39	35	-4	-9.7%	0.6	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	28	19	-9	-31.8%	1.8	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	20	26	6	27.5%	1.2	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	1262	1261	-1	-0.1%	0.0	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	153	149	-4	-2.5%	0.3	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	116	114	-2	-2.1%	0.2	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	27	21	-6	-21.9%	1.2	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	204	189	-15	-7.5%	1.1	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	1	0	-1	-100.0%	1.4	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	12	0	-12	-100.0%	4.9	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	1172	1165	-8	-0.6%	0.2	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	360	369	9	2.6%	0.5	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	3	5	2	76.7%	1.1	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	8	0	-8	-100.0%	4.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	8	5	-3	-37.5%	1.2	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	13	11	-2	-13.1%	0.5	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	1	2	1	100.0%	0.8	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	11	12	1	9.1%	0.3	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	337	362	25	7.3%	1.3	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	104	81	-23	-21.9%	2.4	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	693	662	-31	-4.5%	1.2	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	344	332	-12	-3.6%	0.7	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	48	45	-3	-6.7%	0.5	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	1150	1123	-27	-2.4%	0.8	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	46	65	19	41.3%	2.6	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	120	133	13	10.4%	1.1	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	2	0	-2	-100.0%	2.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	22	12	-10	-45.0%	2.4	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	213	209	-4	-1.8%	0.3	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	1365	1344	-21	-1.5%	0.6	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	13	11	-2	-16.9%	0.6	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	1150	1206	56	4.9%	1.6	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	324	303	-21	-6.4%	1.2	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	2	0	-2	-100.0%	2.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	182	190	8	4.4%	0.6	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	156	165	9	5.5%	0.7	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	70	77	7	9.9%	0.8	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	1259	1226	-33	-2.6%	0.9	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	383	390	7	1.9%	0.4	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	15	16	1	5.3%	0.2	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	55	72	17	30.7%	2.1	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	190	185	-5	-2.5%	0.3	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	199	196	-3	-1.4%	0.2	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	89	88	-1	-0.9%	0.1	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	1061	1080	19	1.8%	0.6	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	233	207	-26	-11.2%	1.8	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	1	0	-1	-100.0%	1.4	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	137	143	6	4.5%	0.5	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	70	77	7	10.0%	0.8	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	153	151	-2	-1.0%	0.1	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	148	135	-13	-8.8%	1.1	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	1101	1106	5	0.5%	0.2	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	1	0	-1	-100.0%	1.4	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	693	754	61	8.7%	2.2	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	748	746	-2	-0.2%	0.1	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	58	59	1	2.4%	0.2	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	657	650	-7	-1.0%	0.3	Pass

Vehicle Flow Information
Calibration Statistics
All Vehicles
AM Peak (08:00 -09:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	157	147	-10	-6.6%	0.8	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	1	0	-1	-100.0%	1.4	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	35477	34900	-577	-1.6%	1.1

Vehicle Flow Information
Calibration Statistics
Car Vehicles
AM Peak (08:00 -09:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	204	188	-16	-7.8%	1.1	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	60	56	-4	-6.7%	0.5	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	5	0	-5	-100.0%	3.2	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	41	40	-1	-2.9%	0.2	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	484	444	-41	-8.4%	1.9	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	232	229	-3	-1.3%	0.2	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	3	4	1	46.7%	0.7	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	295	271	-24	-8.2%	1.4	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	250	225	-25	-9.9%	1.6	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	850	866	16	1.9%	0.6	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	1026	1019	-7	-0.6%	0.2	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	6	15	9	150.0%	2.8	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	579	585	6	1.0%	0.2	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	96	91	-5	-5.6%	0.6	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	2	0	-2	-100.0%	2.0	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	61	59	-2	-3.1%	0.2	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	207	208	1	0.5%	0.1	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	0	0	0		0.0	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	190	196	6	3.4%	0.5	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	202	204	2	1.0%	0.1	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	637	653	16	2.6%	0.6	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	291	280	-11	-3.7%	0.6	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	7	8	1	10.0%	0.3	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	4	0	-4	-100.0%	2.8	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	12	9	-3	-25.0%	0.9	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	32	27	-5	-16.3%	1.0	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	6	10	4	60.0%	1.3	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	89	79	-10	-11.2%	1.1	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	1146	1127	-19	-1.6%	0.6	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	138	148	10	7.0%	0.8	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	212	212	0	0.0%	0.0	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	53	51	-2	-3.4%	0.2	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	193	170	-23	-11.9%	1.7	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	131	114	-17	-13.0%	1.5	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	1344	1325	-19	-1.4%	0.5	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	86	79	-7	-8.0%	0.8	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	1	0	-1	-100.0%	1.4	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	58	59	1	2.4%	0.2	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	62	55	-7	-11.9%	1.0	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	150	139	-11	-7.4%	0.9	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	27	37	10	35.2%	1.7	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	1024	1046	22	2.2%	0.7	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	16	19	3	21.3%	0.8	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	51	45	-6	-12.4%	0.9	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	19	11	-8	-42.1%	2.1	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	121	107	-14	-11.4%	1.3	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	54	54	0	-0.7%	0.1	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	975	995	20	2.0%	0.6	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	669	625	-44	-6.5%	1.7	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	214	196	-18	-8.4%	1.3	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	14	8	-6	-43.6%	1.8	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	16	24	8	46.9%	1.7	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	1	0	-1	-100.0%	1.4	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	580	548	-32	-5.5%	1.3	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	950	1007	57	6.0%	1.8	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	152	140	-12	-8.0%	1.0	Pass

Vehicle Flow Information
Calibration Statistics
Car Vehicles
AM Peak (08:00 -09:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	121	108	-13	-10.9%	1.2	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	34	35	1	3.2%	0.2	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	25	19	-6	-23.6%	1.3	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	15	23	8	52.7%	1.8	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	903	906	3	0.3%	0.1	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	128	132	4	3.4%	0.4	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	79	79	0	-0.4%	0.0	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	25	21	-4	-15.6%	0.8	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	132	135	3	2.0%	0.2	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	1	0	-1	-100.0%	1.4	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	11	0	-11	-100.0%	4.7	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	963	962	-1	-0.1%	0.0	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	322	333	11	3.4%	0.6	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	3	5	2	76.7%	1.1	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	8	0	-8	-100.0%	4.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	8	5	-3	-37.5%	1.2	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	13	11	-2	-13.1%	0.5	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	1	2	1	100.0%	0.8	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	11	12	1	9.1%	0.3	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	294	313	19	6.4%	1.1	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	89	78	-11	-12.6%	1.2	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	623	606	-17	-2.8%	0.7	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	266	268	2	0.6%	0.1	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	48	45	-3	-6.7%	0.5	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	807	786	-21	-2.6%	0.7	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	39	48	9	22.8%	1.4	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	107	119	12	10.7%	1.1	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	2	0	-2	-100.0%	2.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	22	12	-10	-45.0%	2.4	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	188	180	-8	-4.3%	0.6	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	1160	1143	-17	-1.5%	0.5	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	11	11	0	-1.8%	0.1	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	846	865	19	2.2%	0.6	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	283	255	-28	-10.0%	1.7	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	2	0	-2	-100.0%	2.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	149	154	5	3.0%	0.4	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	137	137	0	-0.1%	0.0	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	66	73	7	10.6%	0.8	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	1058	1044	-14	-1.3%	0.4	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	343	350	7	1.9%	0.4	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	13	16	3	21.5%	0.7	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	40	45	5	11.5%	0.7	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	182	174	-8	-4.4%	0.6	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	174	172	-2	-0.9%	0.1	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	72	69	-3	-3.6%	0.3	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	722	744	22	3.0%	0.8	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	217	190	-27	-12.6%	1.9	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	1	0	-1	-100.0%	1.4	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	123	120	-3	-2.4%	0.3	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	70	70	0	-0.1%	0.0	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	123	124	1	0.6%	0.1	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	131	122	-9	-6.9%	0.8	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	950	954	4	0.4%	0.1	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	454	494	40	8.8%	1.8	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	590	584	-6	-1.1%	0.3	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	44	59	15	35.0%	2.1	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	567	568	1	0.2%	0.0	Pass

Vehicle Flow Information
Calibration Statistics
Car Vehicles
AM Peak (08:00 -09:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	131	125	-6	-4.4%	0.5	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	1	0	-1	-100.0%	1.4	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	28276	28006	-270	-1.0%	0.8

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
AM Peak (08:00 -09:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	10	5	-5	-50.0%	1.8	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	1	0	-1	-100.0%	1.4	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	1	0	-1	-100.0%	1.4	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	5	5	0	0.0%	0.0	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	7	4	-3	-42.9%	1.3	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	9	6	-3	-30.0%	1.0	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	0	0	0		0.0	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	26	20	-6	-22.7%	1.2	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	14	12	-2	-13.6%	0.5	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	80	81	1	1.6%	0.1	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	115	104	-11	-9.4%	1.0	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	0	0	0		0.8	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	156	156	0	-0.1%	0.0	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	0	0	0		0.4	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	4	0	-4	-100.0%	2.8	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	3	3	0	3.3%	0.1	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	18	10	-8	-45.0%	2.2	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	0	0	0		0.0	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	1	5	4	440.0%	2.5	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	3	5	2	66.7%	1.0	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	269	269	0	0.1%	0.0	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	22	15	-7	-30.5%	1.6	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	1	0	-1	-100.0%	1.4	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	1	0	-1	-100.0%	1.4	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	12	10	-2	-15.0%	0.5	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	0	10	10		4.5	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	14	3	-11	-77.9%	3.7	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	96	88	-8	-8.3%	0.8	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	1	0	-1	-100.0%	1.4	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	6	0	-6	-100.0%	3.5	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	1	6	5	460.0%	2.5	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	9	10	1	12.2%	0.4	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	14	10	-4	-30.0%	1.2	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	128	116	-12	-9.7%	1.1	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	10	12	2	18.0%	0.5	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	16	12	-4	-22.5%	1.0	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	2	3	1	70.0%	0.9	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	8	0	-8	-96.3%	3.8	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	2	1	-1	-50.0%	0.8	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	94	82	-12	-12.6%	1.3	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	0	2	2		1.9	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	1	1	0	0.0%	0.0	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	1	0	-1	-100.0%	1.4	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	0	0	0		0.0	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	1	0	-1	-100.0%	1.4	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	126	106	-20	-15.8%	1.8	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	14	9	-5	-33.6%	1.4	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	17	8	-9	-52.4%	2.5	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	0	0	0		0.0	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	1	2	1	90.0%	0.7	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	12	6	-6	-51.7%	2.1	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	94	82	-12	-13.1%	1.3	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	5	2	-3	-60.0%	1.6	Pass

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
AM Peak (08:00 -09:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	1	1	0	-10.0%	0.1	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	3	0	-3	-100.0%	2.4	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	0	0	0		0.0	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	1	1	0	-40.0%	0.4	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	117	103	-14	-11.8%	1.3	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	8	5	-3	-38.8%	1.2	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	6	3	-3	-46.7%	1.3	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	0	0	0		0.0	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	20	12	-8	-39.5%	2.0	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	0	0	0		0.0	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	80	75	-5	-6.5%	0.6	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	14	10	-4	-25.7%	1.0	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	0	0	0		0.0	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	0	0	0		0.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	0	0	0		0.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	12	12	0	-1.7%	0.1	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	3	0	-3	-100.0%	2.4	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	25	15	-10	-40.0%	2.2	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	34	22	-12	-34.1%	2.2	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	100	93	-7	-6.7%	0.7	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	0	0	0		0.0	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	3	0	-3	-100.0%	2.4	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	0	0	0		0.0	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	6	4	-2	-30.0%	0.8	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	69	70	1	1.0%	0.1	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	1	0	-1	-100.0%	1.4	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	81	88	7	8.3%	0.7	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	12	18	6	46.7%	1.5	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	13	16	3	21.5%	0.7	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	5	6	1	20.0%	0.4	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	2	0	-2	-100.0%	2.0	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	75	65	-10	-12.8%	1.1	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	11	12	1	8.2%	0.3	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	1	0	-1	-100.0%	1.4	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	6	13	7	118.3%	2.3	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	1	3	2	220.0%	1.5	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	6	4	-2	-31.7%	0.8	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	5	3	-2	-40.0%	1.0	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	105	90	-15	-14.4%	1.5	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	3	1	-2	-80.0%	1.8	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	2	4	2	100.0%	1.2	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	0	7	7		3.8	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	2	4	2	100.0%	1.2	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	7	5	-2	-30.0%	0.9	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	49	49	0	-0.4%	0.0	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	65	65	0	0.5%	0.0	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	46	42	-4	-9.1%	0.6	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	3	0	-3	-100.0%	2.4	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	37	30	-7	-18.6%	1.2	Pass

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
AM Peak (08:00 -09:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	7	4	-3	-41.4%	1.2	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	2478	2239	-240	-9.7%	0.9

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
AM Peak (08:00 -09:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	67	51	-16	-23.3%	2.0	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	8	7	-1	-11.3%	0.3	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	3	0	-3	-100.0%	2.4	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	21	11	-10	-47.1%	2.5	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	29	30	1	3.8%	0.2	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	47	34	-13	-27.9%	2.1	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	0	10	10		4.6	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	39	35	-4	-11.3%	0.7	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	21	13	-8	-36.2%	1.8	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	152	151	-1	-0.8%	0.1	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	240	237	-3	-1.1%	0.2	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	3	6	3	113.3%	1.6	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	70	61	-9	-12.3%	1.1	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	17	15	-2	-9.4%	0.4	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	0	0	0		0.0	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	9	6	-3	-33.3%	1.1	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	26	20	-6	-22.3%	1.2	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	2	0	-2	-100.0%	2.0	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	23	25	2	8.7%	0.4	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	15	20	5	34.7%	1.2	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	158	162	4	2.3%	0.3	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	44	37	-7	-15.2%	1.1	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	5	5	0	8.0%	0.2	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	4	0	-4	-100.0%	2.8	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	2	0	-2	-95.0%	1.9	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	2	4	2	110.0%	1.2	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	17	14	-3	-16.5%	0.7	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	193	180	-13	-6.7%	1.0	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	25	10	-15	-58.4%	3.5	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	30	18	-12	-40.3%	2.5	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	3	11	8	253.3%	2.9	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	11	13	2	19.1%	0.6	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	19	21	2	8.4%	0.4	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	284	271	-13	-4.5%	0.8	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	0	11	11		4.7	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	14	14	0	2.9%	0.1	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	12	14	2	14.2%	0.5	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	21	22	1	6.2%	0.3	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	4	6	2	55.0%	1.0	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	151	153	2	1.4%	0.2	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	0	2	2		2.1	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	1	2	1	100.0%	0.8	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	0	0	0		0.6	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	8	0	-8	-98.8%	3.9	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	4	2	-2	-52.5%	1.2	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	253	253	0	-0.2%	0.0	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	72	58	-14	-19.9%	1.8	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	1	0	-1	-100.0%	1.4	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	76	52	-25	-32.2%	3.1	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	6	0	-6	-100.0%	3.5	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	6	11	5	76.7%	1.6	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	57	48	-9	-16.0%	1.3	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	123	131	8	6.3%	0.7	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	3	7	4	116.7%	1.6	Pass

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
AM Peak (08:00 -09:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	7	5	-2	-27.1%	0.8	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	2	0	-2	-95.0%	1.9	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	3	0	-3	-100.0%	2.4	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	4	2	-2	-50.0%	1.2	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	242	252	10	4.1%	0.6	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	17	12	-5	-30.6%	1.4	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	31	32	1	2.3%	0.1	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	2	0	-2	-100.0%	2.0	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	52	42	-10	-19.0%	1.4	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	1	0	-1	-100.0%	1.4	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	129	128	-1	-0.7%	0.1	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	24	26	2	7.9%	0.4	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	0	0	0		0.0	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	0	0	0		0.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	0	0	0		0.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	31	37	6	19.4%	1.0	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	12	3	-9	-71.7%	3.1	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	45	41	-4	-8.9%	0.6	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	44	42	-2	-5.2%	0.4	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	243	243	0	0.0%	0.0	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	7	17	10	144.3%	2.9	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	10	14	4	40.0%	1.2	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	0	0		0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	0	0	0		0.0	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	19	25	6	31.6%	1.3	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	136	131	-5	-3.4%	0.4	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	1	0	-1	-100.0%	1.4	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	223	254	31	13.9%	2.0	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	29	31	2	6.2%	0.3	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	20	21	1	3.5%	0.2	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	14	22	8	55.7%	1.8	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	2	4	2	95.0%	1.1	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	126	116	-10	-7.8%	0.9	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	29	29	0	-0.3%	0.0	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	1	0	-1	-100.0%	1.4	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	9	14	5	57.8%	1.5	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	7	8	1	15.7%	0.4	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	19	20	1	4.2%	0.2	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	12	16	4	31.7%	1.0	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	234	246	12	5.1%	0.8	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	13	17	4	29.2%	1.0	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	12	19	7	60.0%	1.8	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	0	0	0		0.0	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	28	24	-4	-15.4%	0.8	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	10	8	-2	-19.0%	0.6	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	102	104	2	1.7%	0.2	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	1	0	-1	-100.0%	1.4	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	174	194	20	11.7%	1.5	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	112	121	9	7.7%	0.8	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	11	0	-11	-100.0%	4.7	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	53	52	-1	-1.3%	0.1	Pass

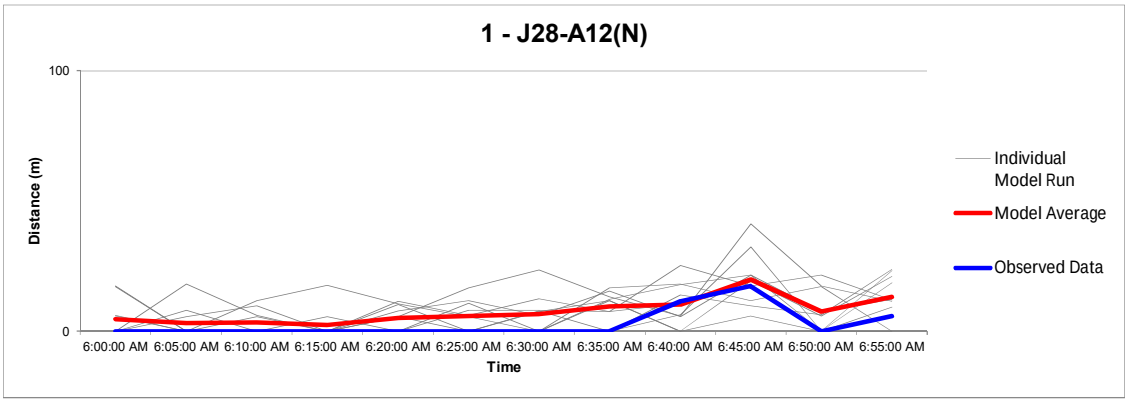
Vehicle Flow Information
Calibration Statistics
LGV Vehicles
AM Peak (08:00 -09:00)

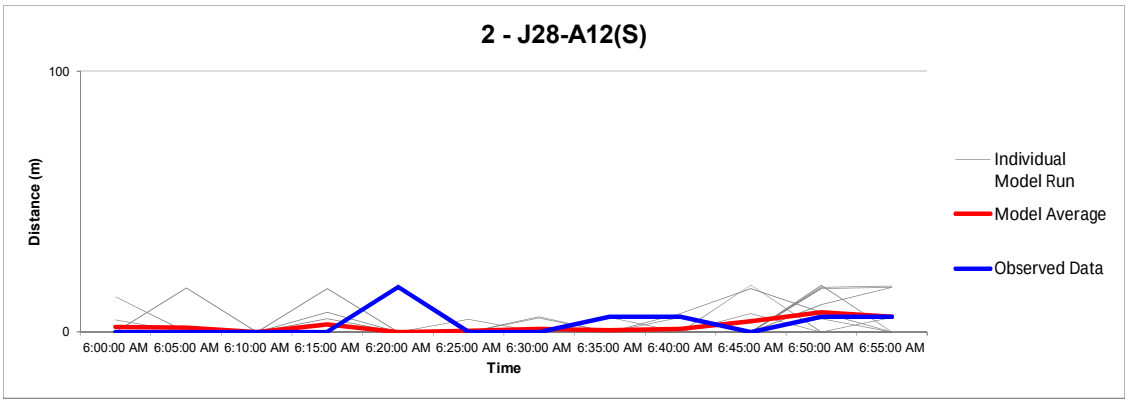
Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	19	17	-2	-8.9%	0.4	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

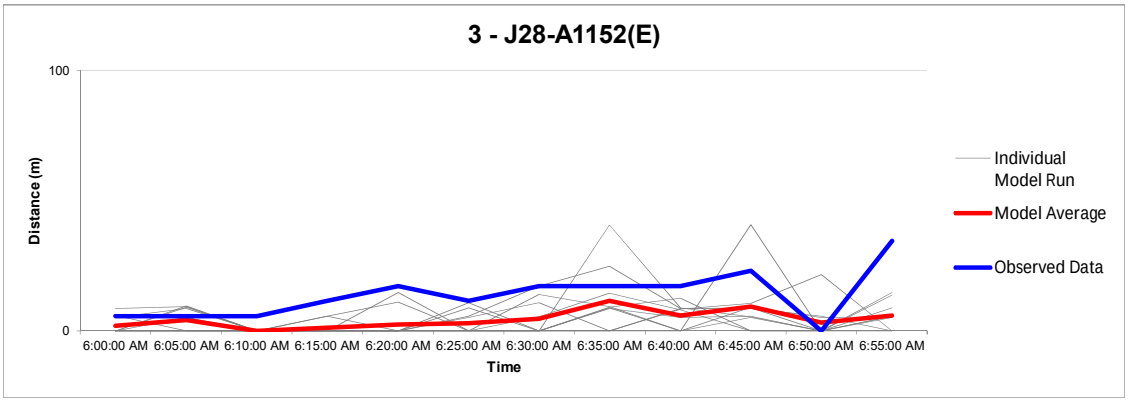
	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	4723	4655	-68	-1.4%	0.9

Queue Graphs

Junction Number 1
AM Peak (06:00 -07:00)

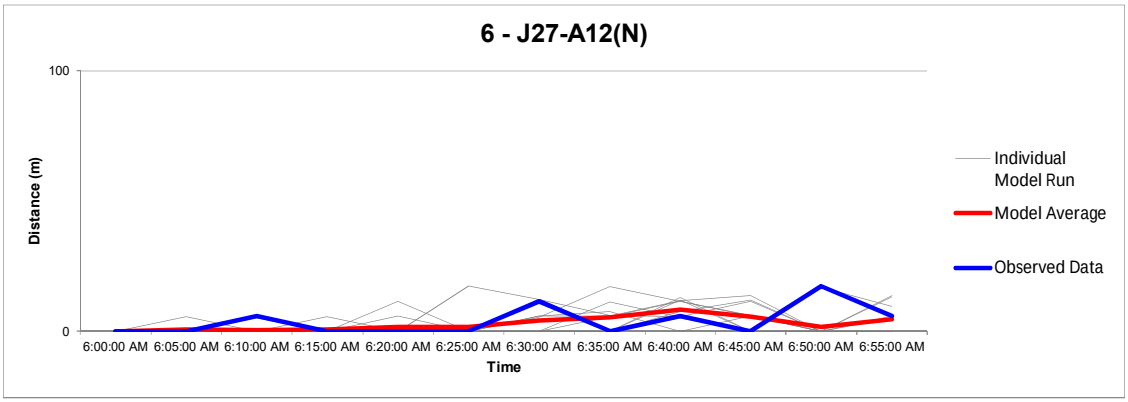


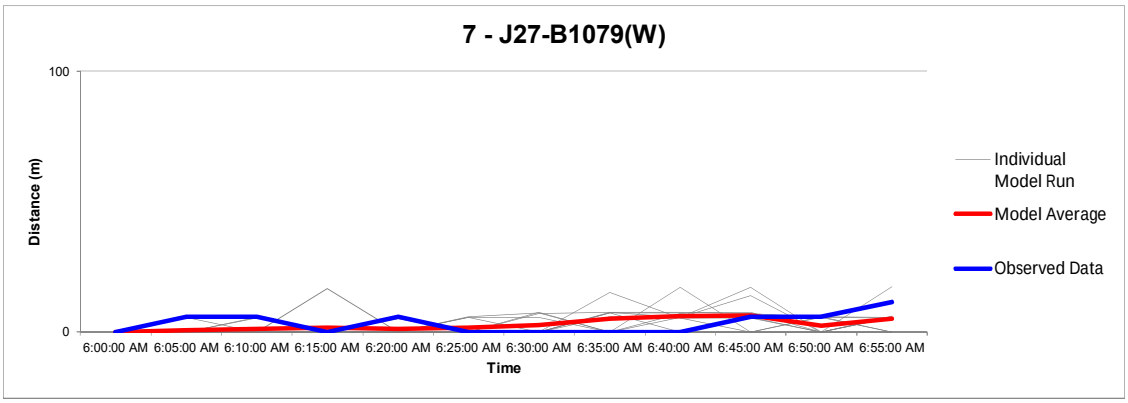


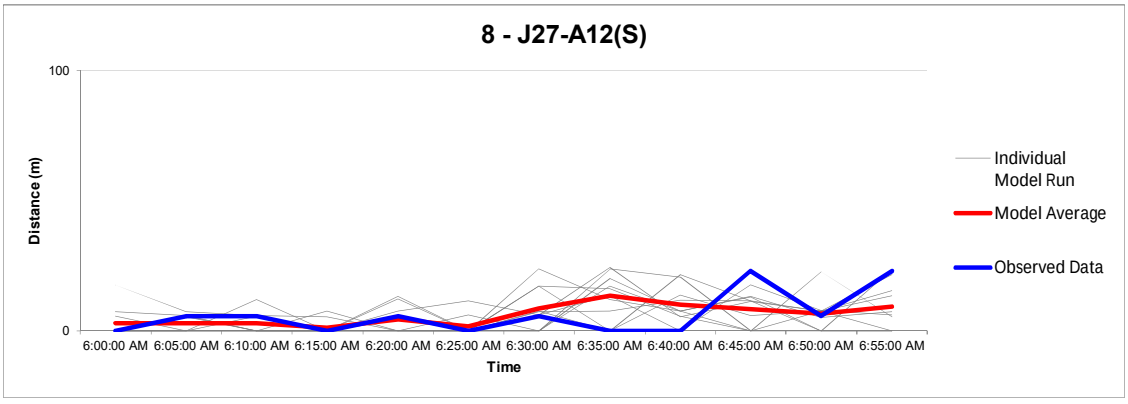


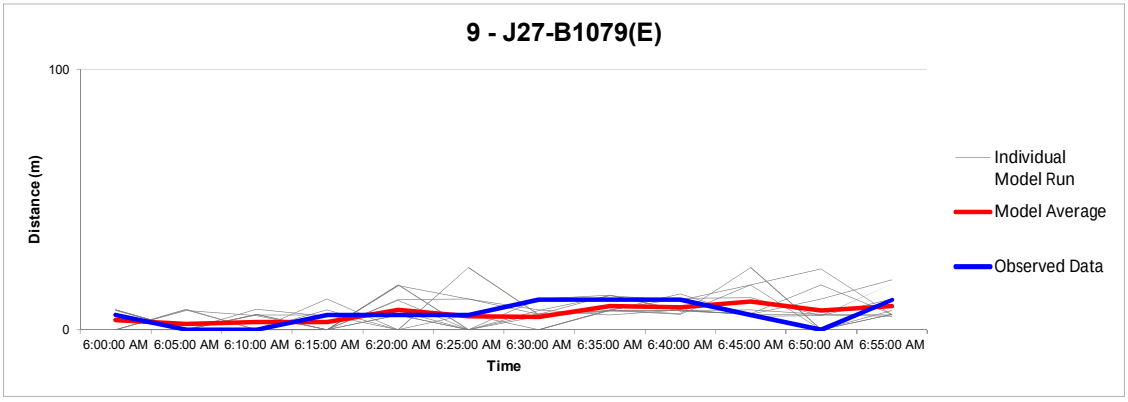
Queue Graphs

Junction Number 2
AM Peak (06:00 -07:00)



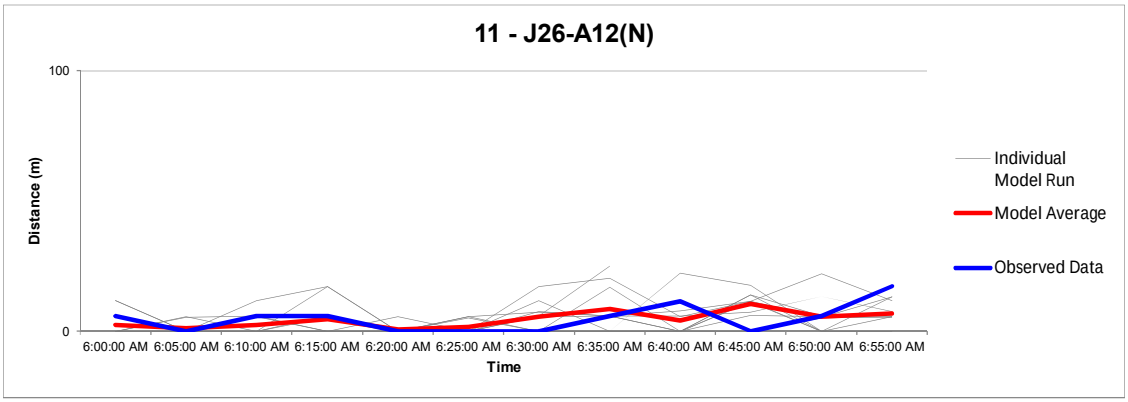


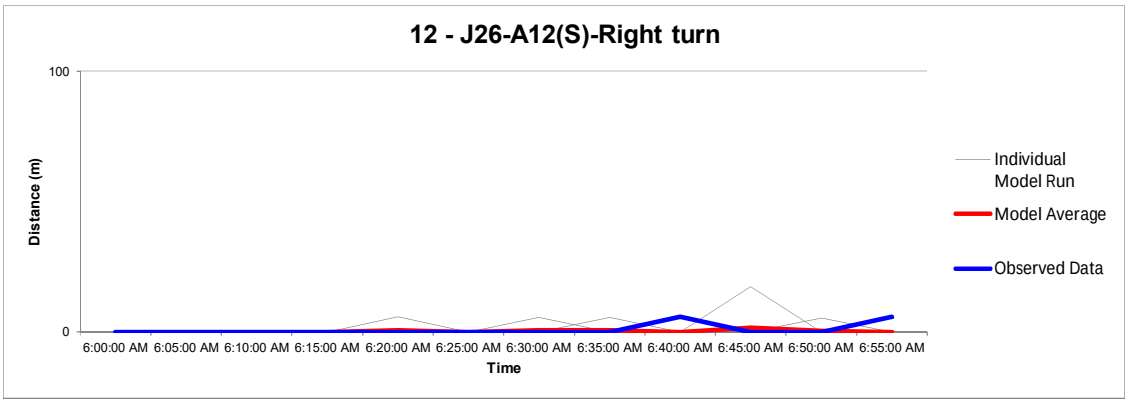


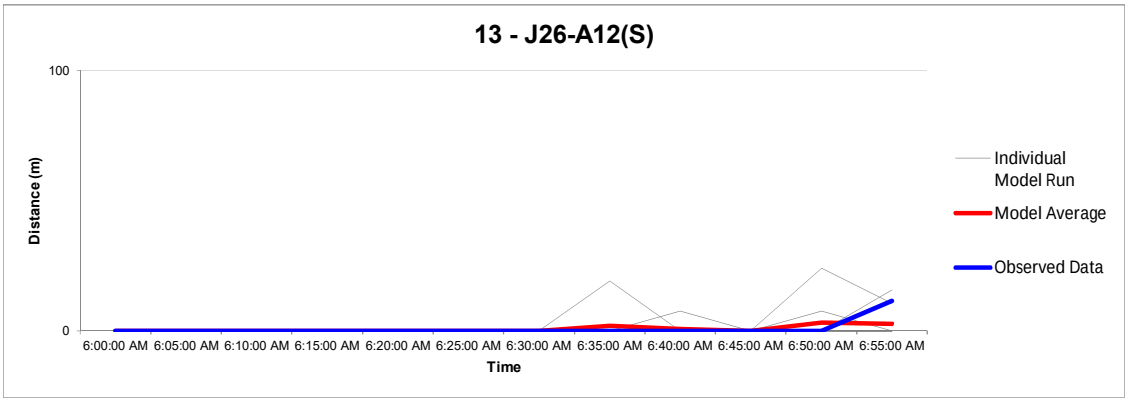


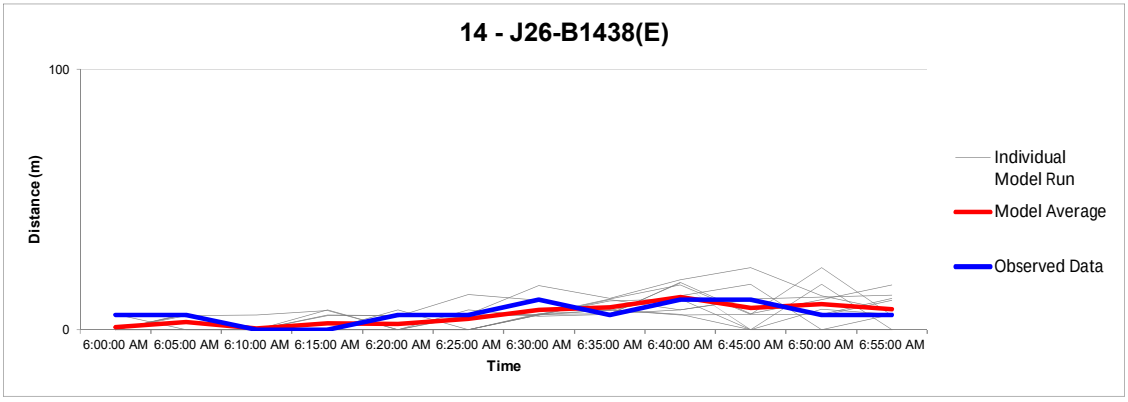
Queue Graphs

Junction Number 3
AM Peak (06:00 -07:00)



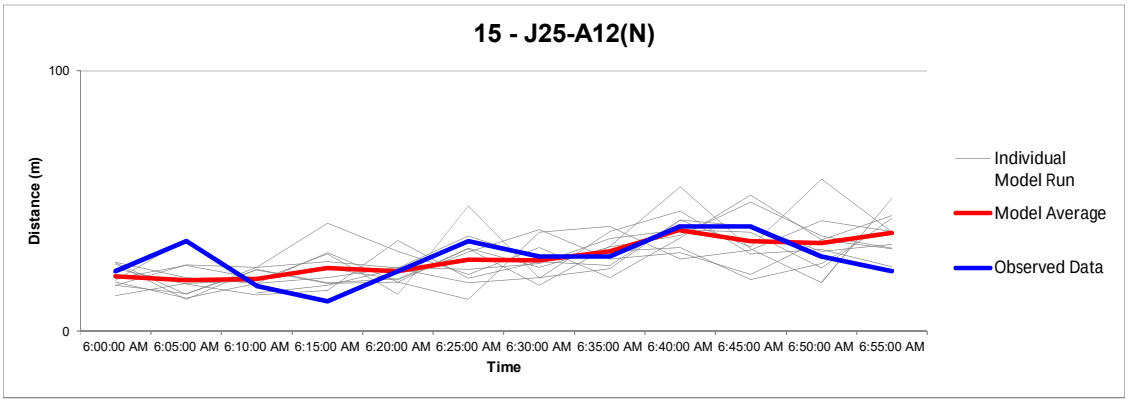


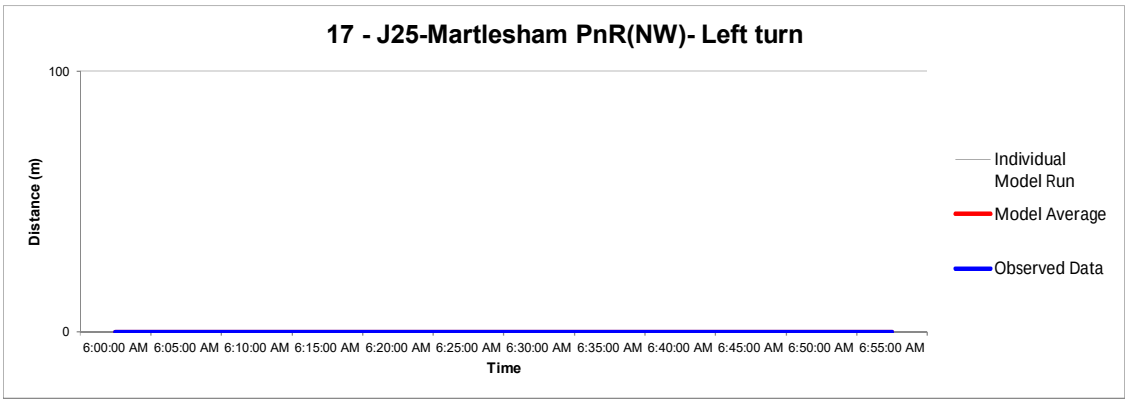


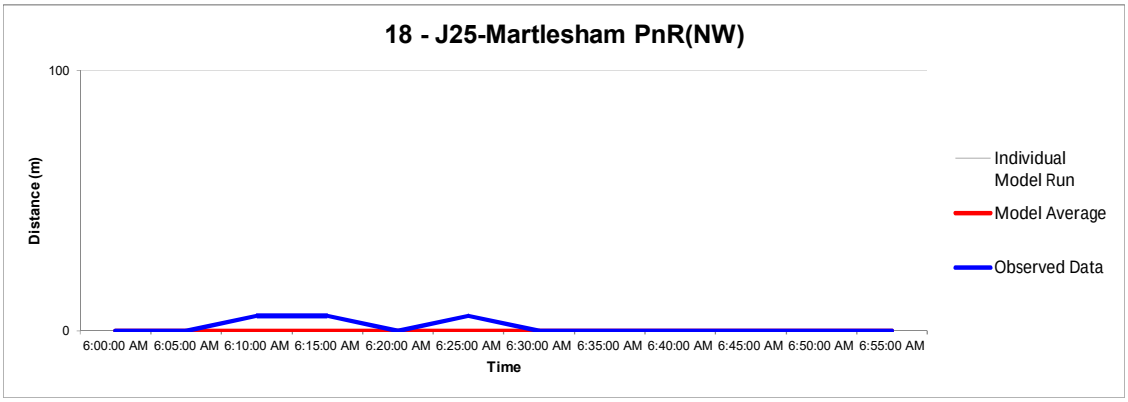


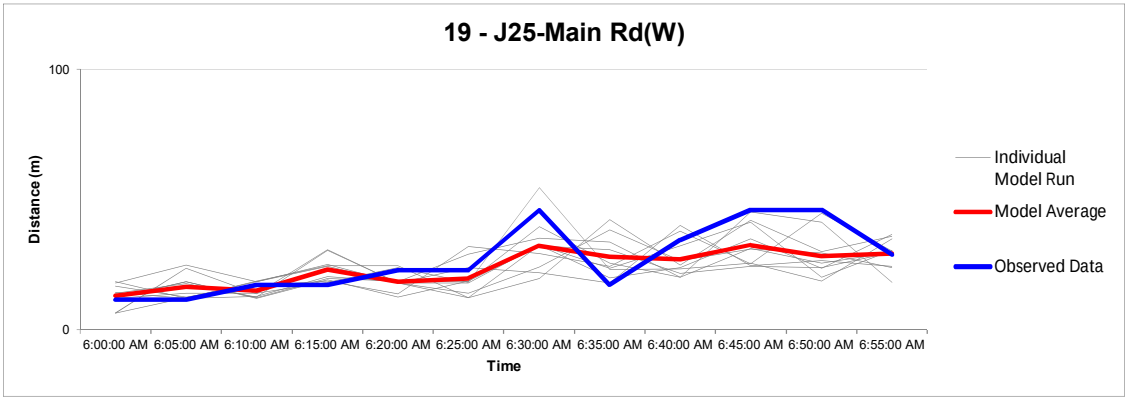
Queue Graphs

Junction Number 4
AM Peak (06:00 -07:00)



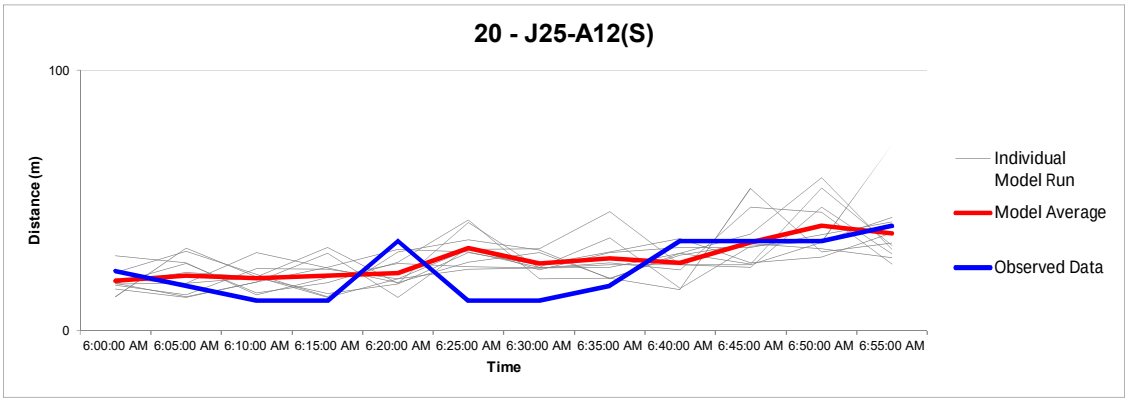


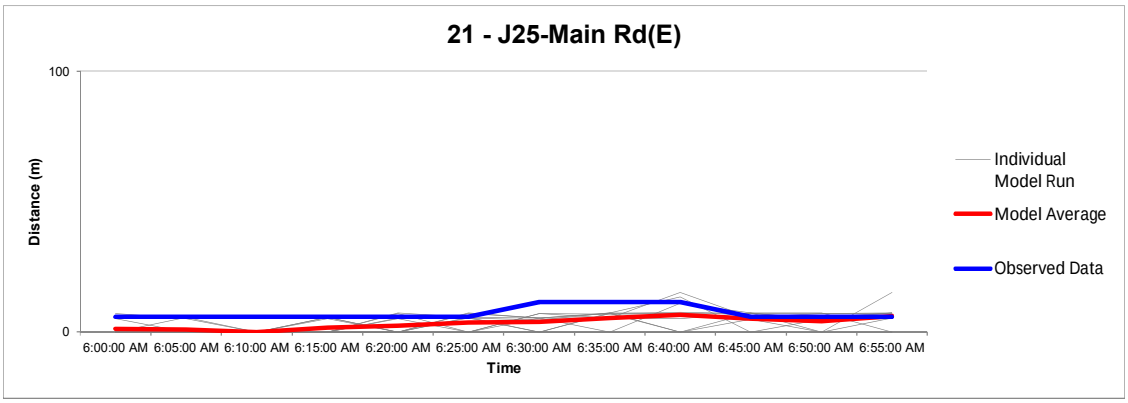




Queue Graphs

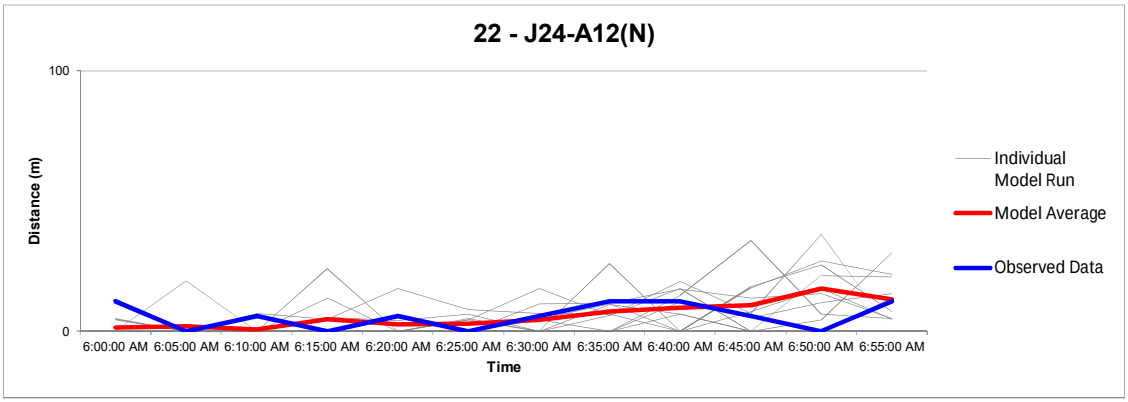
Junction Number 4
AM Peak (06:00 -07:00)

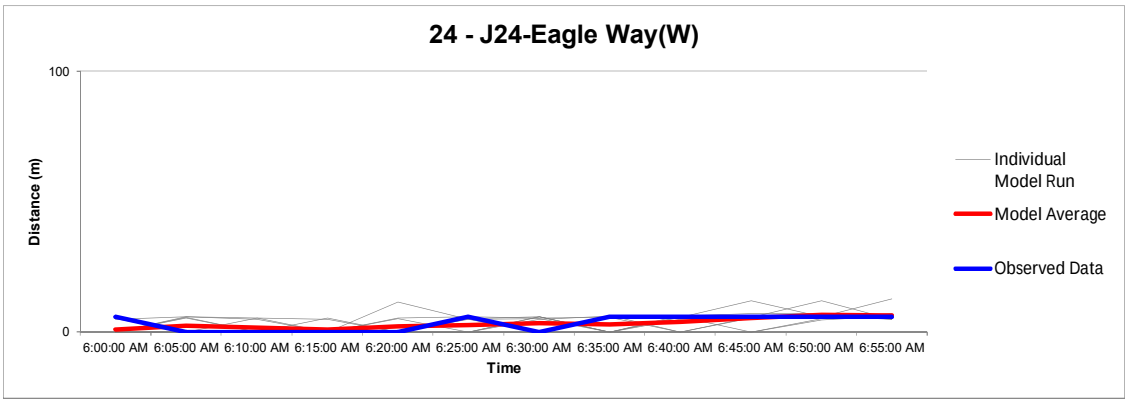


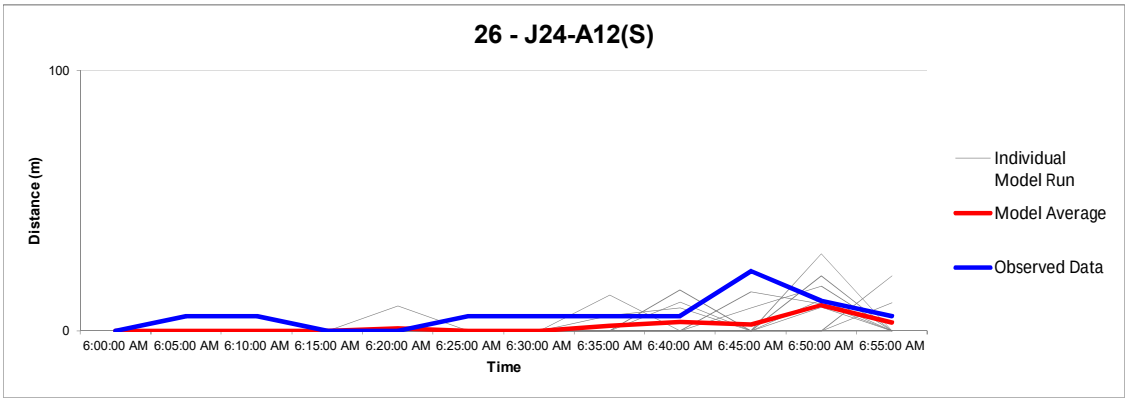


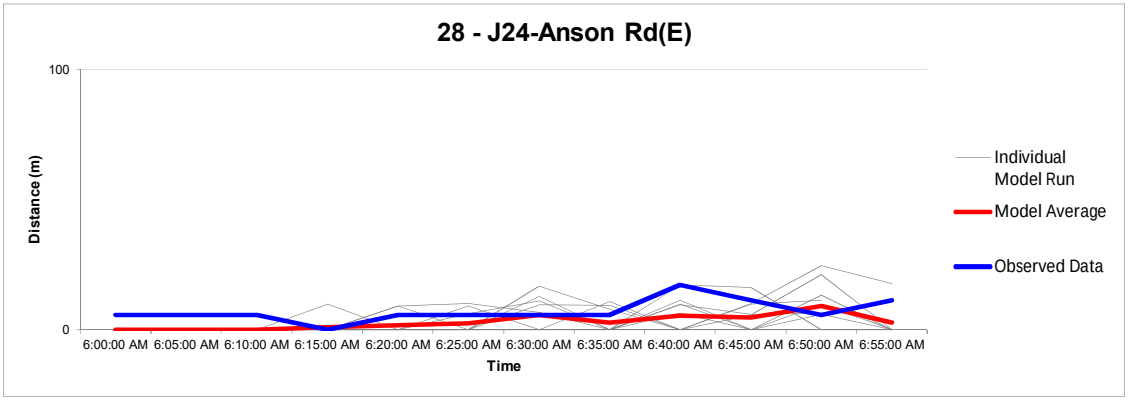
Queue Graphs

Junction Number 5
AM Peak (06:00 -07:00)



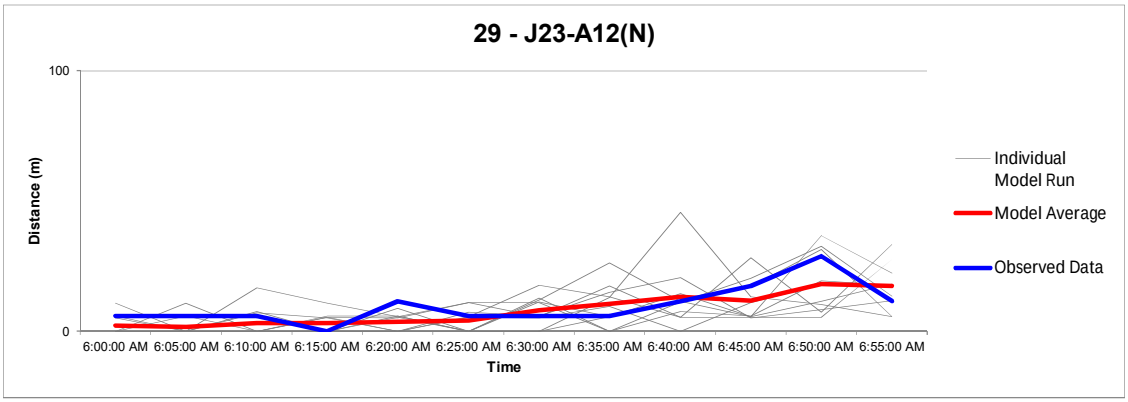


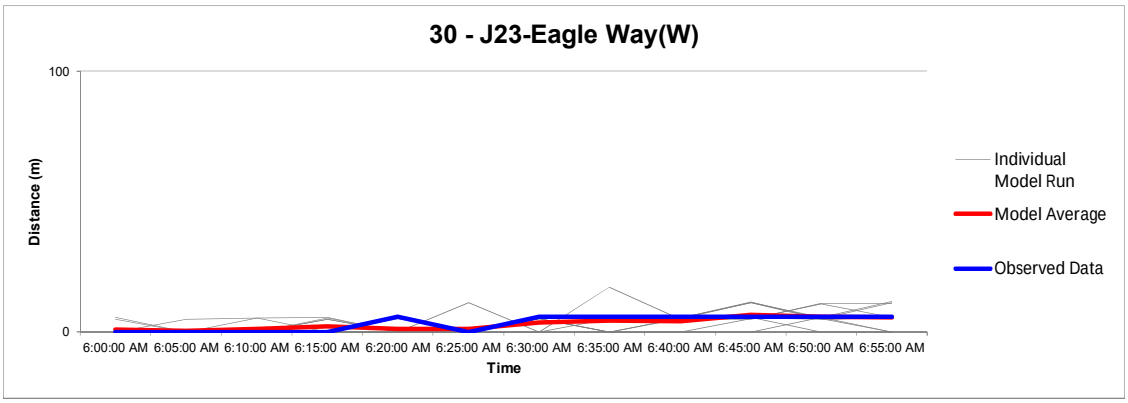


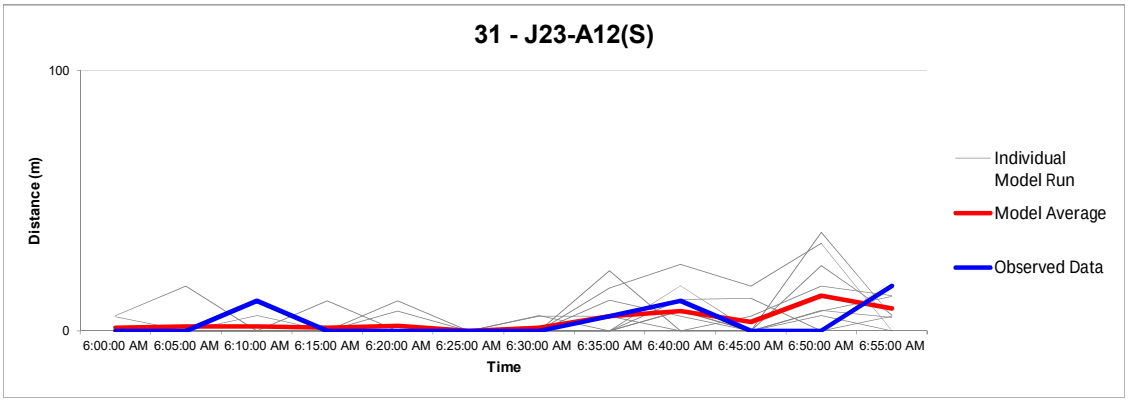


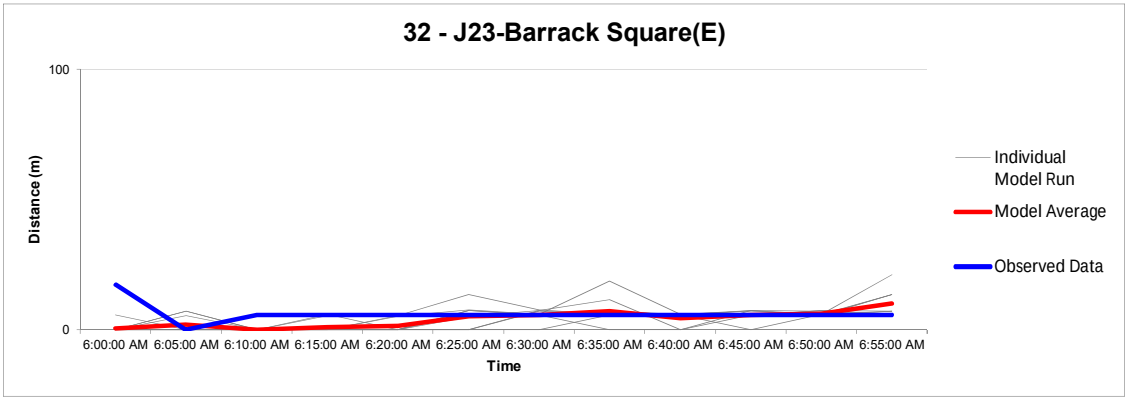
Queue Graphs

Junction Number 6
AM Peak (06:00 -07:00)



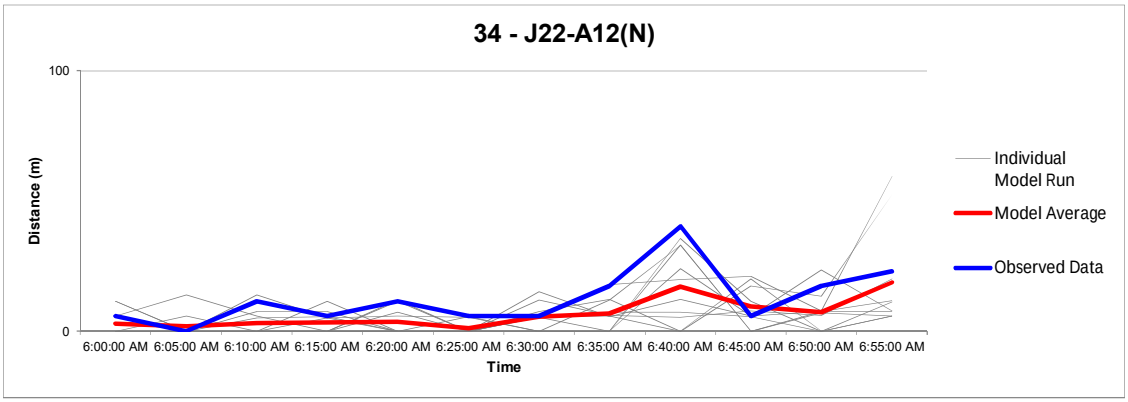


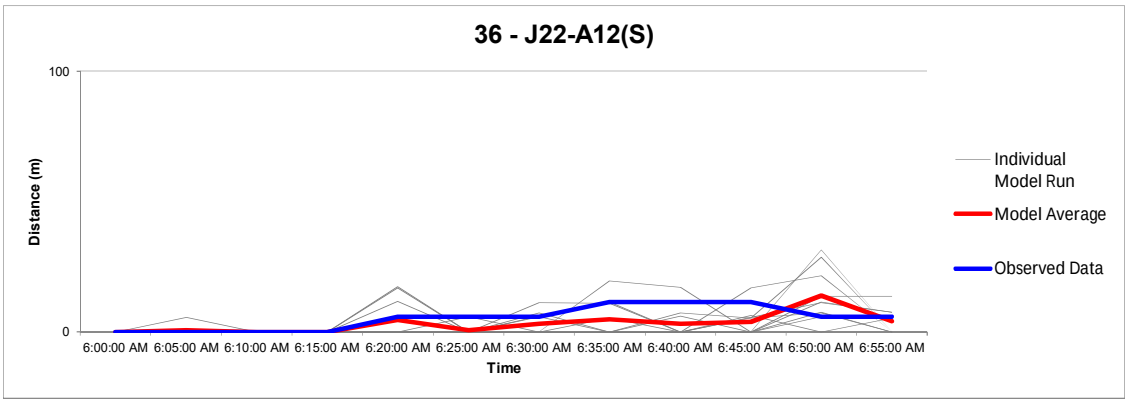


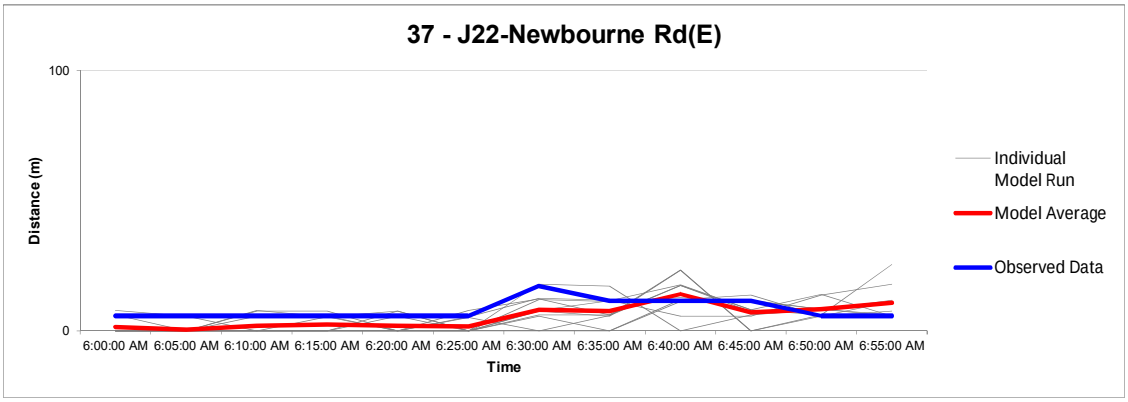


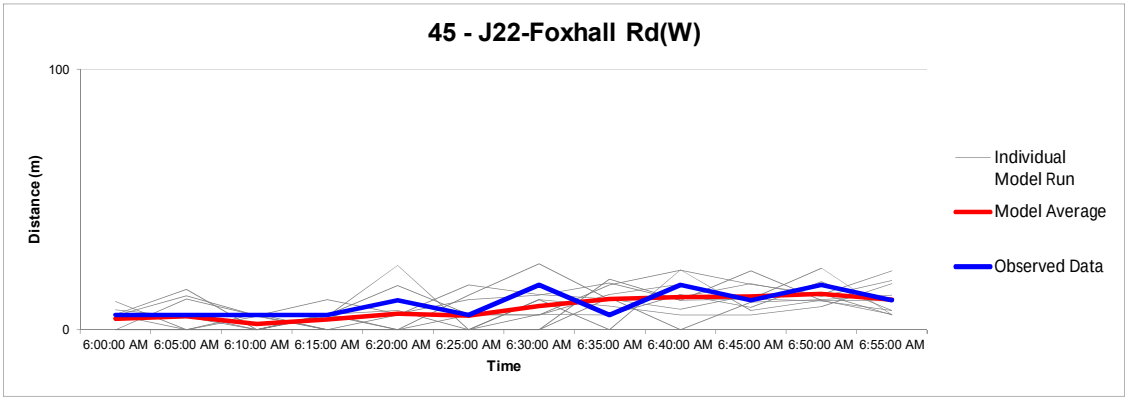
Queue Graphs

Junction Number 7
AM Peak (06:00 -07:00)



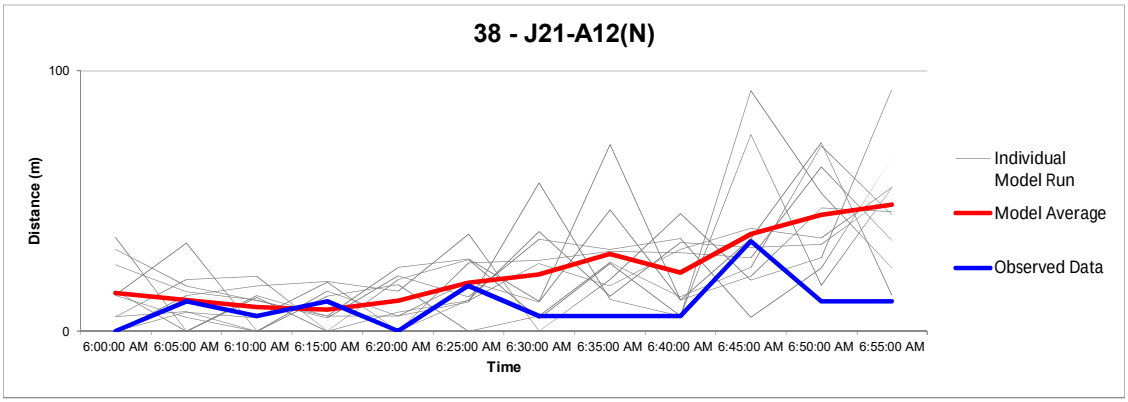


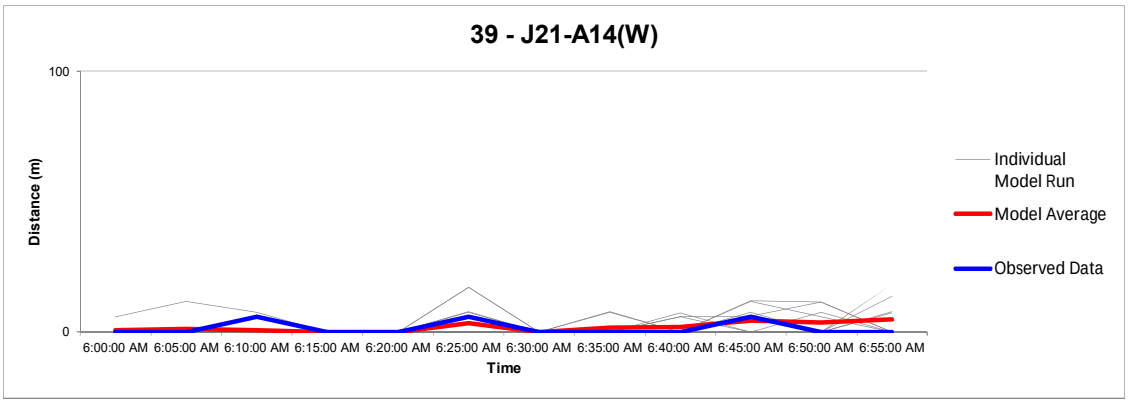


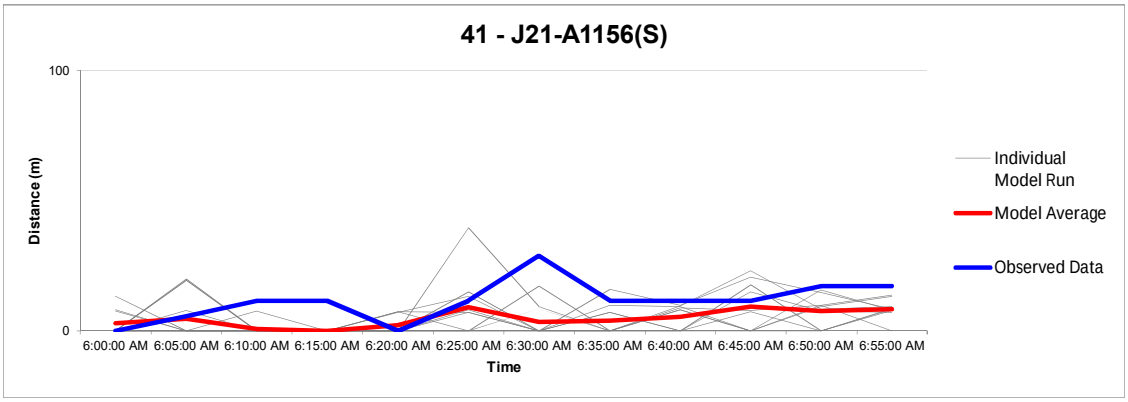


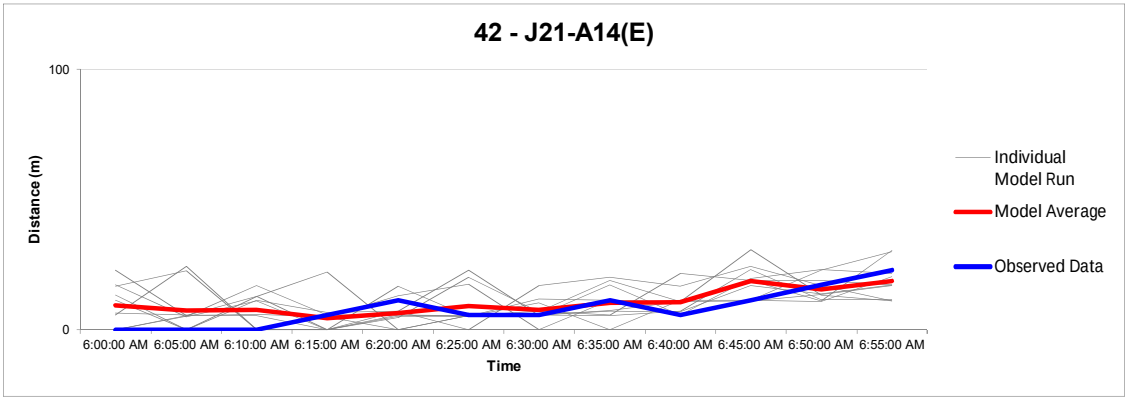
Queue Graphs

Junction Number 8
AM Peak (06:00 -07:00)



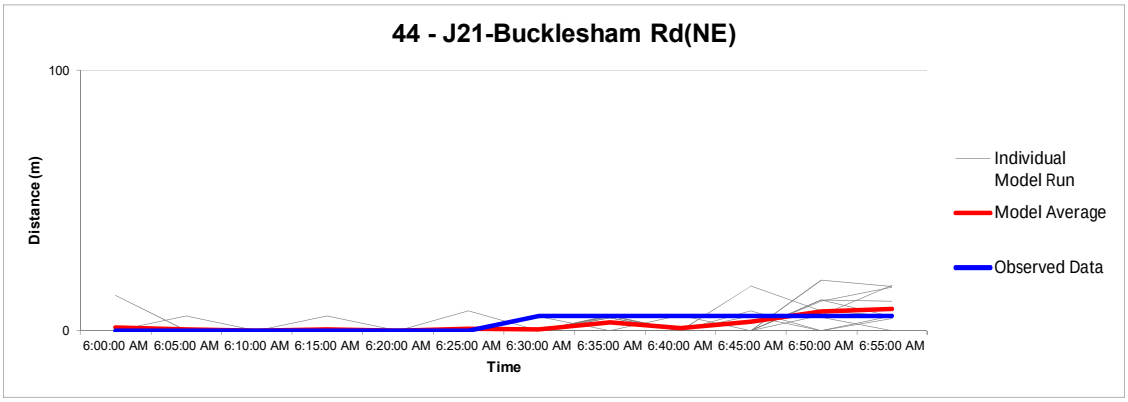






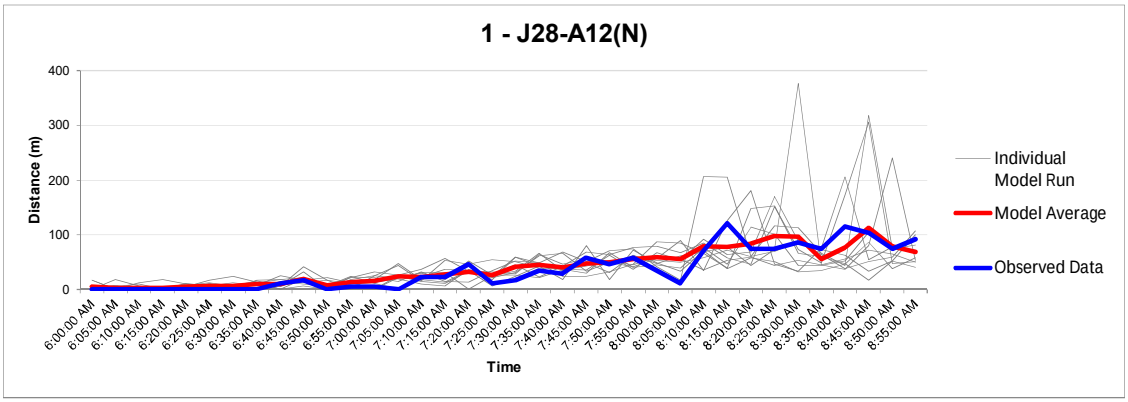
Queue Graphs

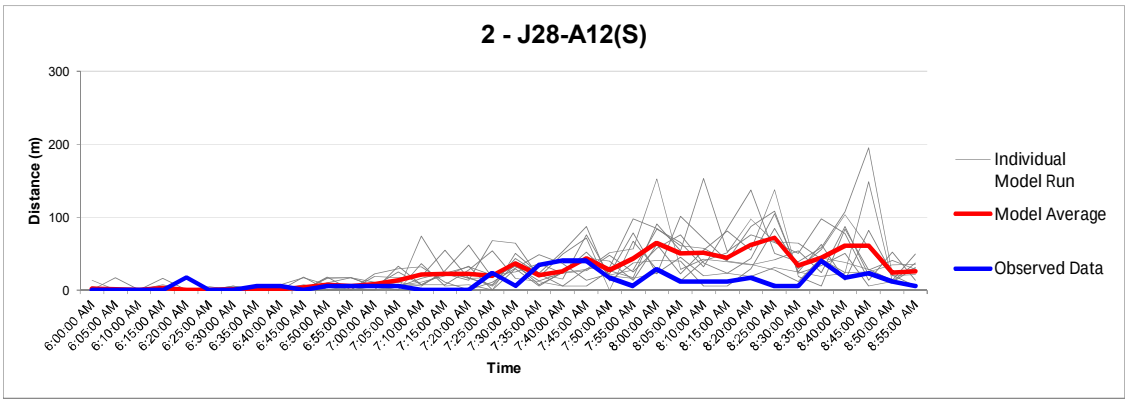
Junction Number 8
AM Peak (06:00 -07:00)

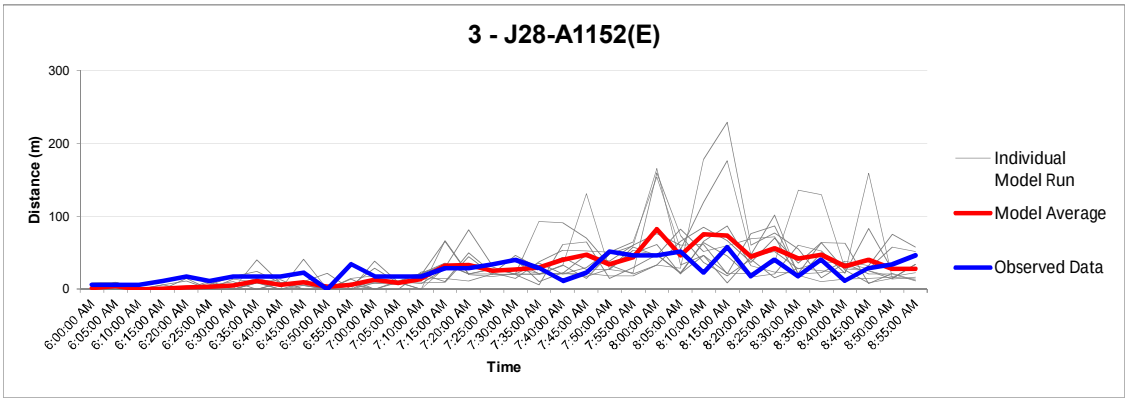


Queue Graphs

Junction Number 1
AM Period

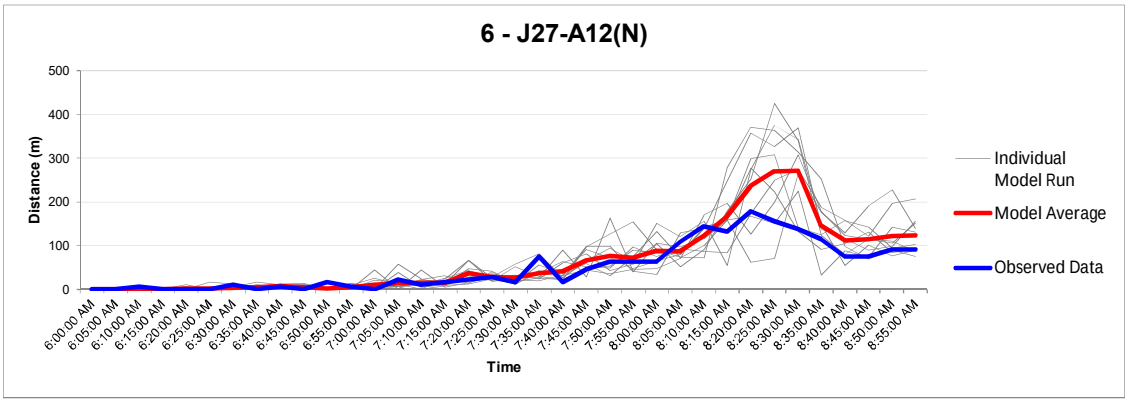


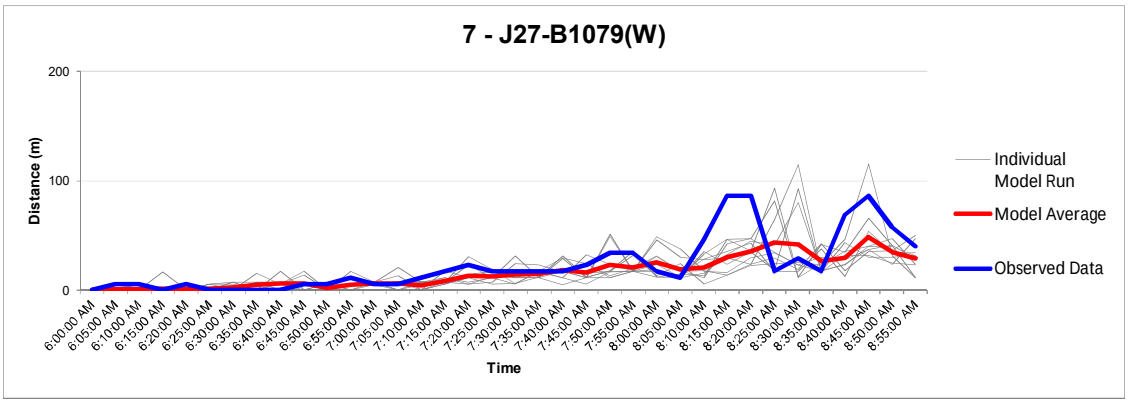


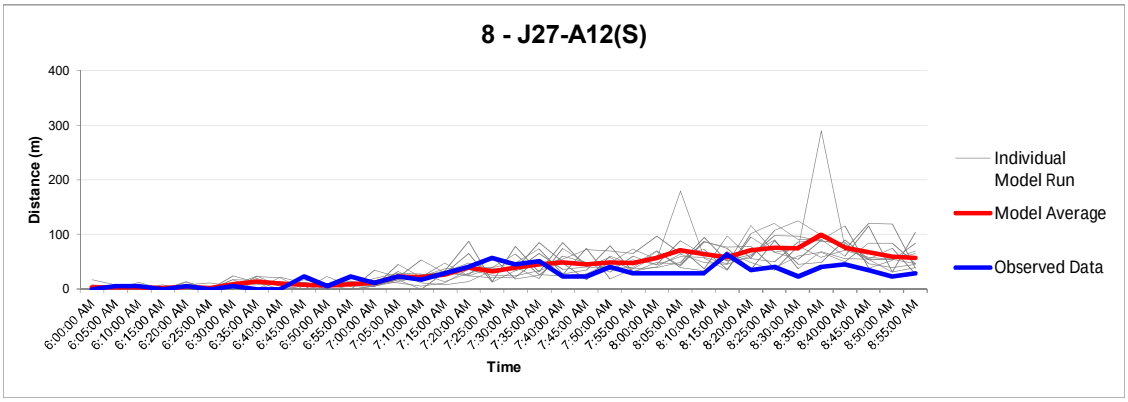


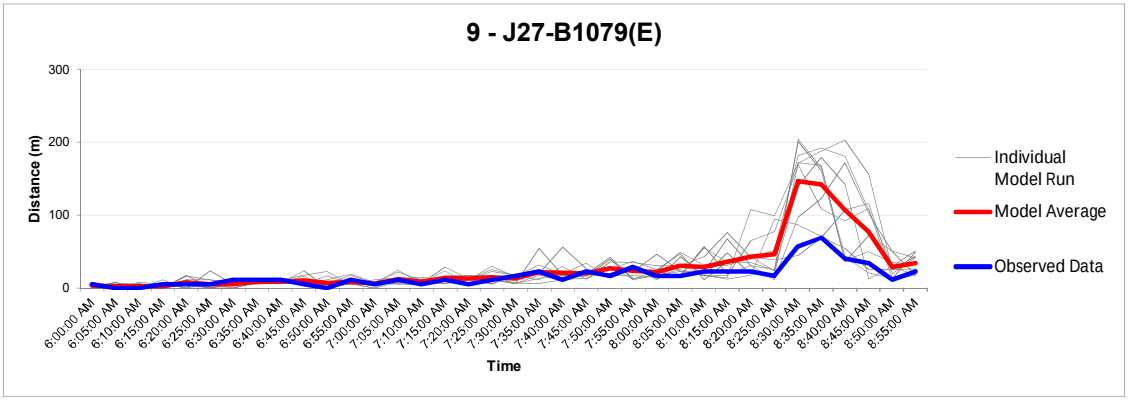
Queue Graphs

Junction Number 2
AM Period



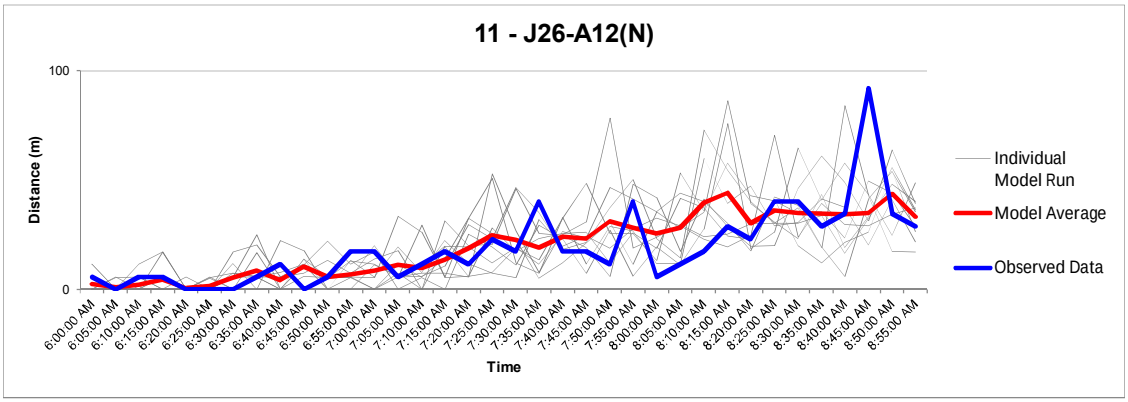


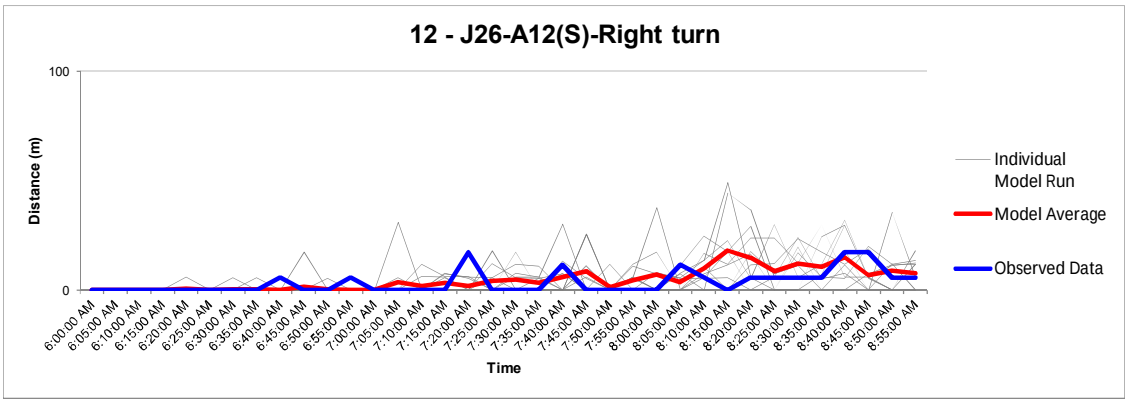


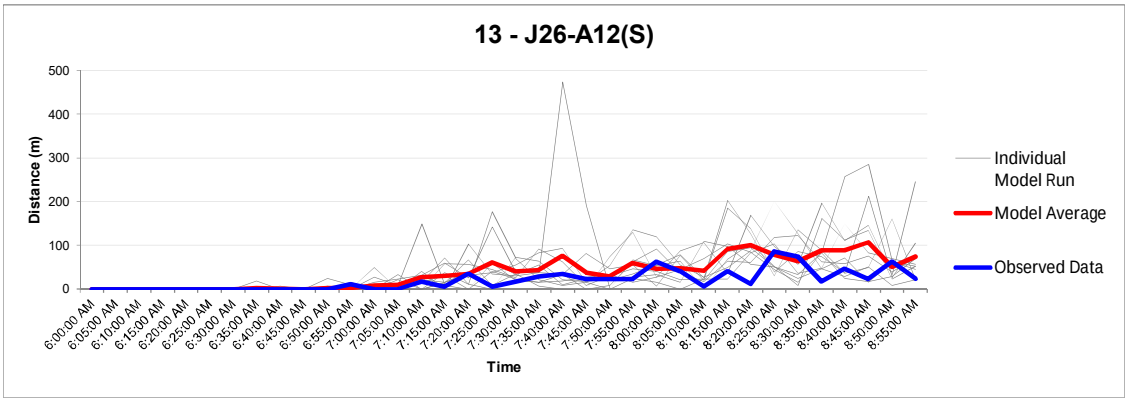


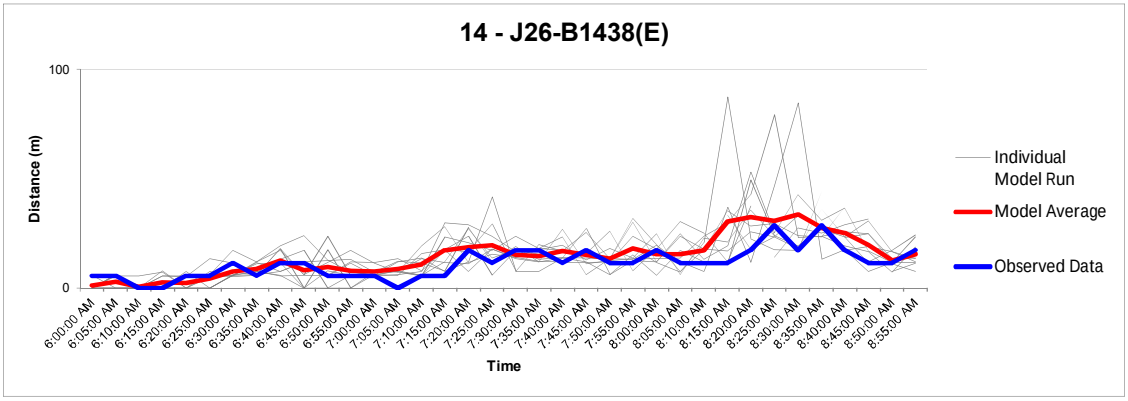
Queue Graphs

Junction Number 3
AM Period



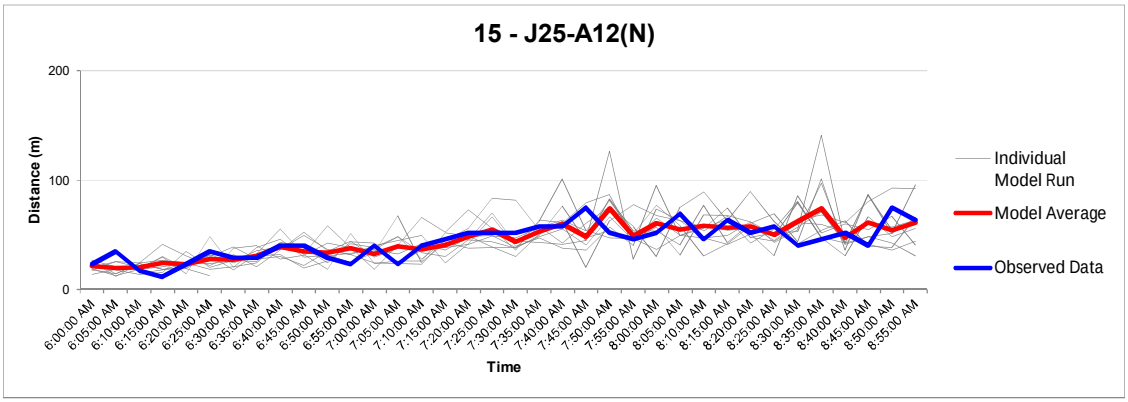


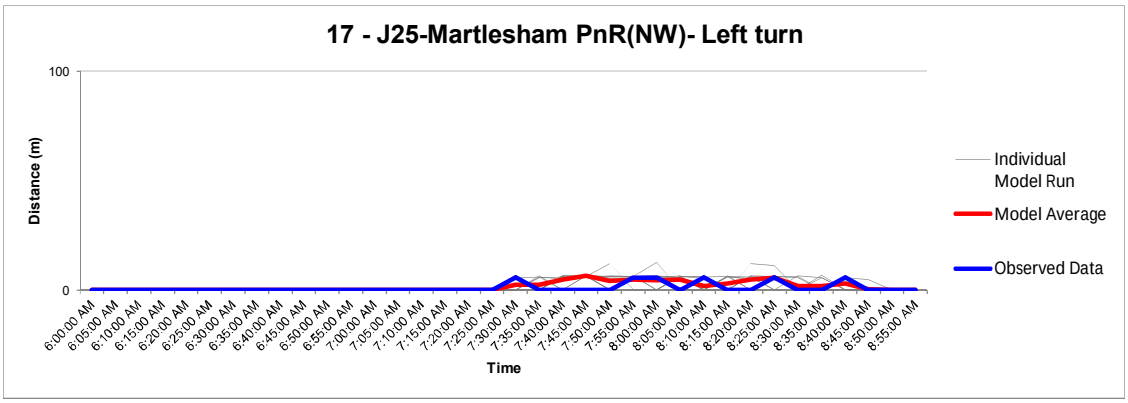


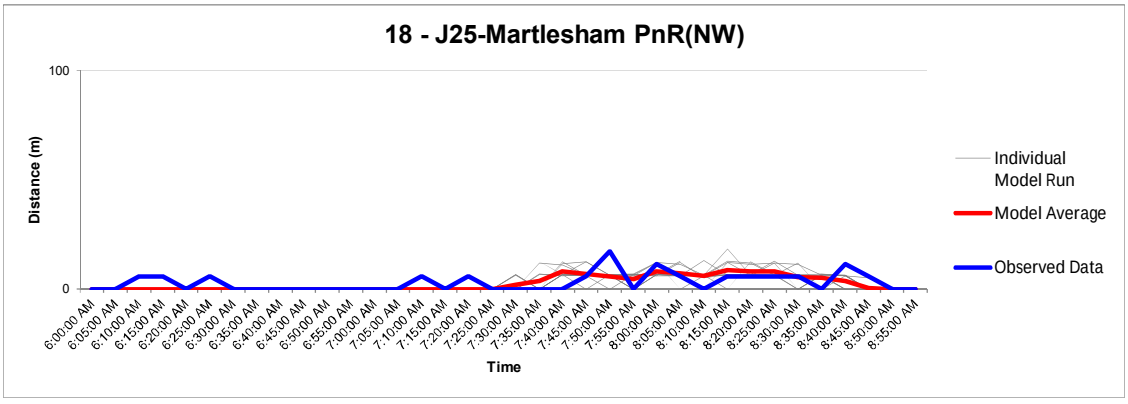


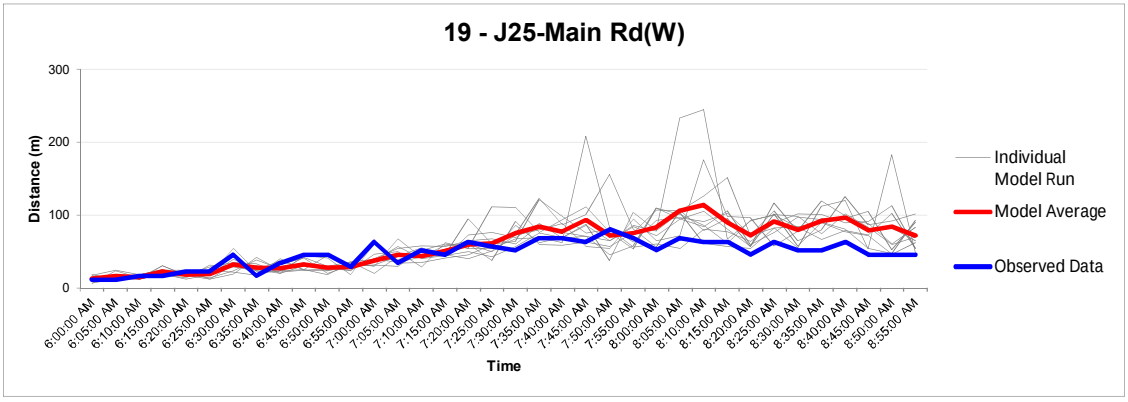
Queue Graphs

Junction Number 4
AM Period



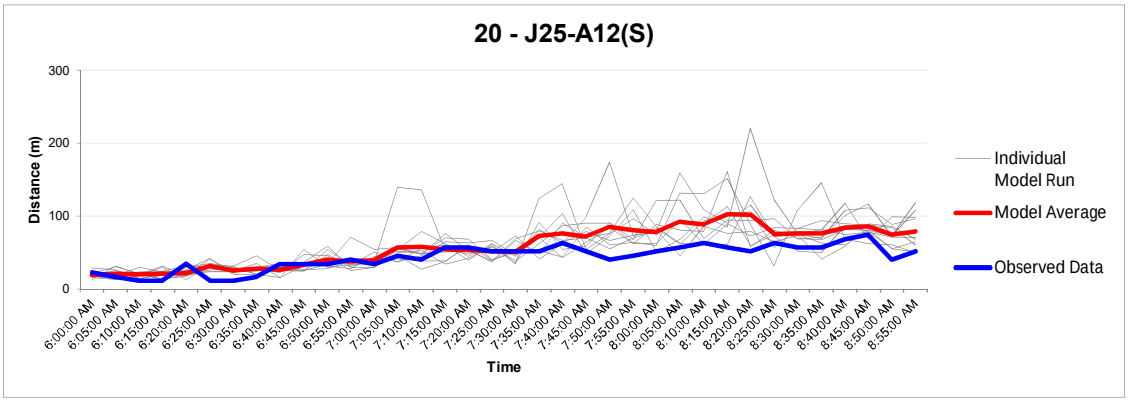


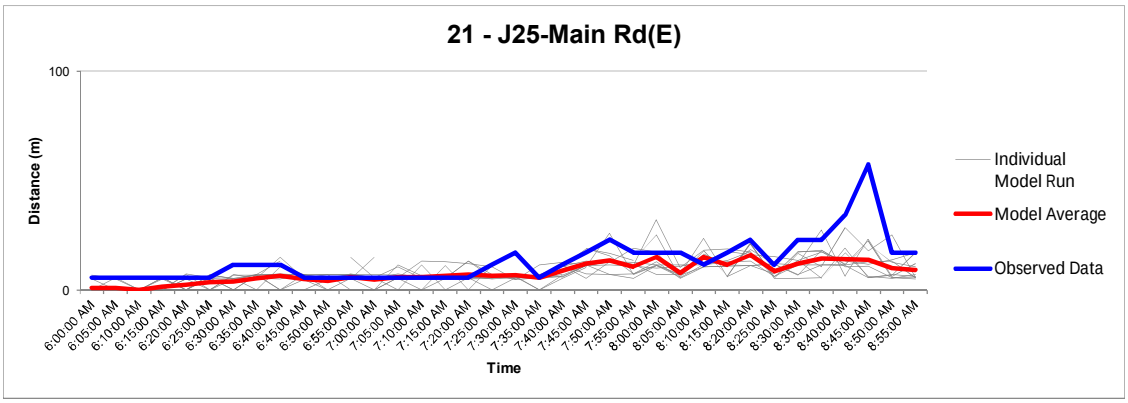




Queue Graphs

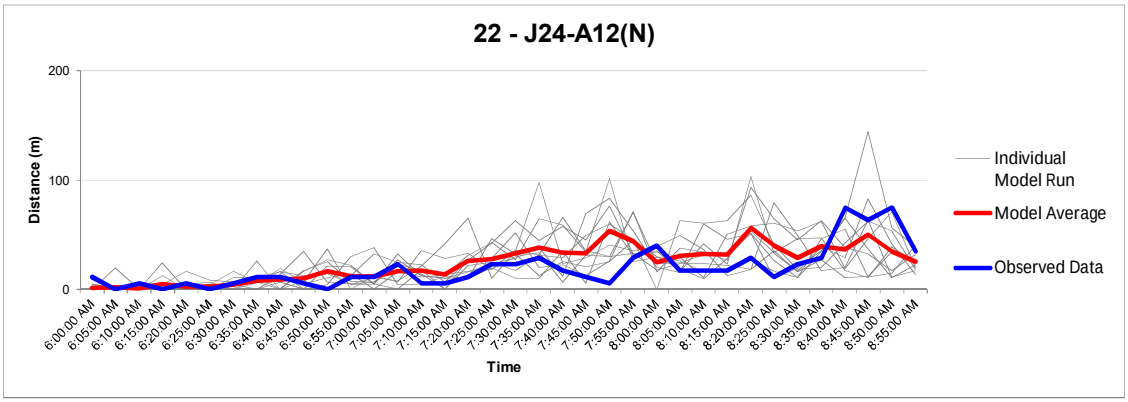
Junction Number 4
AM Period

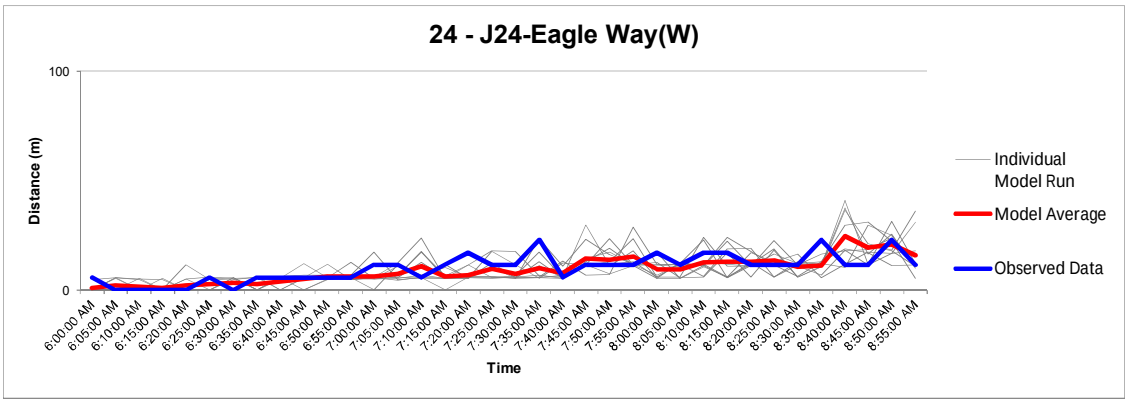


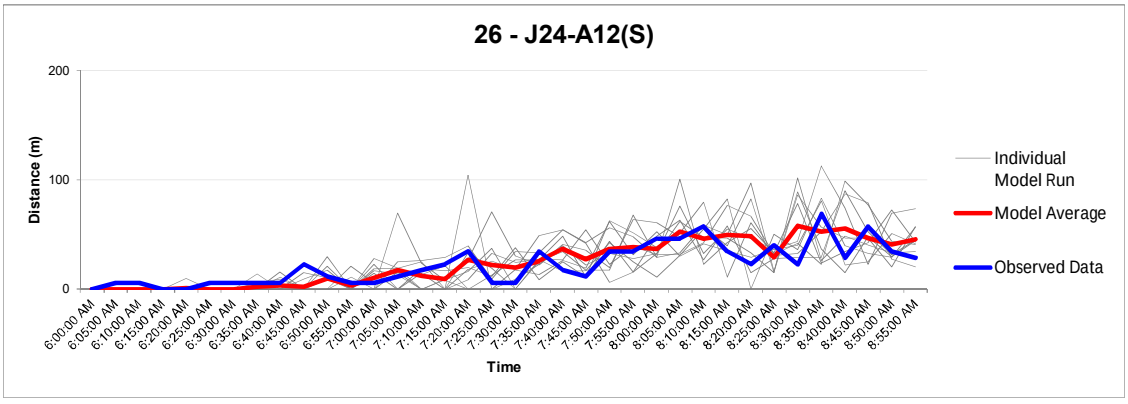


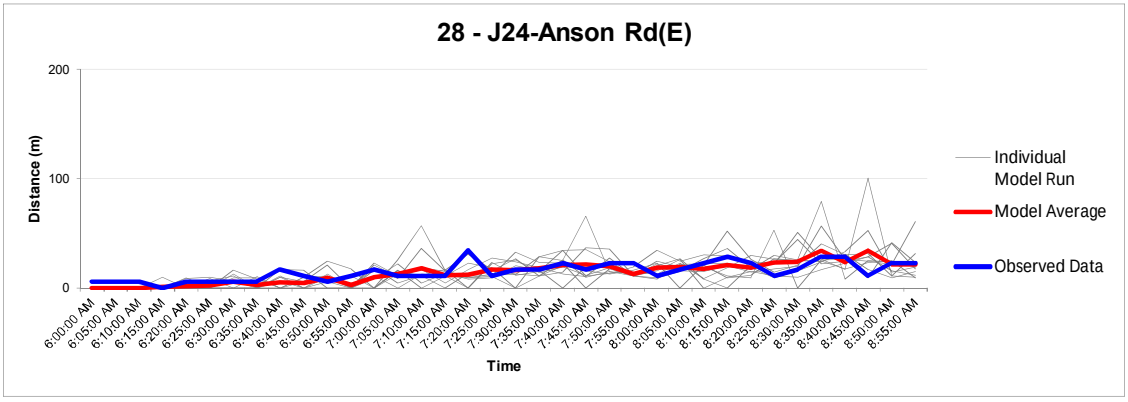
Queue Graphs

Junction Number 5
AM Period



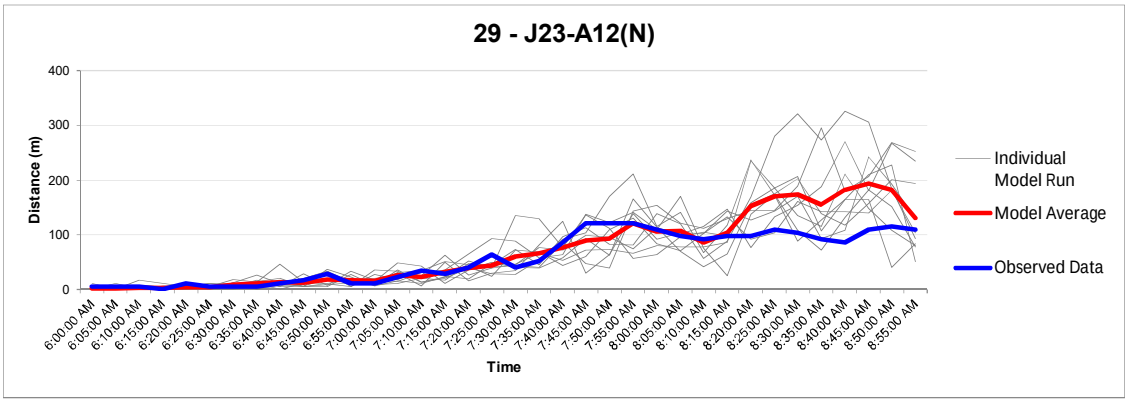


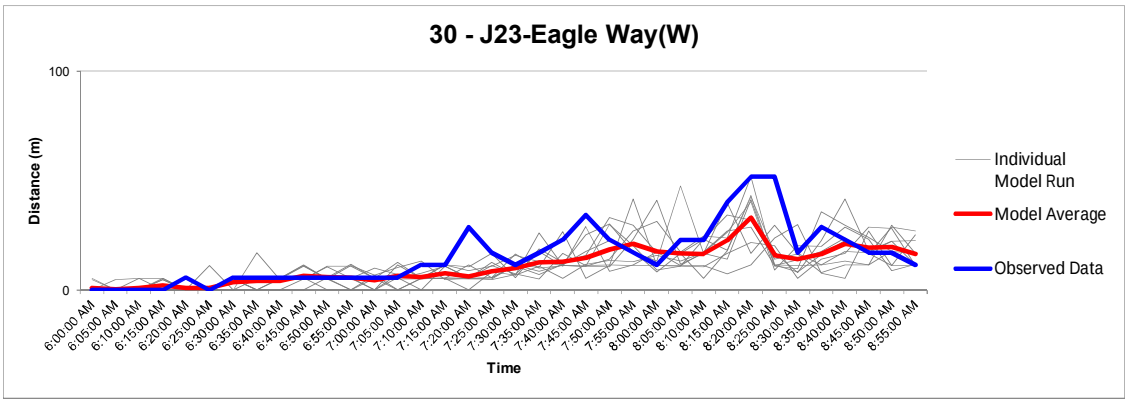


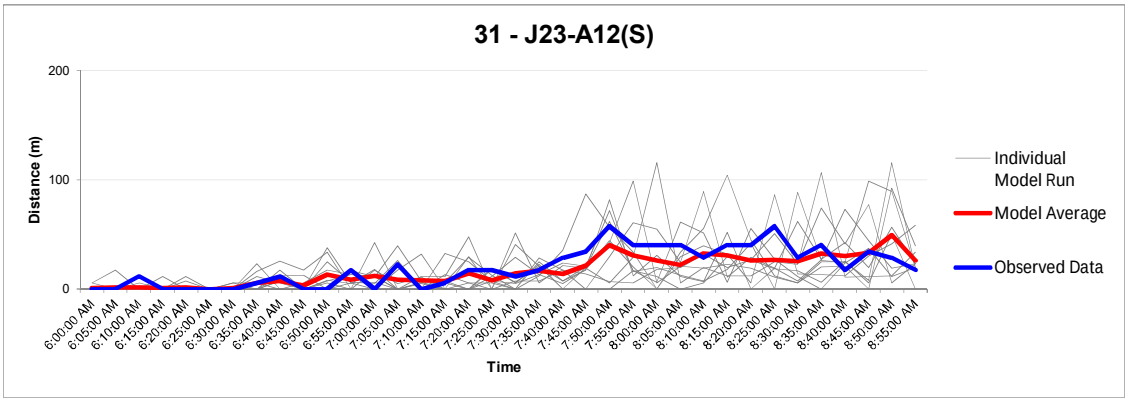


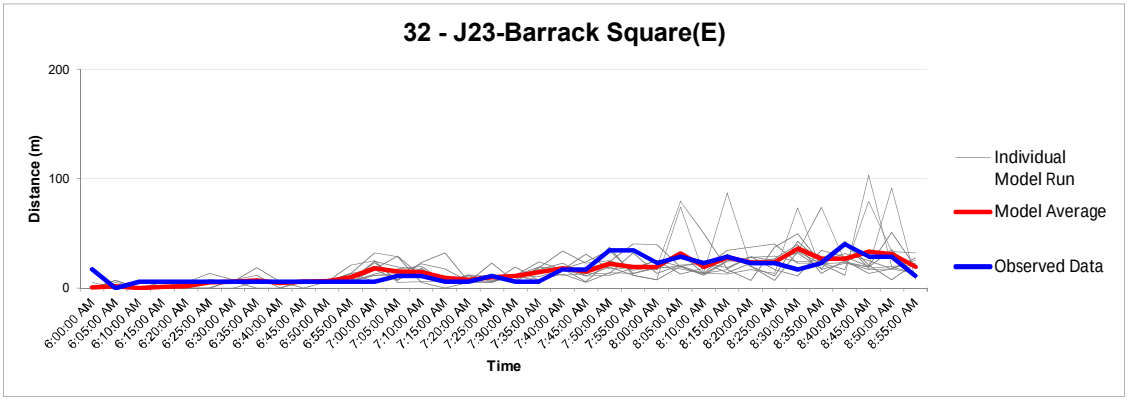
Queue Graphs

Junction Number 6
AM Period



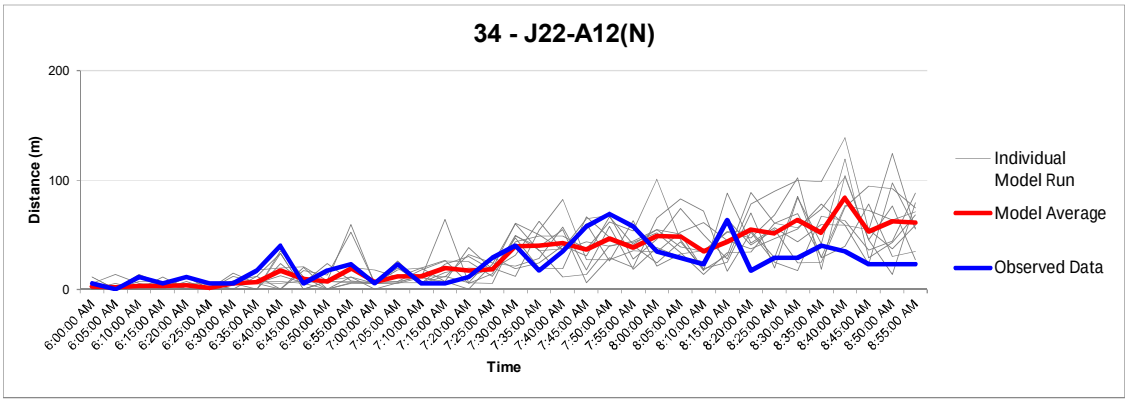


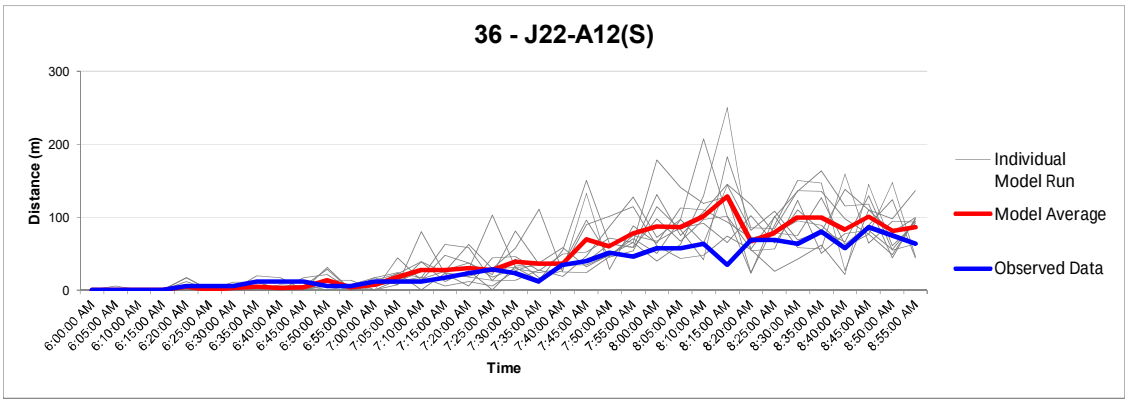


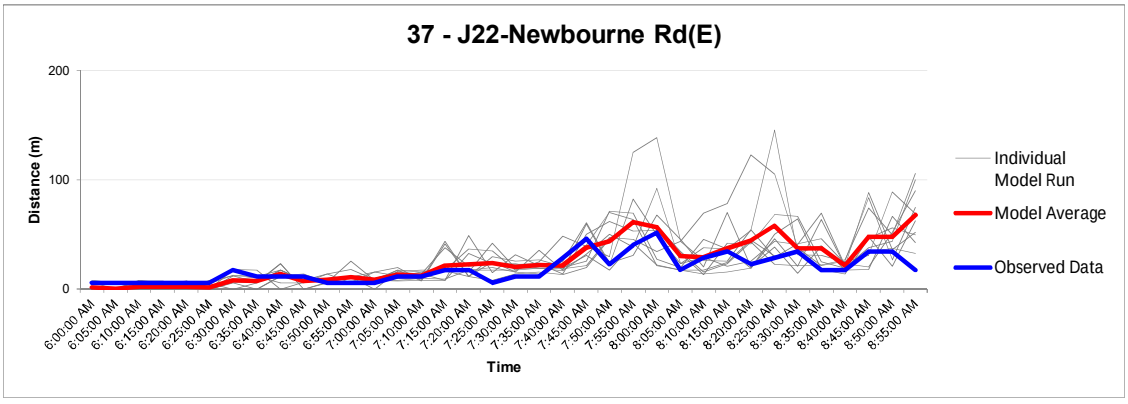


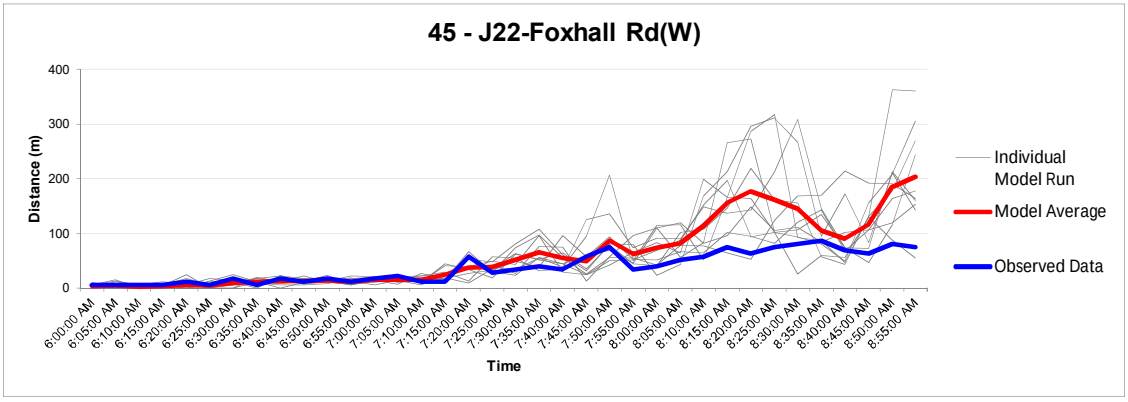
Queue Graphs

Junction Number 7
AM Period



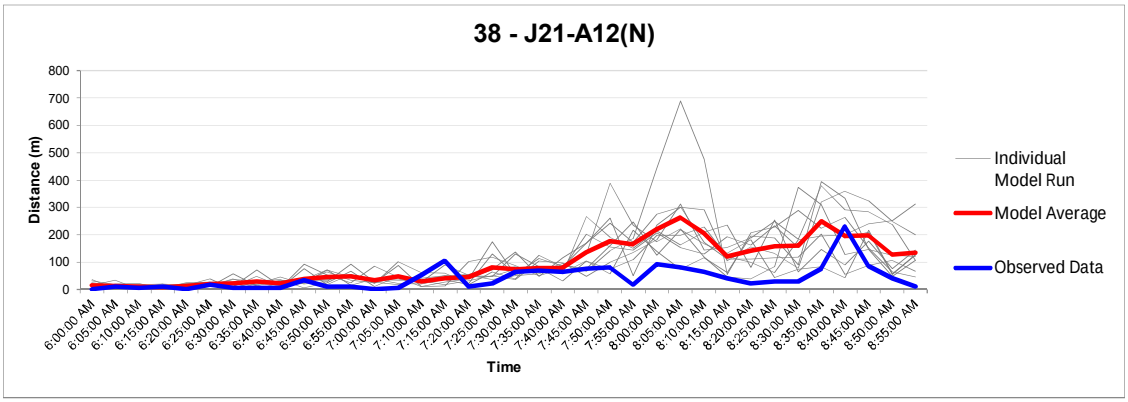


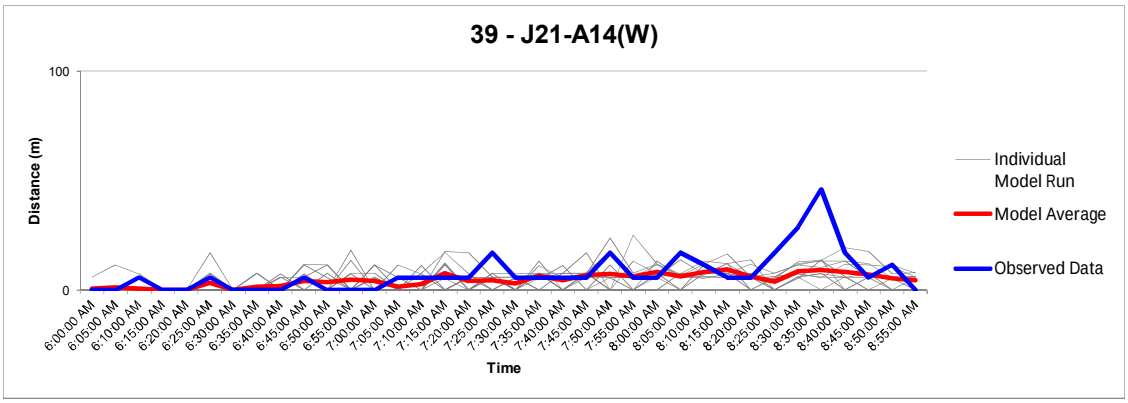


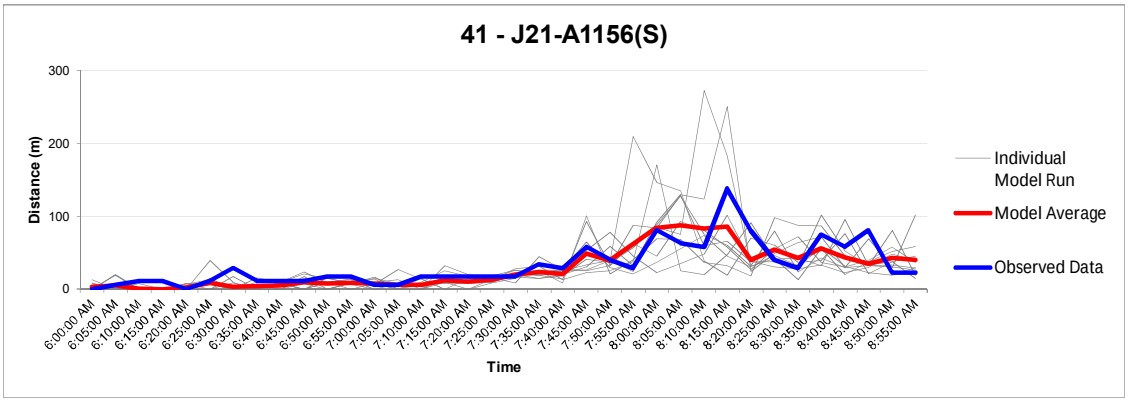


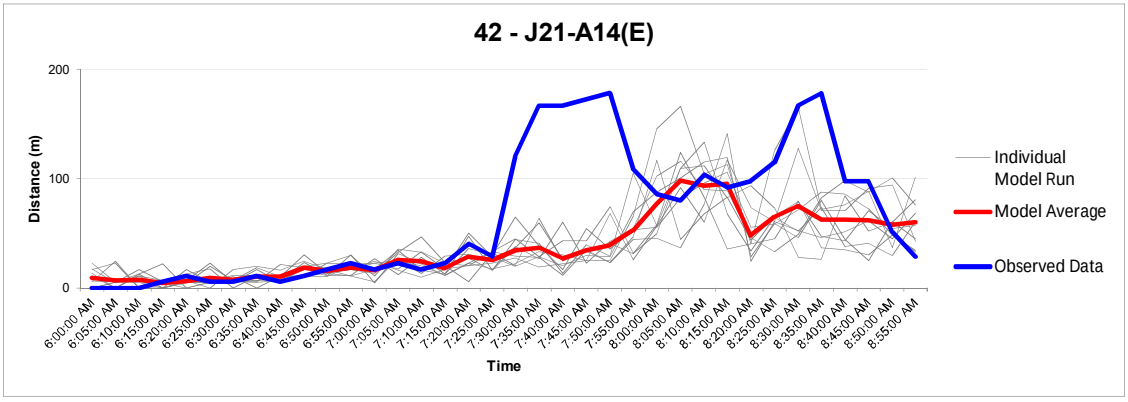
Queue Graphs

Junction Number 8
AM Period



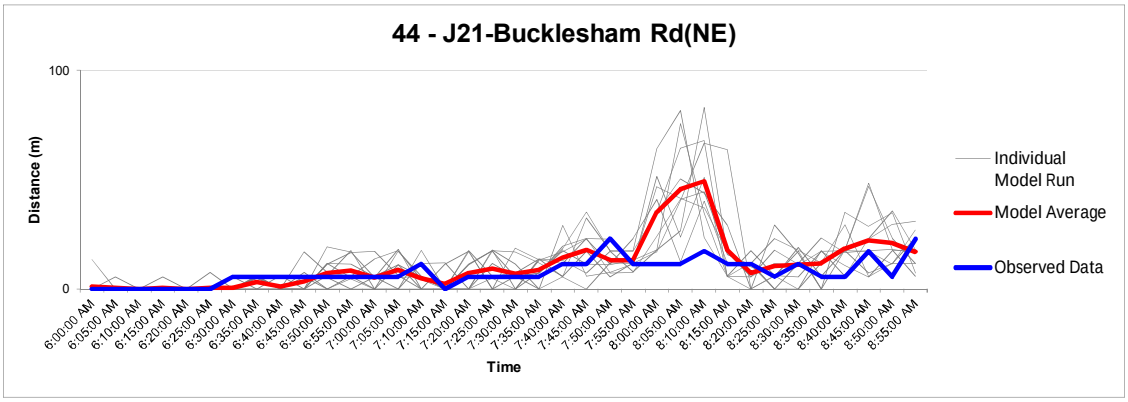






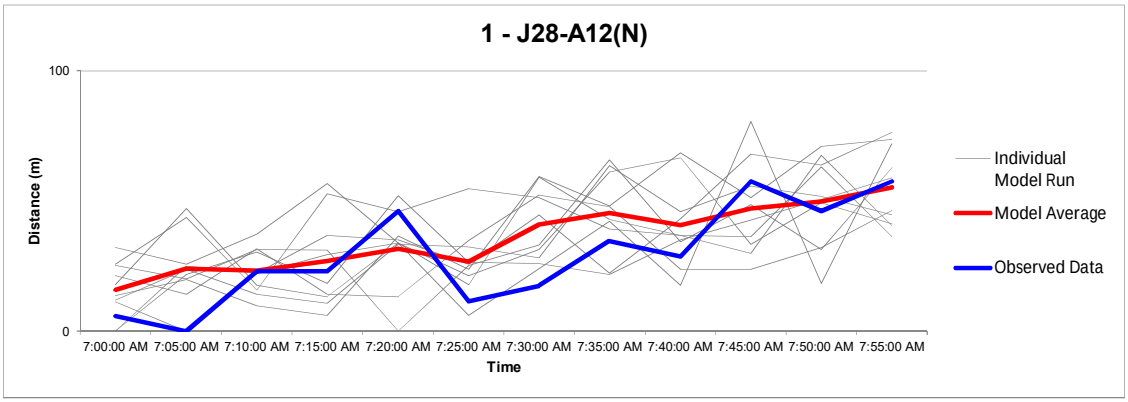
Queue Graphs

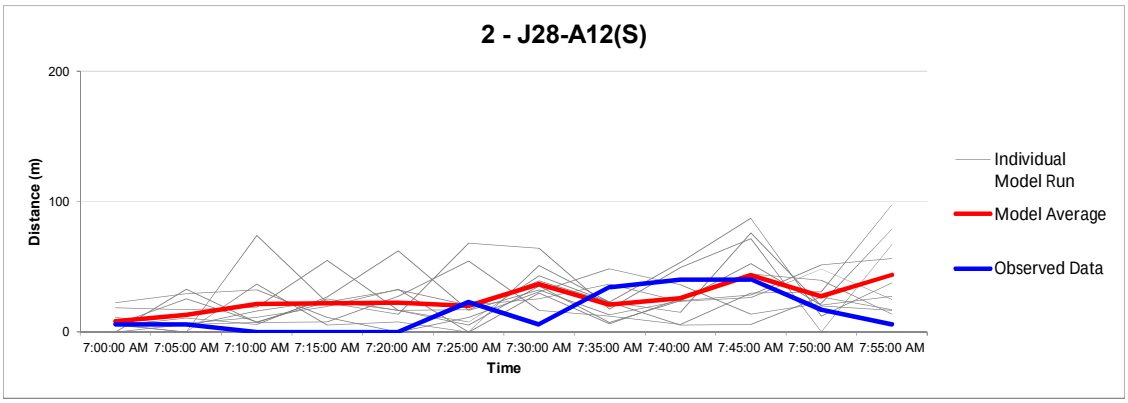
Junction Number 8
AM Period

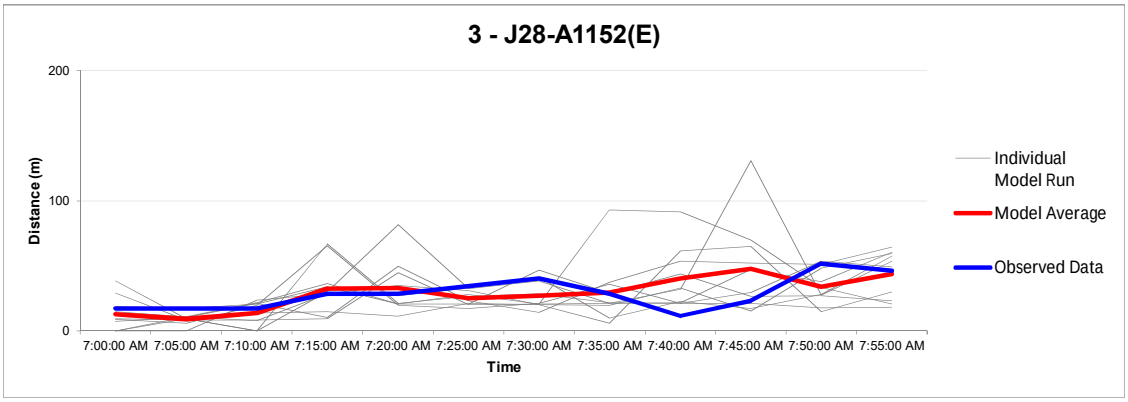


Queue Graphs

Junction Number 1
AM Peak (07:00 -08:00)

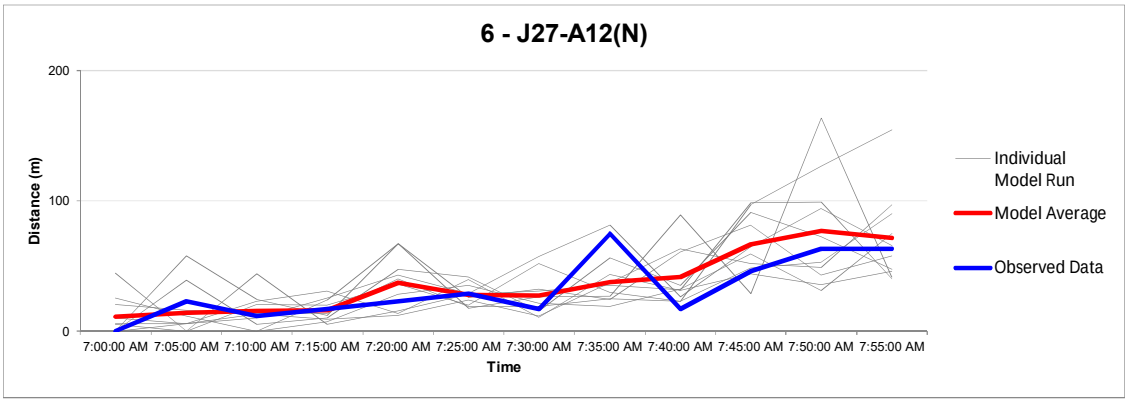


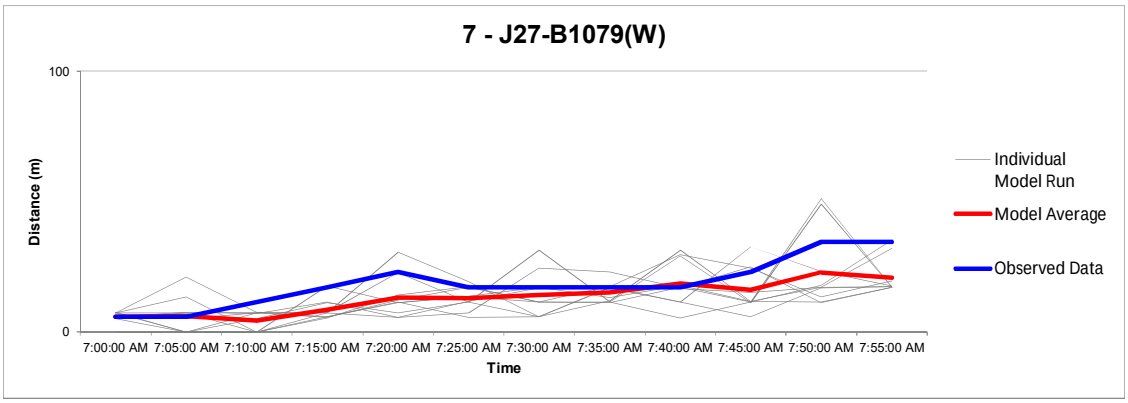


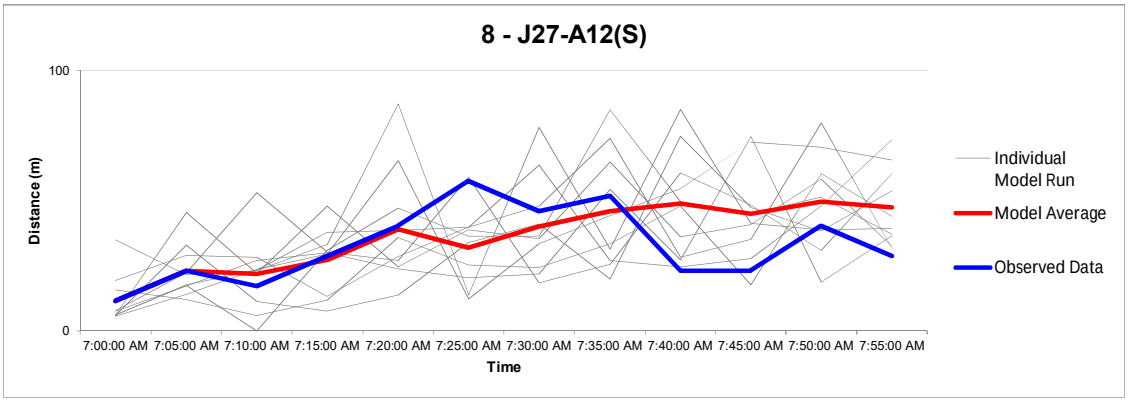


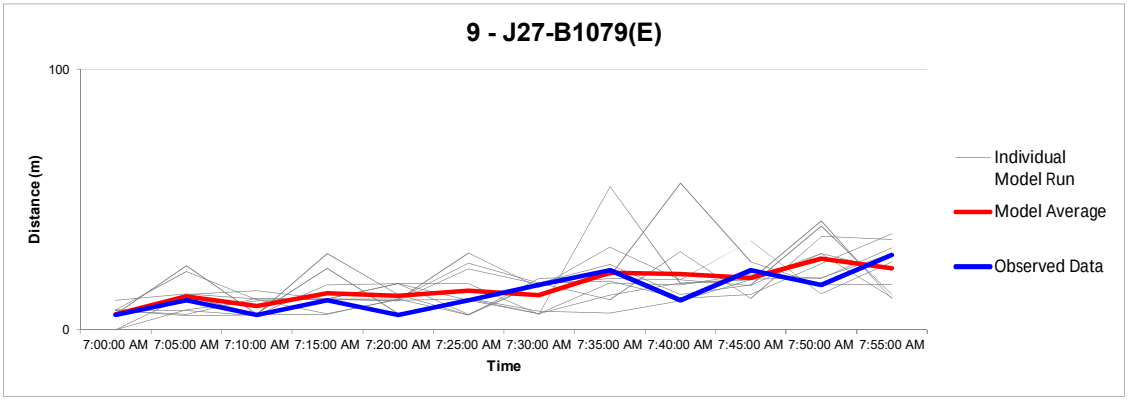
Queue Graphs

Junction Number 2
AM Peak (07:00 -08:00)



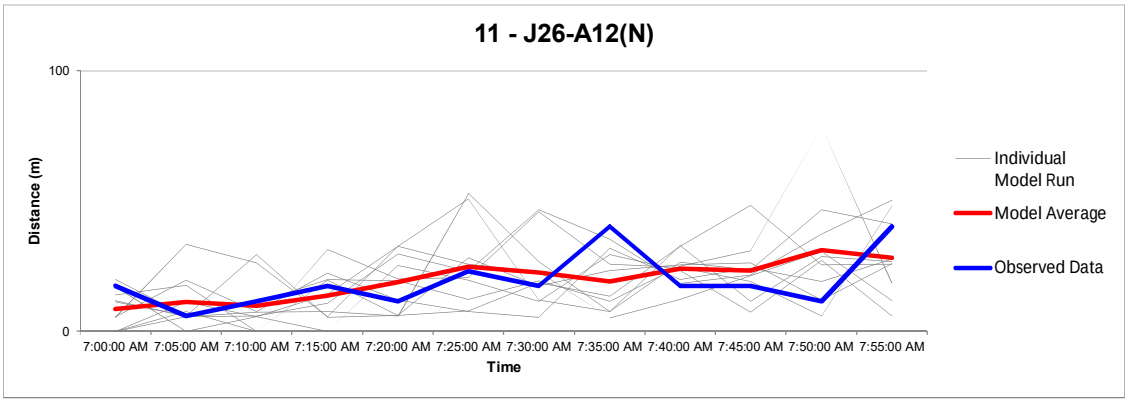


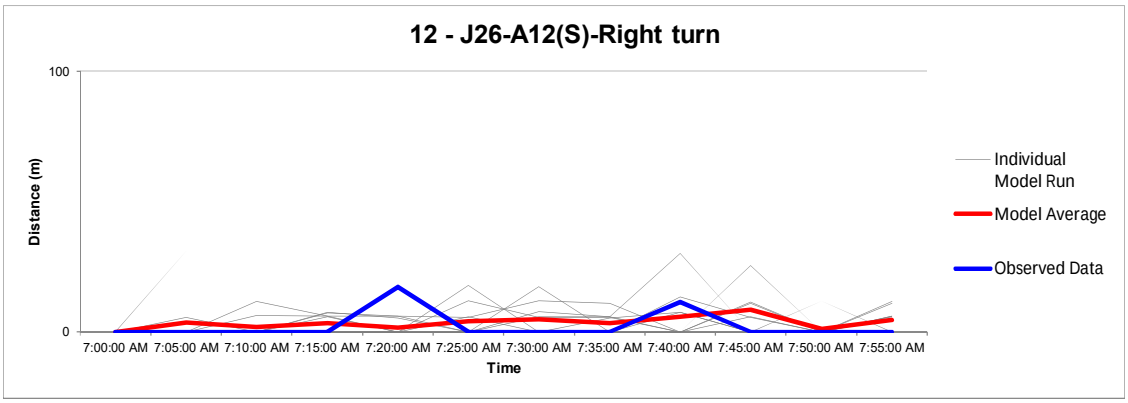


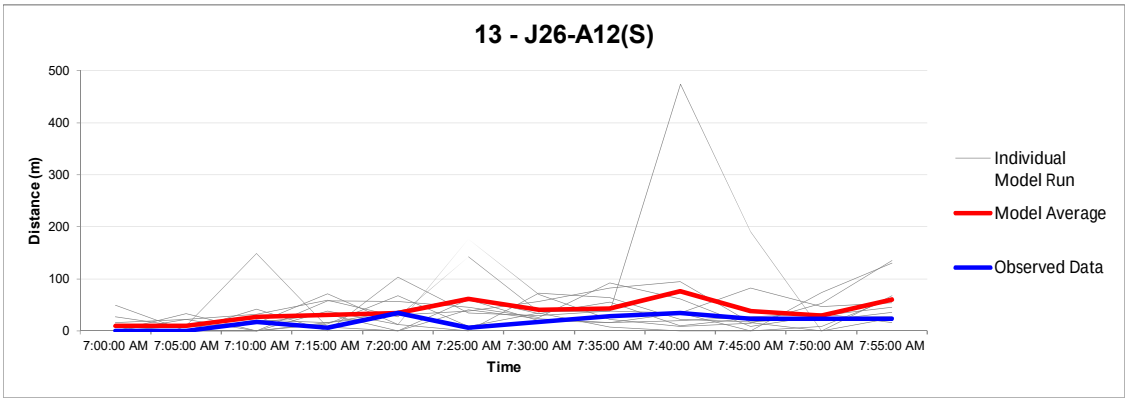


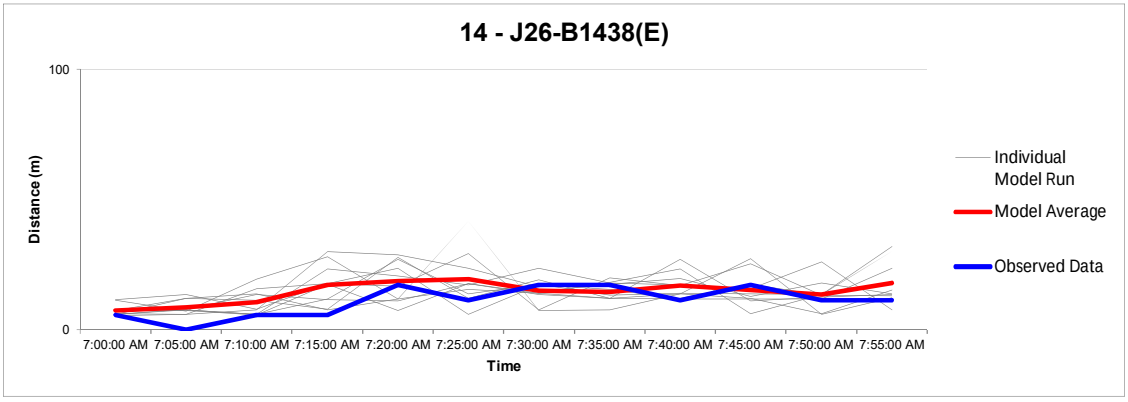
Queue Graphs

Junction Number 3
AM Peak (07:00 -08:00)



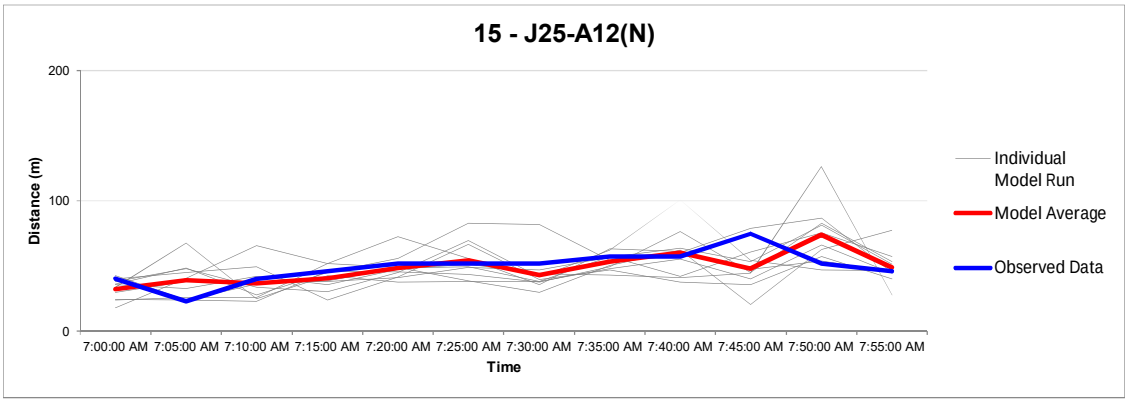


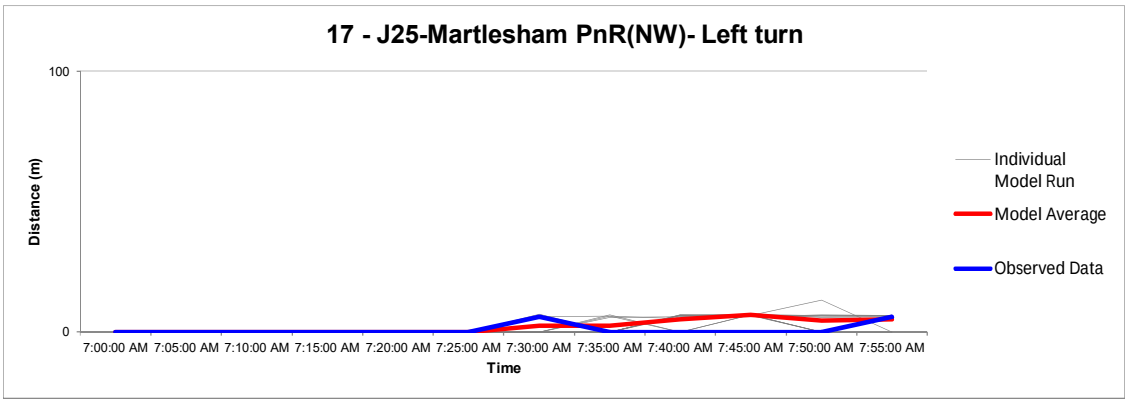


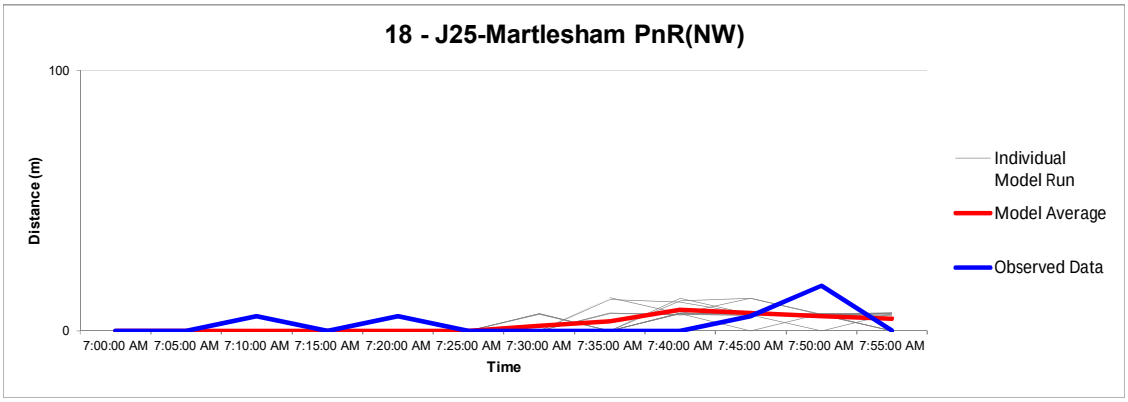


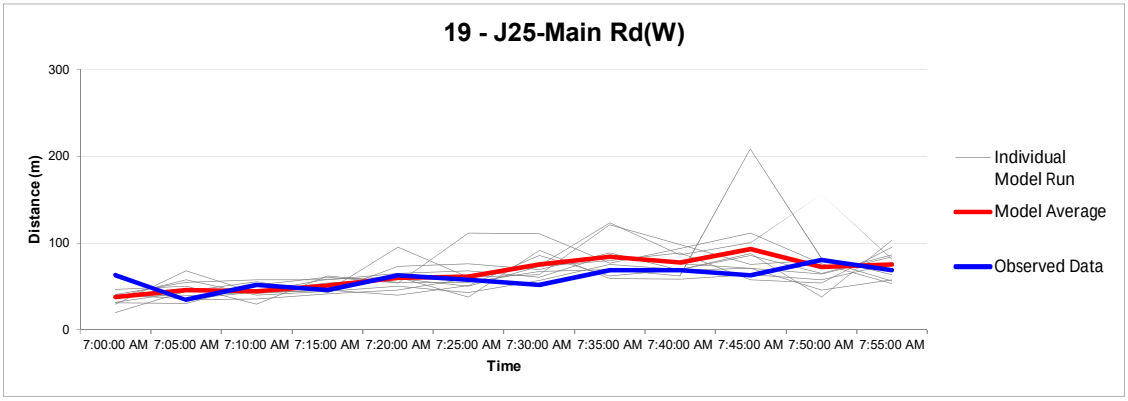
Queue Graphs

Junction Number 4
AM Peak (07:00 -08:00)



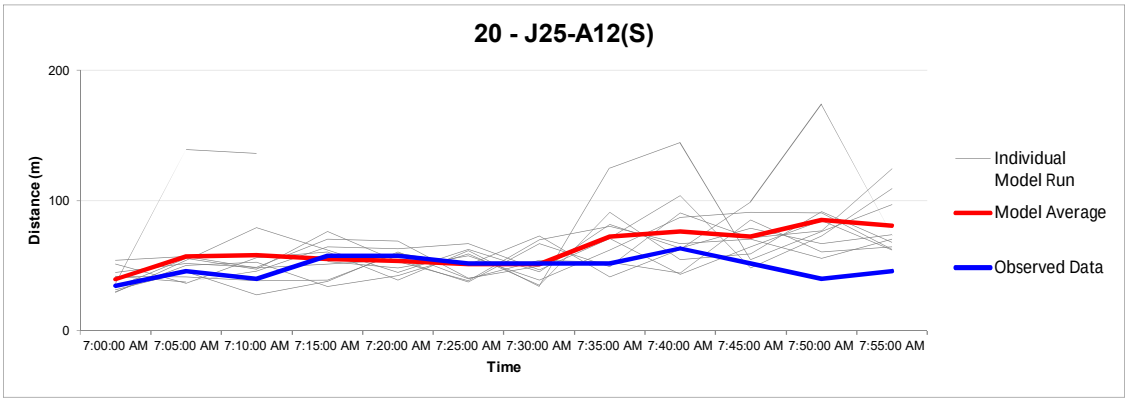


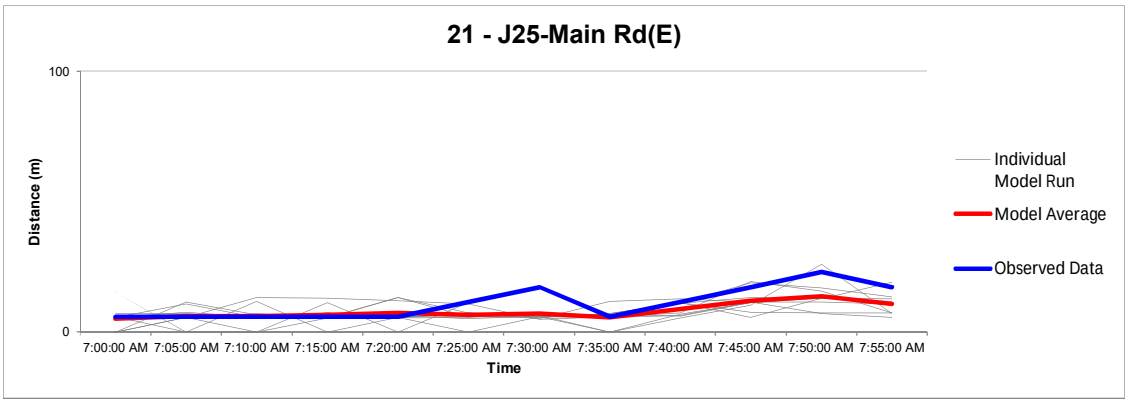




Queue Graphs

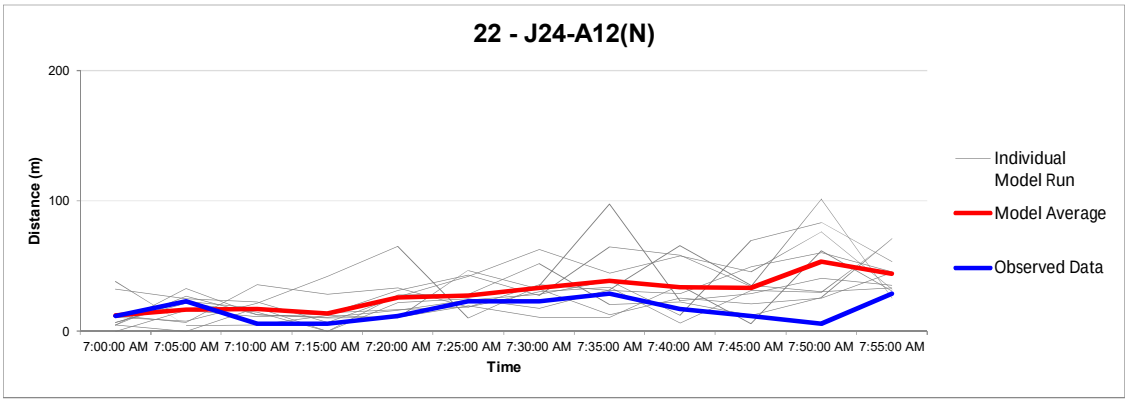
Junction Number 4
AM Peak (07:00 -08:00)

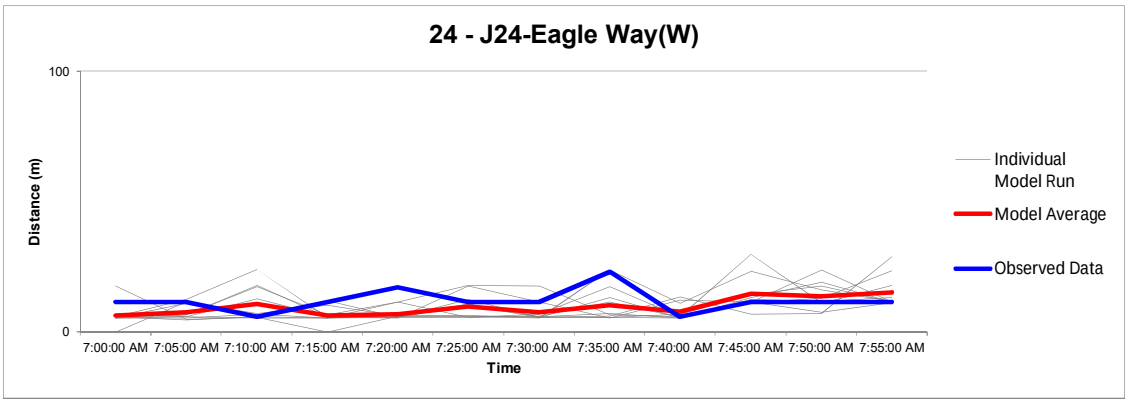


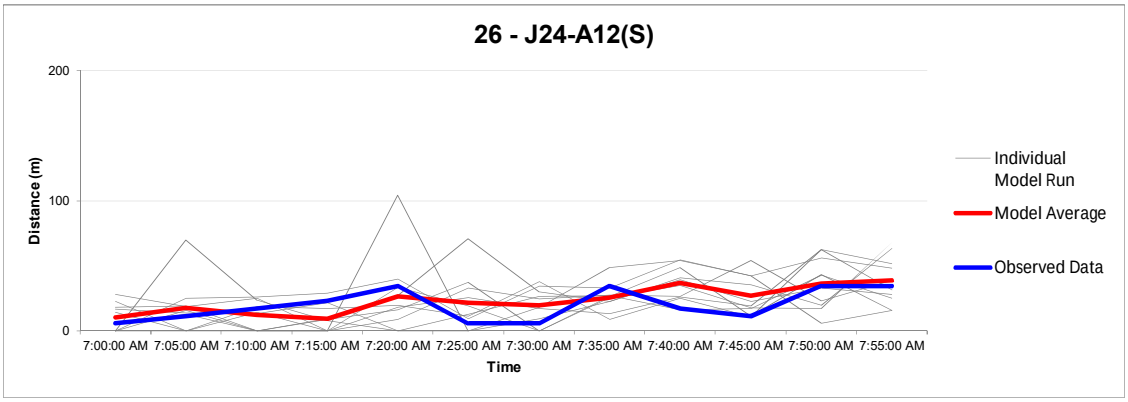


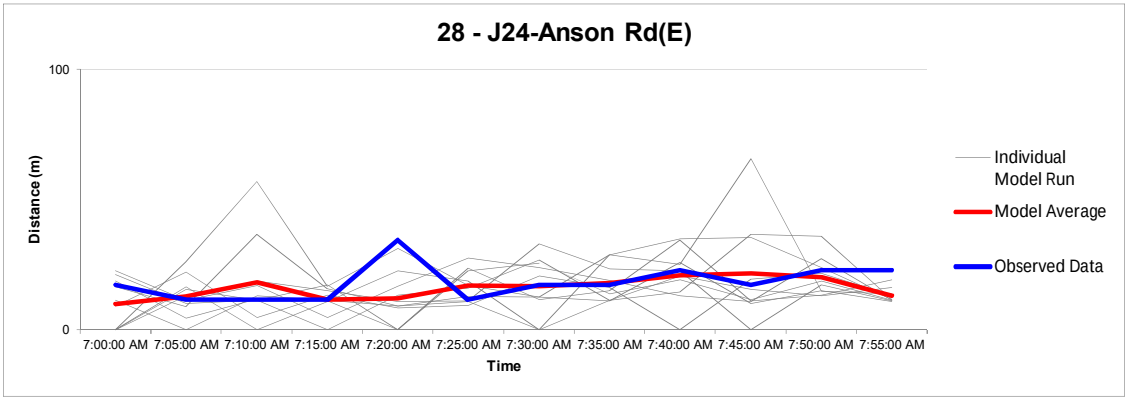
Queue Graphs

Junction Number 5
AM Peak (07:00 -08:00)



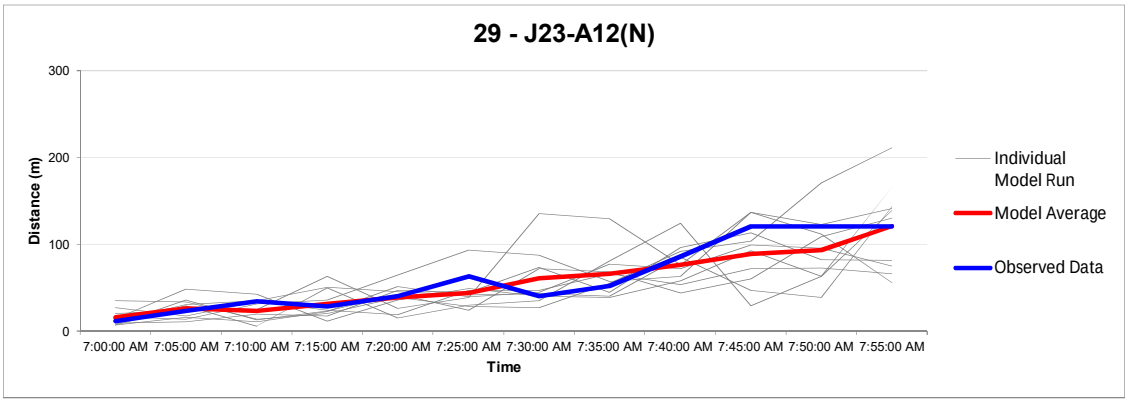


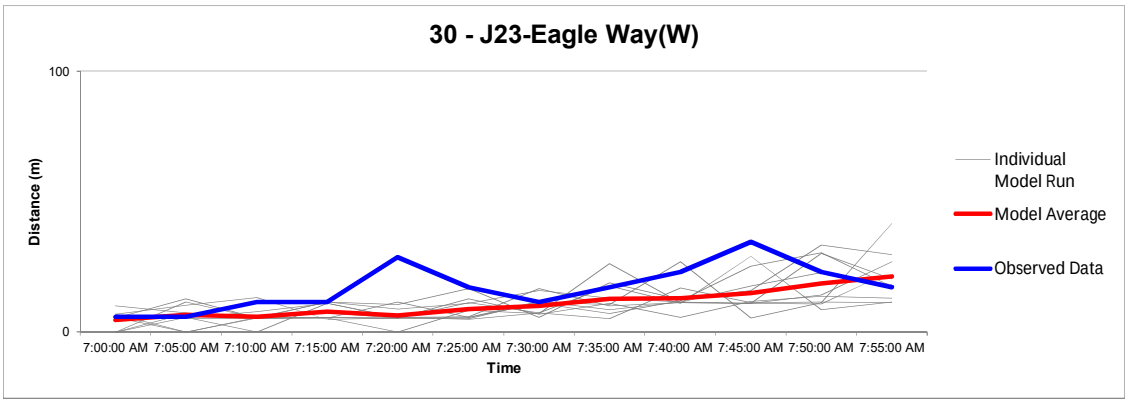


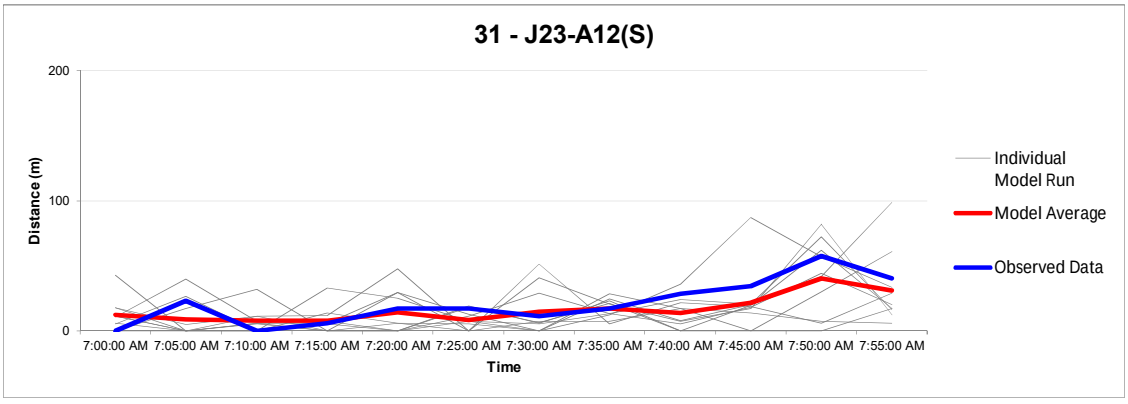


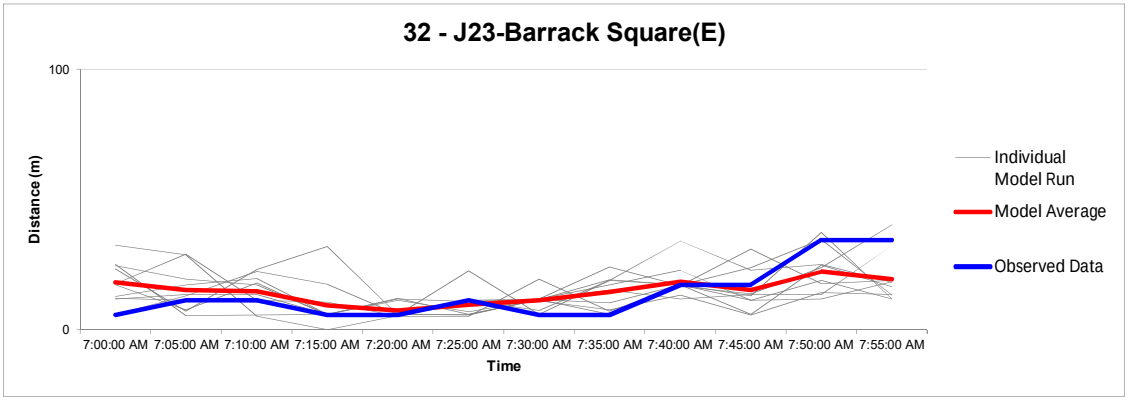
Queue Graphs

Junction Number 6
AM Peak (07:00 -08:00)



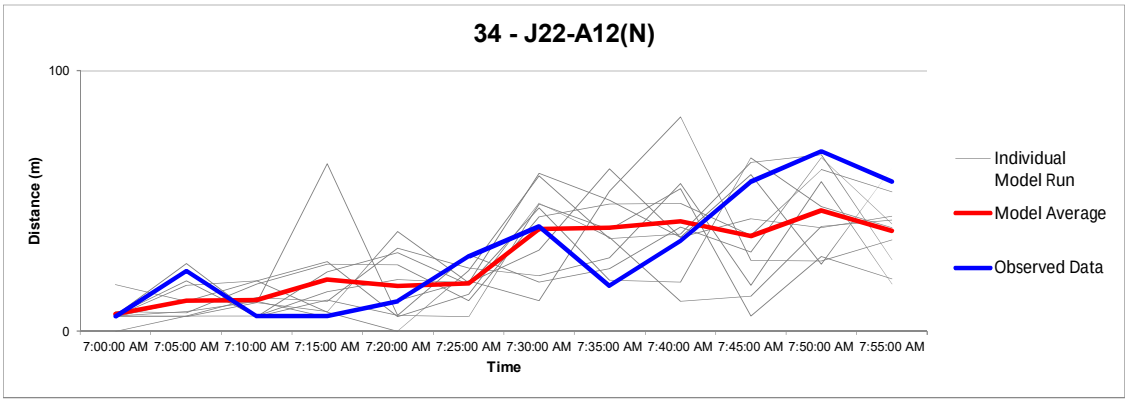


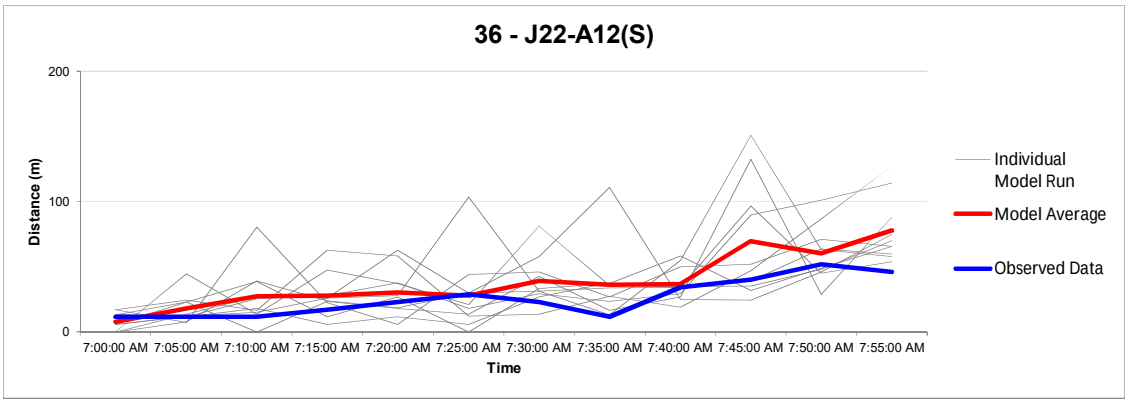


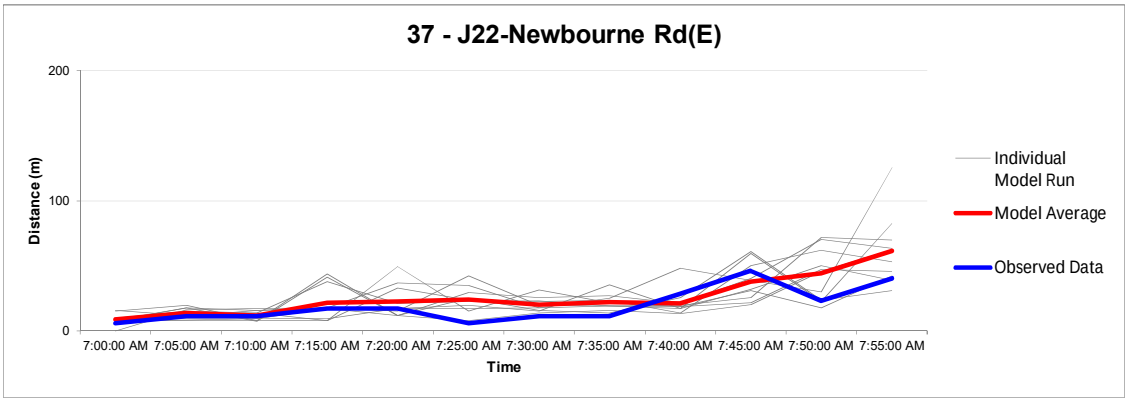


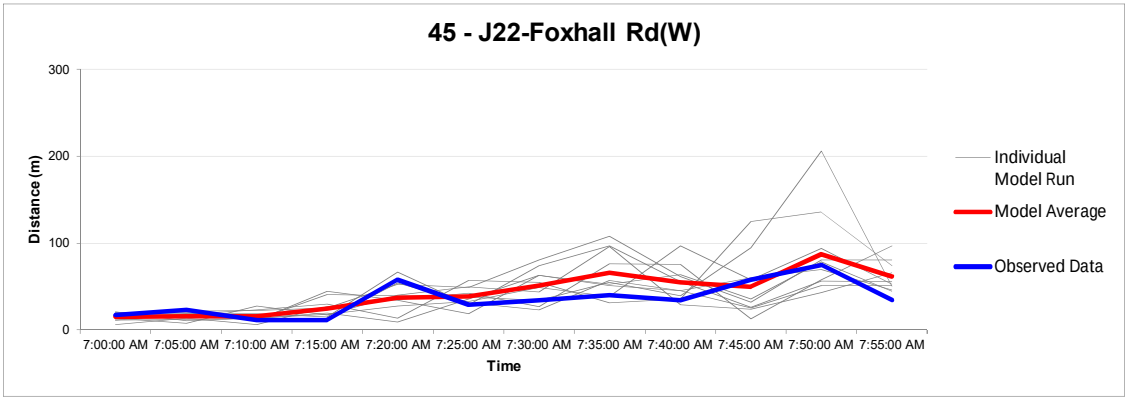
Queue Graphs

Junction Number 7
AM Peak (07:00 -08:00)



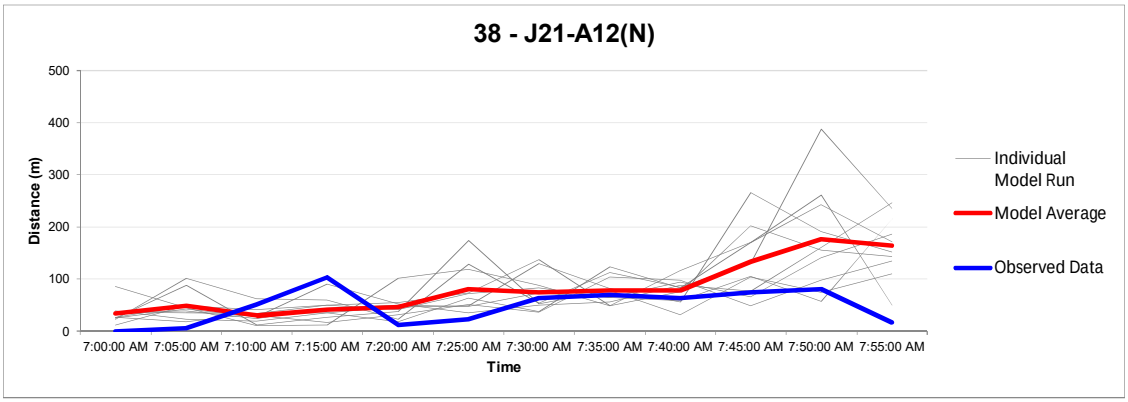


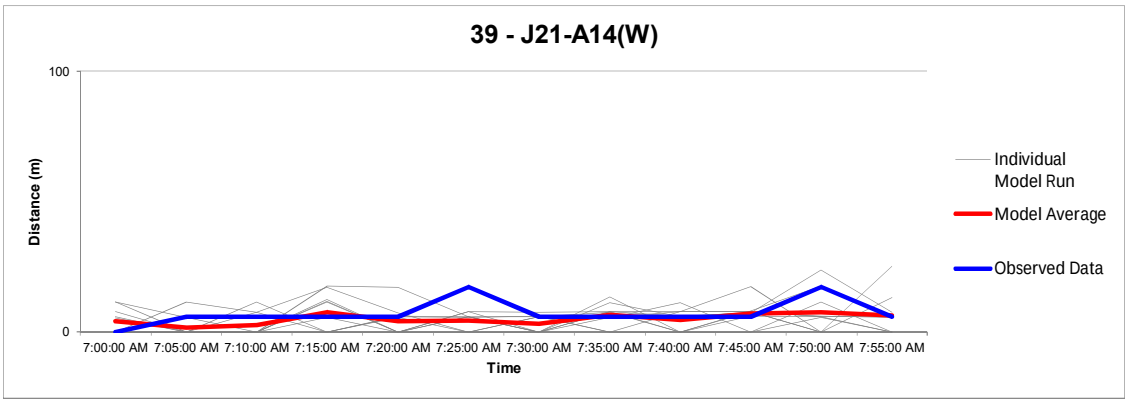


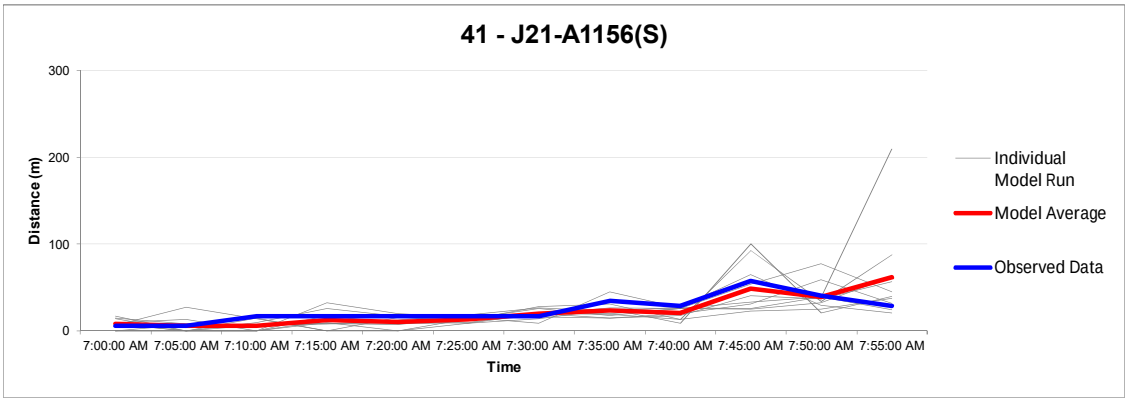


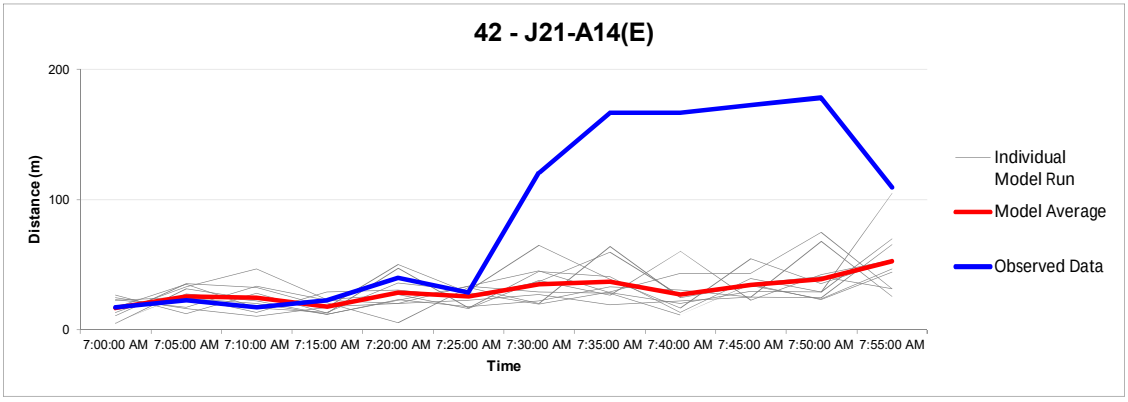
Queue Graphs

Junction Number 8
AM Peak (07:00 -08:00)



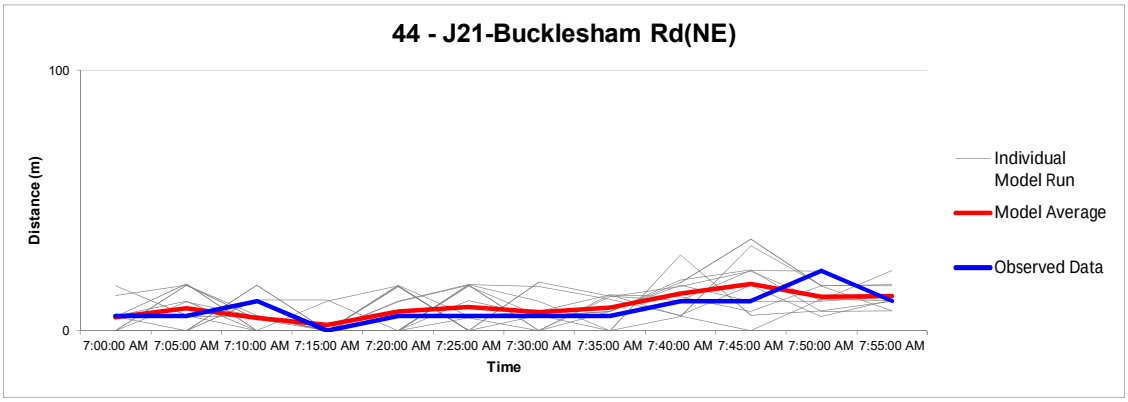






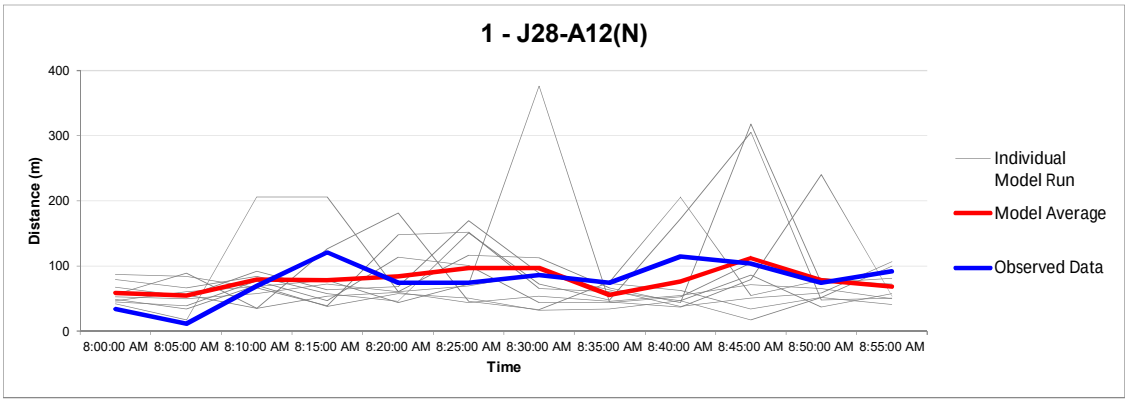
Queue Graphs

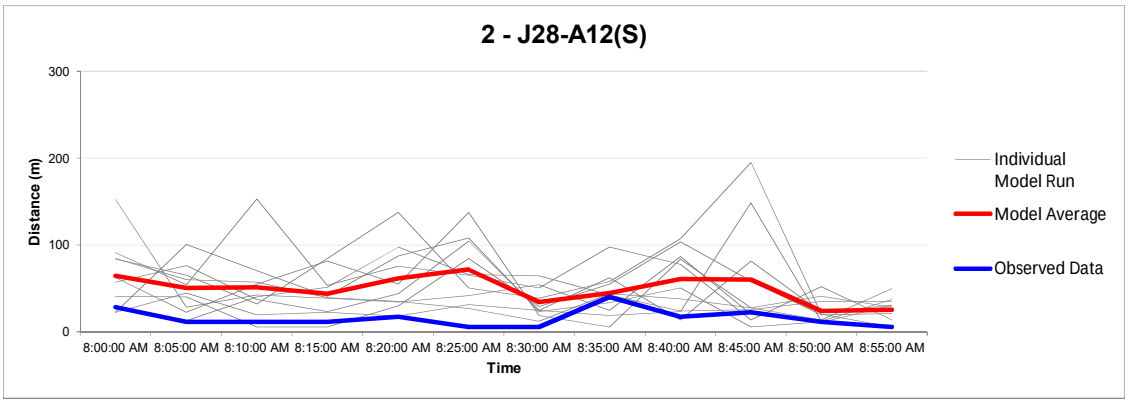
Junction Number 8
AM Peak (07:00 -08:00)

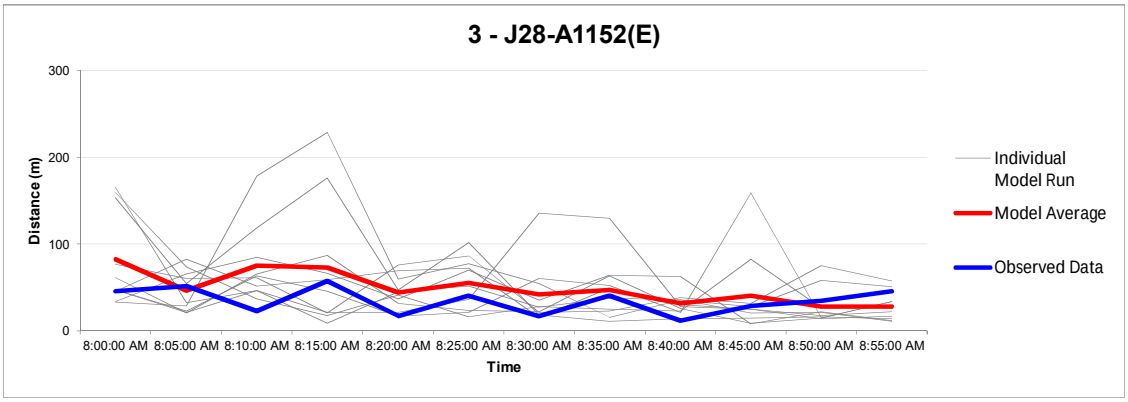


Queue Graphs

Junction Number 1
AM Peak (08:00 -09:00)

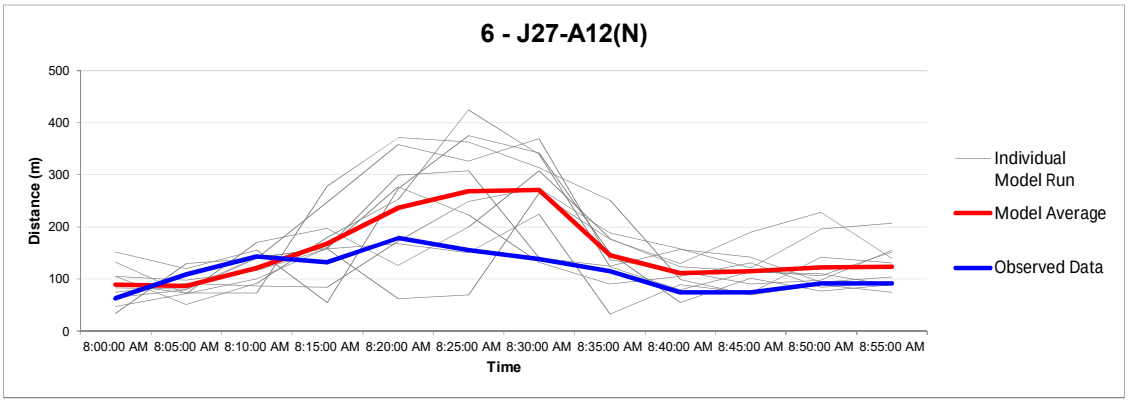


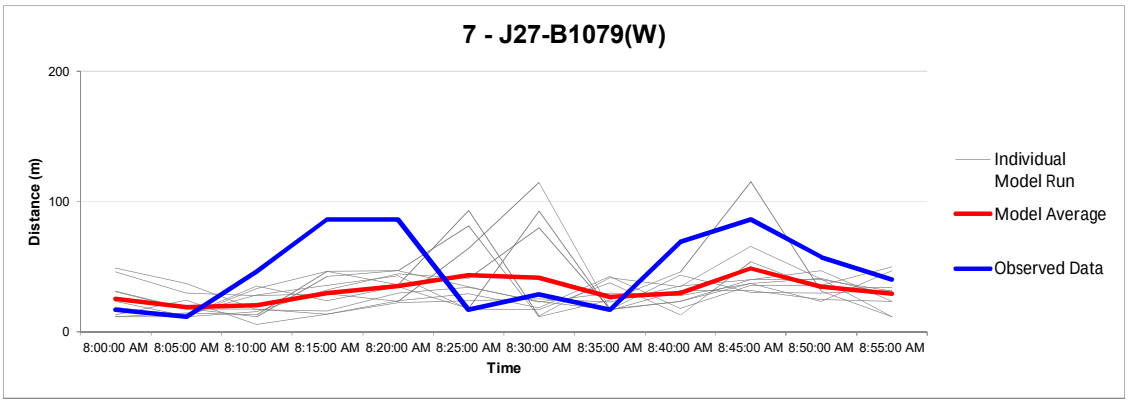


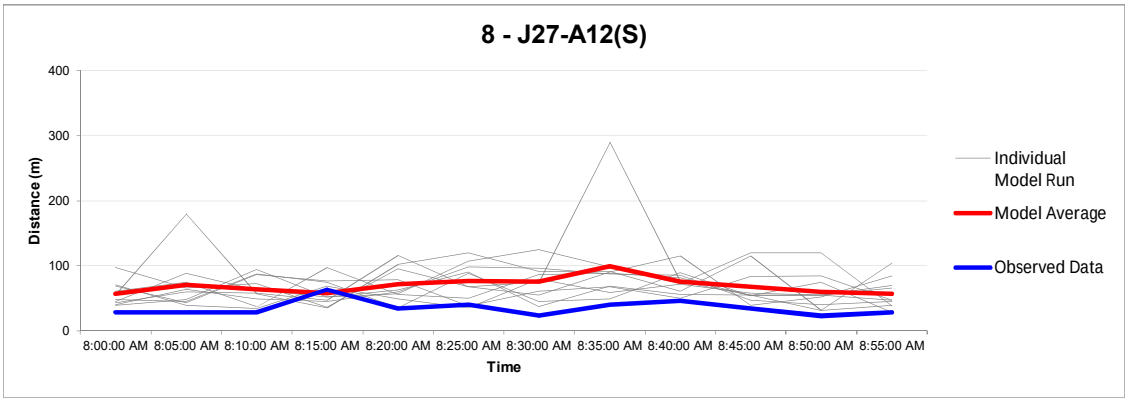


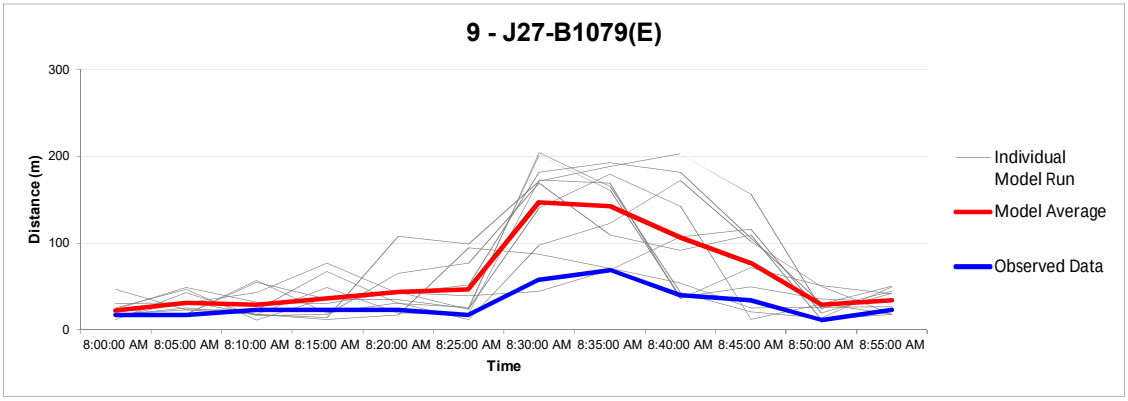
Queue Graphs

Junction Number 2
AM Peak (08:00 -09:00)



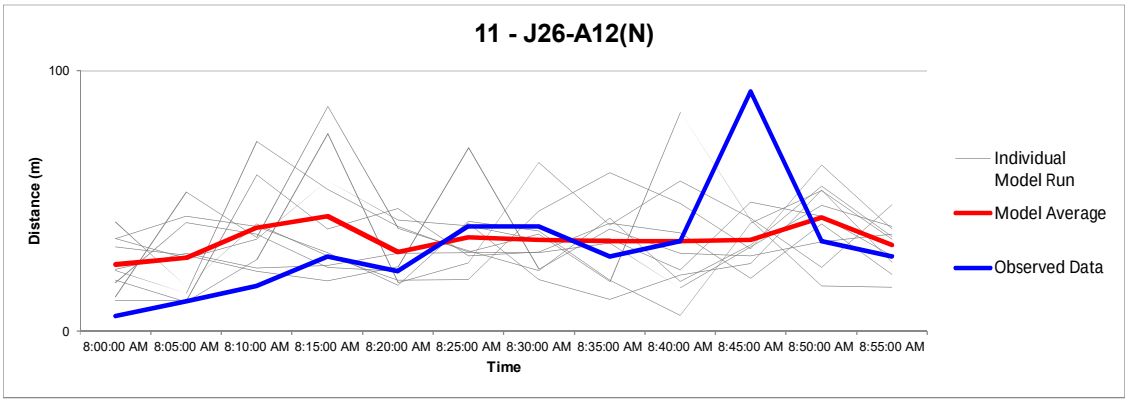


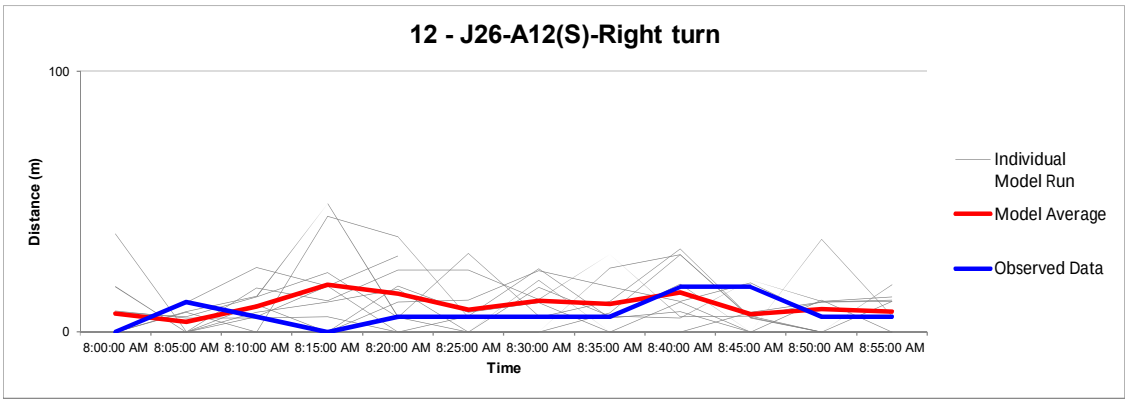


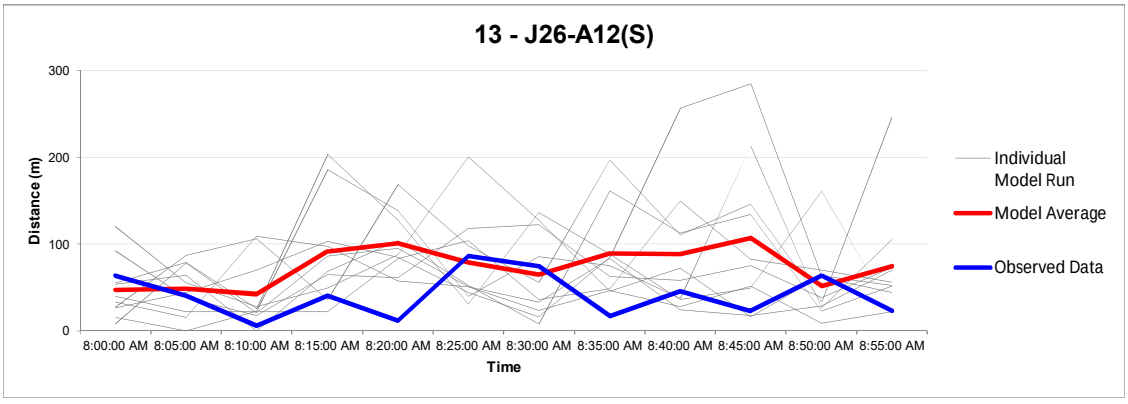


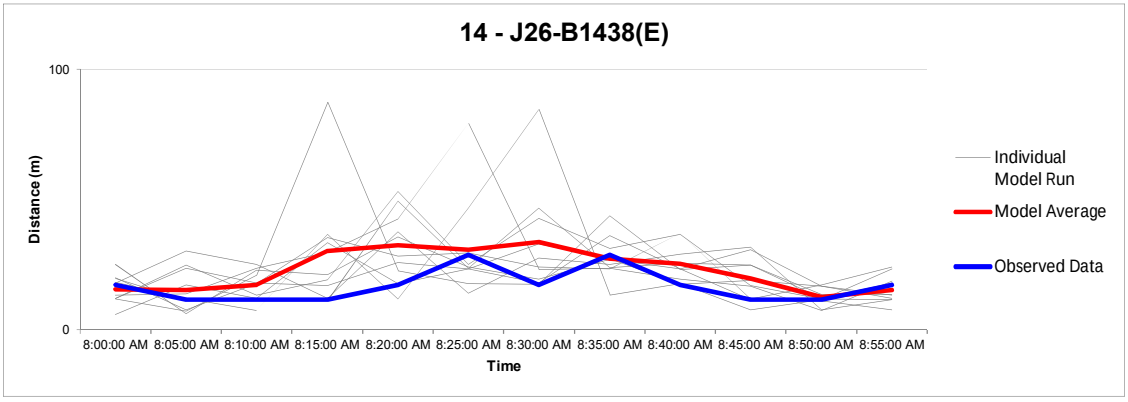
Queue Graphs

Junction Number 3
AM Peak (08:00 -09:00)



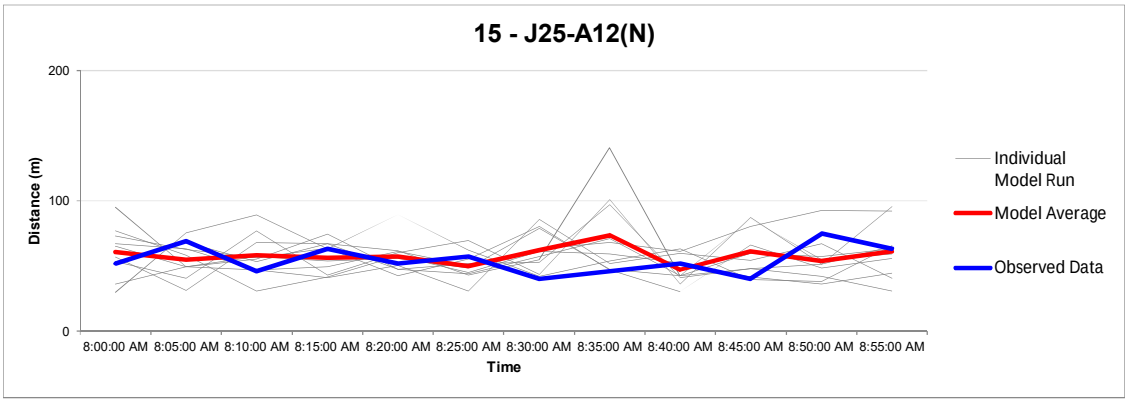


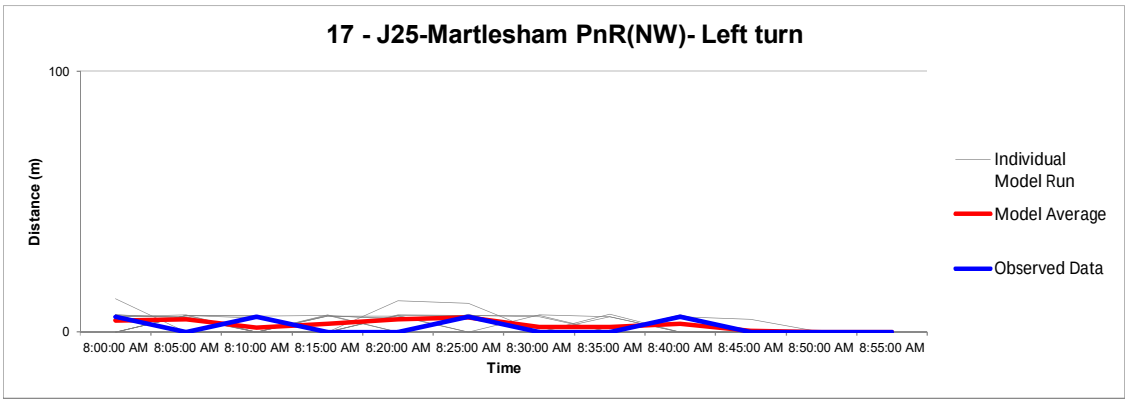


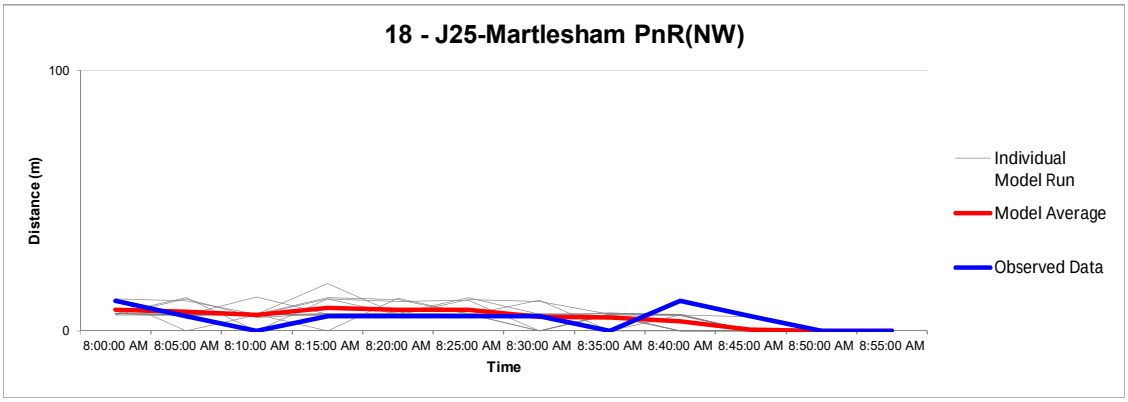


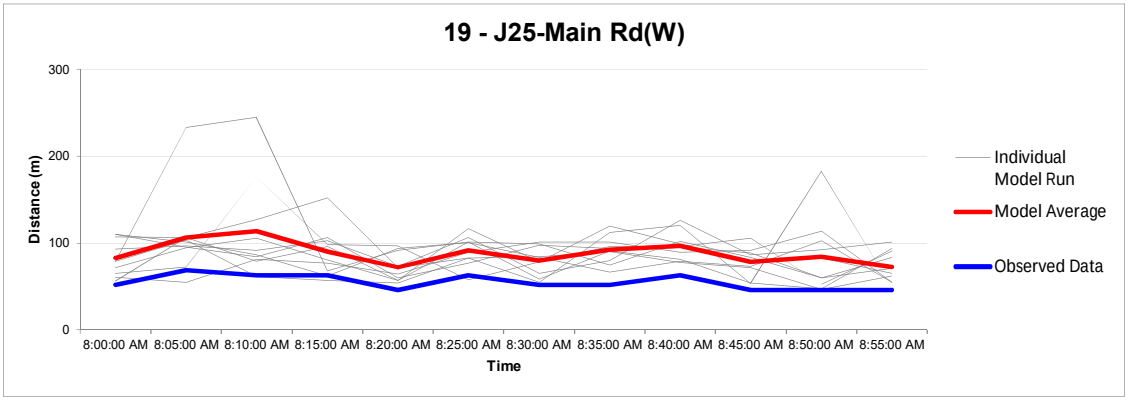
Queue Graphs

Junction Number 4
AM Peak (08:00 -09:00)



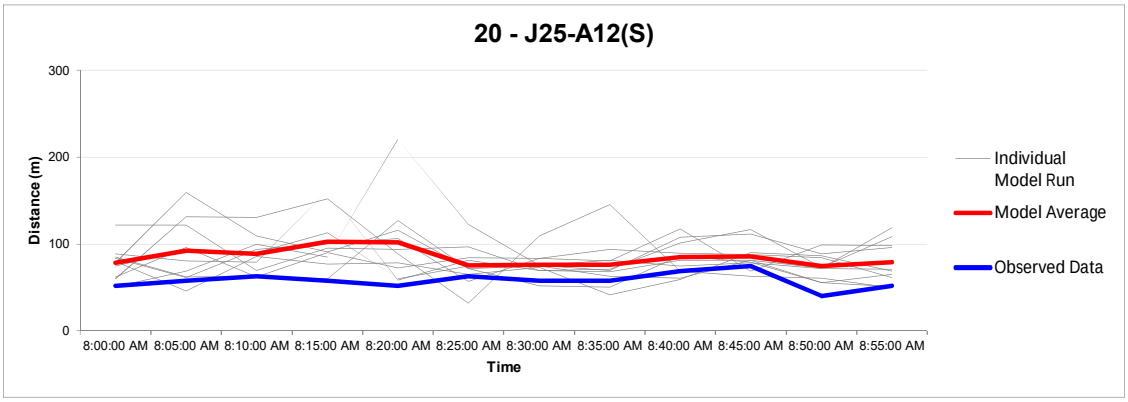


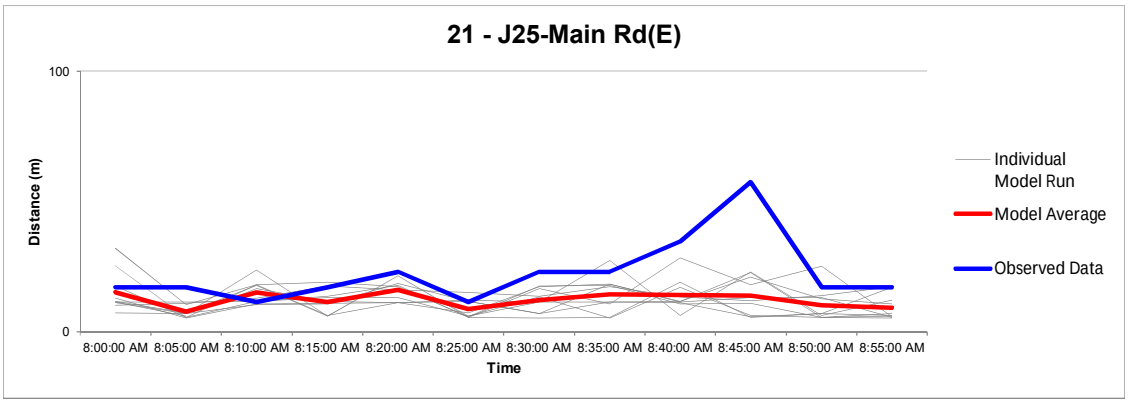




Queue Graphs

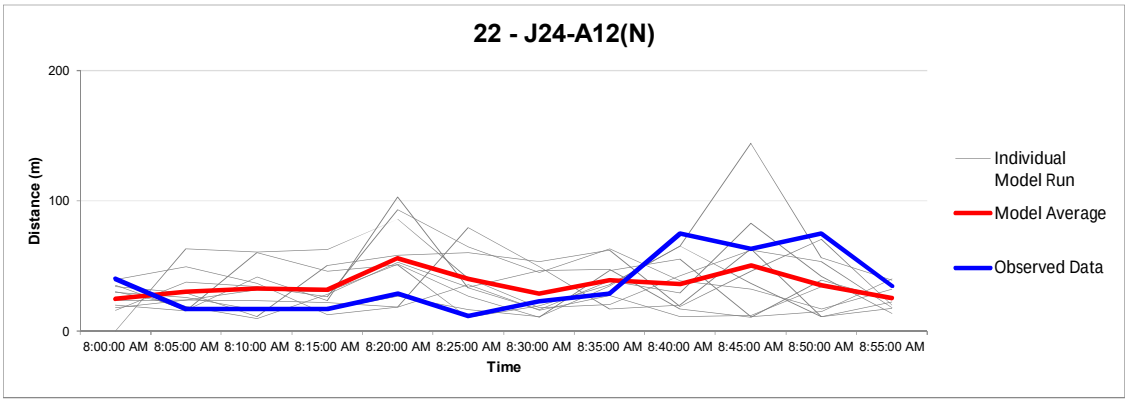
Junction Number 4
AM Peak (08:00 -09:00)

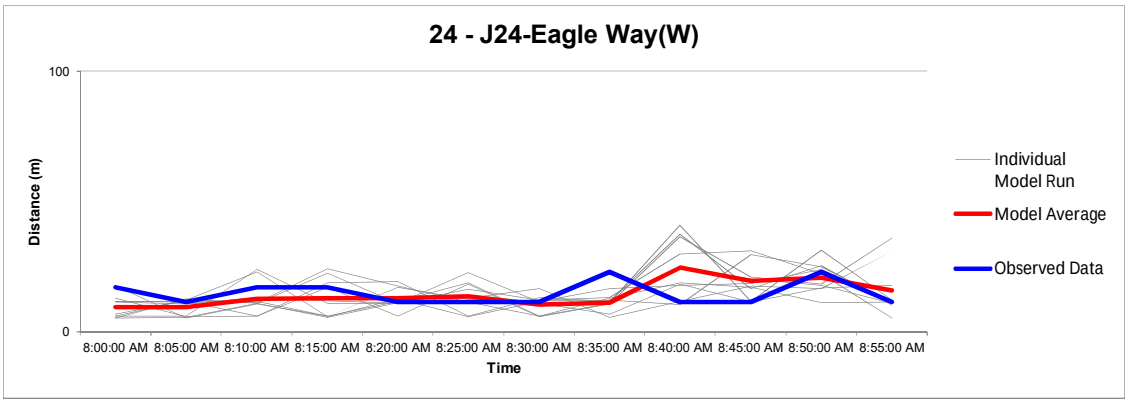


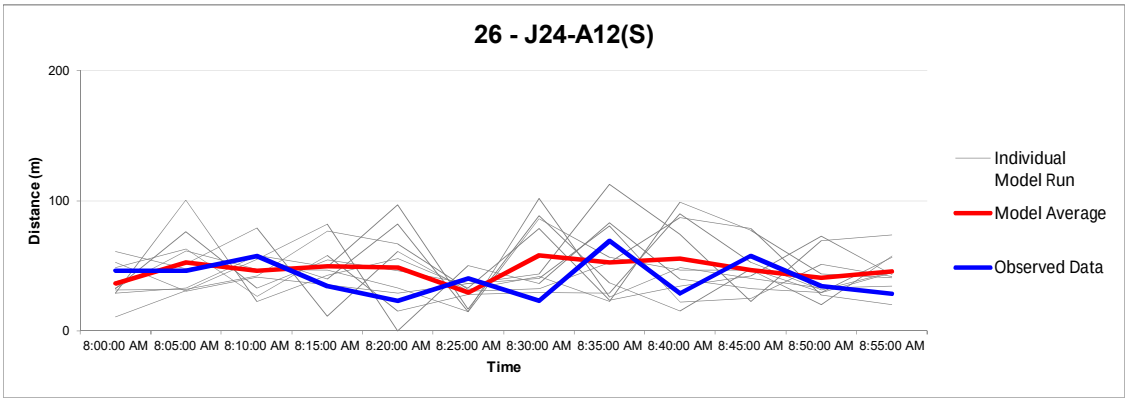


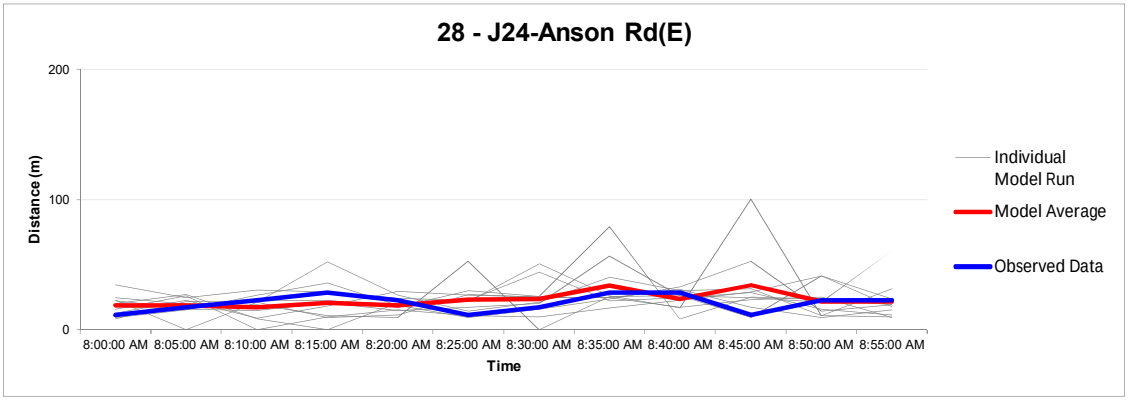
Queue Graphs

Junction Number 5
AM Peak (08:00 -09:00)



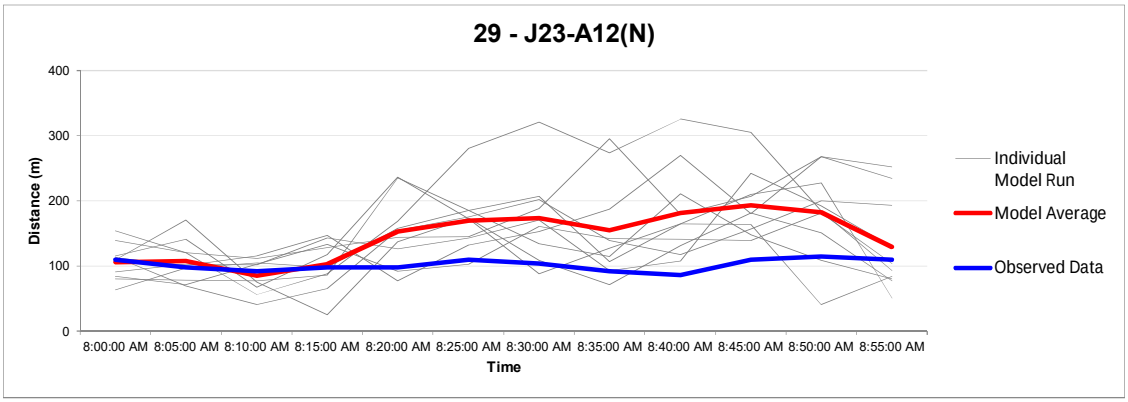


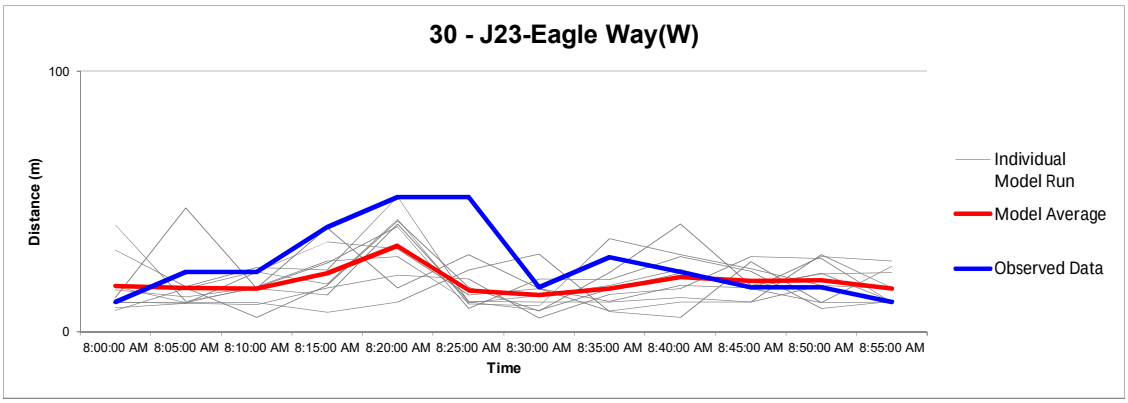


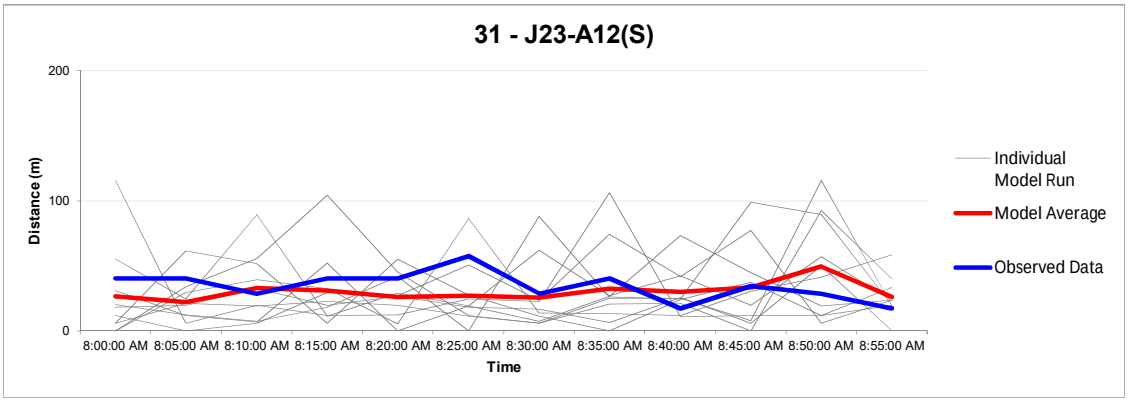


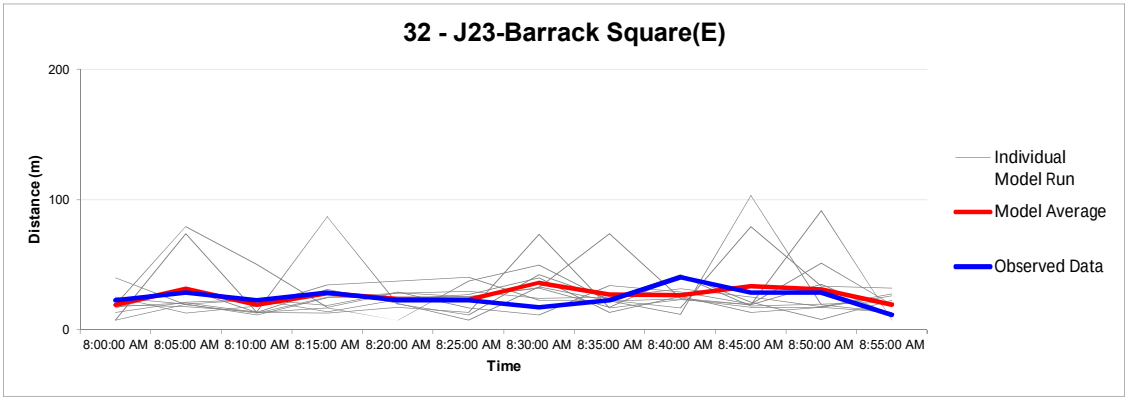
Queue Graphs

Junction Number 6
AM Peak (08:00 -09:00)



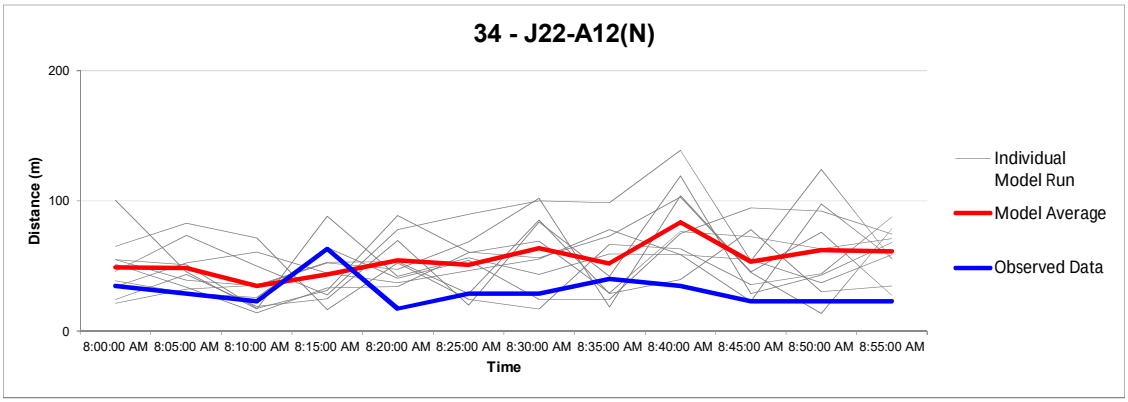


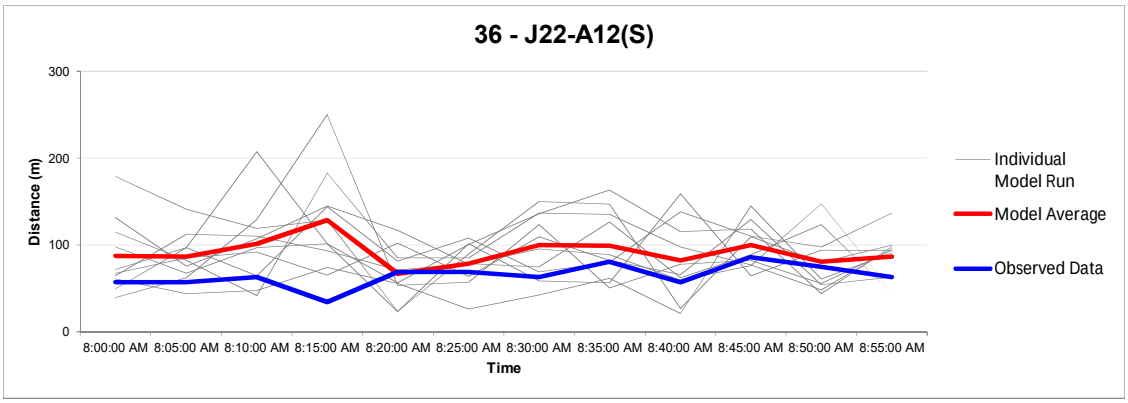


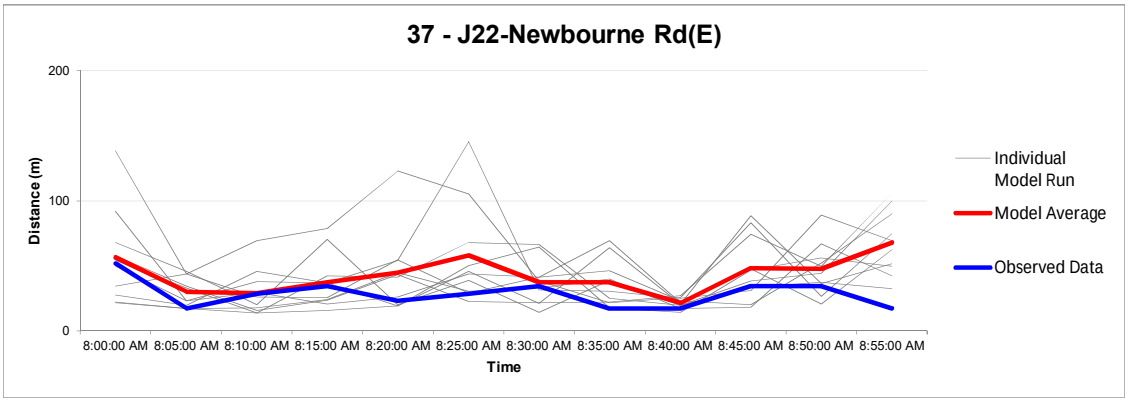


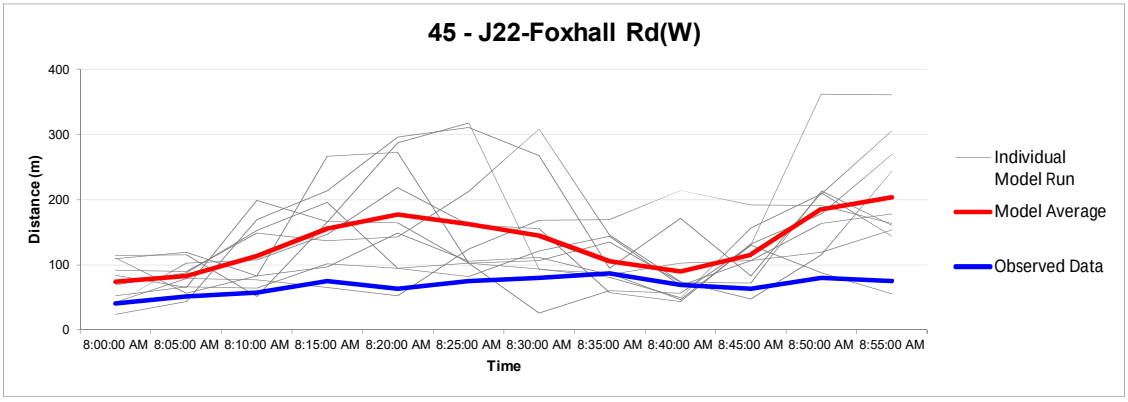
Queue Graphs

Junction Number 7
AM Peak (08:00 -09:00)



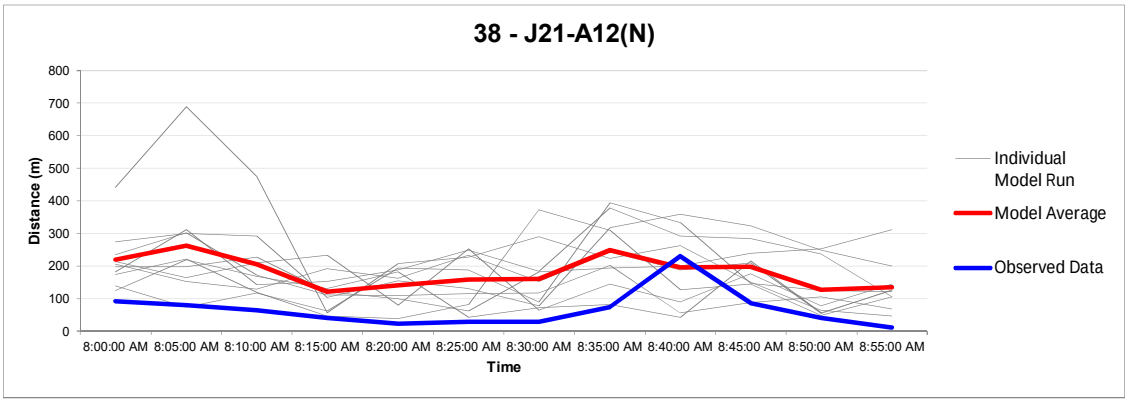


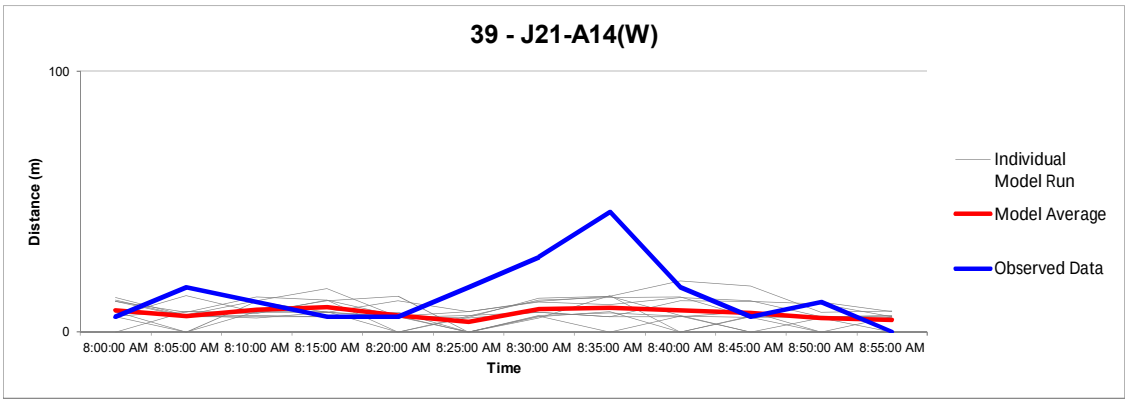


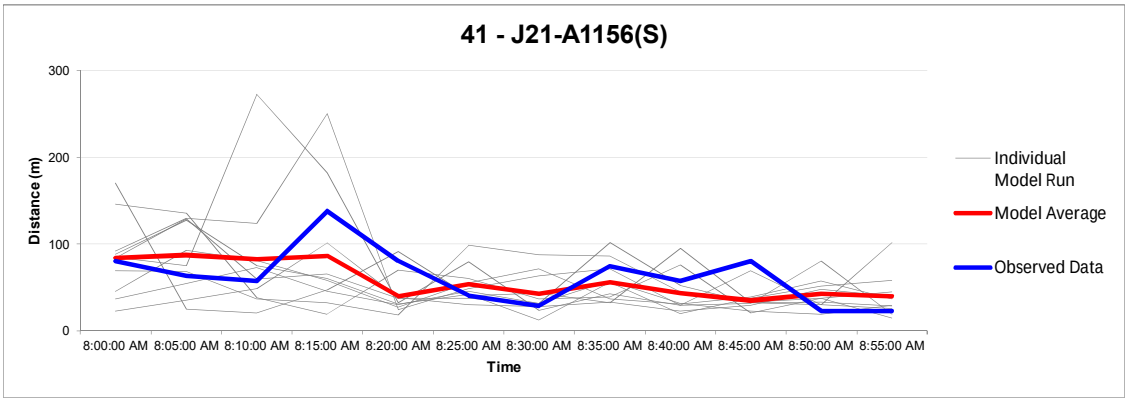


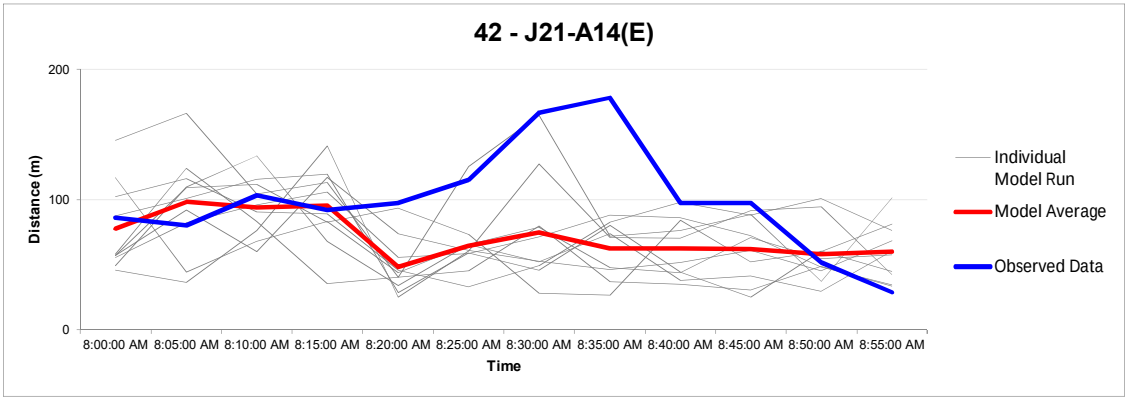
Queue Graphs

Junction Number 8
AM Peak (08:00 -09:00)



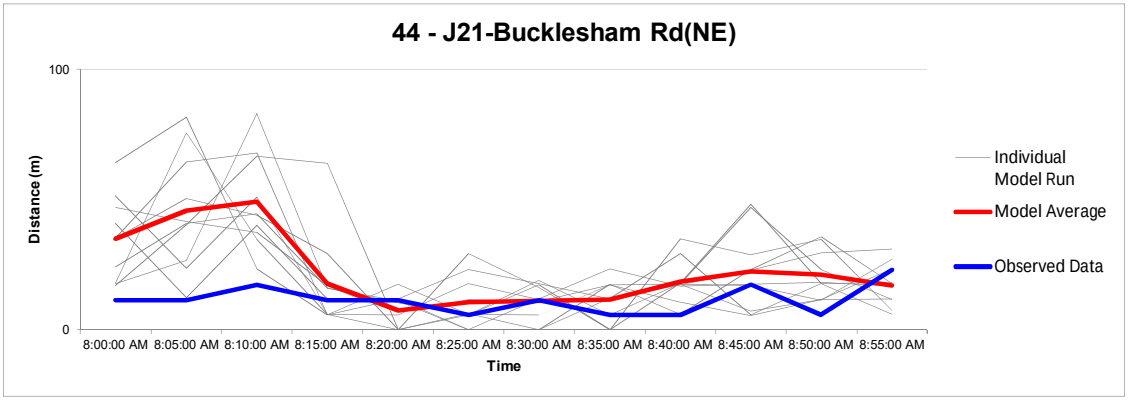






Queue Graphs

Junction Number 8
AM Peak (08:00 -09:00)



Journey Times
Validation Statistics

AM Peak (06:00 -07:00)

Route:	Segment	Graph Group	Observed Average	Modelled Average	Modelled 95% Conf	Modelled Var Chk	% Diff	Diff	Conf?	15%	60s	WebTAG	Distance (m)
1 - J21 - J22 - NB	Partial - A	1	101	101	0	TRUE	-0.5%	0	FALSE	TRUE	TRUE	TRUE	2695
2 - J22 - J23 - NB	Partial - B	1	66	61	0	TRUE	-6.8%	-4	FALSE	TRUE	TRUE	TRUE	1406
3 - J23 - J24 - NB	Partial - C	1	38	35	0	TRUE	-6.8%	-3	FALSE	TRUE	TRUE	TRUE	646
4 - J24 - J25 - NB	Partial - D	1	37	45	0	TRUE	21.3%	8	FALSE	FALSE	TRUE	TRUE	598
5 - J25 - J26 - NB	Partial - E	1	104	107	0	TRUE	2.5%	3	FALSE	TRUE	TRUE	TRUE	2509
6 - J26 - J27 - NB	Partial - F	1	74	79	1	TRUE	6.0%	4	FALSE	TRUE	TRUE	TRUE	1513
7 - J27 - J28 - NB	Partial - G	1	79	89	0	TRUE	11.8%	9	FALSE	TRUE	TRUE	TRUE	1444
8 - J28 - A12- NB	Partial - H	1	135	130	1	TRUE	-4.2%	-6	FALSE	TRUE	TRUE	TRUE	3240
9 - A12 - J28 - SB	Partial - A	3	118	114	0	TRUE	-3.9%	-5	FALSE	TRUE	TRUE	TRUE	2885
10 - J28 - J27 - SB	Partial - B	3	82	84	0	TRUE	3.1%	3	FALSE	TRUE	TRUE	TRUE	1455
11 - J27 - J26 - SB	Partial - C	3	70	85	1	TRUE	20.4%	14	FALSE	FALSE	TRUE	TRUE	1518
12 - J26 - J25 - SB	Partial - D	3	99	109	0	TRUE	9.7%	10	FALSE	TRUE	TRUE	TRUE	2490
13 - J25 - J24 - SB	Partial - E	3	34	30	0	TRUE	-12.3%	-4	FALSE	TRUE	TRUE	TRUE	597
14 - J24 - J23 - SB	Partial - F	3	37	36	0	TRUE	-4.1%	-2	FALSE	TRUE	TRUE	TRUE	659
15 - J23 - J22 - SB	Partial - G	3	66	63	0	TRUE	-5.2%	-3	FALSE	TRUE	TRUE	TRUE	1429
16 - J22 - J21 - SB	Partial - H	3	108	116	1	TRUE	7.1%	8	FALSE	TRUE	TRUE	TRUE	2859
17 - A14 WB upto Offslip	Full	5	129	131	1	TRUE	2.0%	3	FALSE	TRUE	TRUE	TRUE	3168
18 - A14 EB from Onslip	Full	6	121	115	0	TRUE	-4.7%	-6	FALSE	TRUE	TRUE	TRUE	3161
19 - A14 WB from Onslip	Full	7	77	81	0	TRUE	4.3%	3	FALSE	TRUE	TRUE	TRUE	1968
20 - A14 EB upto Offslip	Full	8	79	85	1	TRUE	7.2%	6	FALSE	TRUE	TRUE	TRUE	1976
21 - Felixstowe - SB	Full	9	83	91	1	TRUE	9.3%	8	FALSE	TRUE	TRUE	TRUE	1712
22 - Felixstowe - NB	Full	10	82	91	1	TRUE	10.2%	8	FALSE	TRUE	TRUE	TRUE	1656
23 - Bucklesham Road - NB	Full	11	59	62	0	TRUE	3.5%	2	FALSE	TRUE	TRUE	TRUE	780
24 - Bucklesham Road - SB	Full	12	64	61	0	TRUE	-4.2%	-3	FALSE	TRUE	TRUE	TRUE	780
25 - Foxhall road - EB	Full	13	77	81	1	TRUE	5.4%	4	FALSE	TRUE	TRUE	TRUE	1470
26 - Foxhall road - WB	Full	14	77	78	1	TRUE	1.6%	1	FALSE	TRUE	TRUE	TRUE	1481
27 - Newbourne Road -EB	Full	15	47	42	0	TRUE	-11.1%	-5	FALSE	TRUE	TRUE	TRUE	774
28 - Newbourne Road -WB	Full	16	51	45	1	TRUE	-11.6%	-6	FALSE	TRUE	TRUE	TRUE	778
29 - Eagle Way - EB	Full	17	13	14	0	TRUE	7.7%	1	FALSE	TRUE	TRUE	TRUE	139
30 - Eagle Way - WB	Full	18	12	14	0	TRUE	18.8%	2	FALSE	FALSE	TRUE	TRUE	125
31 - Gloster Road - NB	Full	19	39	52	1	TRUE	33.9%	13	FALSE	FALSE	TRUE	TRUE	456
32 - Gloster Road - SB	Full	20	42	50	1	TRUE	18.7%	8	FALSE	FALSE	TRUE	TRUE	447
33 - Barrack Square - SB	Full	21	55	86	0	TRUE	55.5%	31	FALSE	FALSE	TRUE	TRUE	559
34 - Barrack Square - NB	Full	22	81	85	2	TRUE	5.6%	5	FALSE	TRUE	TRUE	TRUE	544
35 - Anson Road - WB	Full	23	47	37	0	TRUE	-21.8%	-10	FALSE	FALSE	TRUE	TRUE	407
36 - Anson Road - EB	Full	24	50	42	0	TRUE	-14.9%	-7	FALSE	TRUE	TRUE	TRUE	418
37 - Eagle Way (J24) - EB	Full	25	46	42	1	TRUE	-9.1%	-4	FALSE	TRUE	TRUE	TRUE	576
38 - Eagle Way (J24) - WB	Full	26	41	43	0	TRUE	6.5%	3	FALSE	TRUE	TRUE	TRUE	570
39 - Main Road - EB	Full	27	67	64	0	TRUE	-4.2%	-3	FALSE	TRUE	TRUE	TRUE	861
40 - Main Road - WB	Full	28	61	68	0	TRUE	11.3%	7	FALSE	TRUE	TRUE	TRUE	847
41 - A1214 Main road - EB	Full	29	47	60	0	TRUE	26.8%	13	FALSE	FALSE	TRUE	TRUE	604
42 - A1214 Main road - WB	Full	30	46	49	0	TRUE	6.2%	3	FALSE	TRUE	TRUE	TRUE	614
43 - B1438 - WB	Full	31	49	50	0	TRUE	1.2%	1	FALSE	TRUE	TRUE	TRUE	637
44 - B1438 - EB	Full	32	45	49	0	TRUE	9.9%	4	FALSE	TRUE	TRUE	TRUE	632
45 - B1079 (East) - WB	Full	33	33	30	0	TRUE	-8.7%	-3	FALSE	TRUE	TRUE	TRUE	373
46 - B1079 (East) - EB	Full	34	31	29	0	TRUE	-4.6%	-1	FALSE	TRUE	TRUE	TRUE	372
47 - B1079 (West)- WB	Full	35	34	33	0	TRUE	-2.8%	-1	FALSE	TRUE	TRUE	TRUE	566
48 - B1079 (West)- EB	Full	36	38	34	0	TRUE	-10.7%	-4	FALSE	TRUE	TRUE	TRUE	564

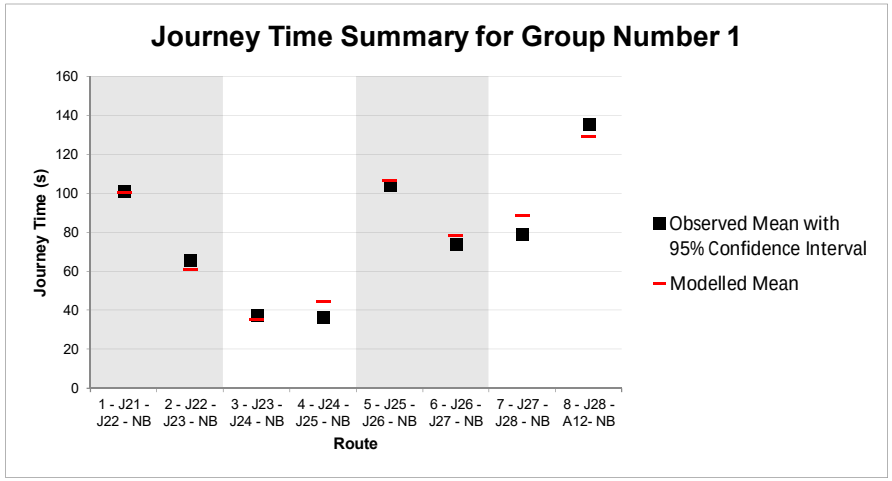
Journey Times
Validation Statistics

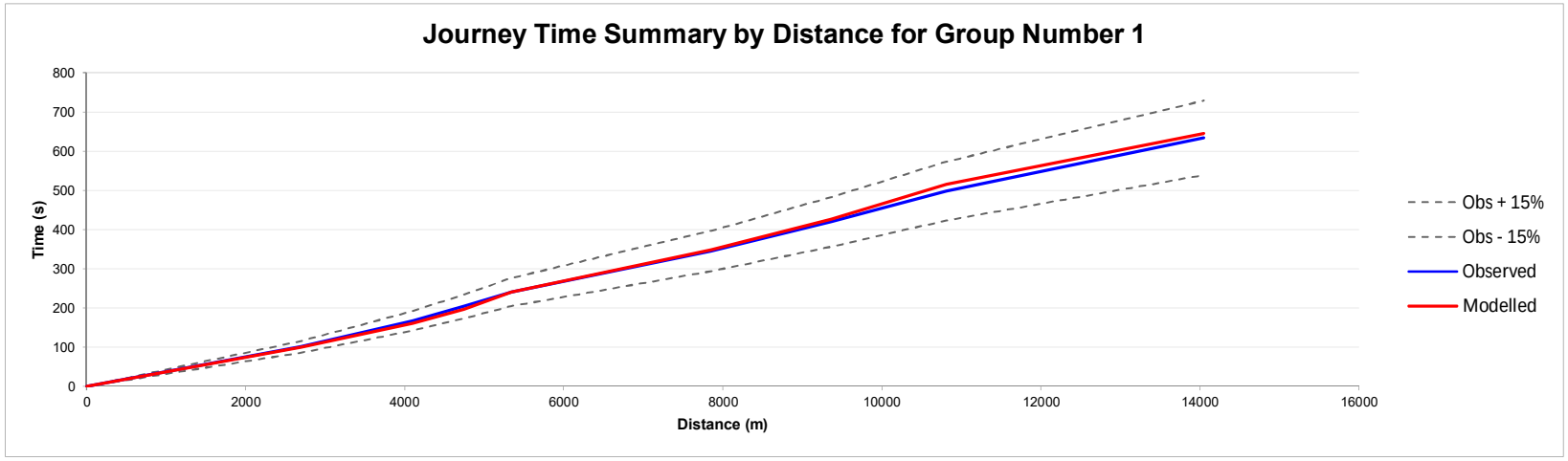
AM Peak (06:00 -07:00)

49 - A1152 - WB	Full	37	41	46	0	TRUE	12.6%	5	FALSE	TRUE	TRUE	TRUE	592
50 - A1152 - EB	Full	38	39	48	0	TRUE	22.0%	9	FALSE	FALSE	TRUE	TRUE	593
51 - A12 NB	Full	2	634	648	3	TRUE	2.2%	14	FALSE	TRUE	TRUE	TRUE	13695
52 - A12 SB	Full	4	615	636	2	TRUE	3.3%	21	FALSE	TRUE	TRUE	TRUE	13295

Journey Times
Validation Statistics

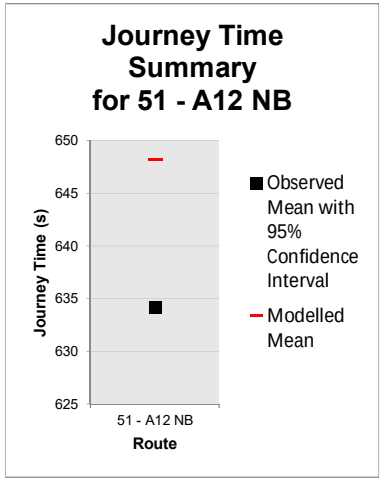
AM Peak (06:00 -07:00)

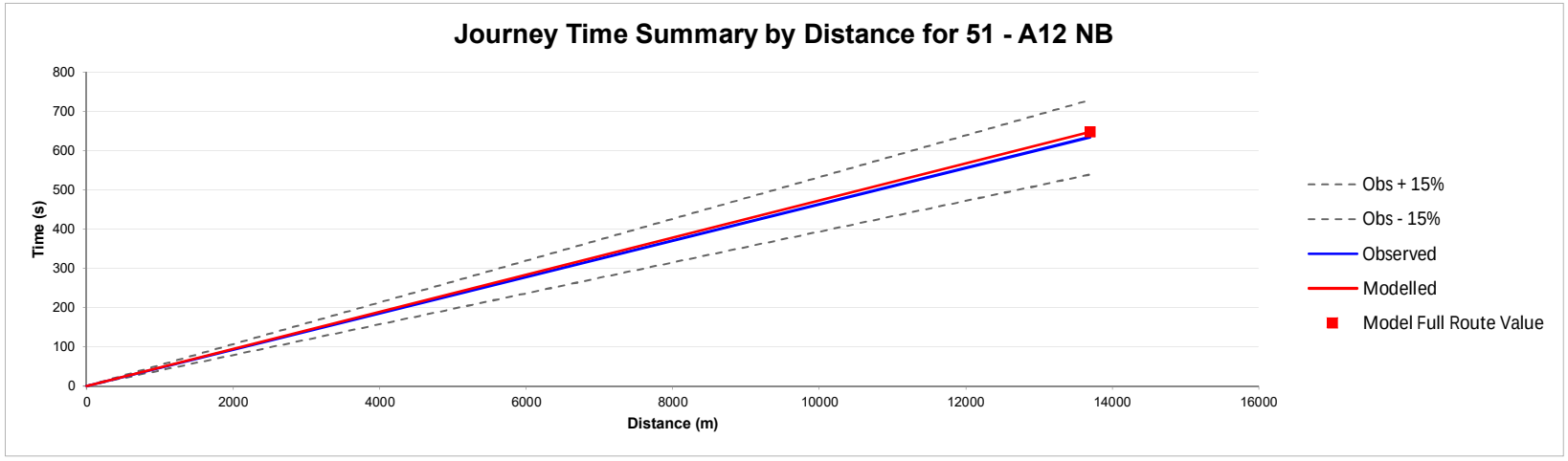




Journey Times
Validation Statistics

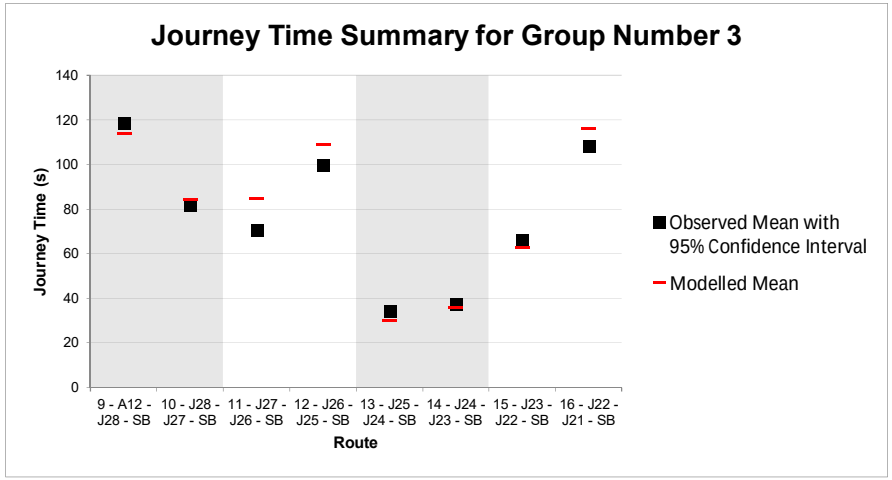
AM Peak (06:00 -07:00)

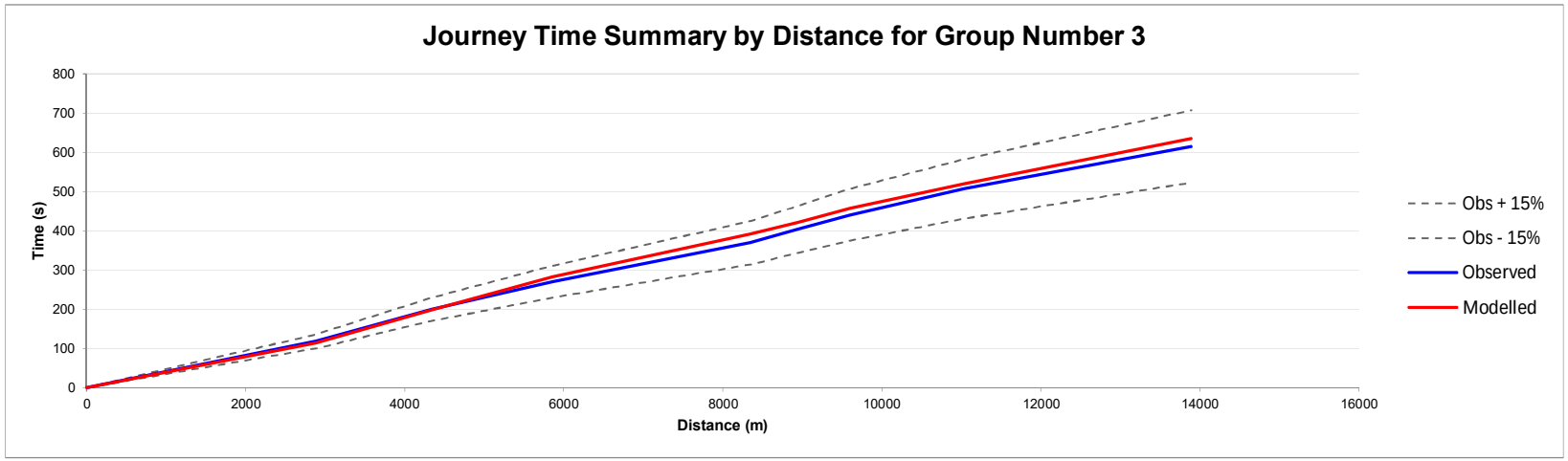




Journey Times
Validation Statistics

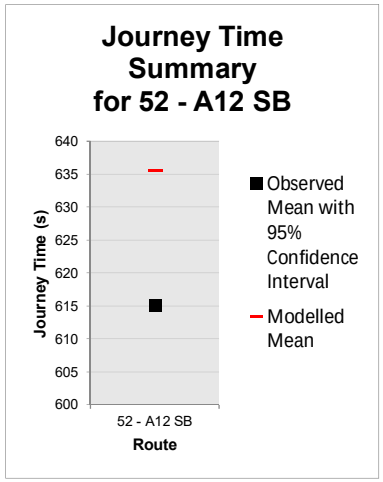
AM Peak (06:00 -07:00)

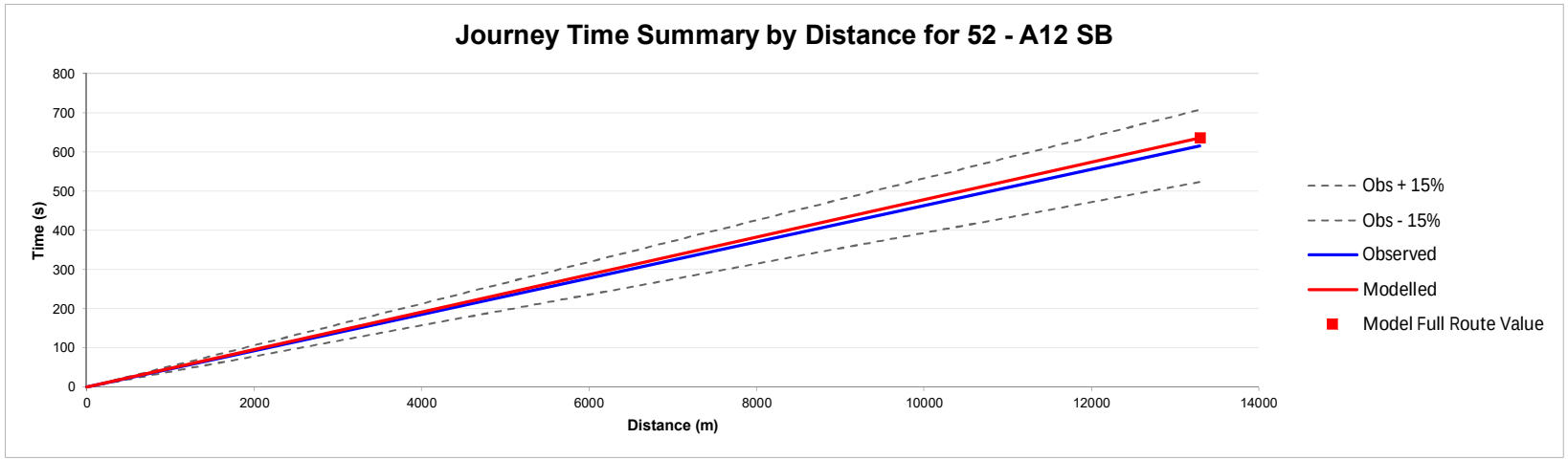




Journey Times
Validation Statistics

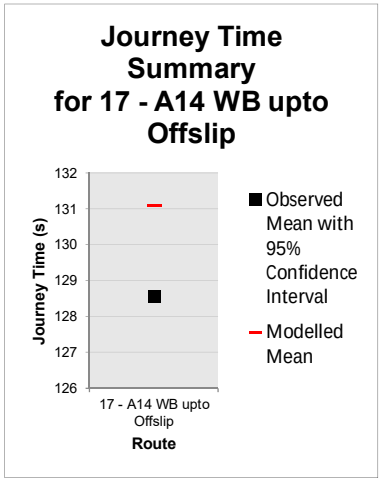
AM Peak (06:00 -07:00)

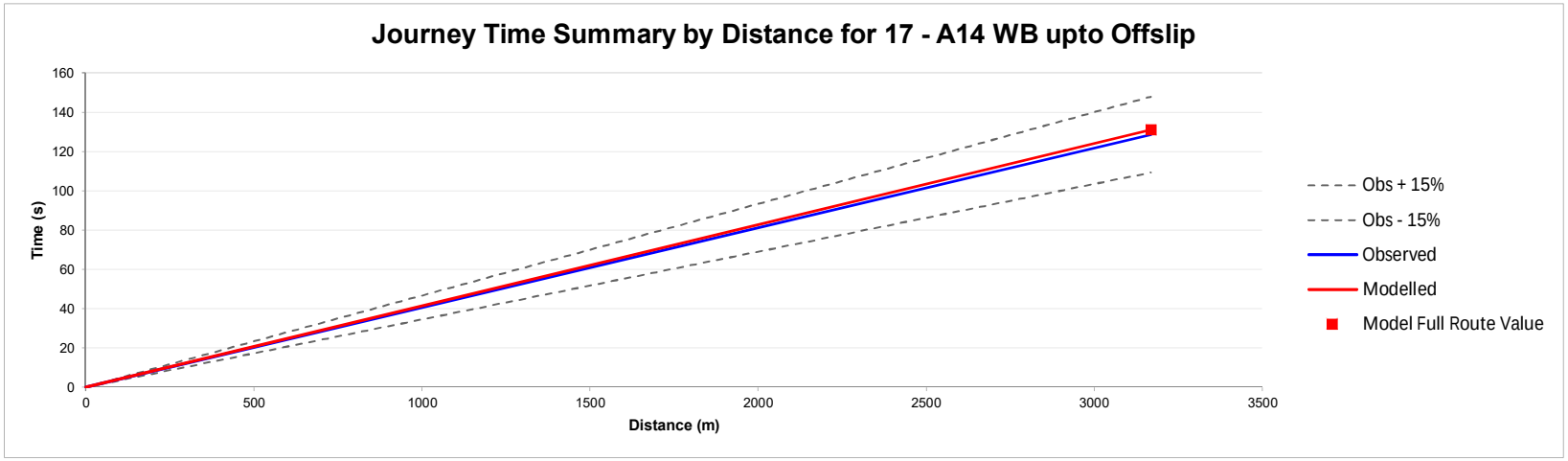




Journey Times
Validation Statistics

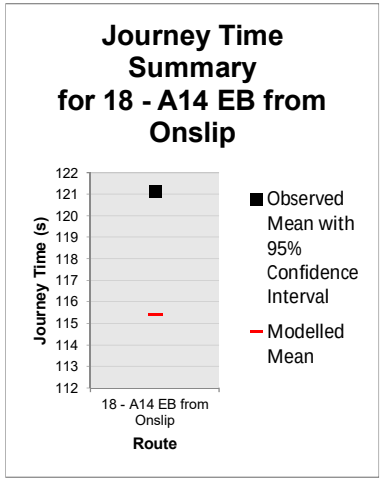
AM Peak (06:00 -07:00)

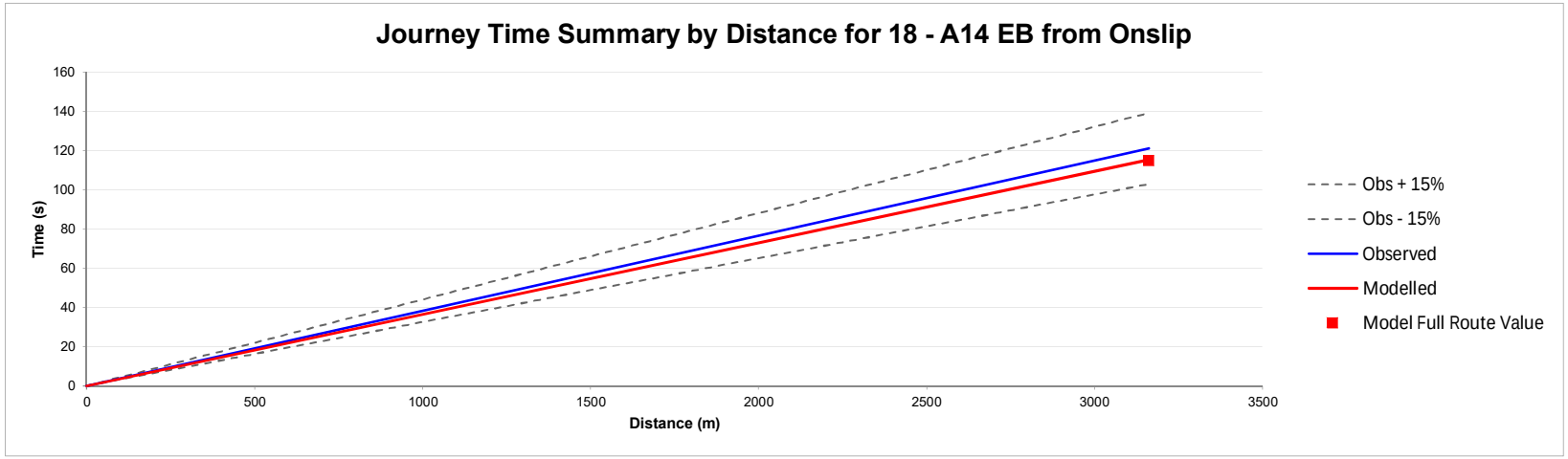




Journey Times
Validation Statistics

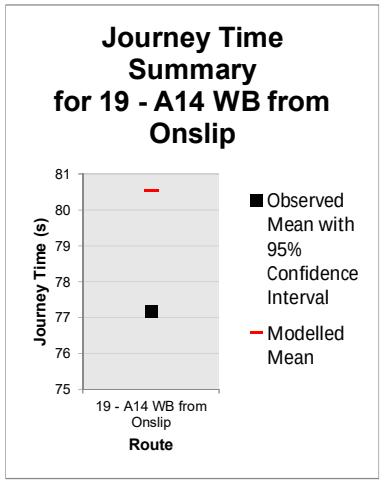
AM Peak (06:00 -07:00)

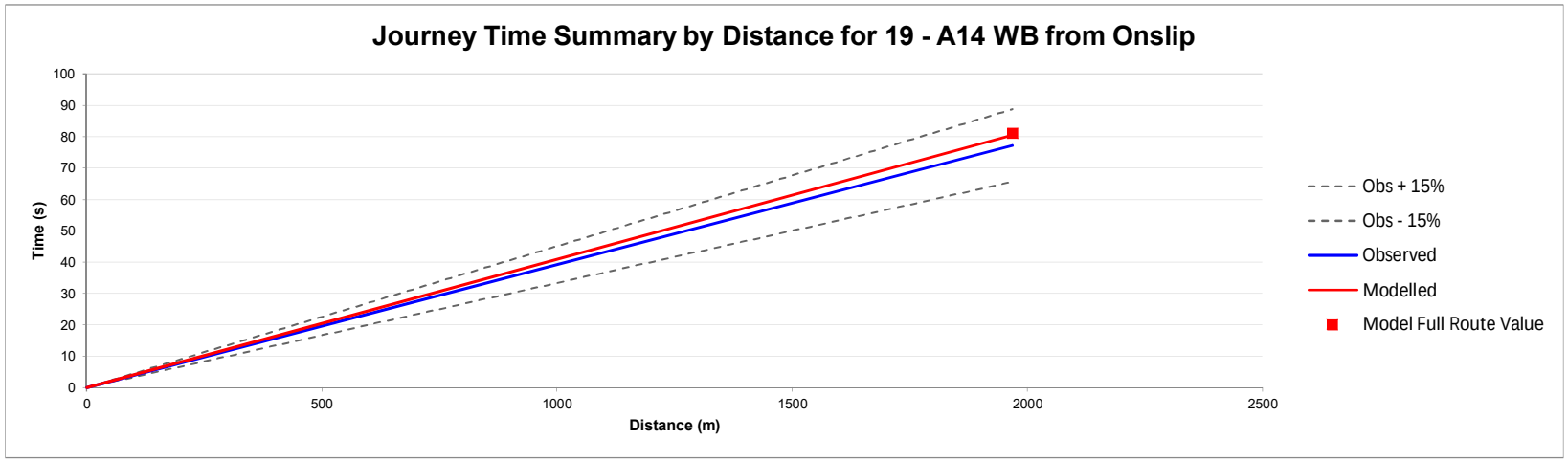




Journey Times
Validation Statistics

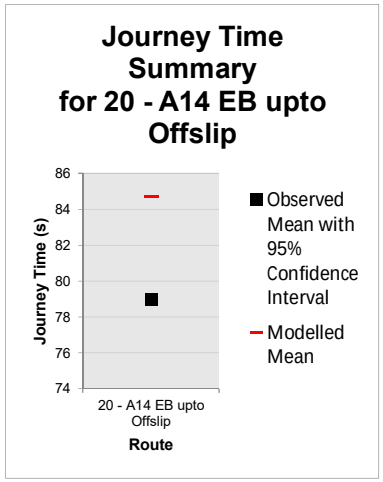
AM Peak (06:00 -07:00)

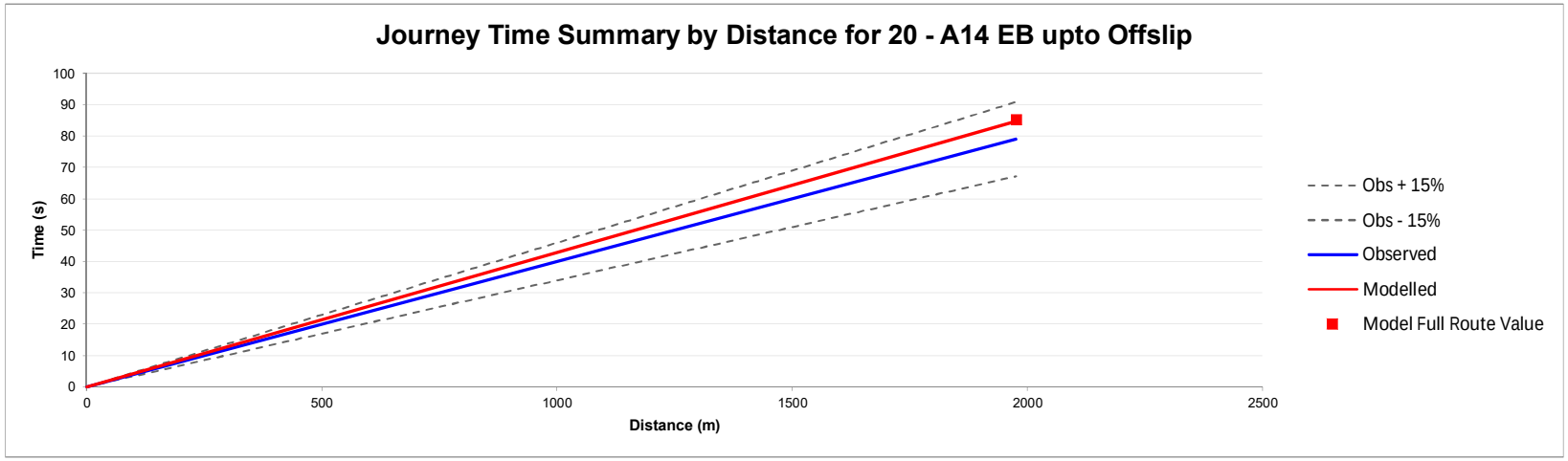




Journey Times
Validation Statistics

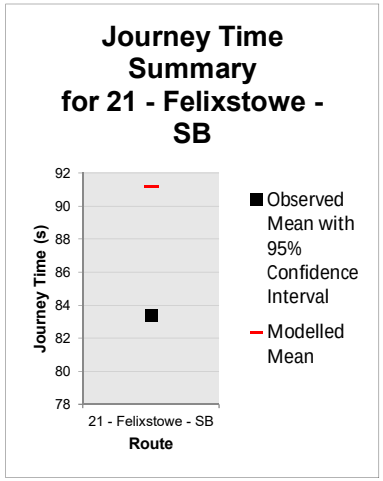
AM Peak (06:00 -07:00)

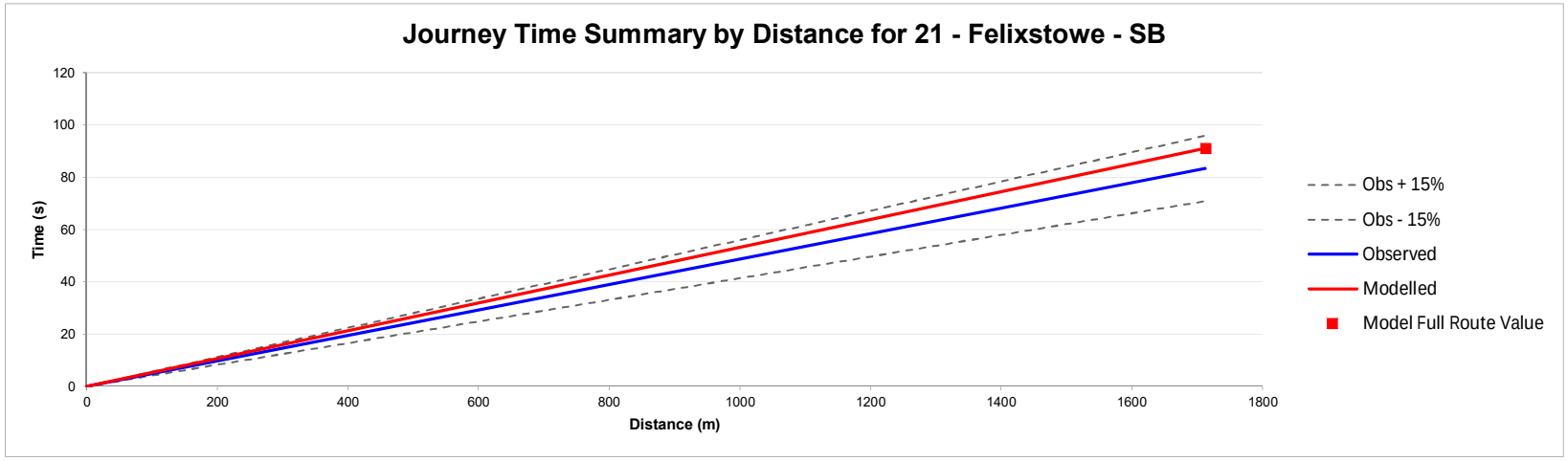




Journey Times
Validation Statistics

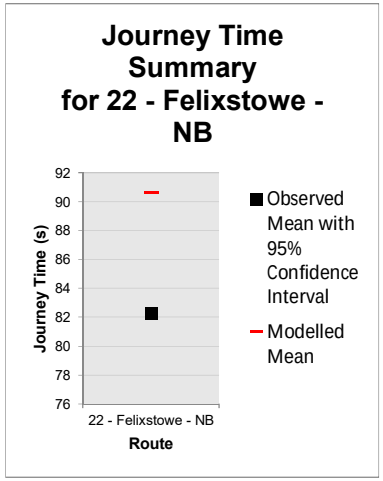
AM Peak (06:00 -07:00)

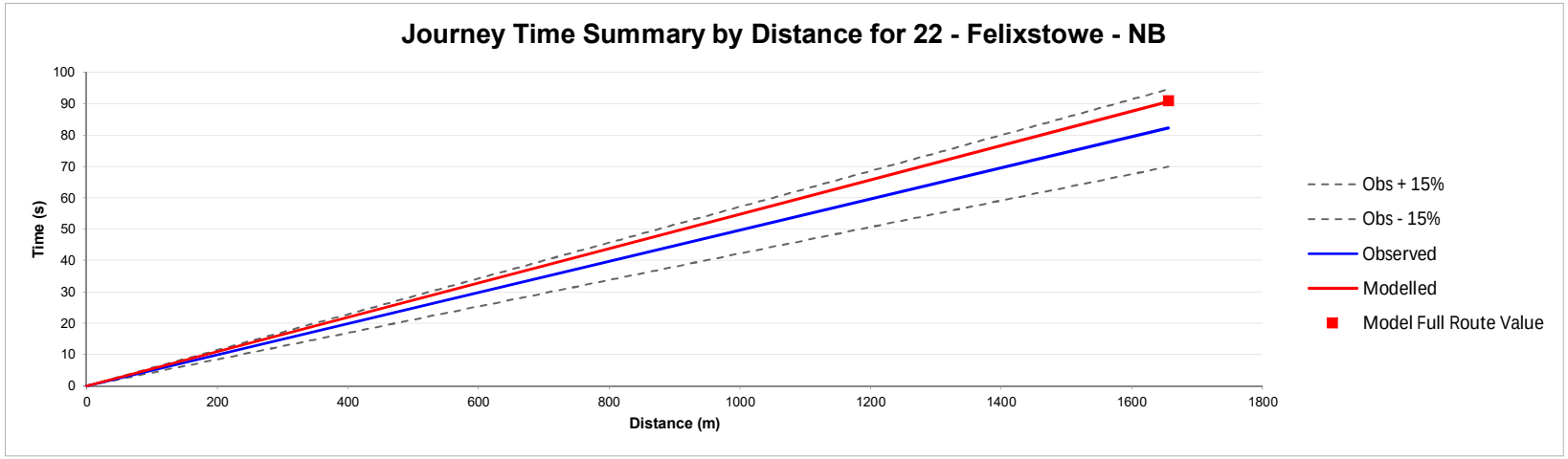




Journey Times
Validation Statistics

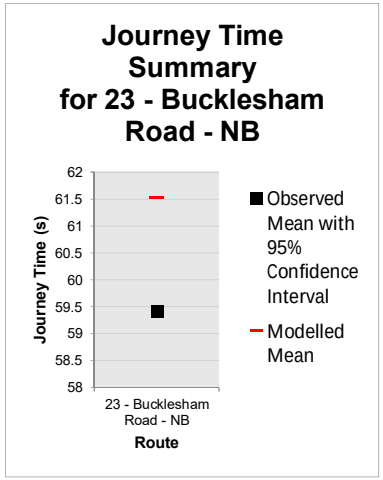
AM Peak (06:00 -07:00)

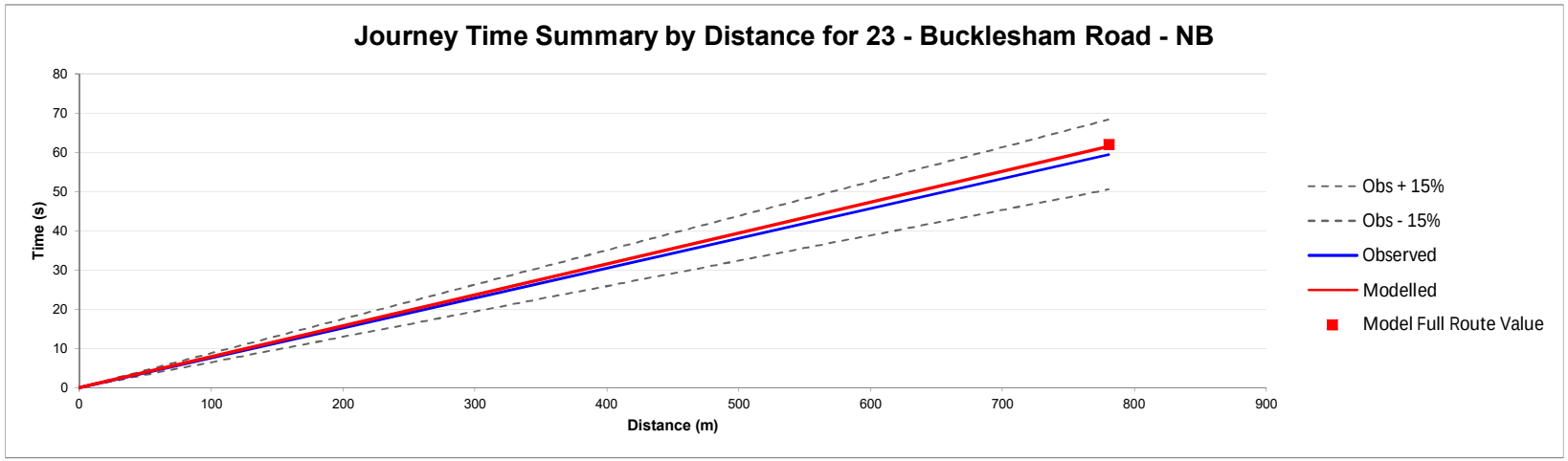




Journey Times
Validation Statistics

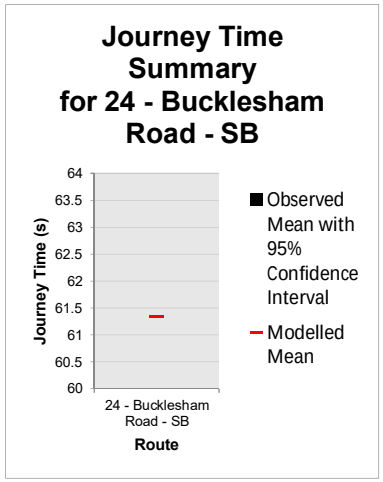
AM Peak (06:00 -07:00)

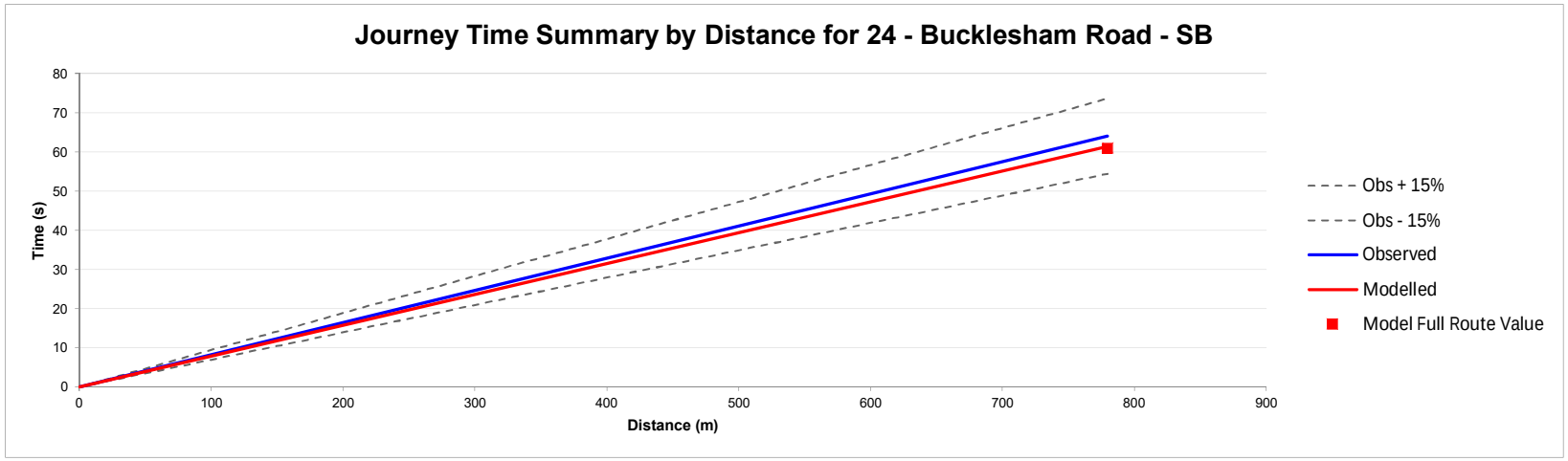




Journey Times
Validation Statistics

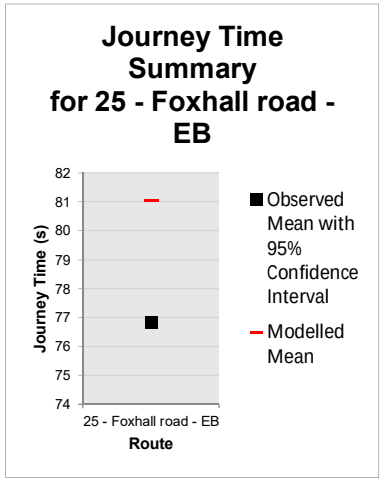
AM Peak (06:00 -07:00)

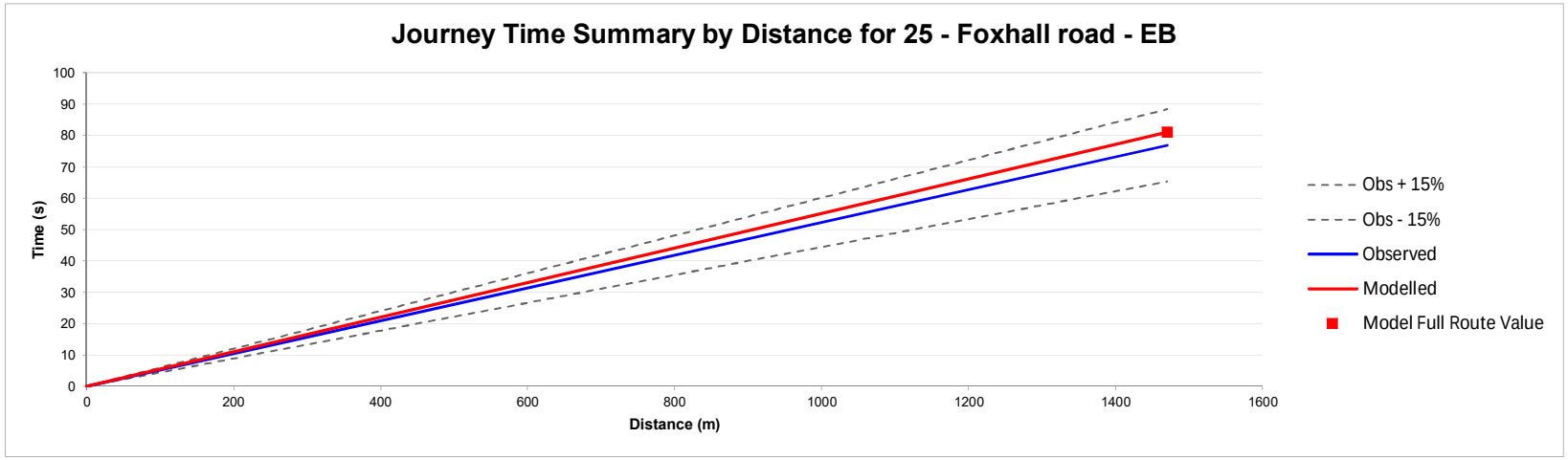




Journey Times
Validation Statistics

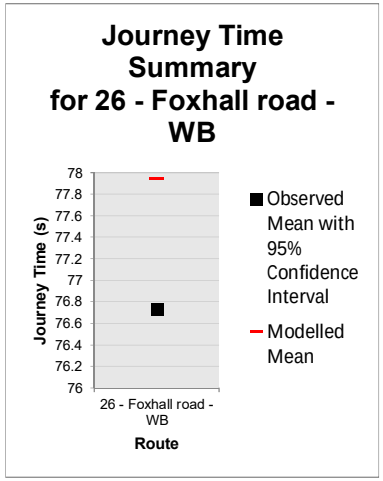
AM Peak (06:00 -07:00)

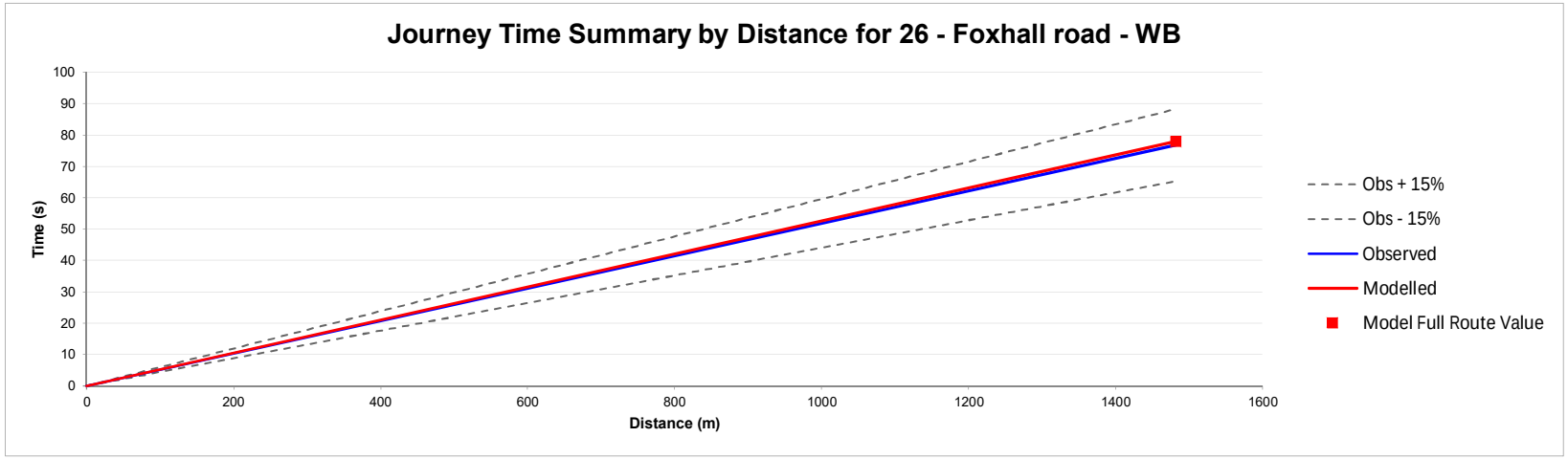




Journey Times
Validation Statistics

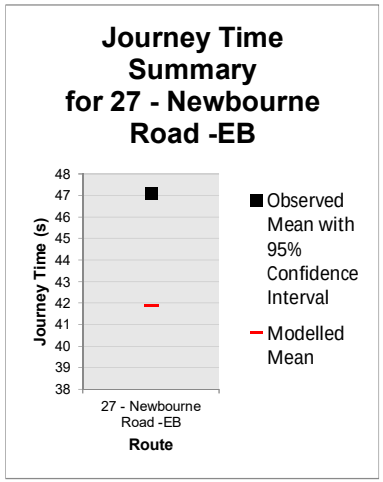
AM Peak (06:00 -07:00)

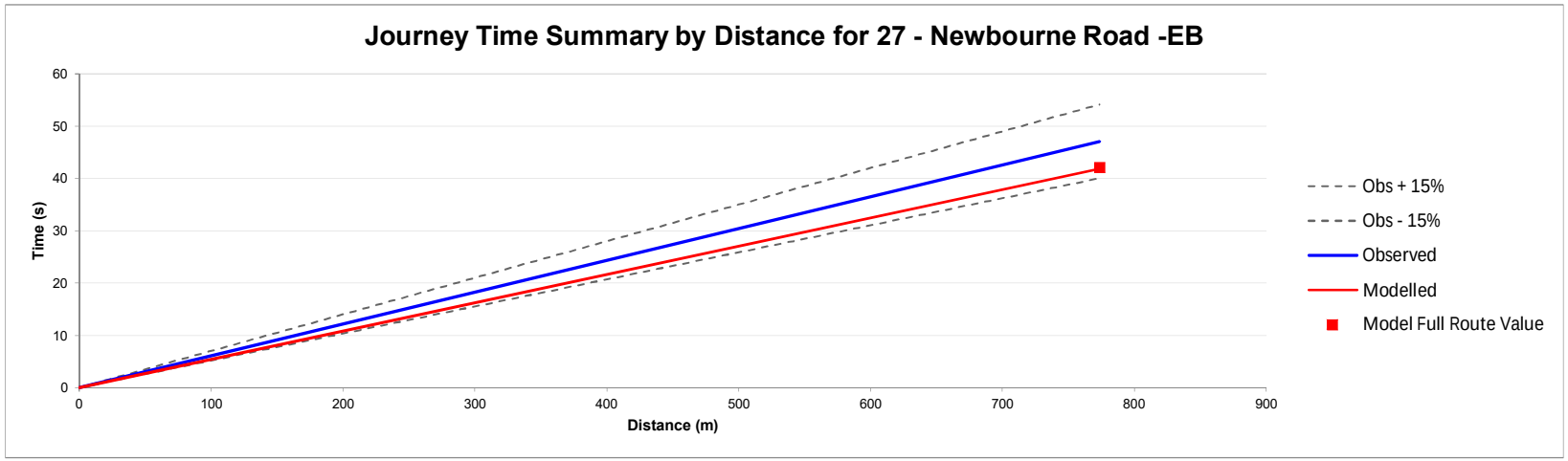




Journey Times
Validation Statistics

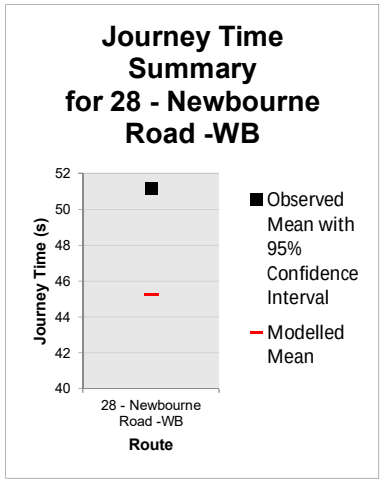
AM Peak (06:00 -07:00)

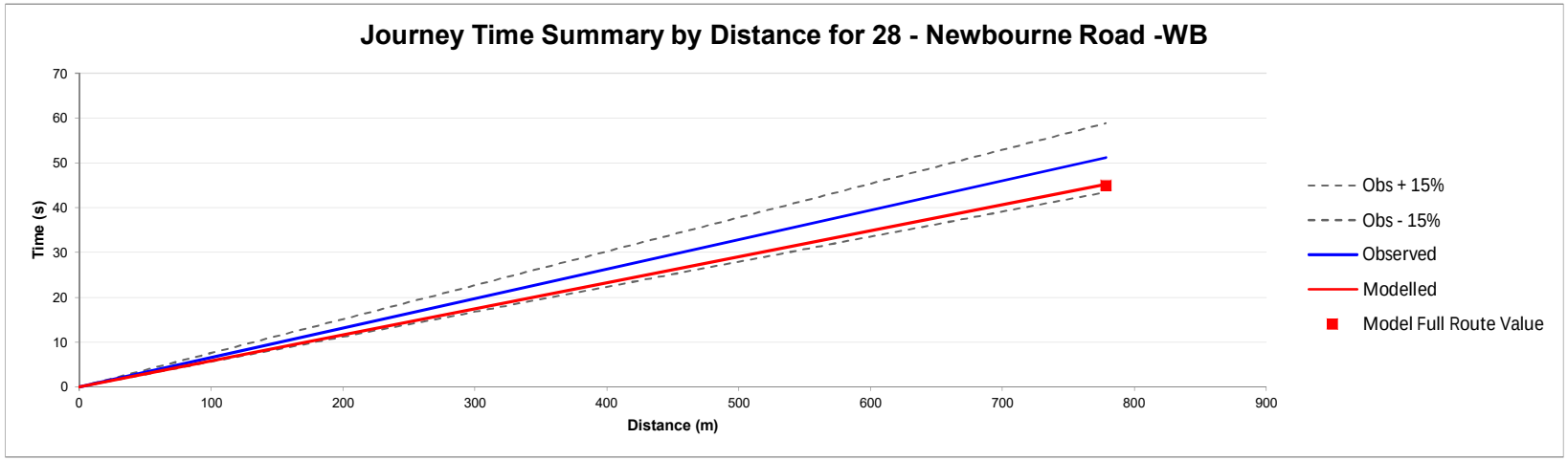




Journey Times
Validation Statistics

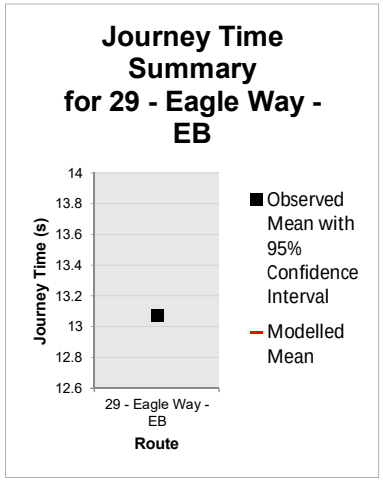
AM Peak (06:00 -07:00)

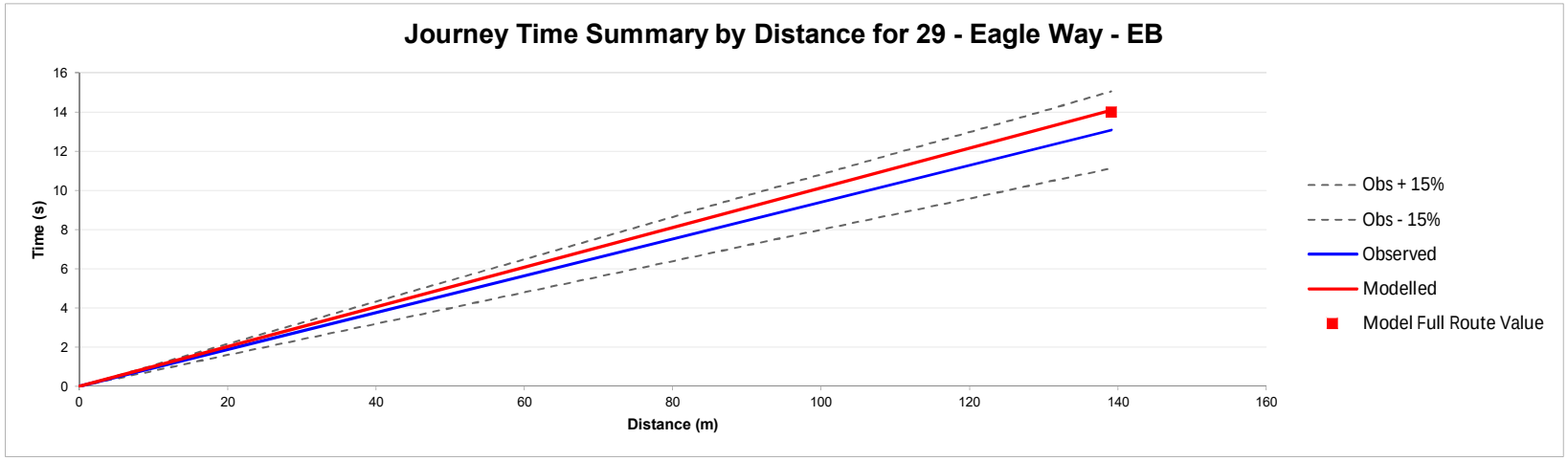




Journey Times
Validation Statistics

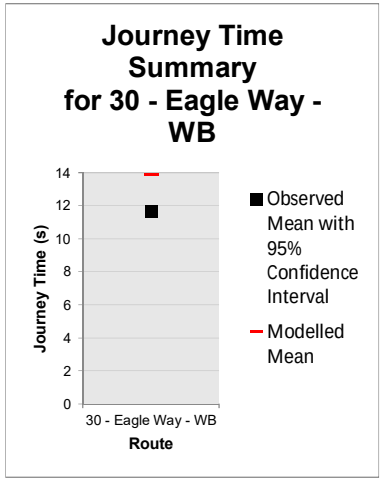
AM Peak (06:00 -07:00)

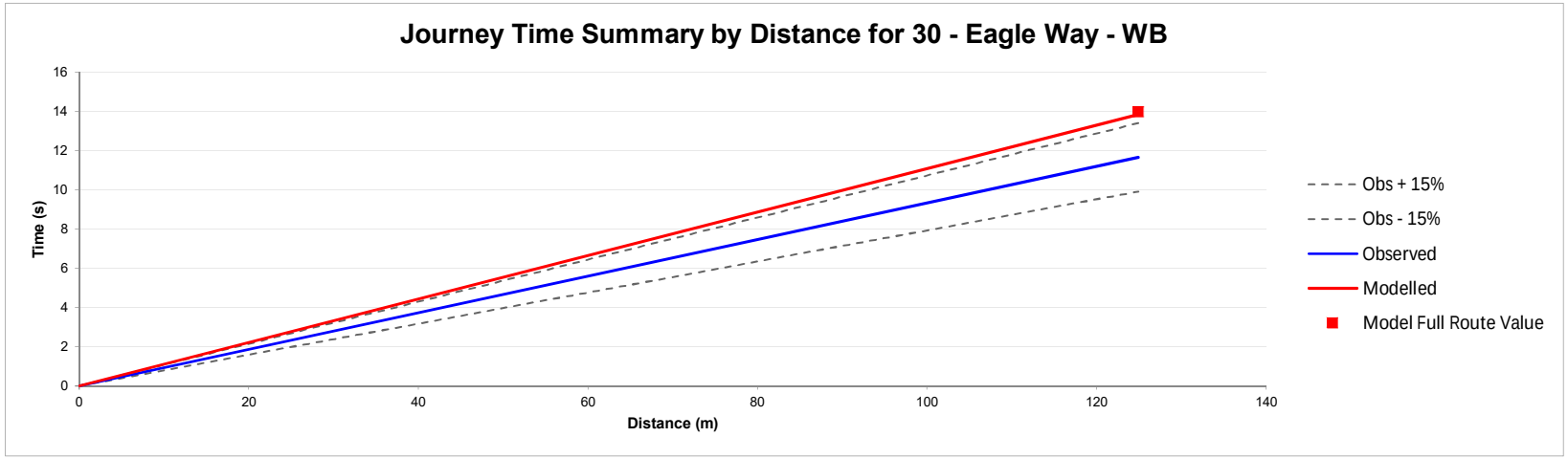




Journey Times
Validation Statistics

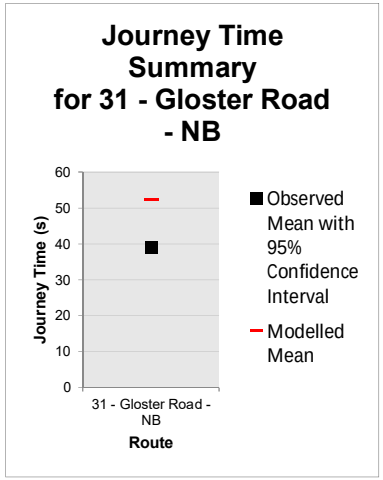
AM Peak (06:00 -07:00)

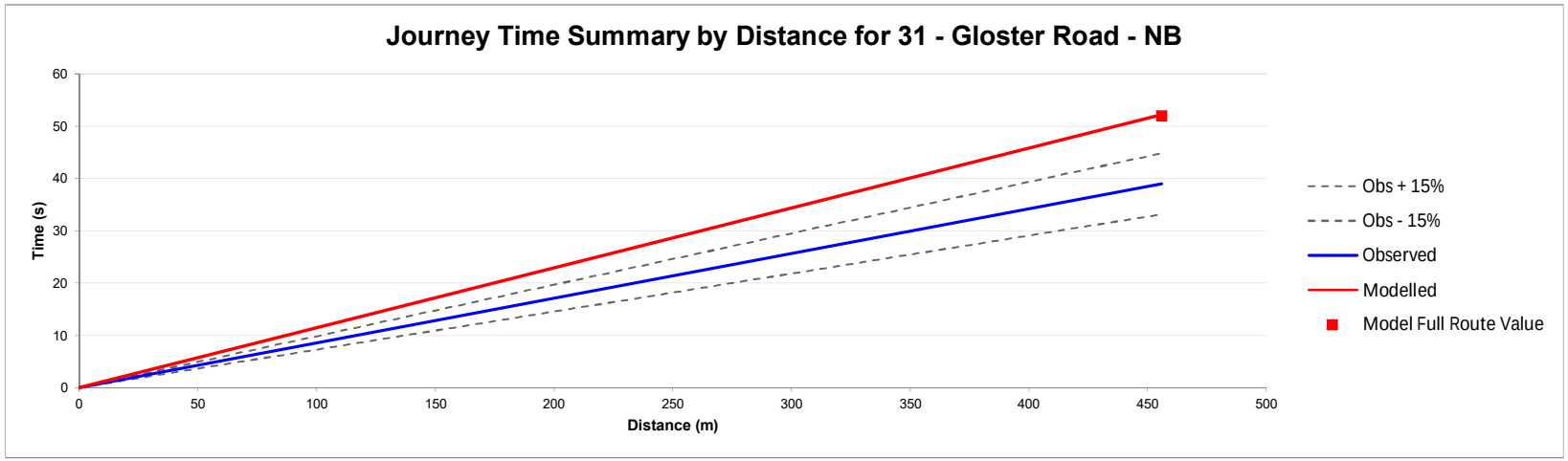




Journey Times
Validation Statistics

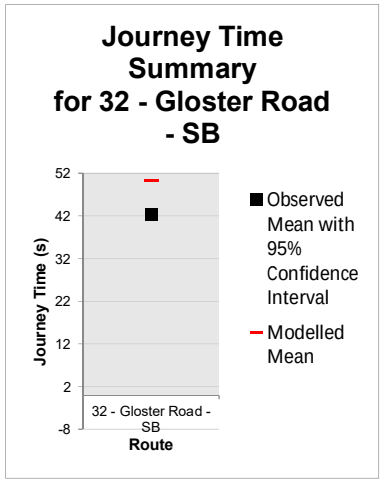
AM Peak (06:00 -07:00)

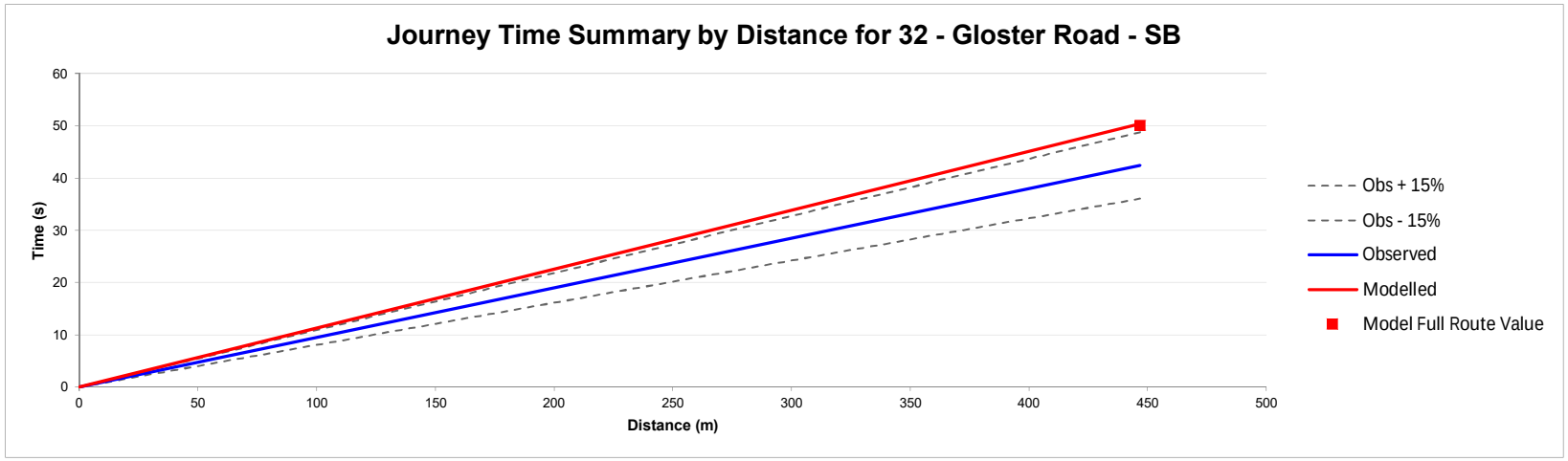




Journey Times
Validation Statistics

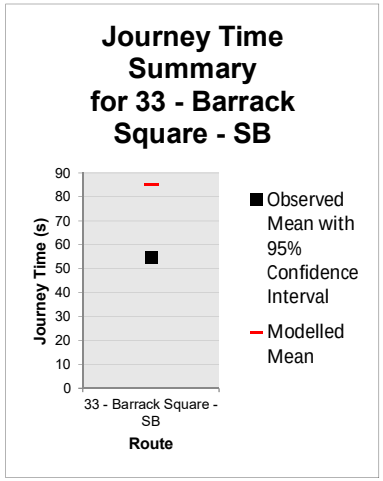
AM Peak (06:00 -07:00)

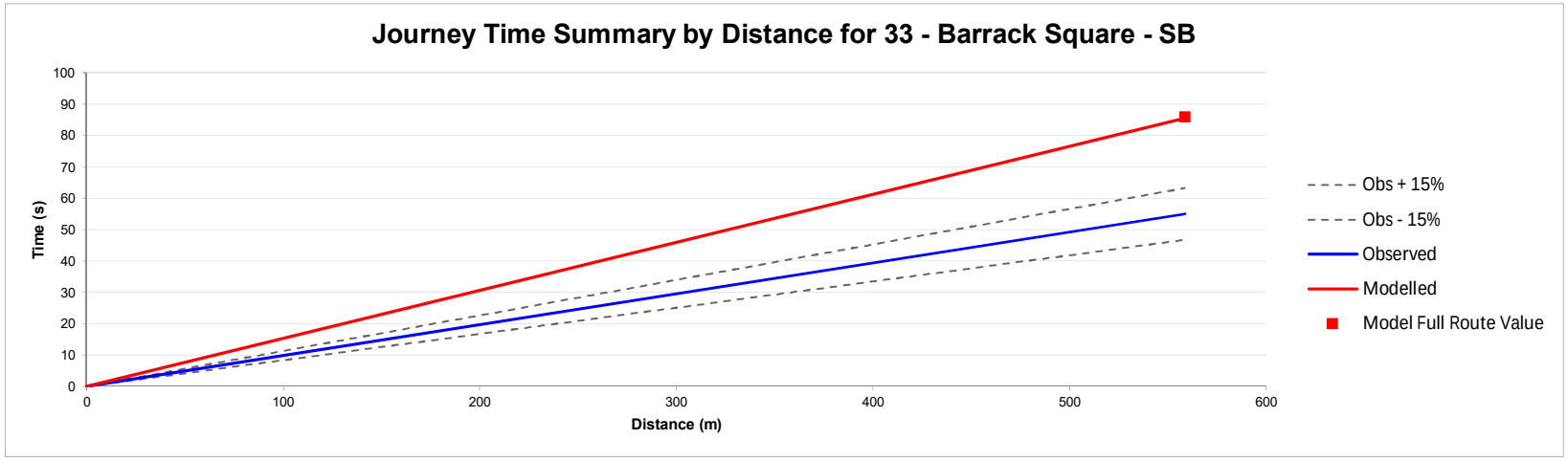




Journey Times
Validation Statistics

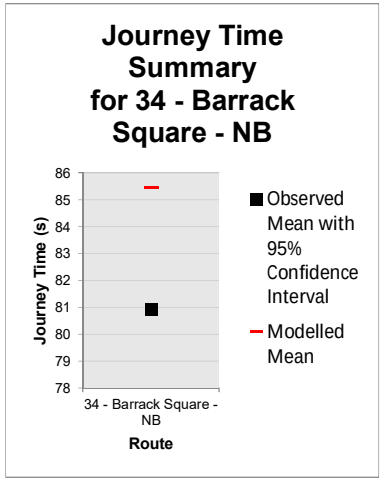
AM Peak (06:00 -07:00)

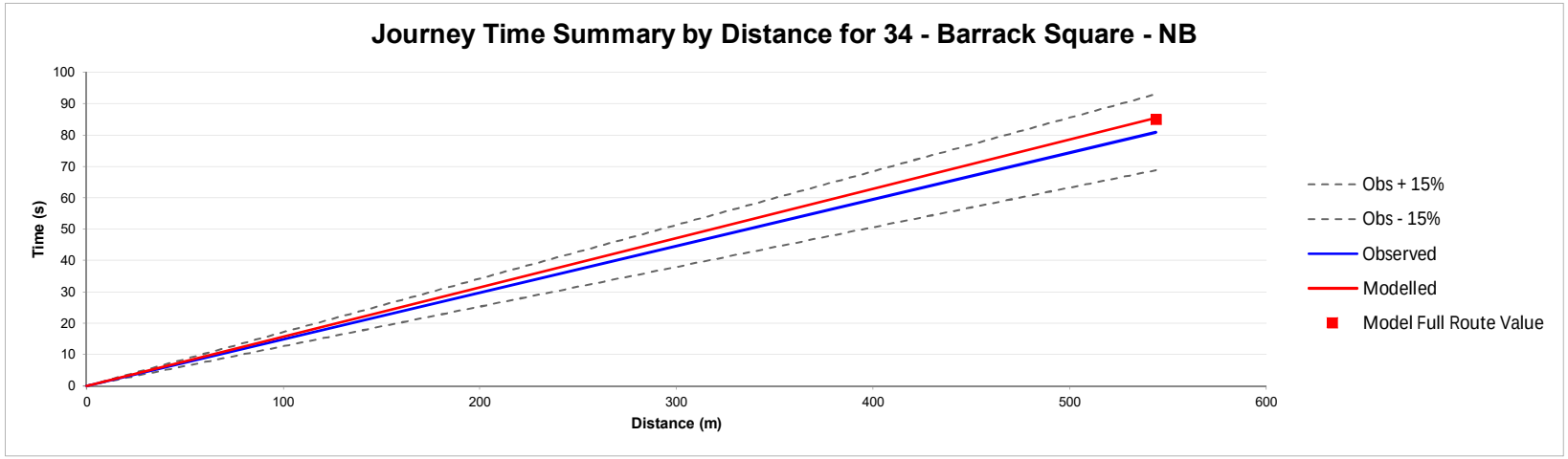




Journey Times
Validation Statistics

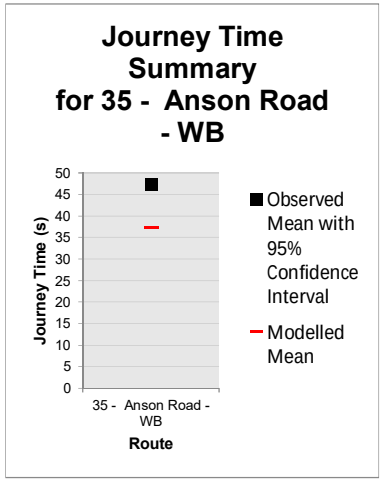
AM Peak (06:00 -07:00)

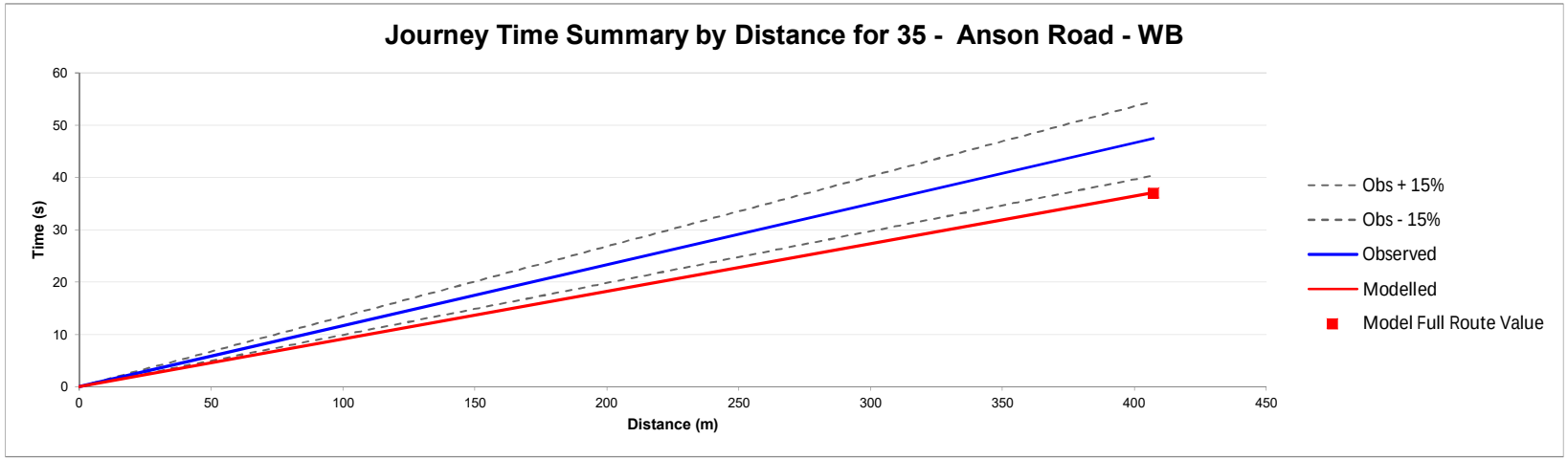




Journey Times
Validation Statistics

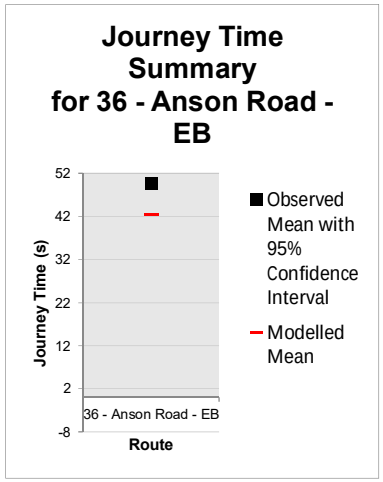
AM Peak (06:00 -07:00)

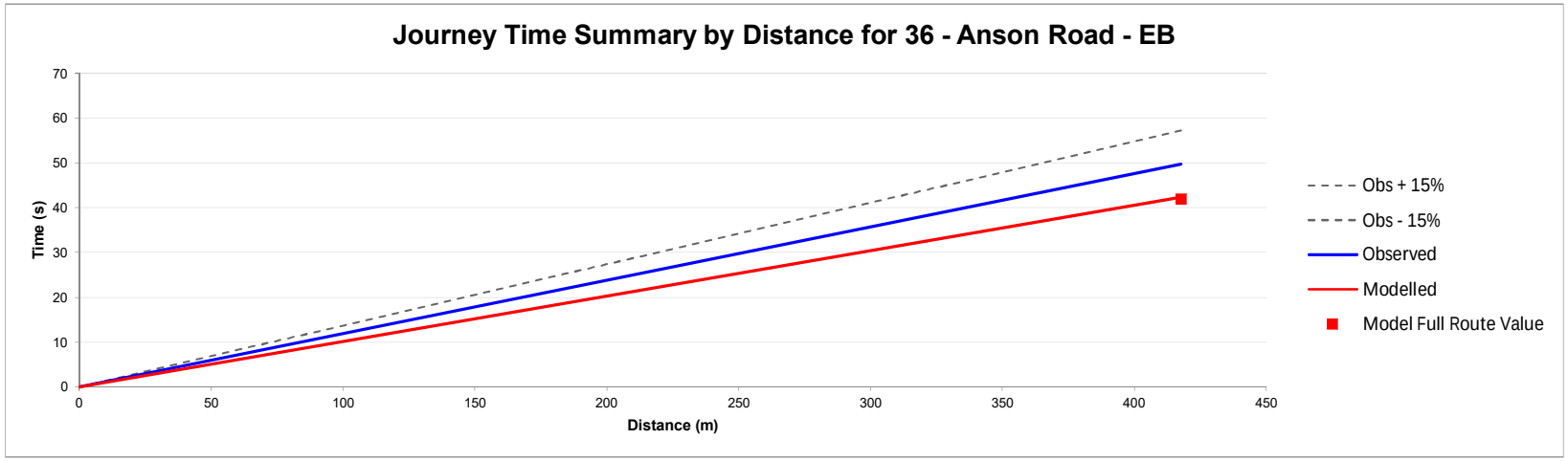




Journey Times
Validation Statistics

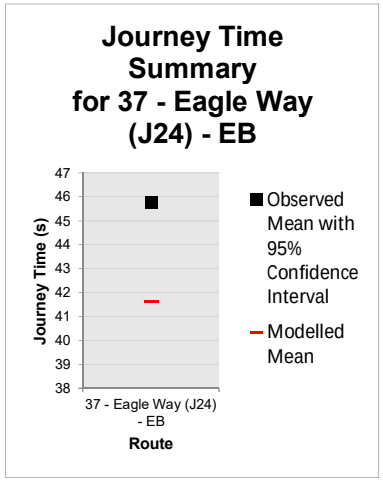
AM Peak (06:00 -07:00)

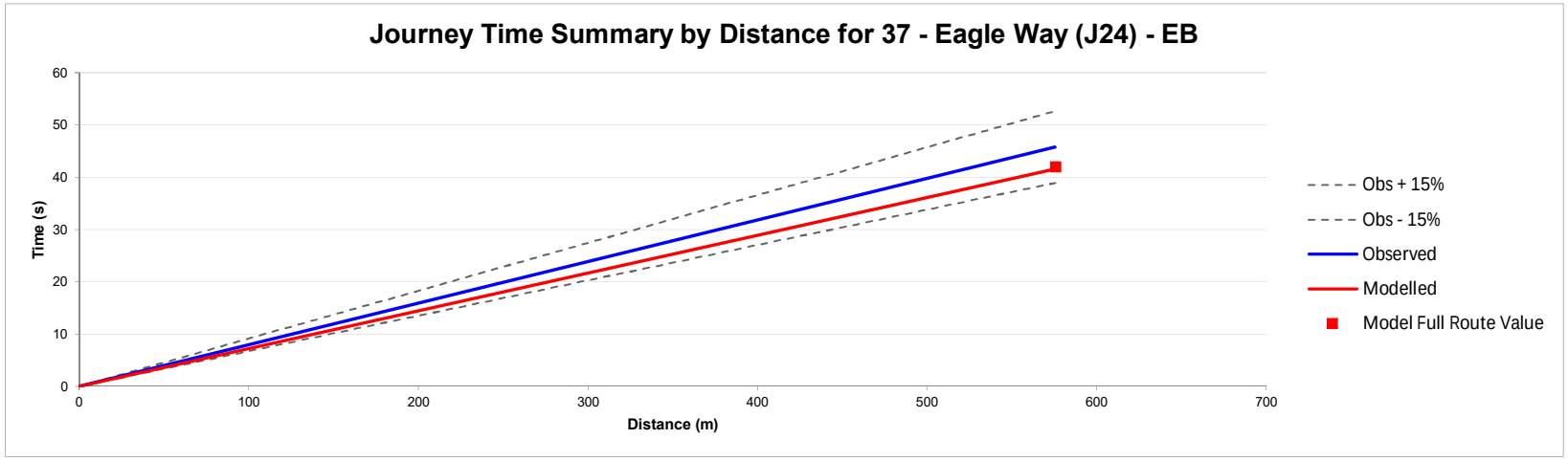




Journey Times
Validation Statistics

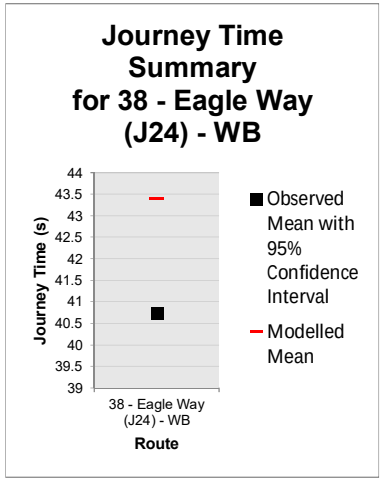
AM Peak (06:00 -07:00)

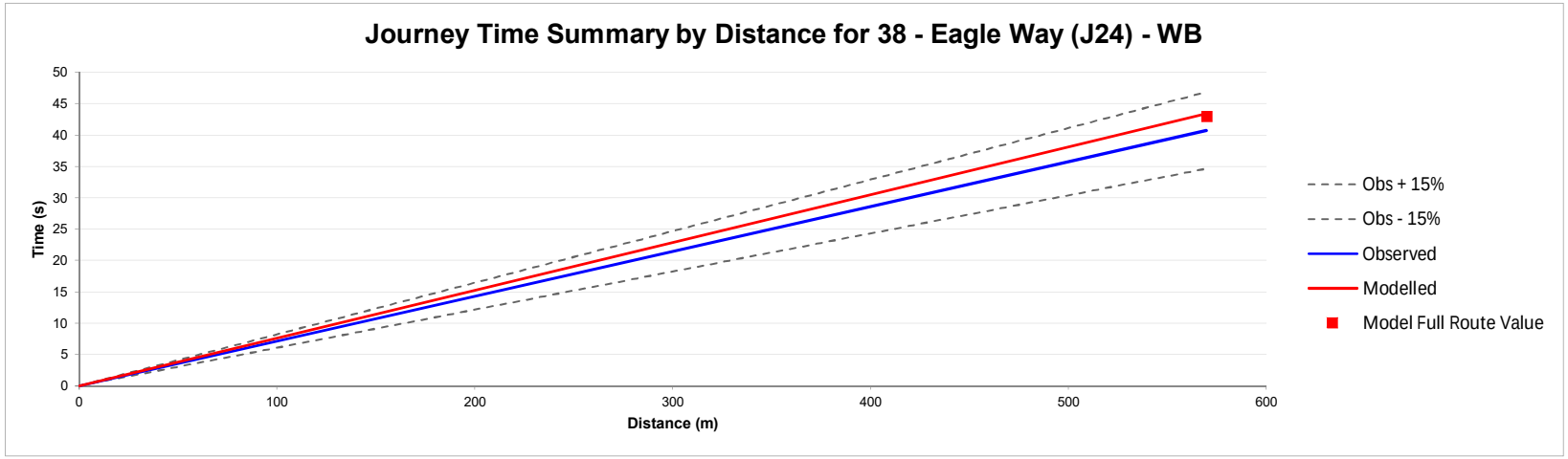




Journey Times
Validation Statistics

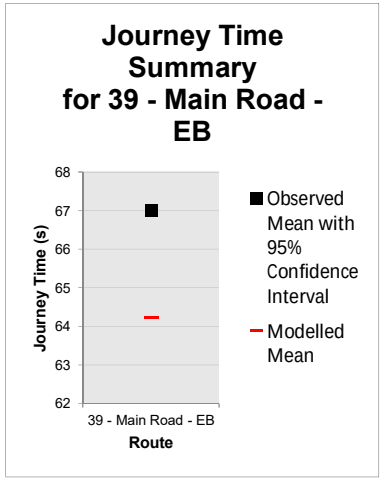
AM Peak (06:00 -07:00)

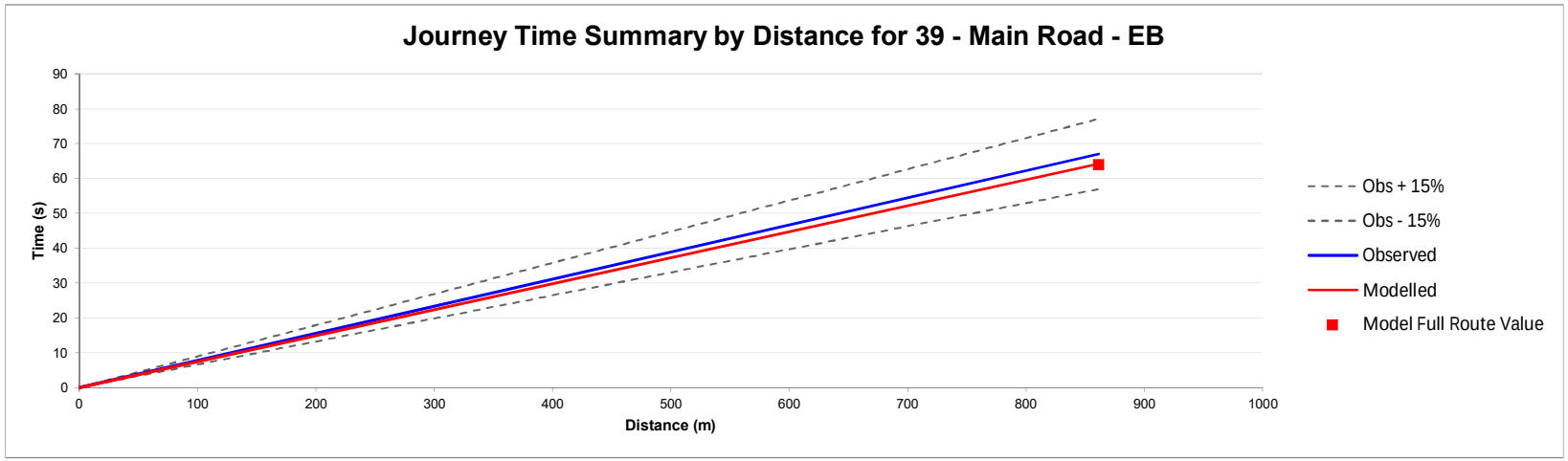




Journey Times
Validation Statistics

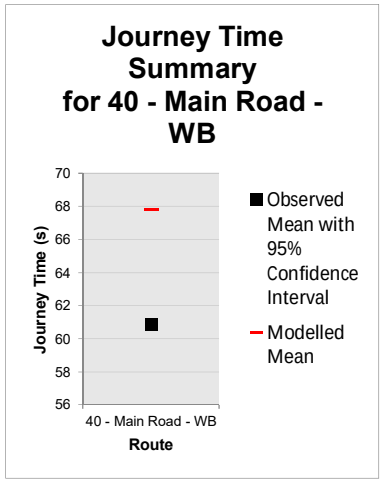
AM Peak (06:00 -07:00)

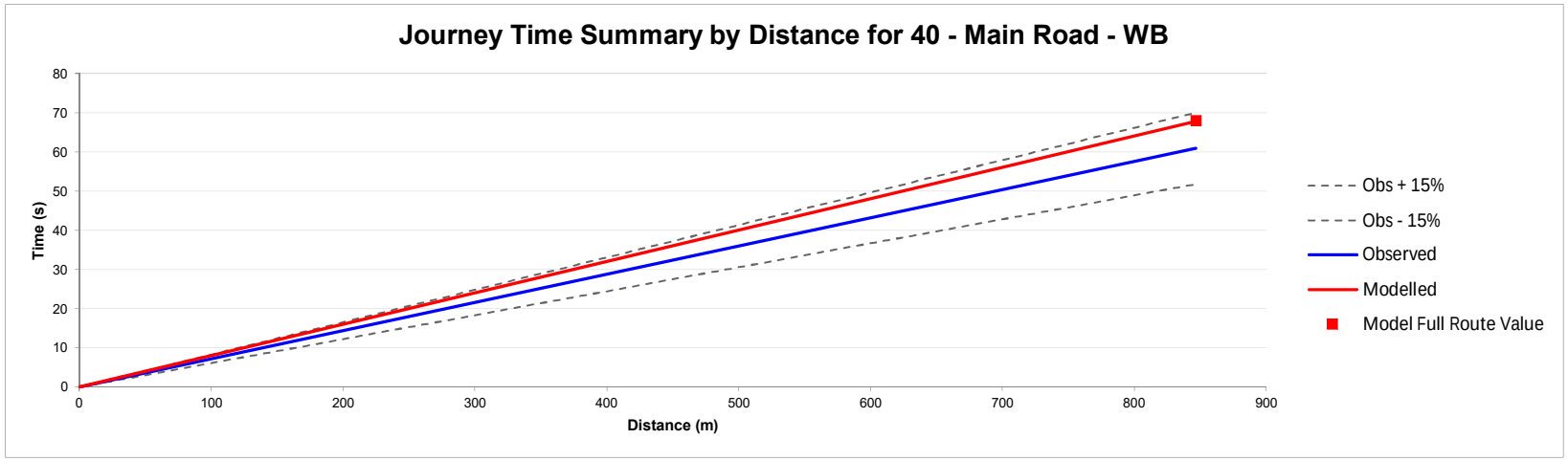




Journey Times
Validation Statistics

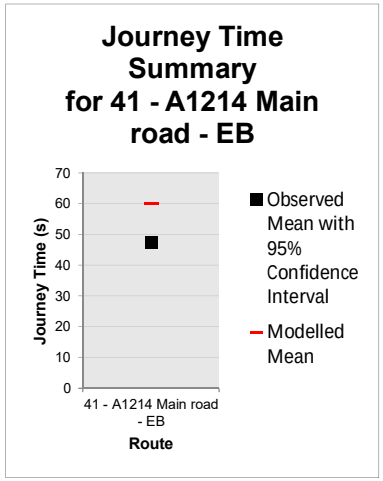
AM Peak (06:00 -07:00)

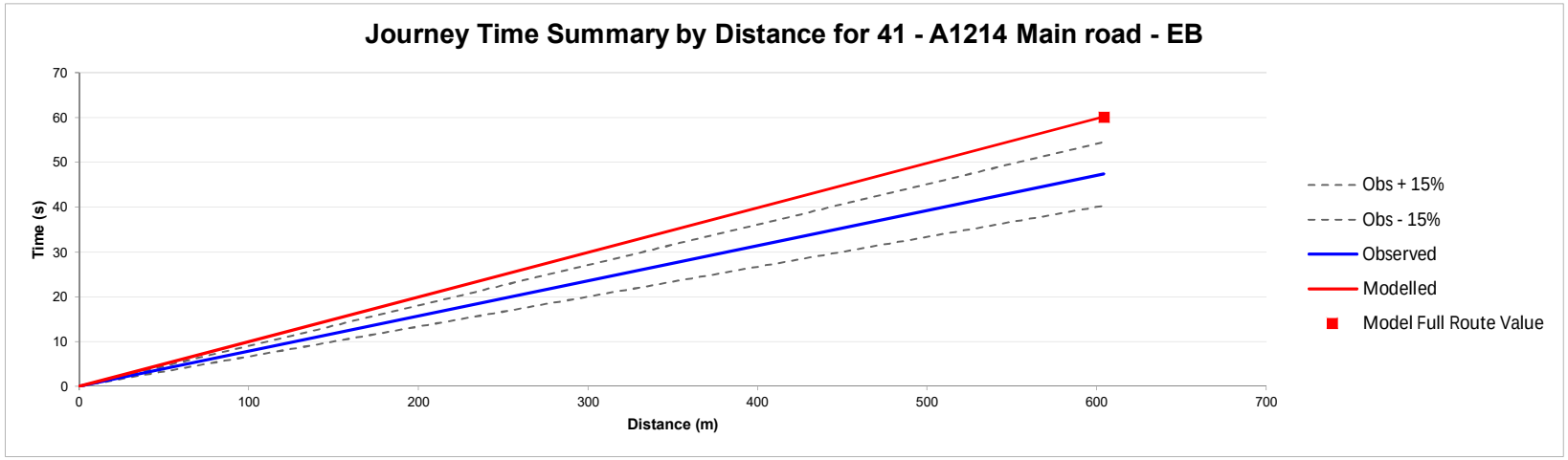




Journey Times
Validation Statistics

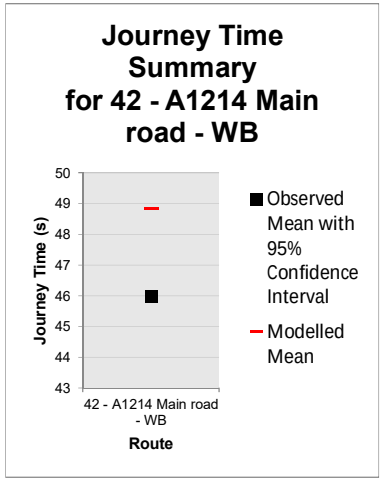
AM Peak (06:00 -07:00)

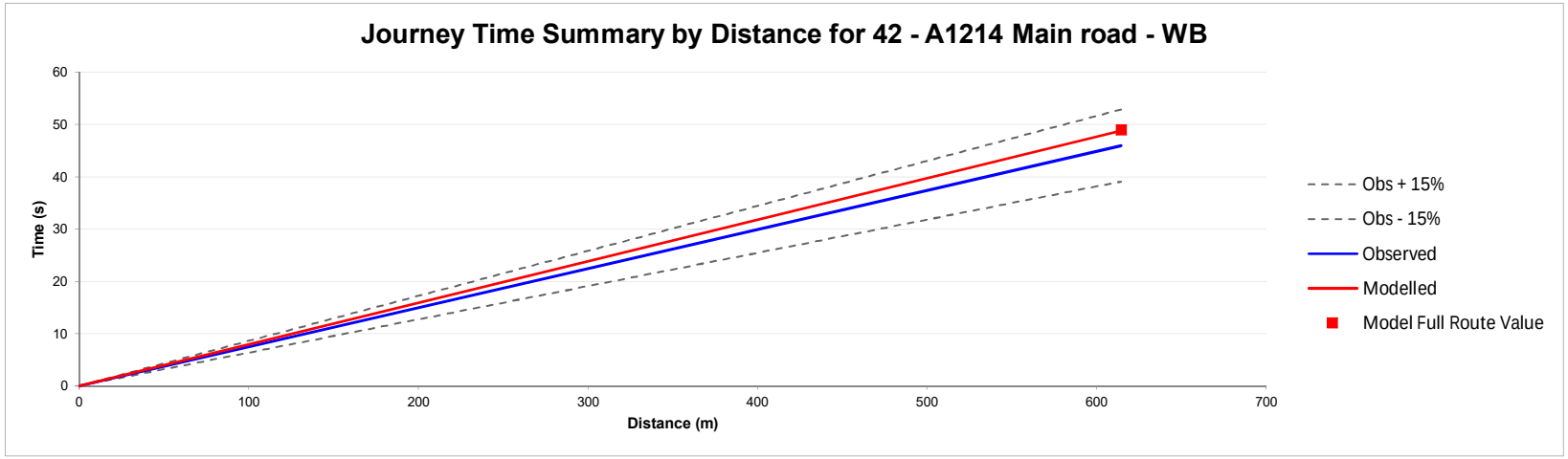




Journey Times
Validation Statistics

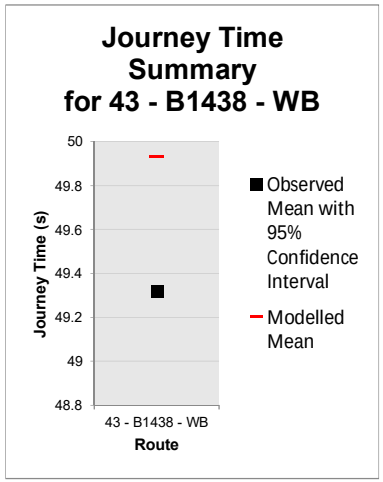
AM Peak (06:00 -07:00)

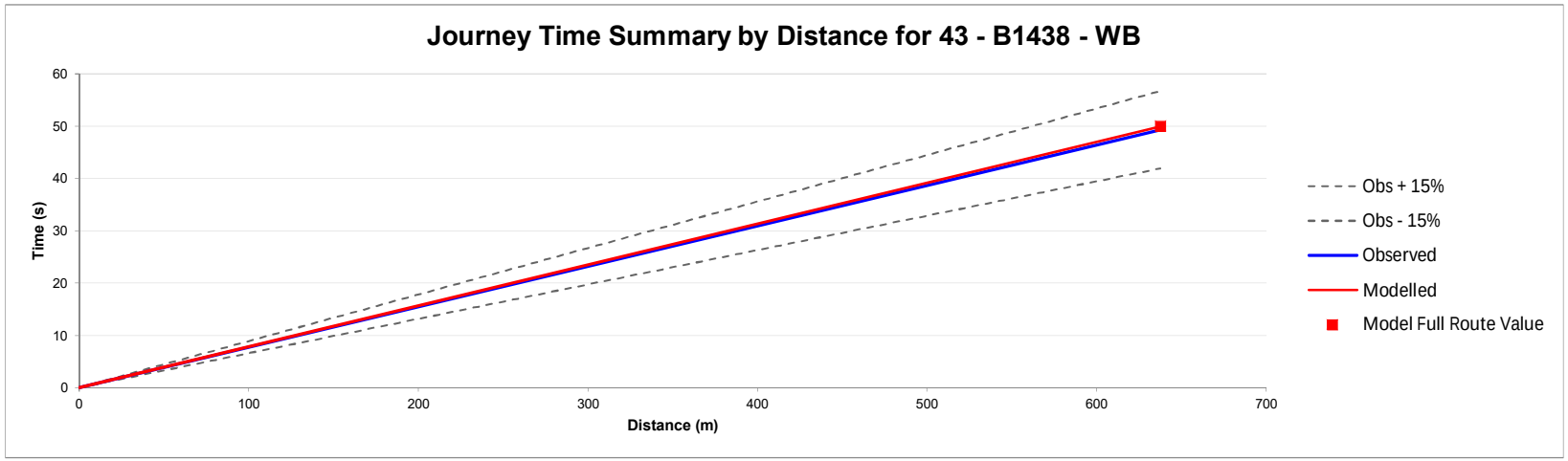




Journey Times
Validation Statistics

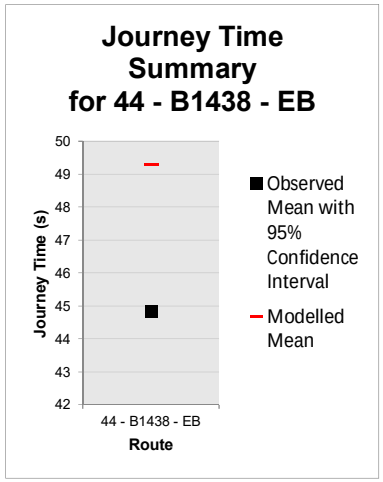
AM Peak (06:00 -07:00)

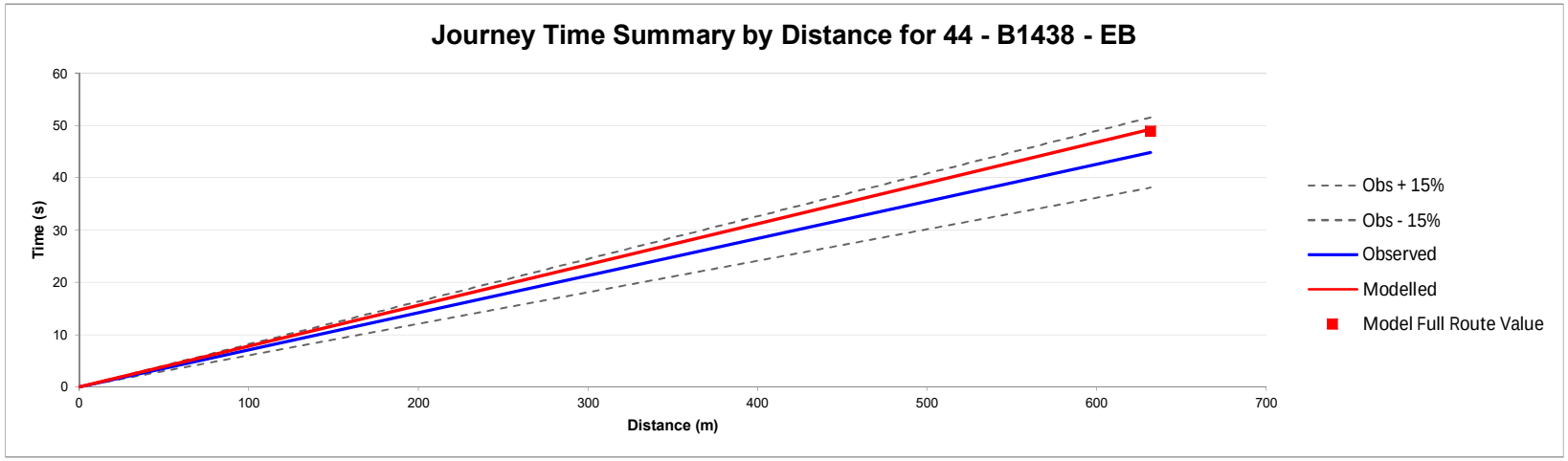




Journey Times
Validation Statistics

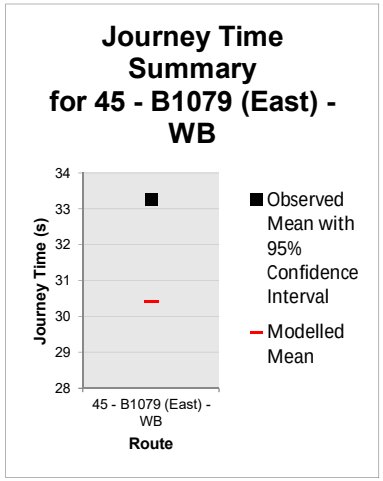
AM Peak (06:00 -07:00)

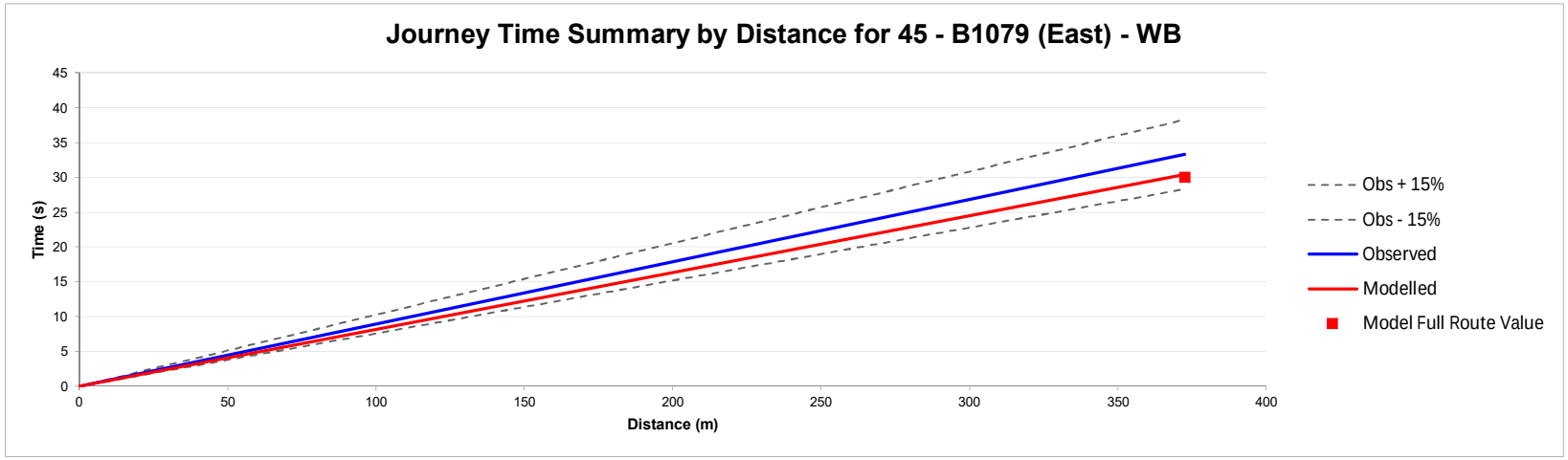




Journey Times
Validation Statistics

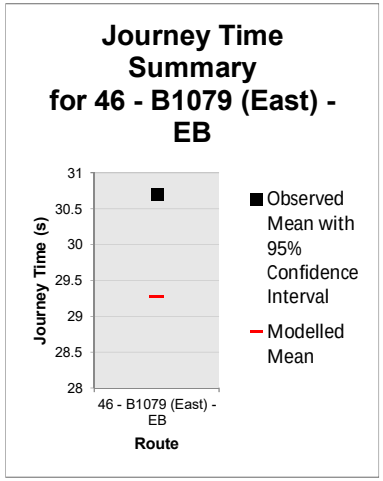
AM Peak (06:00 -07:00)

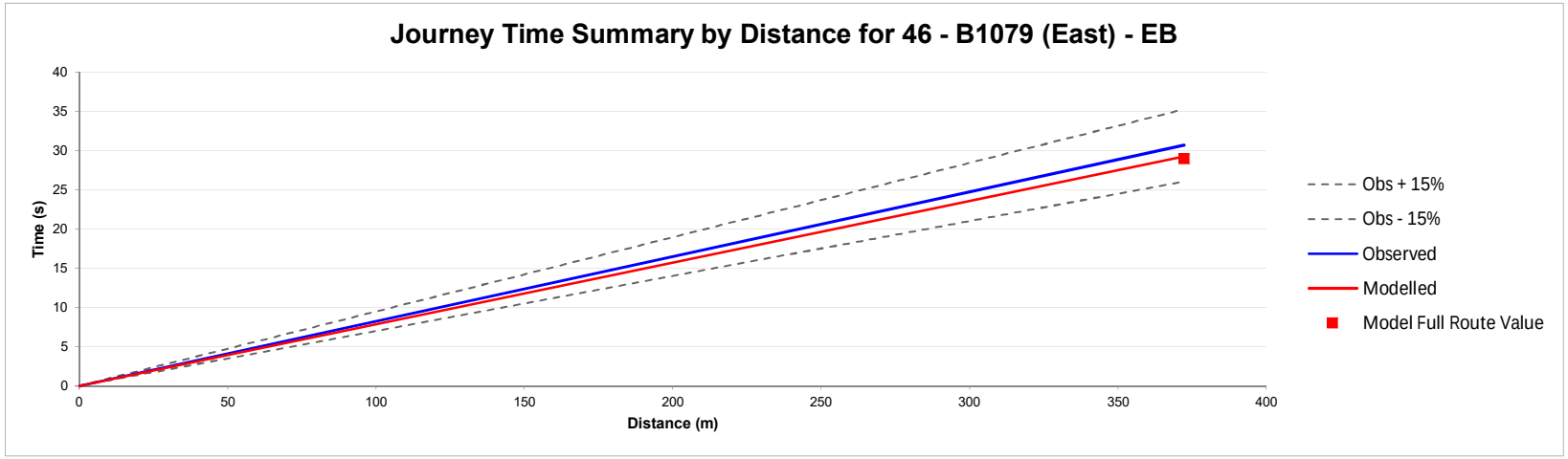




Journey Times
Validation Statistics

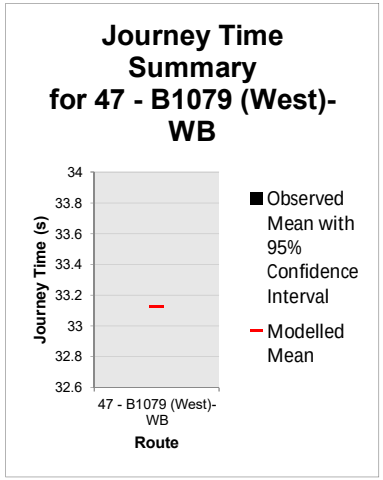
AM Peak (06:00 -07:00)

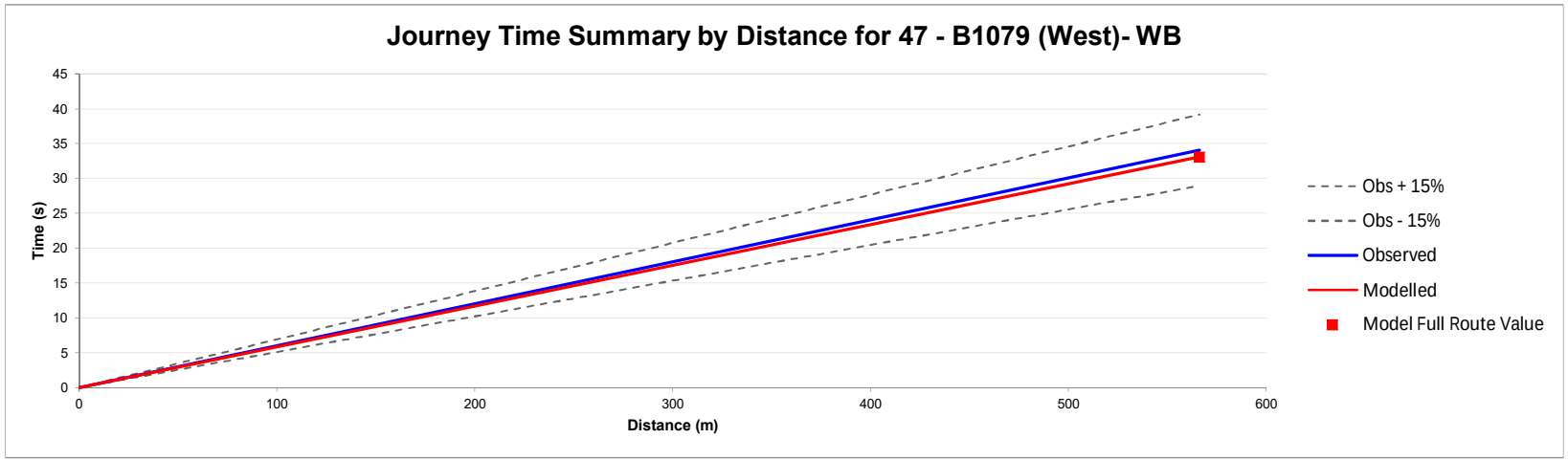




Journey Times
Validation Statistics

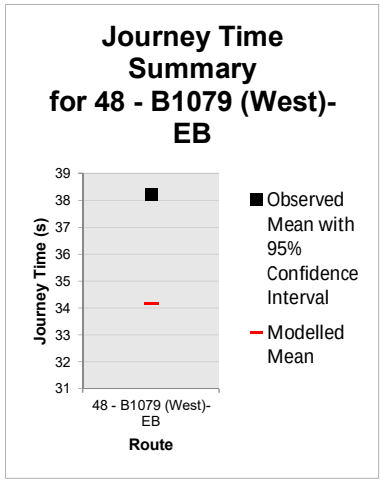
AM Peak (06:00 -07:00)

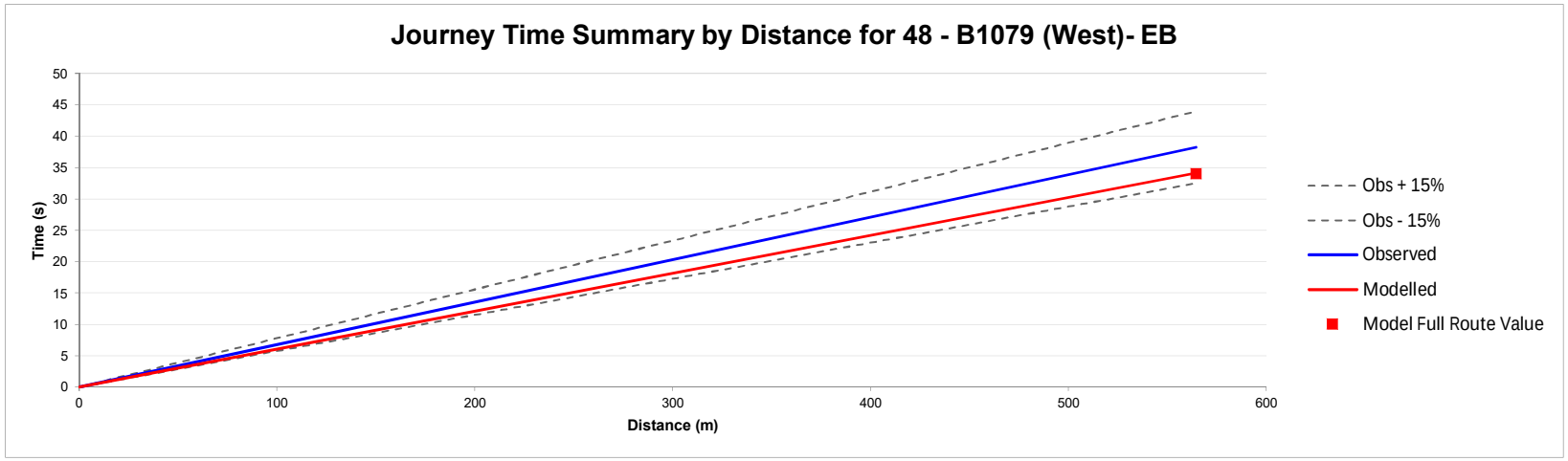




Journey Times
Validation Statistics

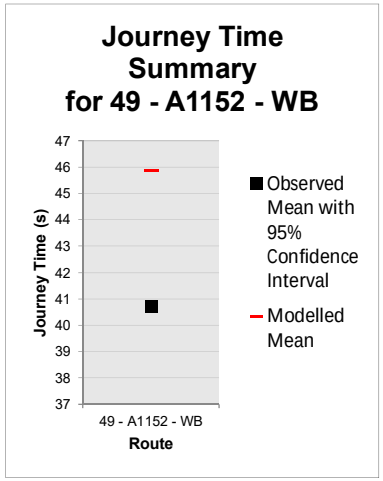
AM Peak (06:00 -07:00)

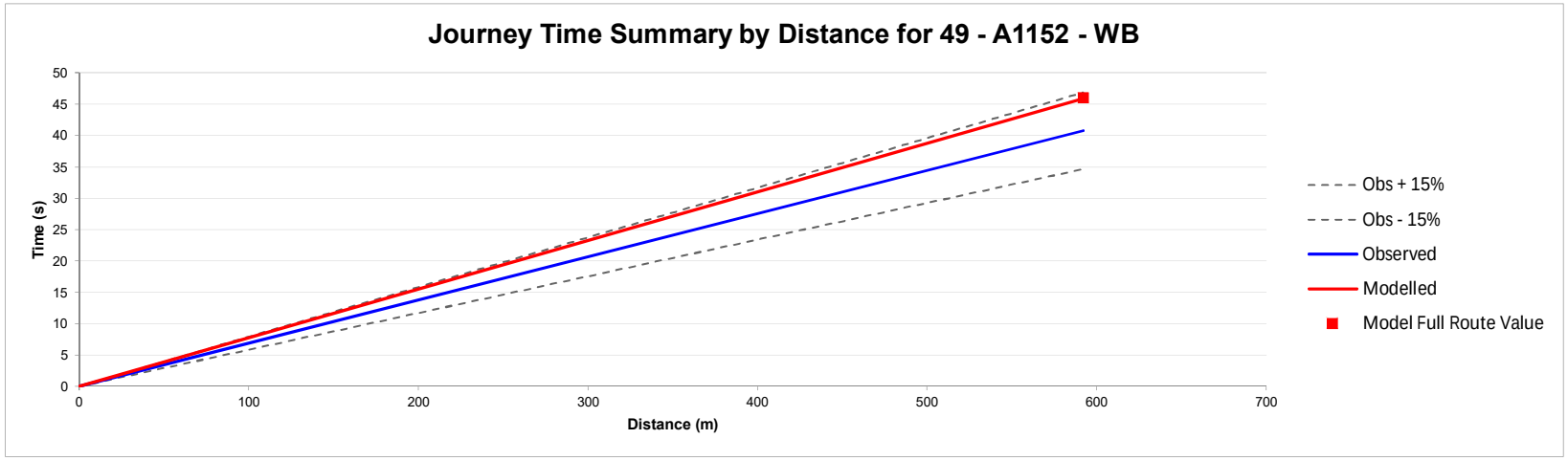




Journey Times
Validation Statistics

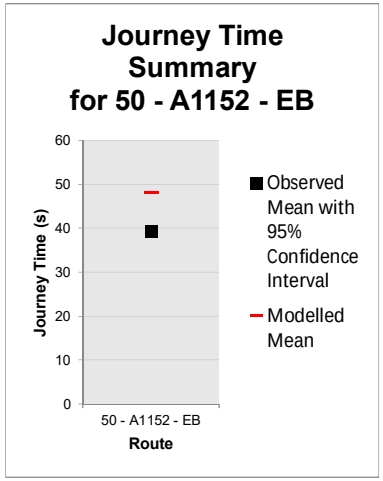
AM Peak (06:00 -07:00)

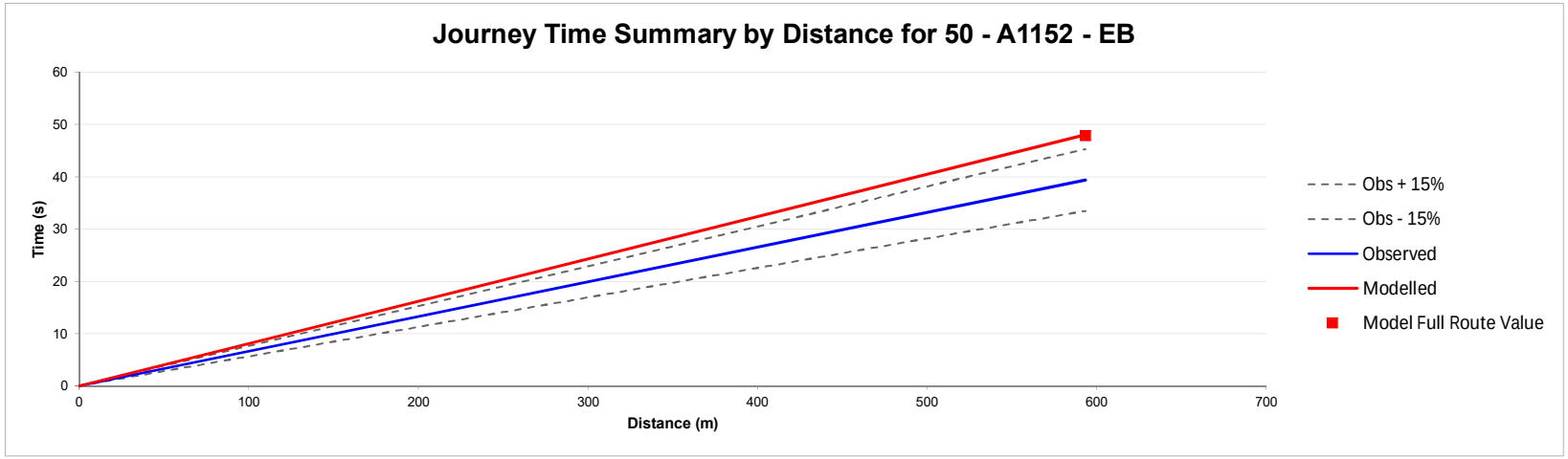




Journey Times
Validation Statistics

AM Peak (06:00 -07:00)





Journey Times
Validation Statistics

AM Period

Route:	Segment	Graph Group	Observed		Modelled			% Diff	Diff	Conf?	15%	60s	WebTAG	Distance (m)
			Average	95% Conf	Average	95% Conf	Var Chk							
1 - J21 - J22 - NB	Partial - A	1	106	6	109	1	TRUE	2.7%	3	TRUE	TRUE	TRUE	TRUE	2695
2 - J22 - J23 - NB	Partial - B	1	69	4	65	0	TRUE	-6.8%	-5	FALSE	TRUE	TRUE	TRUE	1406
3 - J23 - J24 - NB	Partial - C	1	39	2	38	0	TRUE	-4.3%	-2	TRUE	TRUE	TRUE	TRUE	646
4 - J24 - J25 - NB	Partial - D	1	39	2	49	0	TRUE	26.1%	10	FALSE	FALSE	TRUE	TRUE	598
5 - J25 - J26 - NB	Partial - E	1	108	4	120	0	TRUE	11.3%	12	FALSE	TRUE	TRUE	TRUE	2509
6 - J26 - J27 - NB	Partial - F	1	82	8	90	1	TRUE	9.2%	8	TRUE	TRUE	TRUE	TRUE	1513
7 - J27 - J28 - NB	Partial - G	1	84	5	94	0	TRUE	12.7%	11	FALSE	TRUE	TRUE	TRUE	1444
8 - J28 - A12- NB	Partial - H	1	139	4	136	0	TRUE	-2.5%	-3	TRUE	TRUE	TRUE	TRUE	3240
9 - A12 - J28 - SB	Partial - A	3	129	14	127	1	TRUE	-1.9%	-2	TRUE	TRUE	TRUE	TRUE	2885
10 - J28 - J27 - SB	Partial - B	3	93	16	102	2	TRUE	8.8%	8	TRUE	TRUE	TRUE	TRUE	1455
11 - J27 - J26 - SB	Partial - C	3	77	7	91	0	TRUE	19.1%	15	FALSE	FALSE	TRUE	TRUE	1518
12 - J26 - J25 - SB	Partial - D	3	104	5	111	0	TRUE	7.6%	8	FALSE	TRUE	TRUE	TRUE	2490
13 - J25 - J24 - SB	Partial - E	3	38	5	32	0	TRUE	-16.5%	-6	FALSE	FALSE	TRUE	TRUE	597
14 - J24 - J23 - SB	Partial - F	3	60	35	57	3	TRUE	-3.8%	-2	TRUE	TRUE	TRUE	TRUE	659
15 - J23 - J22 - SB	Partial - G	3	70	4	67	0	TRUE	-3.8%	-3	TRUE	TRUE	TRUE	TRUE	1429
16 - J22 - J21 - SB	Partial - H	3	114	6	129	2	TRUE	13.6%	15	FALSE	TRUE	TRUE	TRUE	2859
17 - A14 WB upto Offslip	Full	5	124	5	144	1	TRUE	15.5%	19	FALSE	FALSE	TRUE	TRUE	3168
18 - A14 EB from Onslip	Full	6	115	6	117	0	TRUE	2.2%	3	TRUE	TRUE	TRUE	TRUE	3161
19 - A14 WB from Onslip	Full	7	77		84	0	TRUE	9.3%	7	FALSE	TRUE	TRUE	TRUE	1968
20 - A14 EB upto Offslip	Full	8	80	1	89	0	TRUE	11.3%	9	FALSE	TRUE	TRUE	TRUE	1976
21 - Felixstowe - SB	Full	9	89	6	98	1	TRUE	9.8%	9	FALSE	TRUE	TRUE	TRUE	1712
22 - Felixstowe - NB	Full	10	89	7	108	2	TRUE	21.1%	19	FALSE	FALSE	TRUE	TRUE	1656
23 - Bucklesham Road - NB	Full	11	62	2	62	0	TRUE	-0.1%	0	TRUE	TRUE	TRUE	TRUE	780
24 - Bucklesham Road - SB	Full	12	65	3	75	1	TRUE	15.1%	10	FALSE	FALSE	TRUE	TRUE	780
25 - Foxhall road - EB	Full	13	115	51	119	6	TRUE	4.2%	5	TRUE	TRUE	TRUE	TRUE	1470
26 - Foxhall road - WB	Full	14	80	4	83	1	TRUE	3.8%	3	TRUE	TRUE	TRUE	TRUE	1481
27 - Newbourne Road -EB	Full	15	46	1	42	0	TRUE	-8.3%	-4	FALSE	TRUE	TRUE	TRUE	774
28 - Newbourne Road -WB	Full	16	58	6	60	2	TRUE	4.4%	3	TRUE	TRUE	TRUE	TRUE	778
29 - Eagle Way - EB	Full	17	17	4	18	1	TRUE	6.8%	1	TRUE	TRUE	TRUE	TRUE	139
30 - Eagle Way - WB	Full	18	12	1	14	0	TRUE	20.8%	2	FALSE	FALSE	TRUE	TRUE	125
31 - Gloster Road - NB	Full	19	45	6	53	0	TRUE	17.7%	8	FALSE	FALSE	TRUE	TRUE	456
32 - Gloster Road - SB	Full	20	47	7	54	0	TRUE	14.6%	7	TRUE	TRUE	TRUE	TRUE	447
33 - Barrack Square - SB	Full	21	79	27	91	0	TRUE	15.8%	12	TRUE	FALSE	TRUE	TRUE	559
34 - Barrack Square - NB	Full	22	89	12	90	1	TRUE	1.4%	1	TRUE	TRUE	TRUE	TRUE	544
35 - Anson Road - WB	Full	23	51	5	41	0	TRUE	-19.0%	-10	FALSE	FALSE	TRUE	TRUE	407
36 - Anson Road - EB	Full	24	47	3	44	0	TRUE	-6.3%	-3	TRUE	TRUE	TRUE	TRUE	418
37 - Eagle Way (J24) - EB	Full	25	45	1	45	0	TRUE	0.3%	0	TRUE	TRUE	TRUE	TRUE	576
38 - Eagle Way (J24) - WB	Full	26	41		44	0	TRUE	7.1%	3	FALSE	TRUE	TRUE	TRUE	570
39 - Main Road - EB	Full	27	66	1	65	0	TRUE	-2.4%	-2	FALSE	TRUE	TRUE	TRUE	861
40 - Main Road - WB	Full	28	63	2	71	0	TRUE	12.8%	8	FALSE	TRUE	TRUE	TRUE	847
41 - A1214 Main road - EB	Full	29	59	15	64	0	TRUE	8.4%	5	TRUE	TRUE	TRUE	TRUE	604
42 - A1214 Main road - WB	Full	30	50	5	50	0	TRUE	-1.2%	-1	TRUE	TRUE	TRUE	TRUE	614
43 - B1438 - WB	Full	31	53	4	54	0	TRUE	2.3%	1	TRUE	TRUE	TRUE	TRUE	637
44 - B1438 - EB	Full	32	48	3	50	0	TRUE	4.8%	2	TRUE	TRUE	TRUE	TRUE	632
45 - B1079 (East) - WB	Full	33	37	6	51	3	FALSE	37.5%	14	FALSE	FALSE	TRUE	TRUE	373
46 - B1079 (East) - EB	Full	34	35	6	30	0	TRUE	-15.4%	-5	TRUE	FALSE	TRUE	TRUE	372
47 - B1079 (West)- WB	Full	35	36	2	33	0	TRUE	-6.9%	-2	FALSE	TRUE	TRUE	TRUE	566
48 - B1079 (West)- EB	Full	36	44	7	39	0	TRUE	-11.0%	-5	TRUE	TRUE	TRUE	TRUE	564

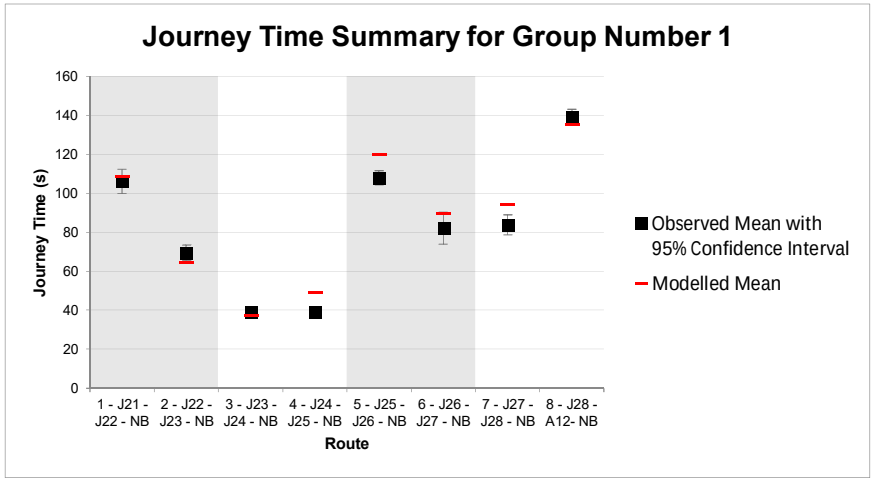
Journey Times
Validation Statistics

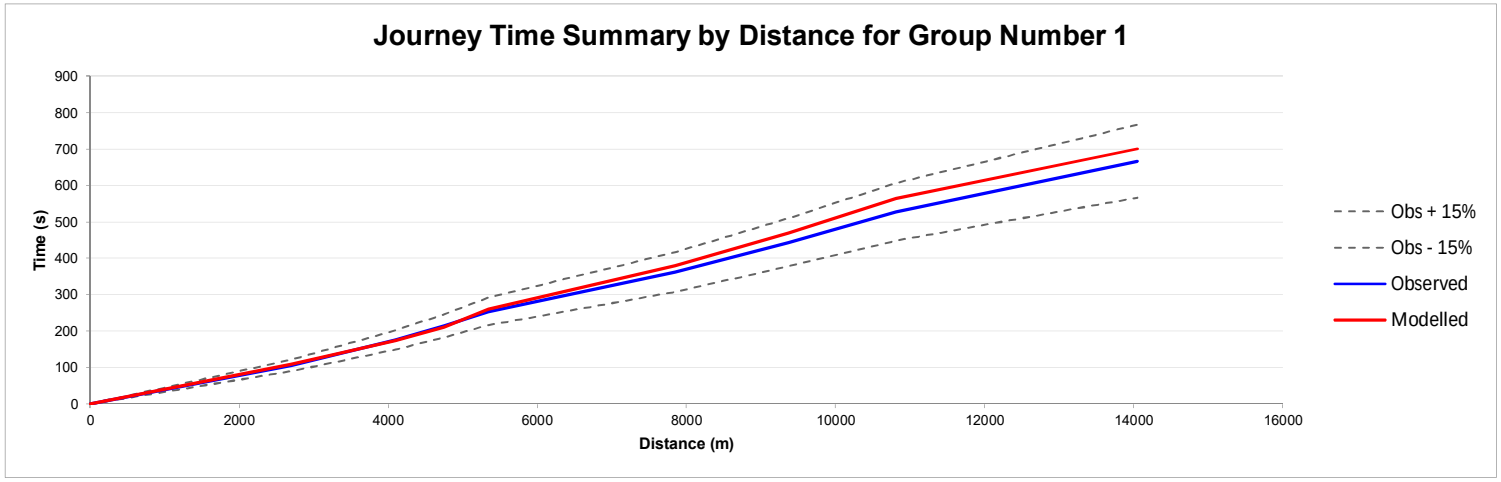
AM Period

49 - A1152 - WB	Full	37	46	6	49	0	TRUE	6.3%	3	TRUE	TRUE	TRUE	TRUE	592
50 - A1152 - EB	Full	38	43	4	49	0	TRUE	15.3%	6	FALSE	FALSE	TRUE	TRUE	593
51 - A12 NB	Full	2	666	34	700	1	TRUE	5.1%	34	TRUE	TRUE	TRUE	TRUE	13695
52 - A12 SB	Full	4	685	90	707	4	TRUE	3.3%	22	TRUE	TRUE	TRUE	TRUE	13295

Journey Times
Validation Statistics

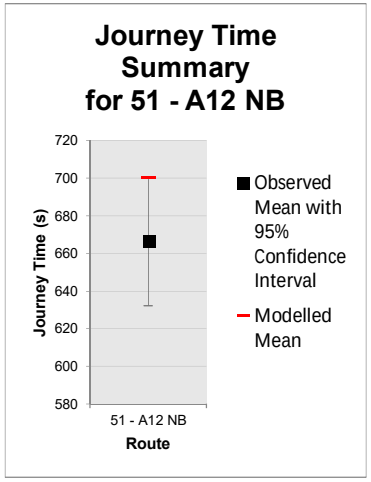
AM Period

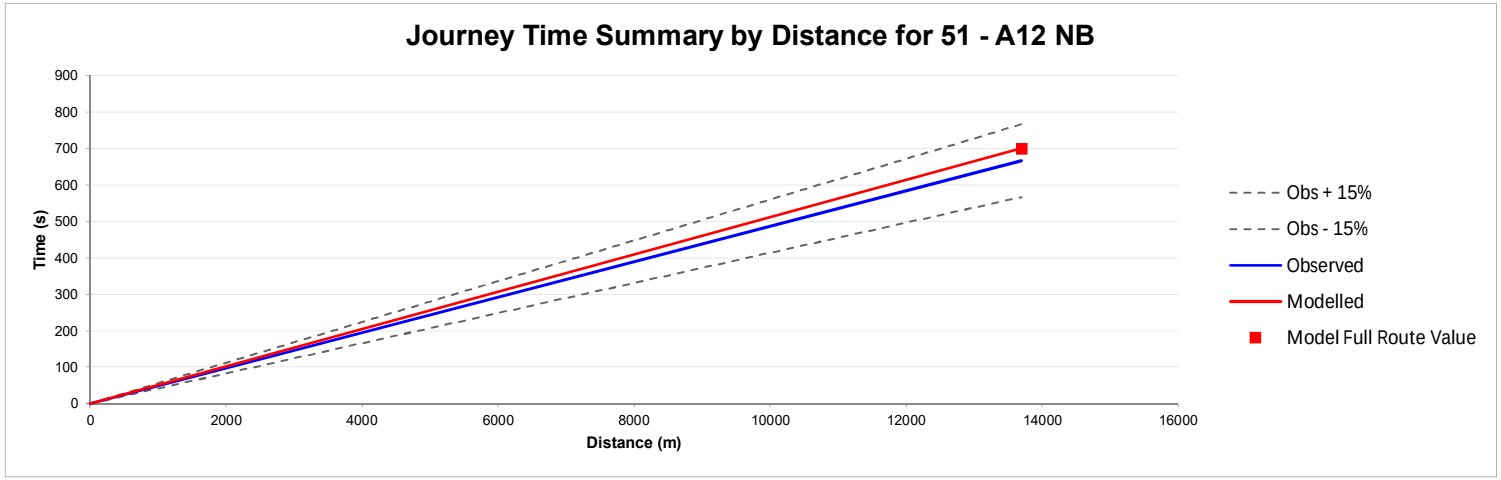




Journey Times
Validation Statistics

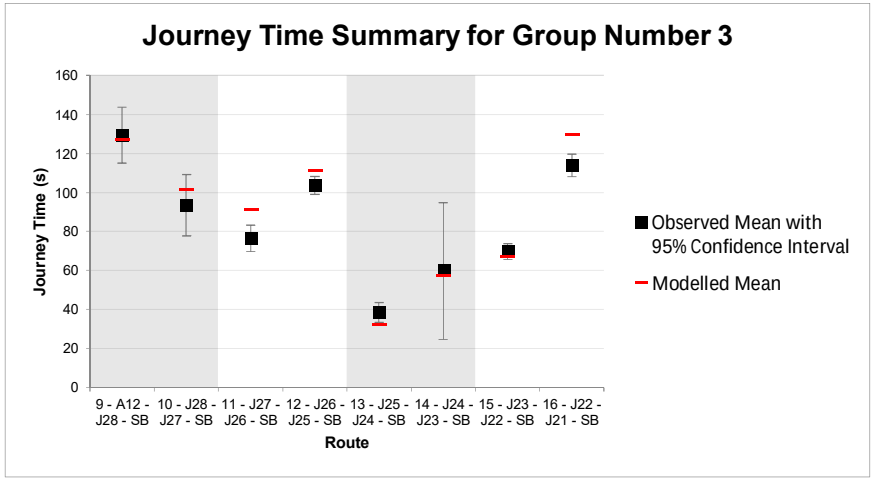
AM Period

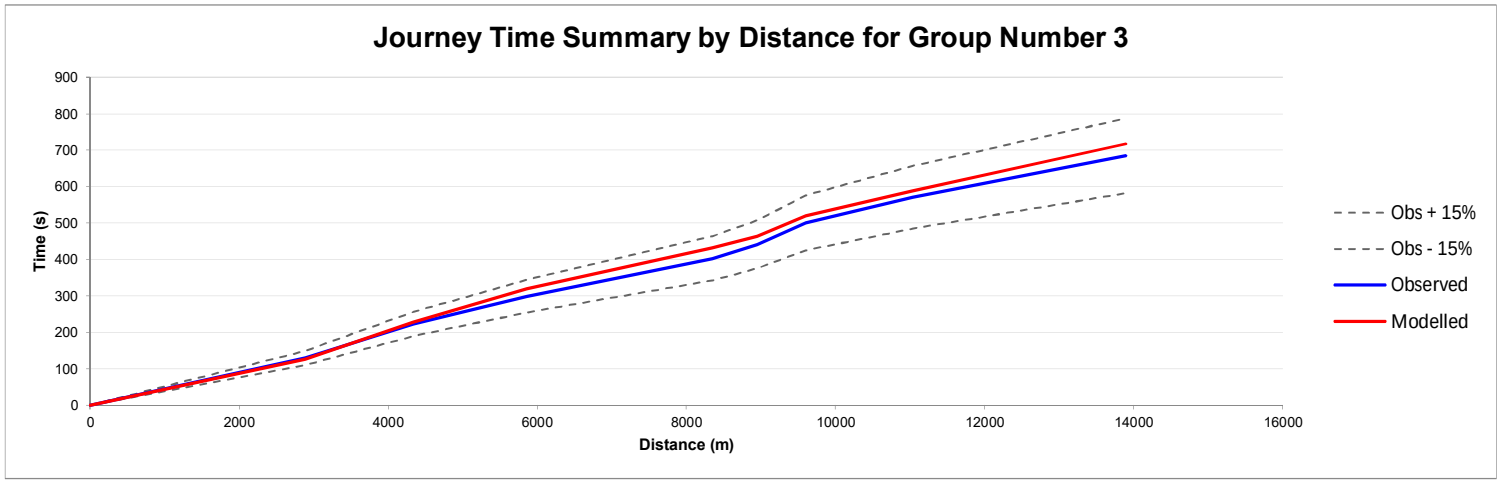




Journey Times
Validation Statistics

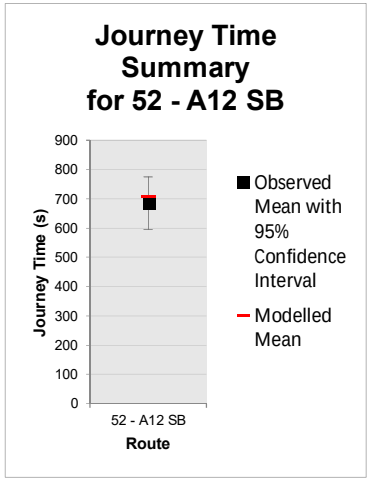
AM Period

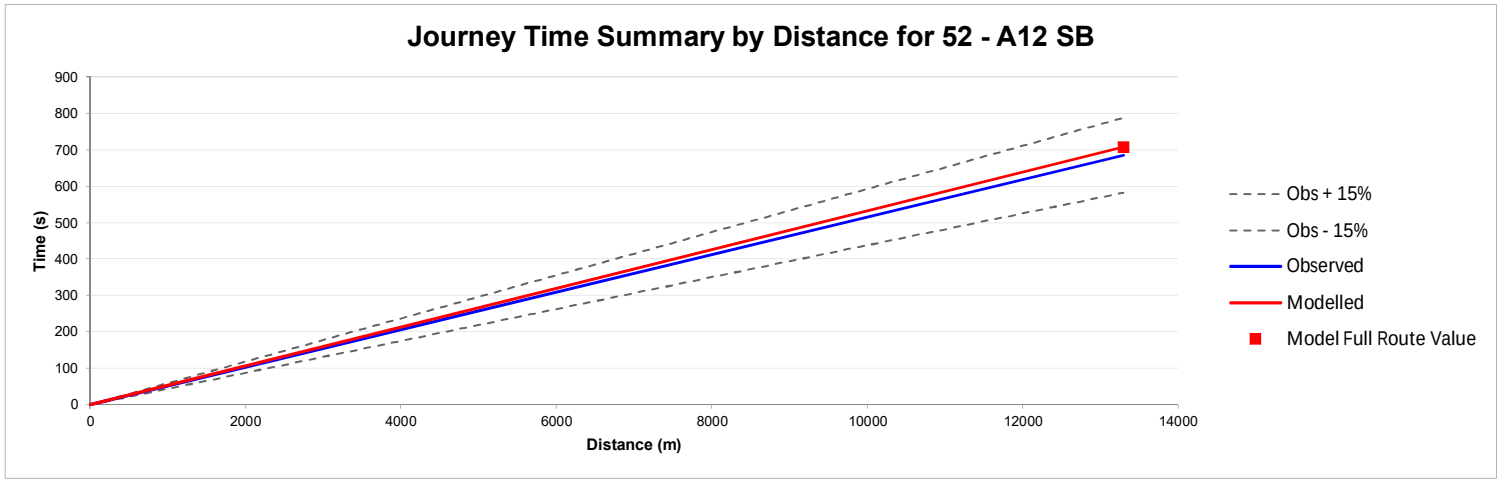




Journey Times
Validation Statistics

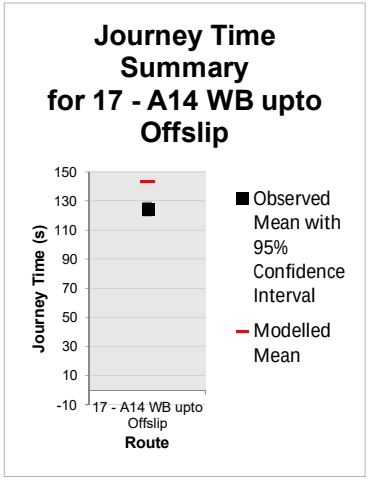
AM Period

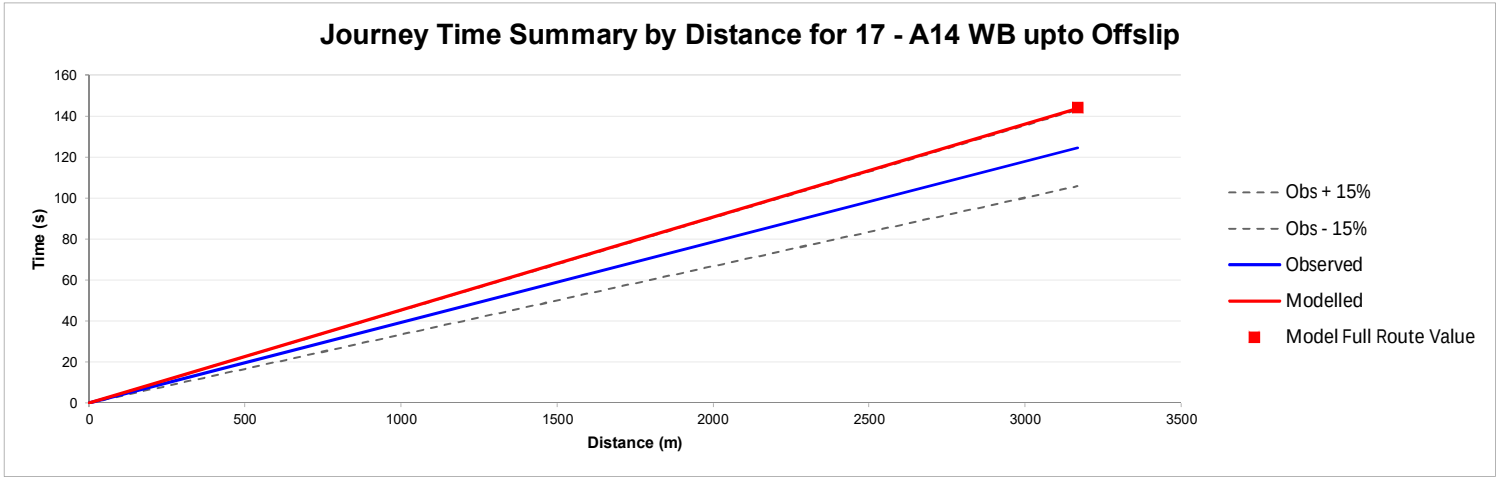




Journey Times
Validation Statistics

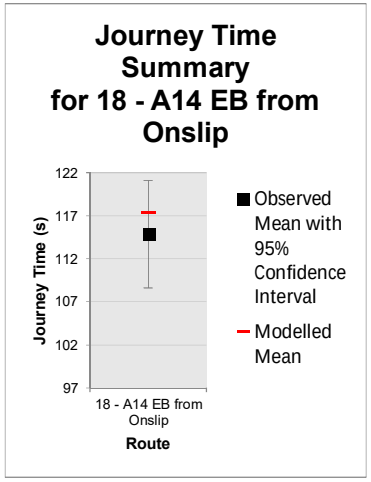
AM Period

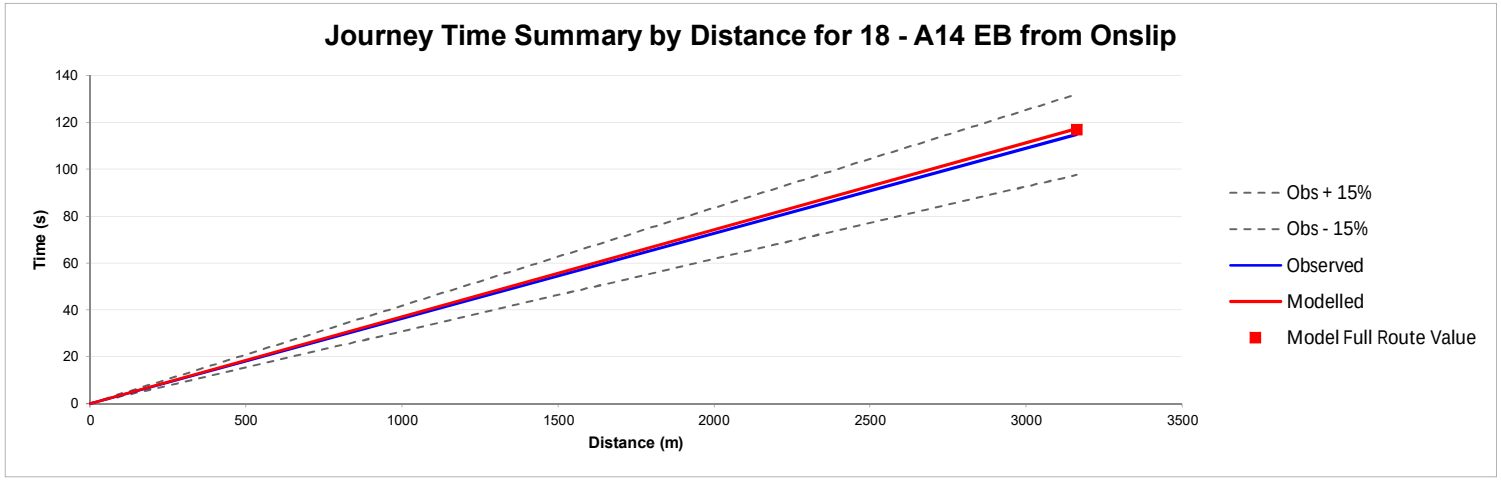




Journey Times
Validation Statistics

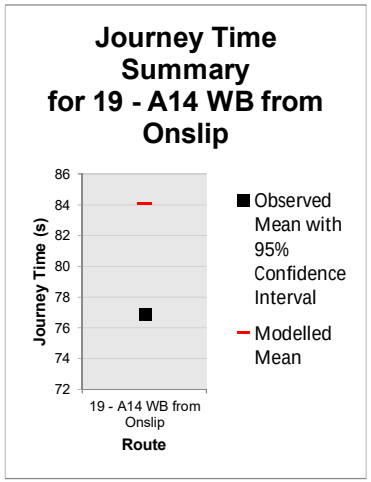
AM Period

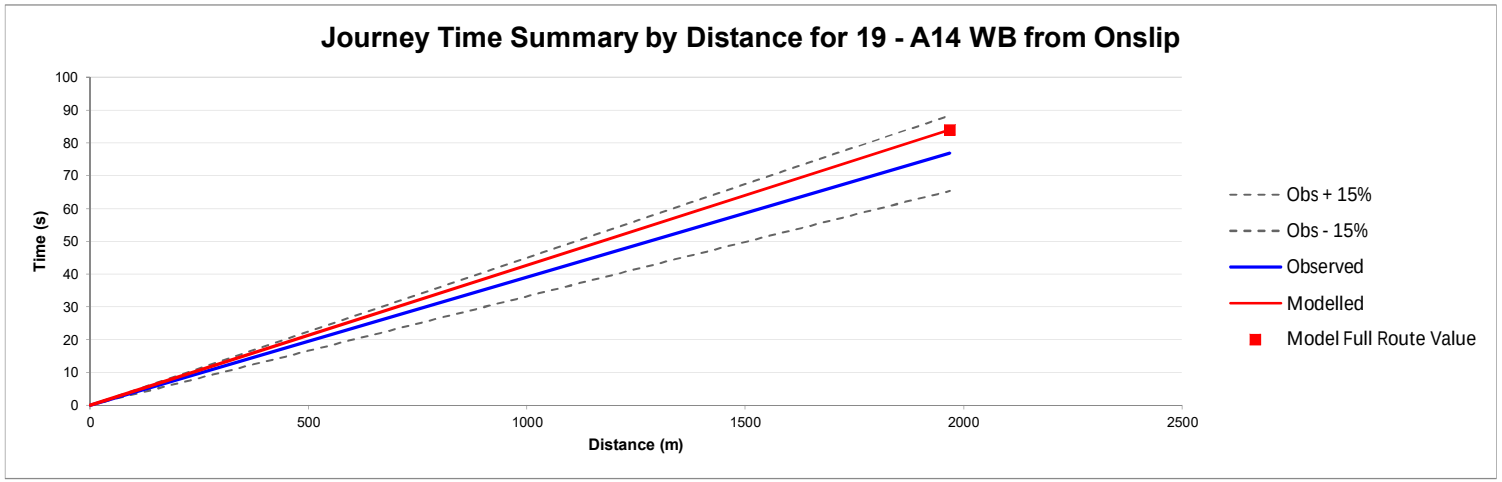




Journey Times
Validation Statistics

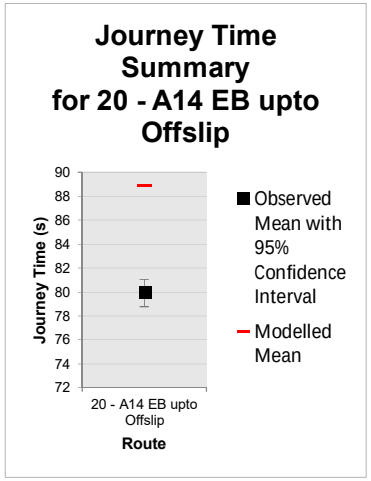
AM Period

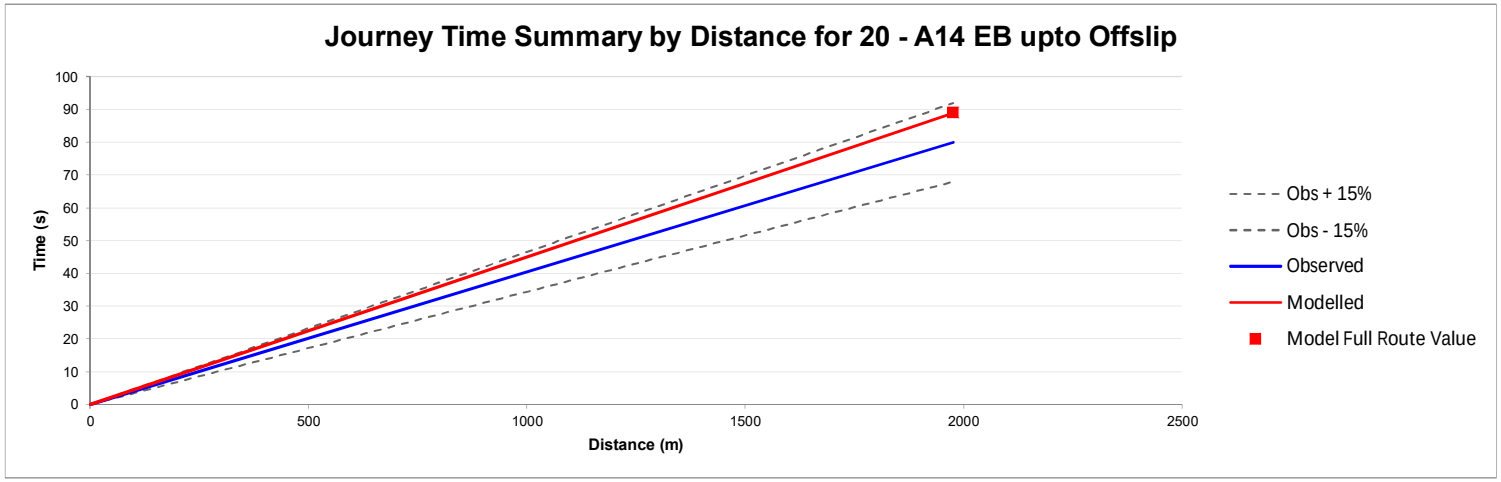




Journey Times
Validation Statistics

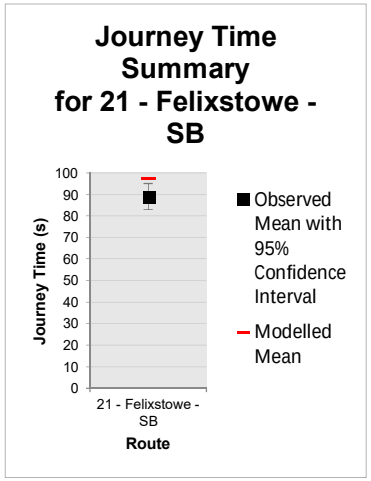
AM Period

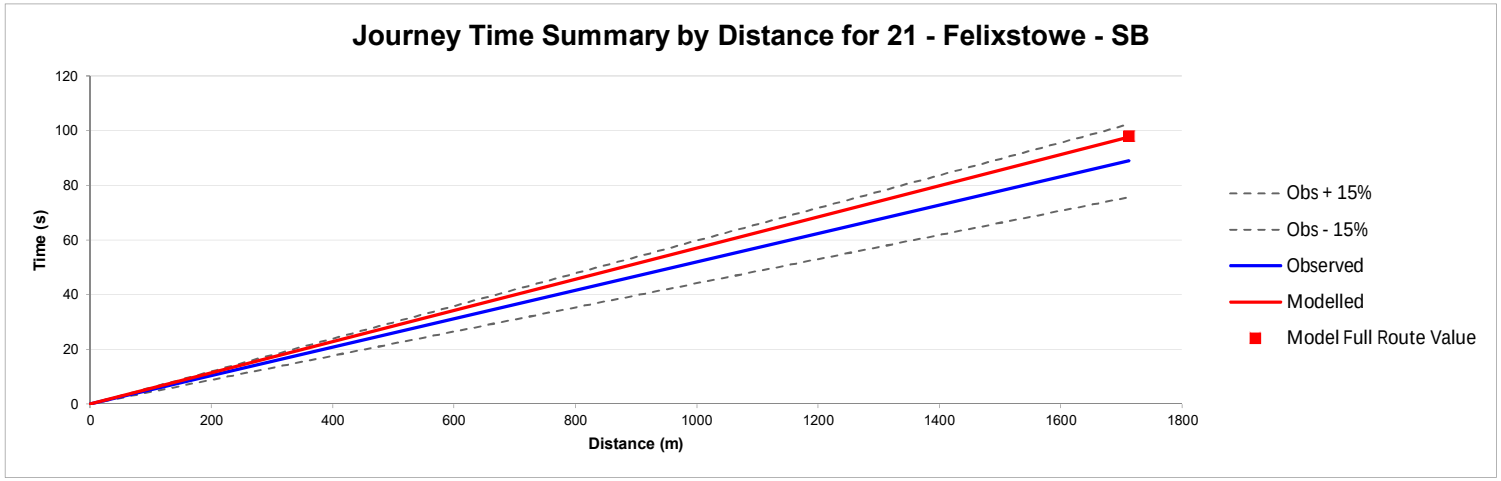




Journey Times
Validation Statistics

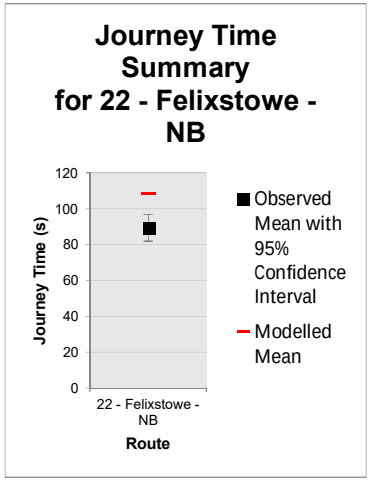
AM Period

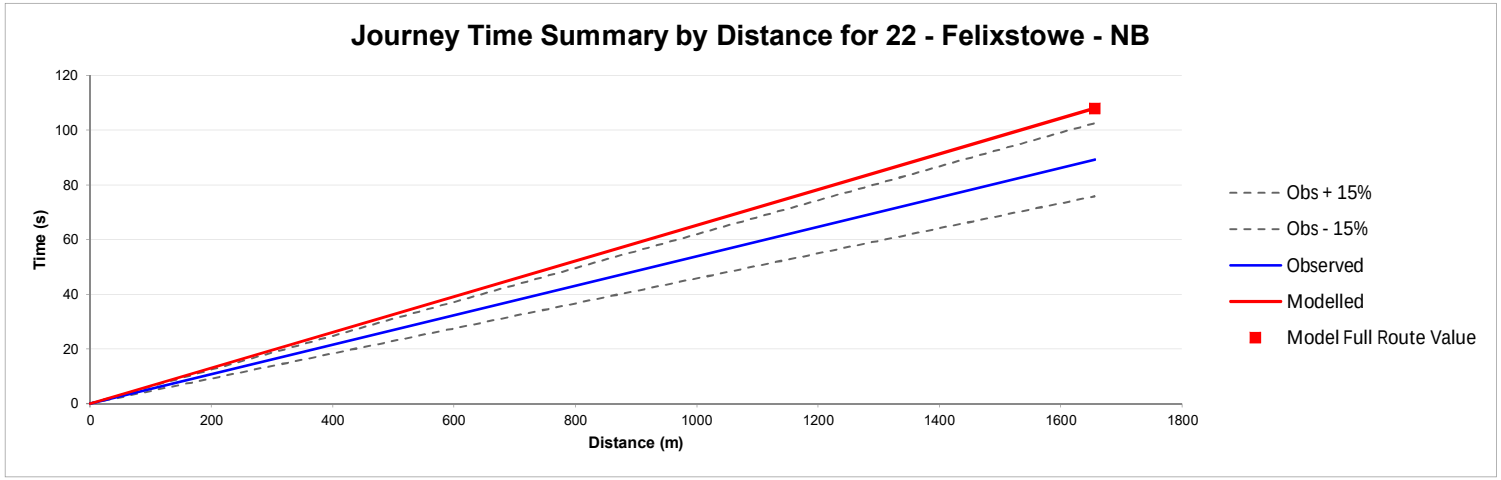




Journey Times
Validation Statistics

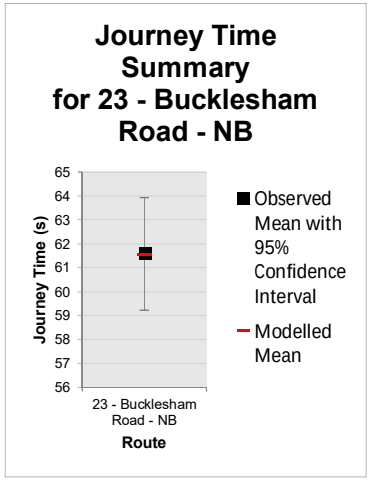
AM Period

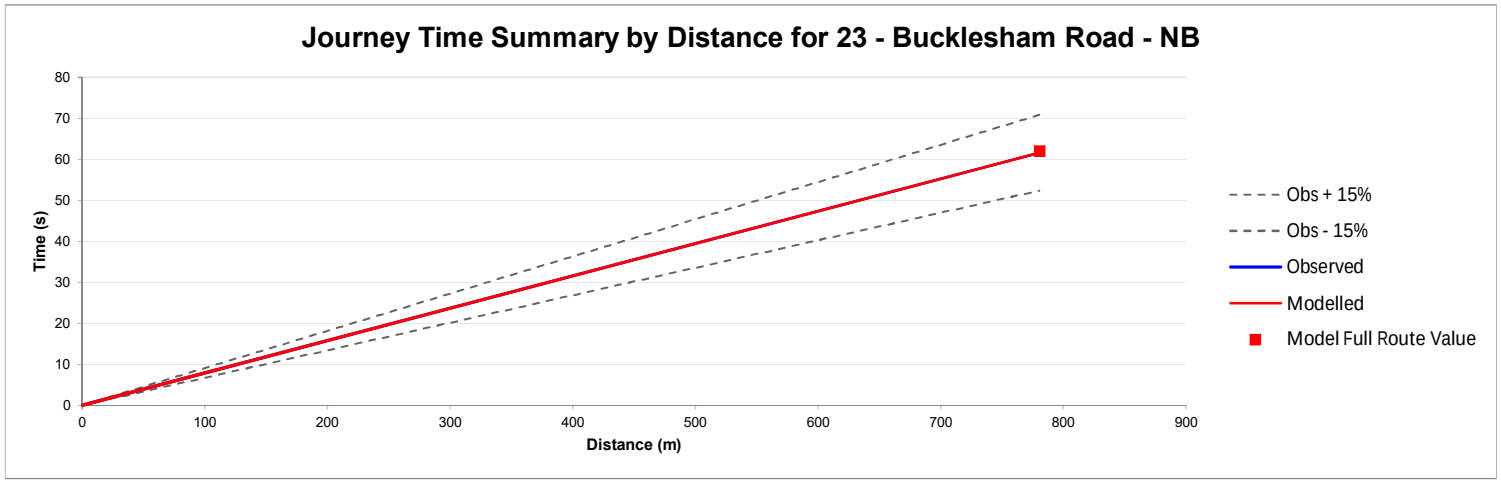




Journey Times
Validation Statistics

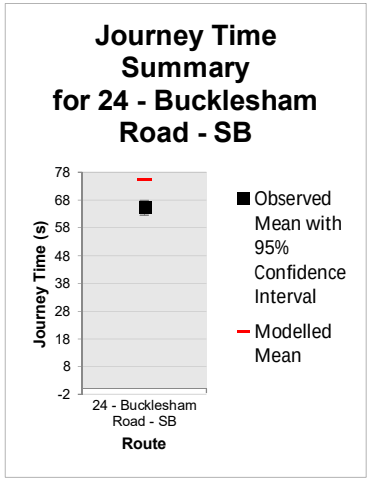
AM Period

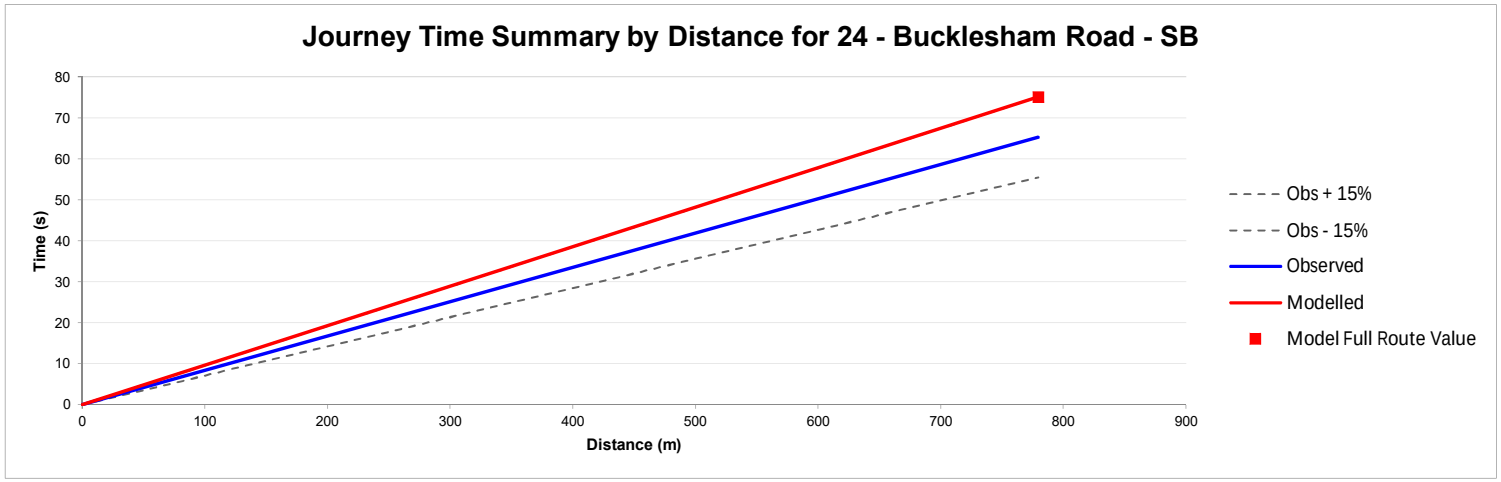




Journey Times
Validation Statistics

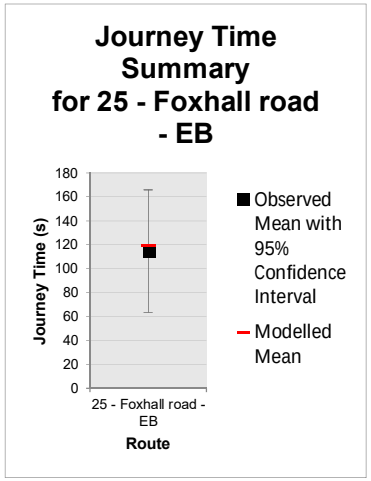
AM Period

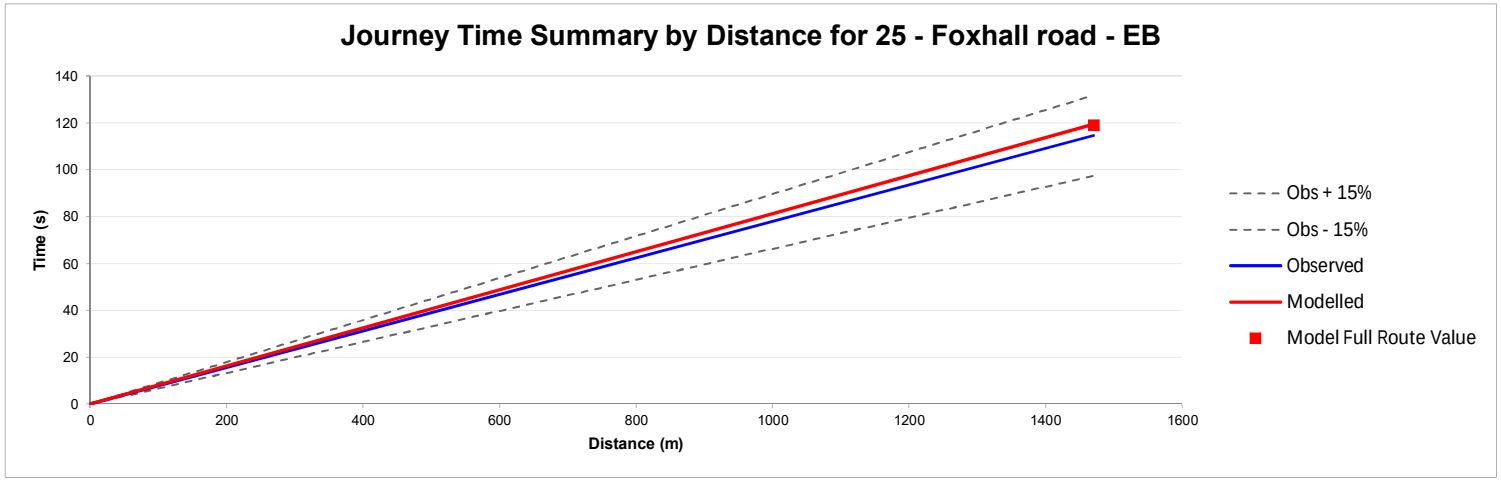




Journey Times
Validation Statistics

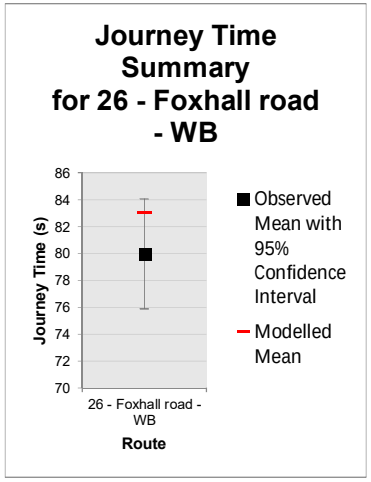
AM Period

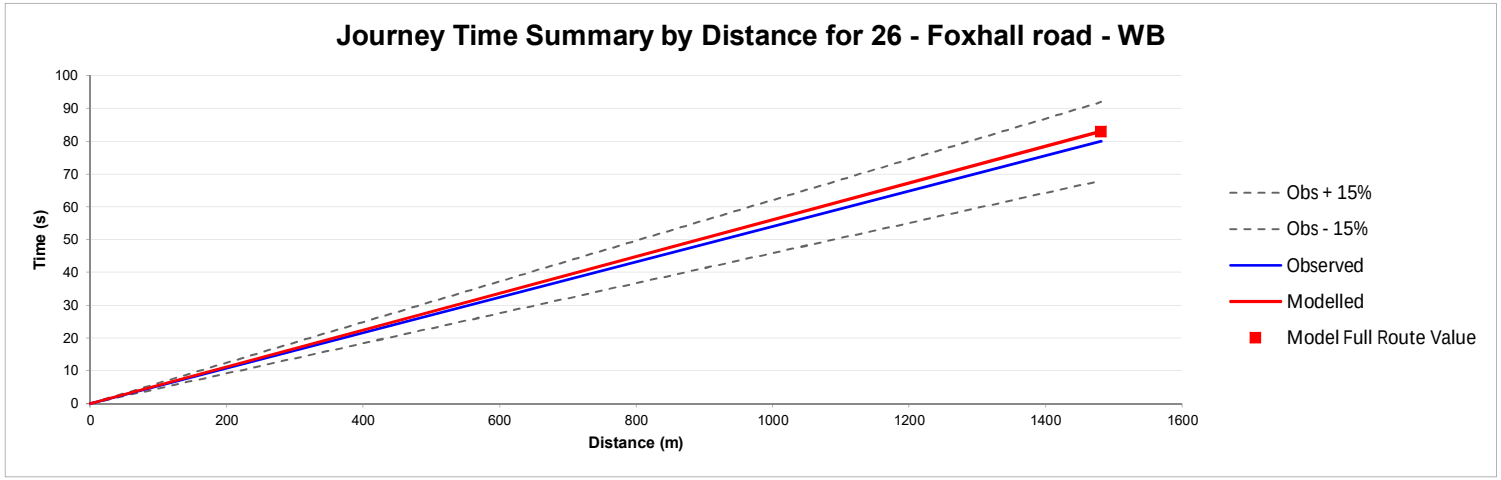




Journey Times
Validation Statistics

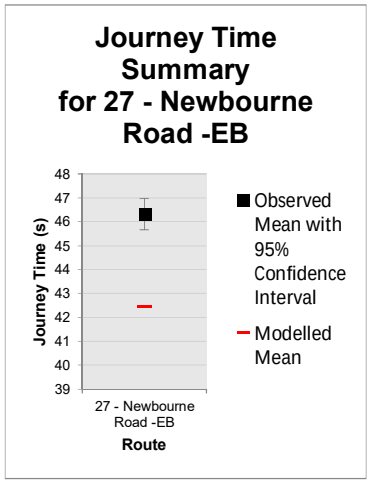
AM Period

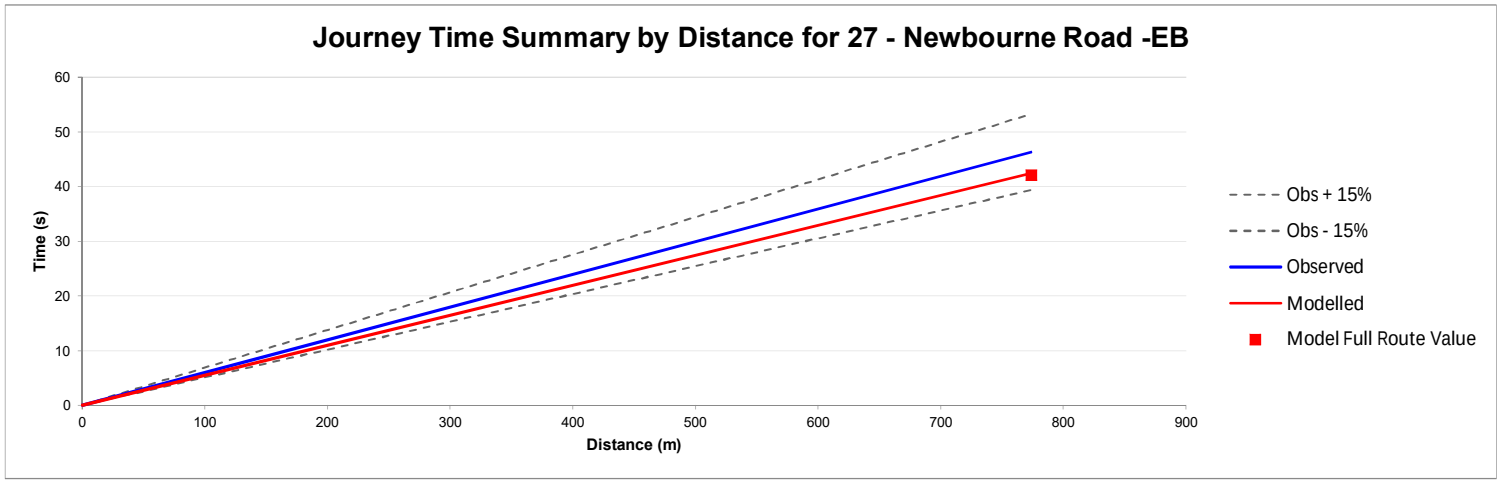




Journey Times
Validation Statistics

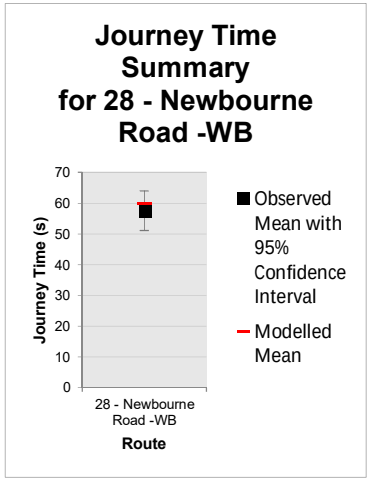
AM Period

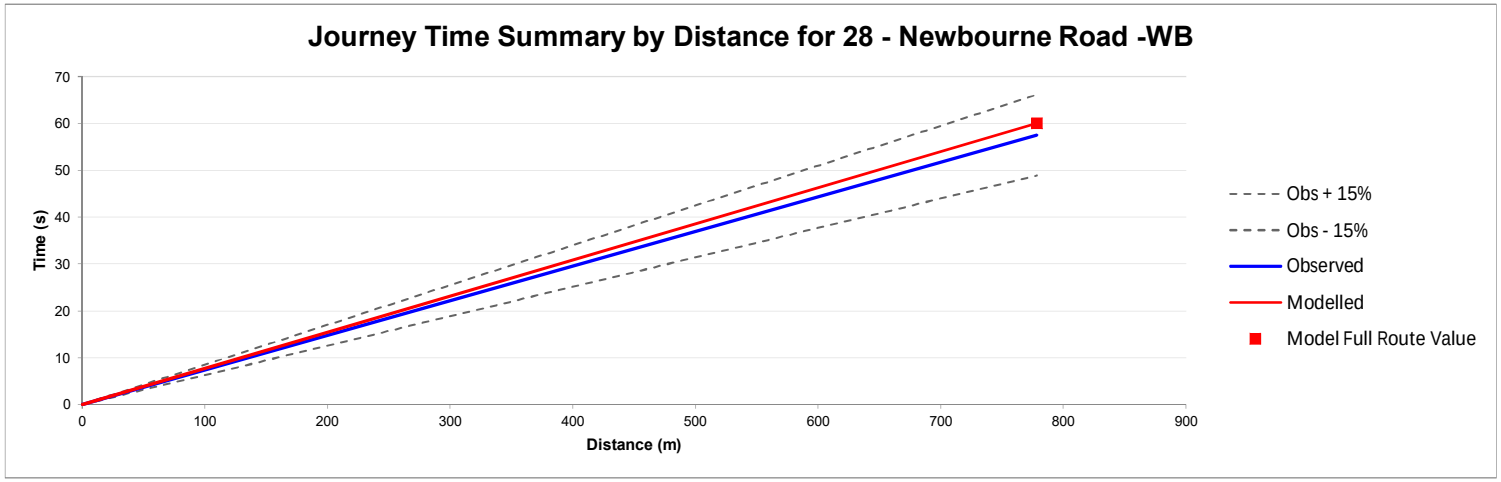




Journey Times
Validation Statistics

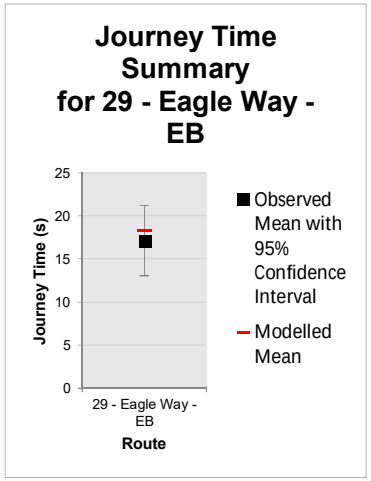
AM Period

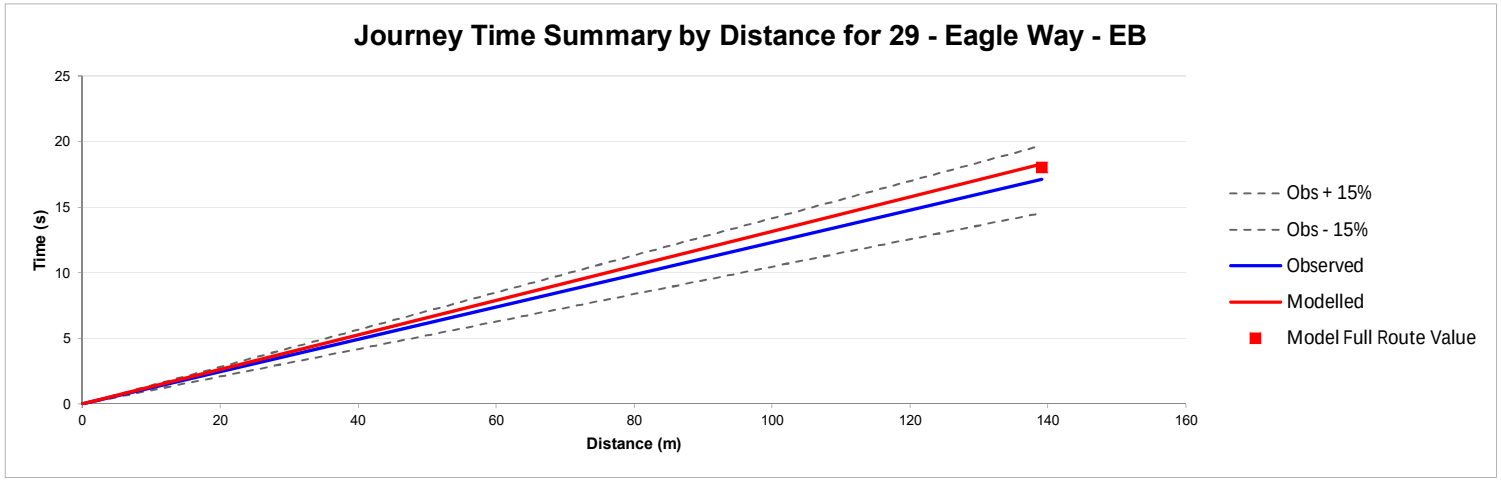




Journey Times
Validation Statistics

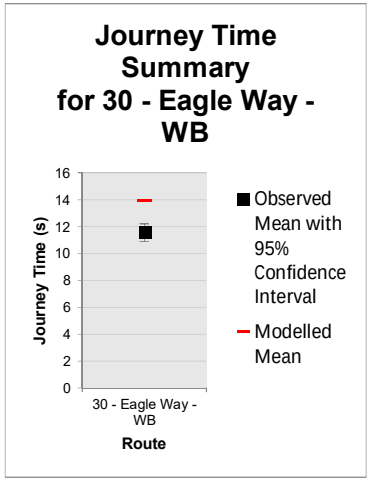
AM Period

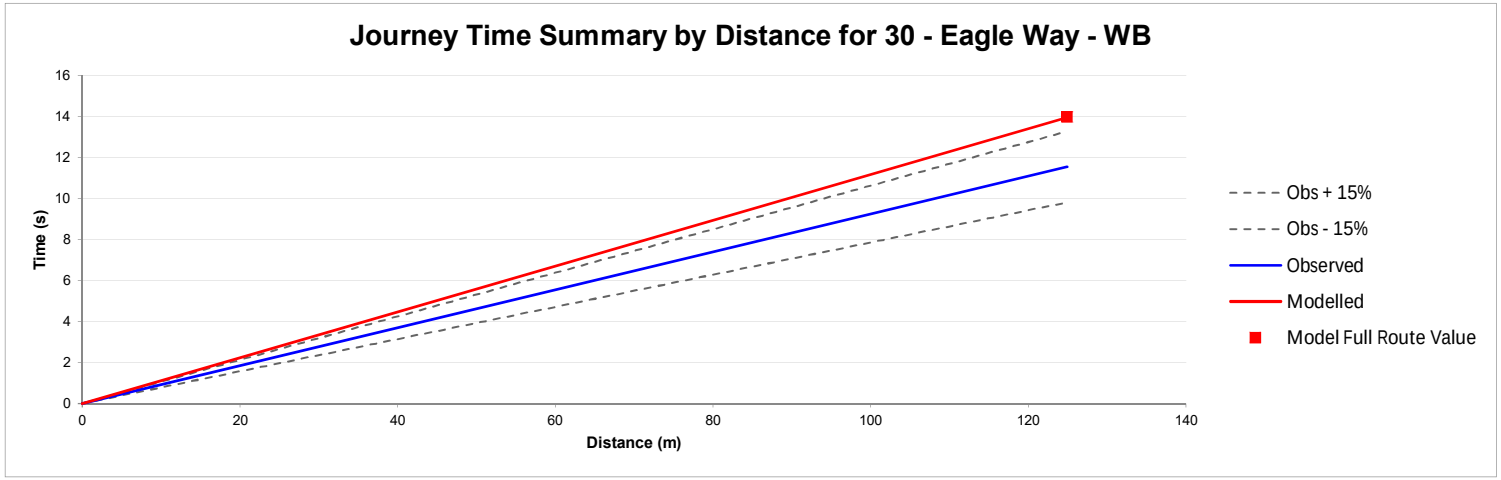




Journey Times
Validation Statistics

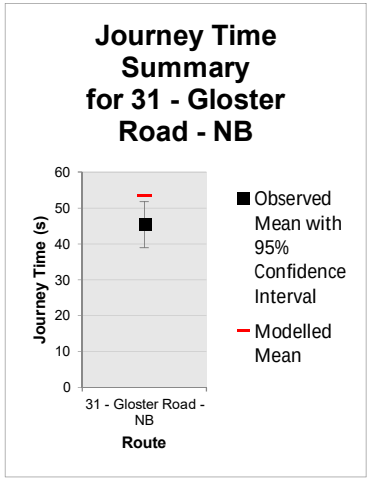
AM Period

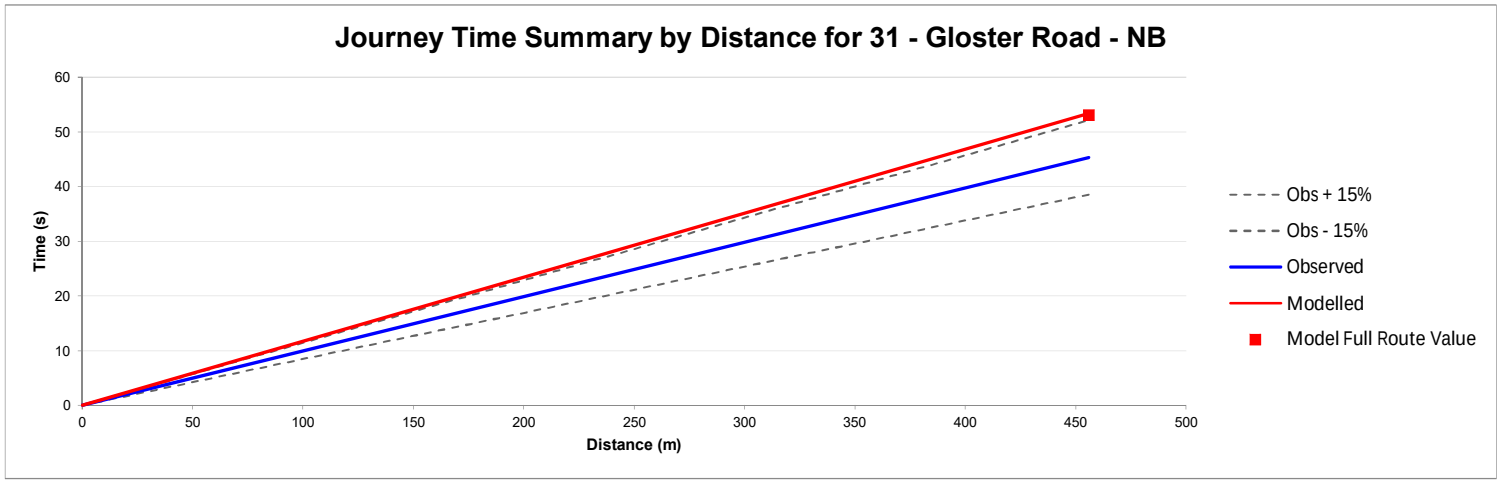




Journey Times
Validation Statistics

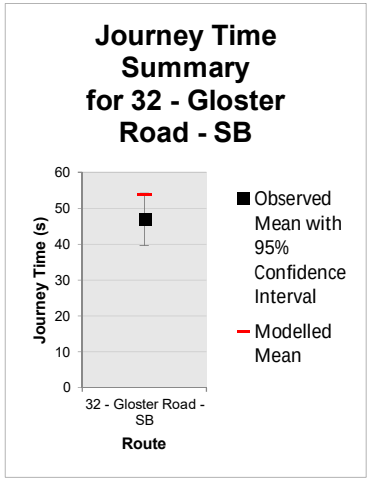
AM Period

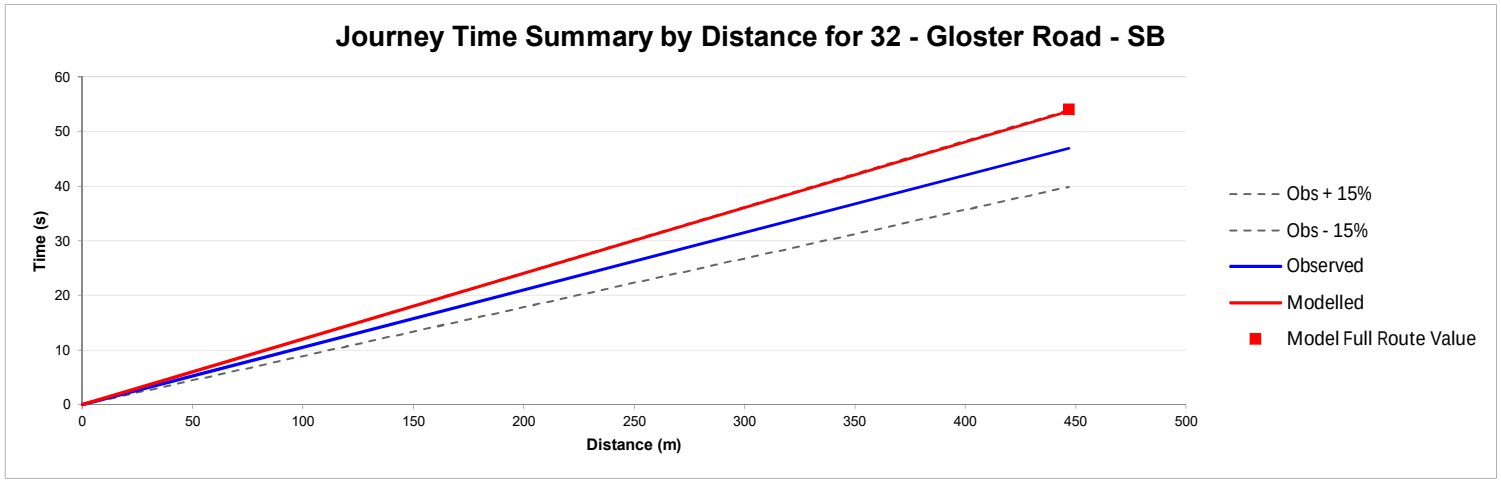




Journey Times
Validation Statistics

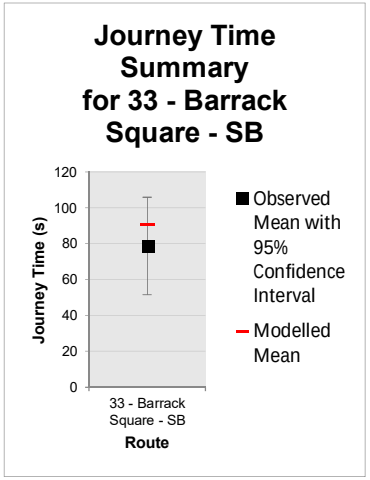
AM Period

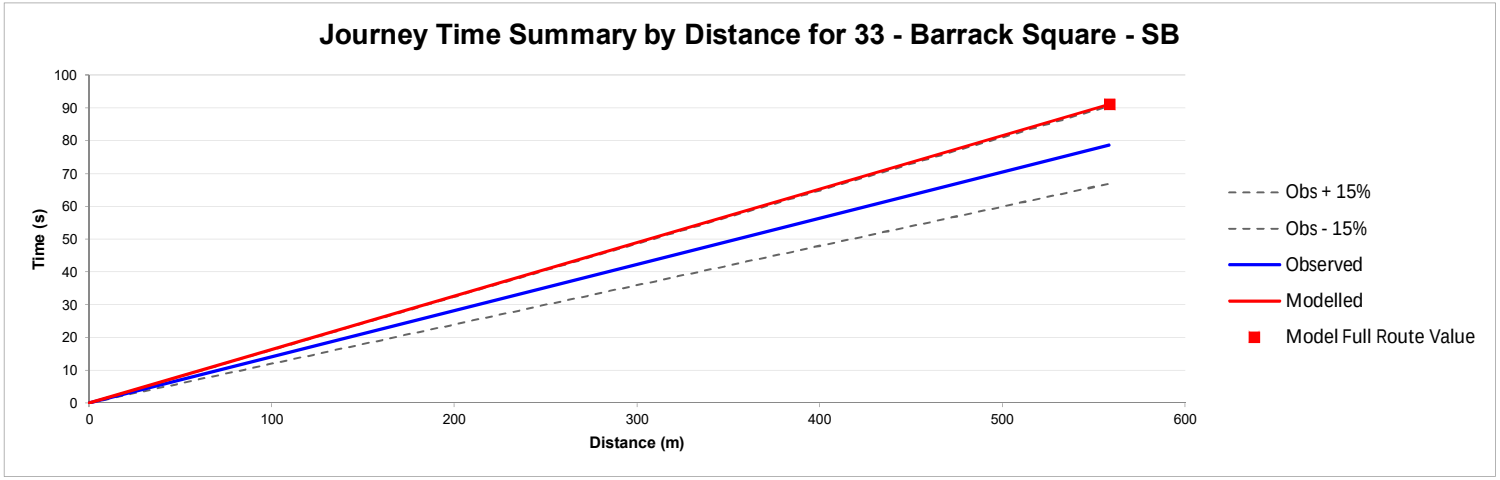




Journey Times
Validation Statistics

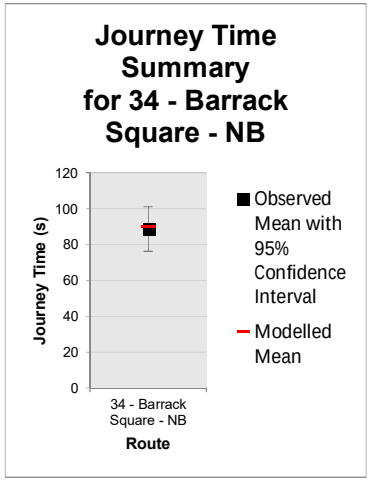
AM Period

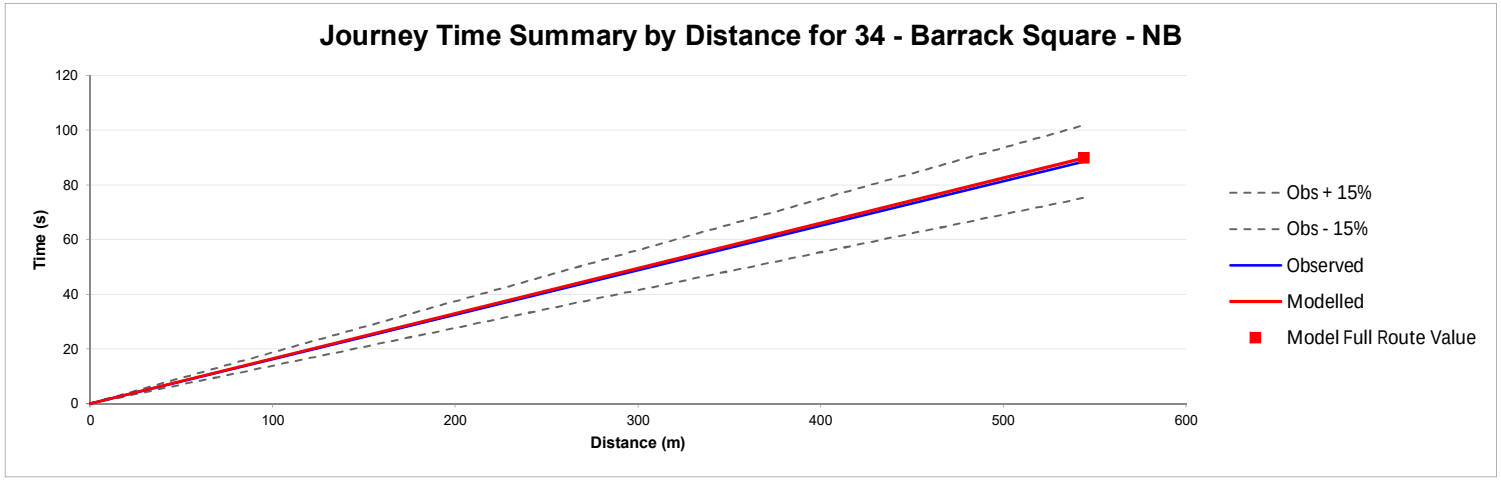




Journey Times
Validation Statistics

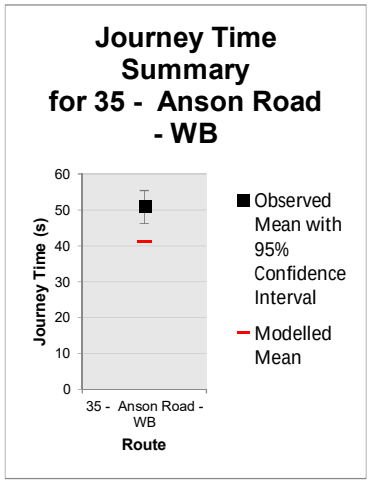
AM Period

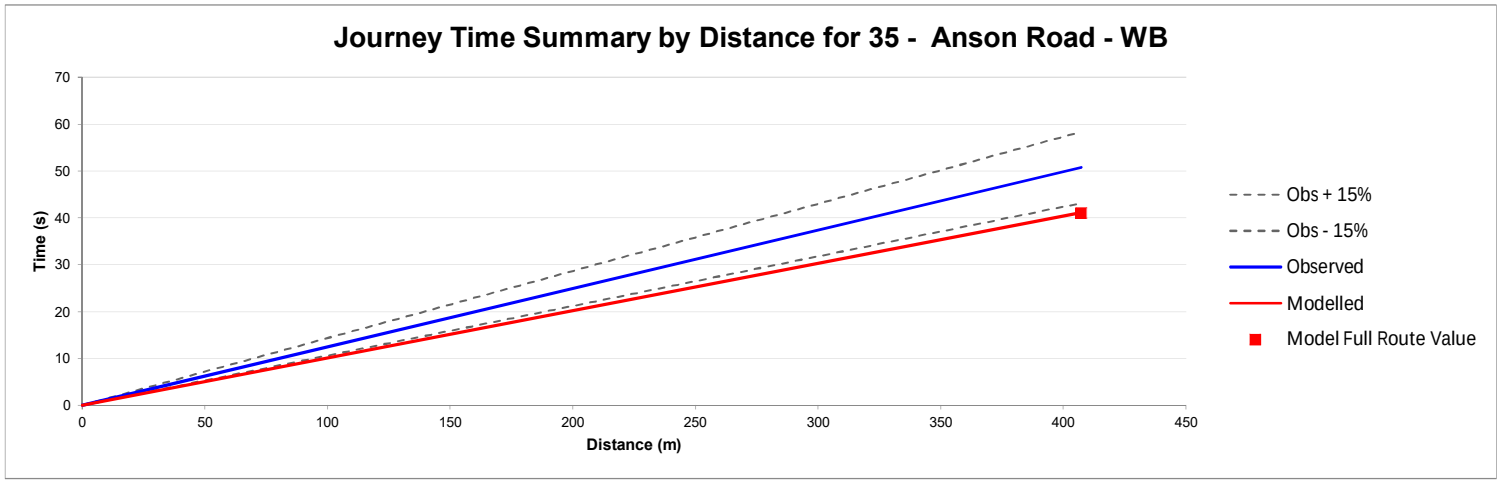




Journey Times
Validation Statistics

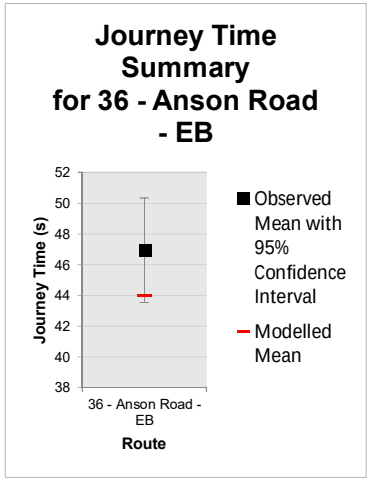
AM Period

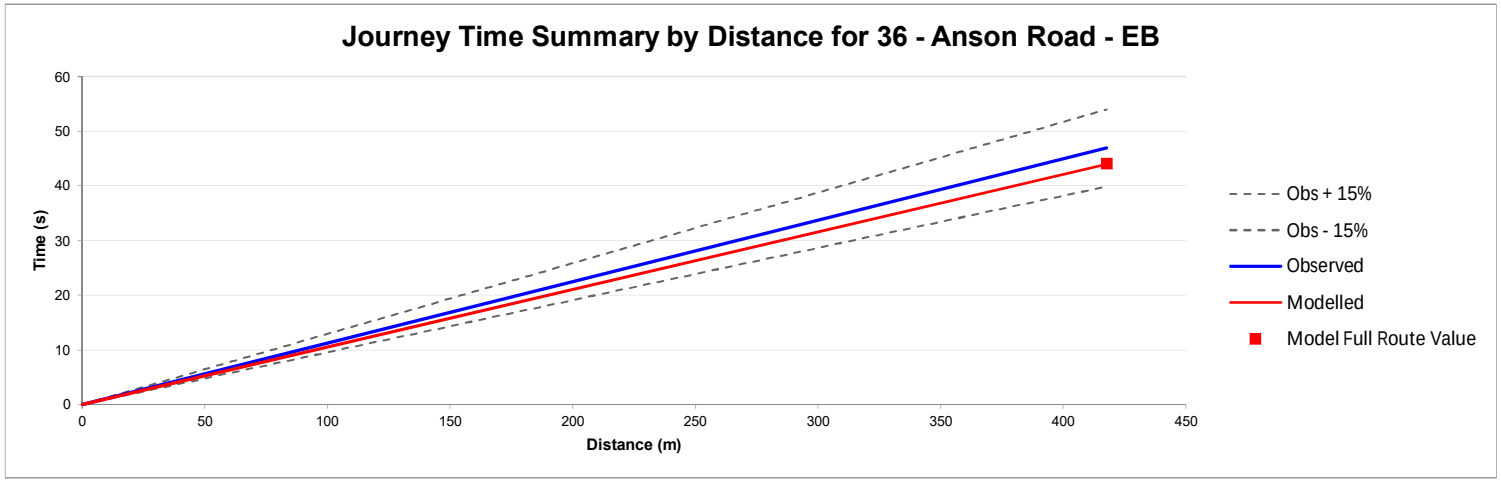




Journey Times
Validation Statistics

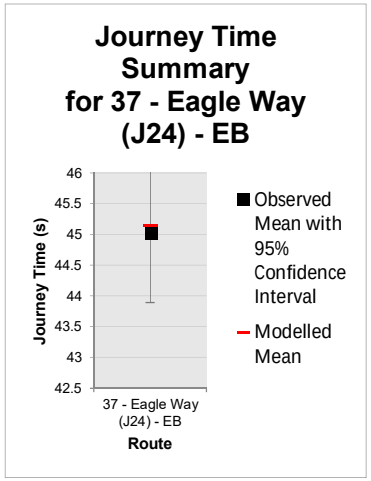
AM Period

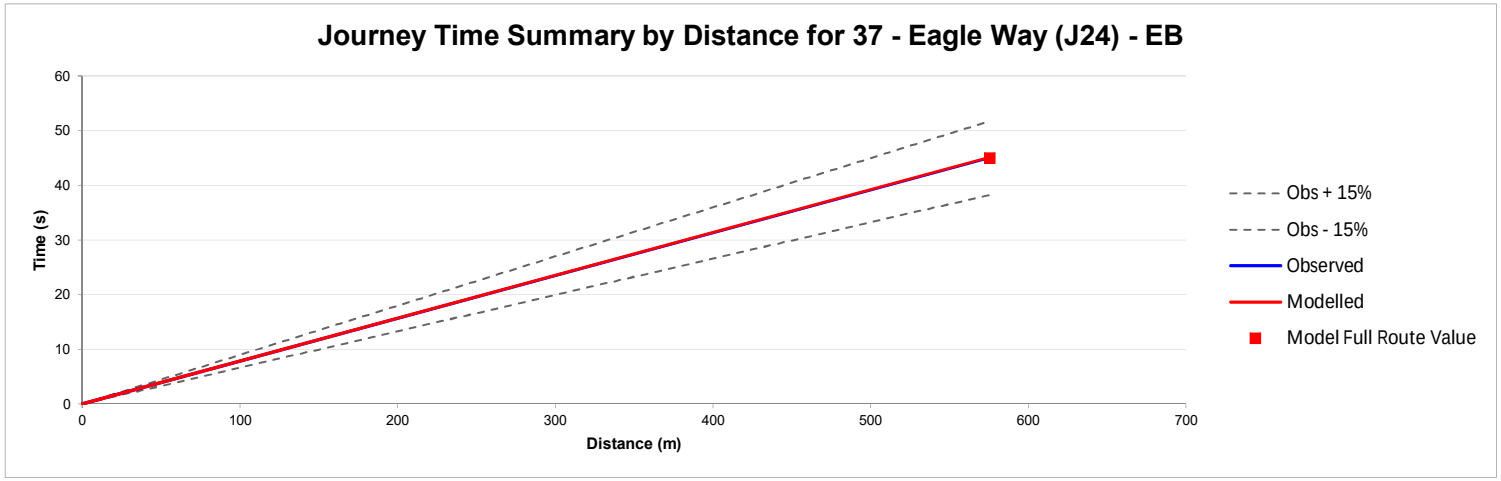




Journey Times
Validation Statistics

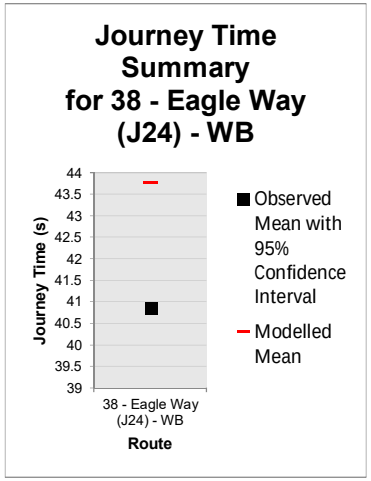
AM Period

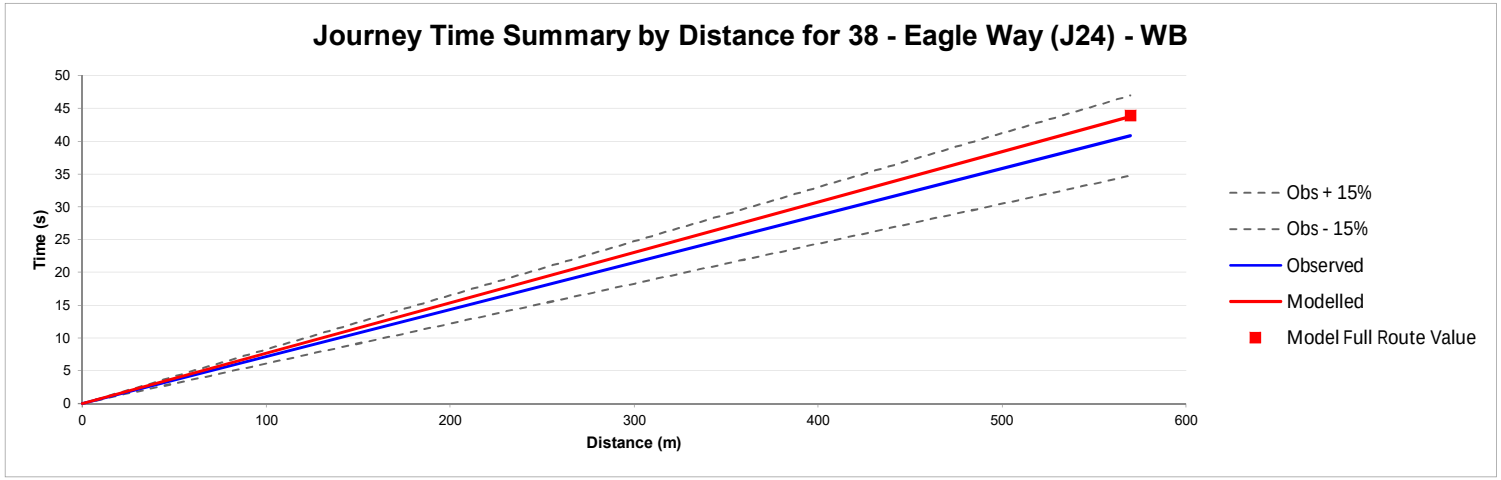




Journey Times
Validation Statistics

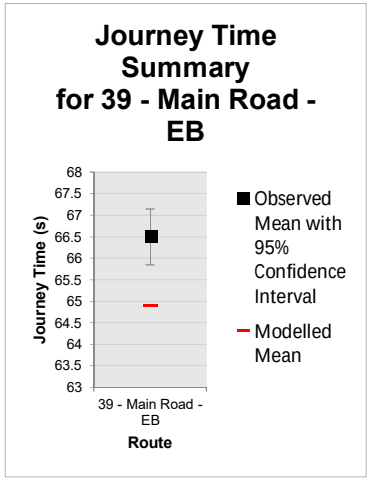
AM Period

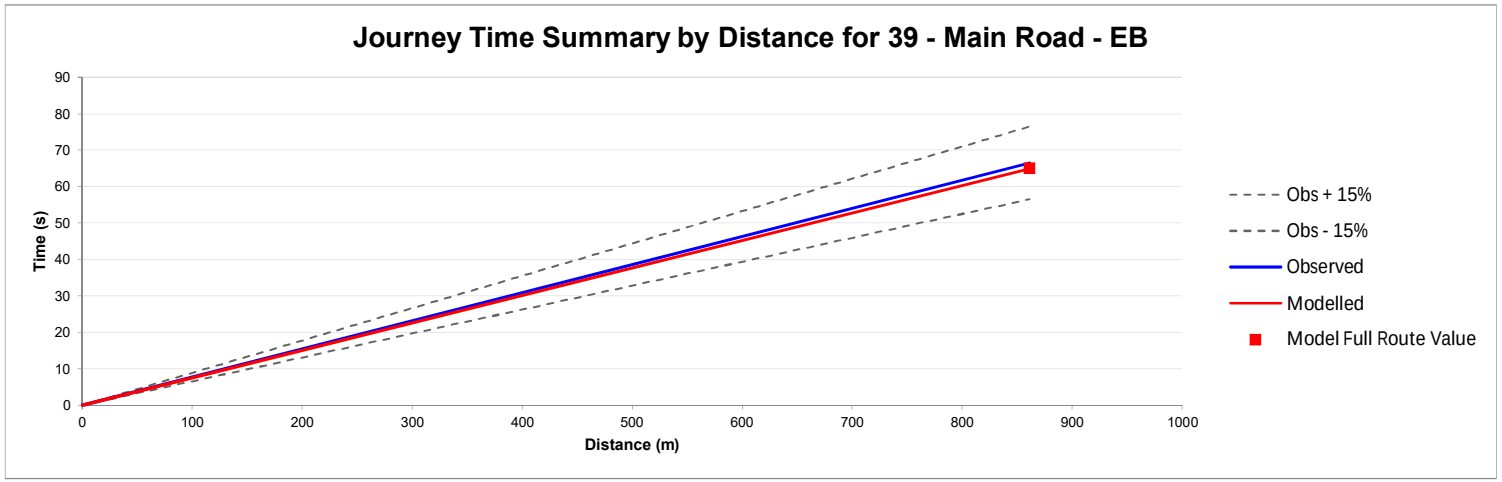




Journey Times
Validation Statistics

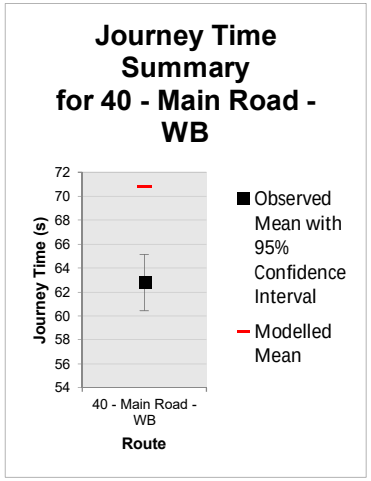
AM Period

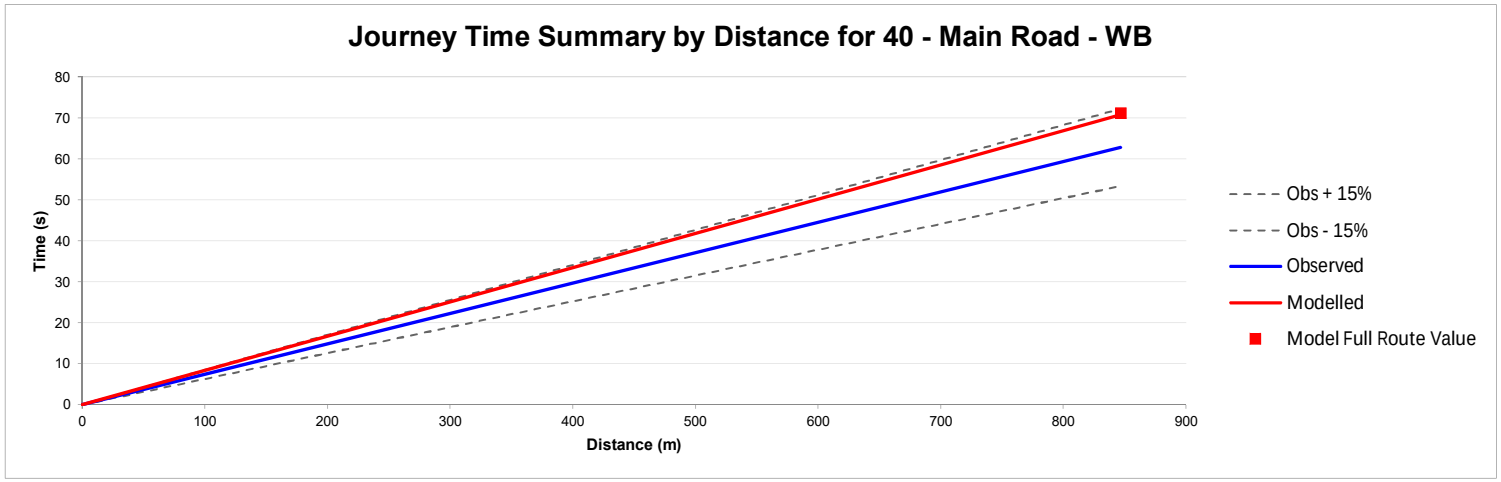




Journey Times
Validation Statistics

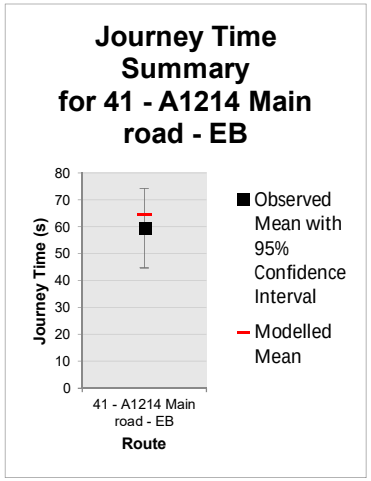
AM Period





Journey Times
Validation Statistics

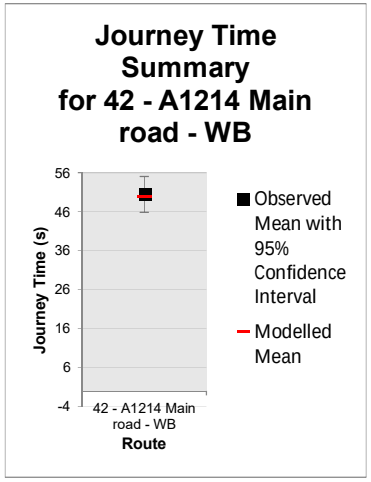
AM Period

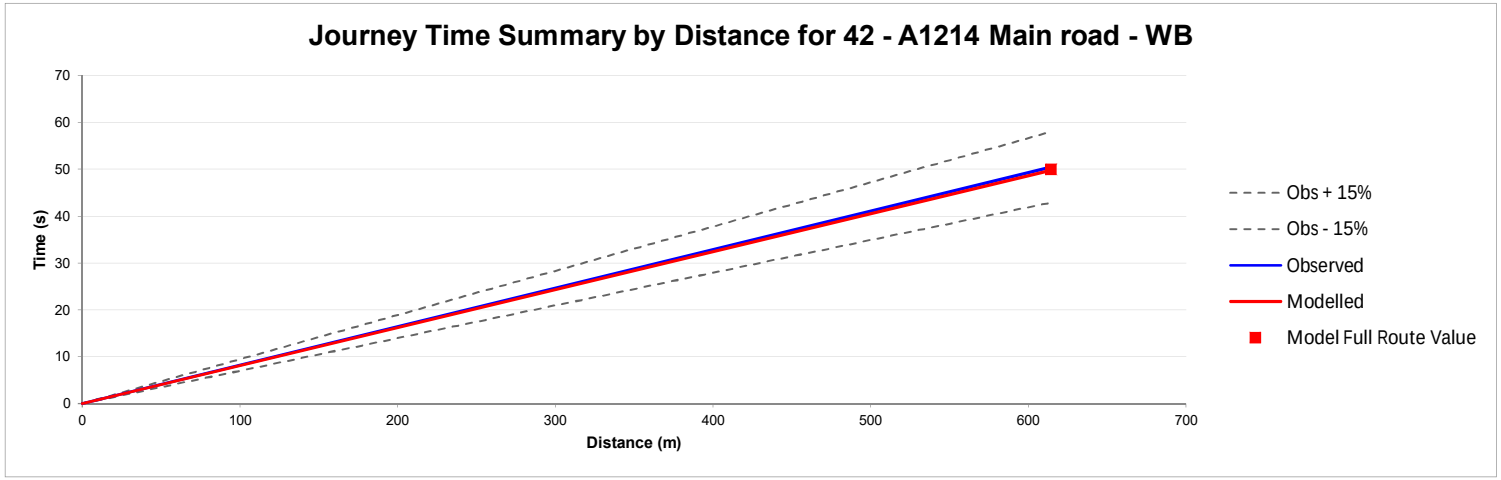




Journey Times
Validation Statistics

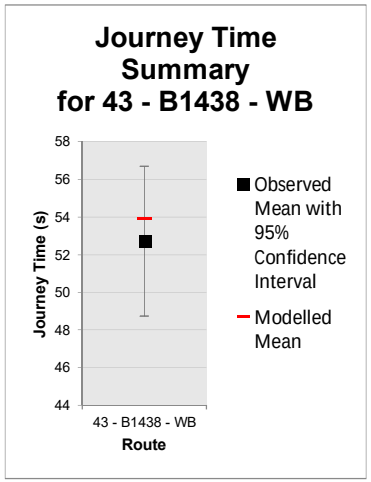
AM Period

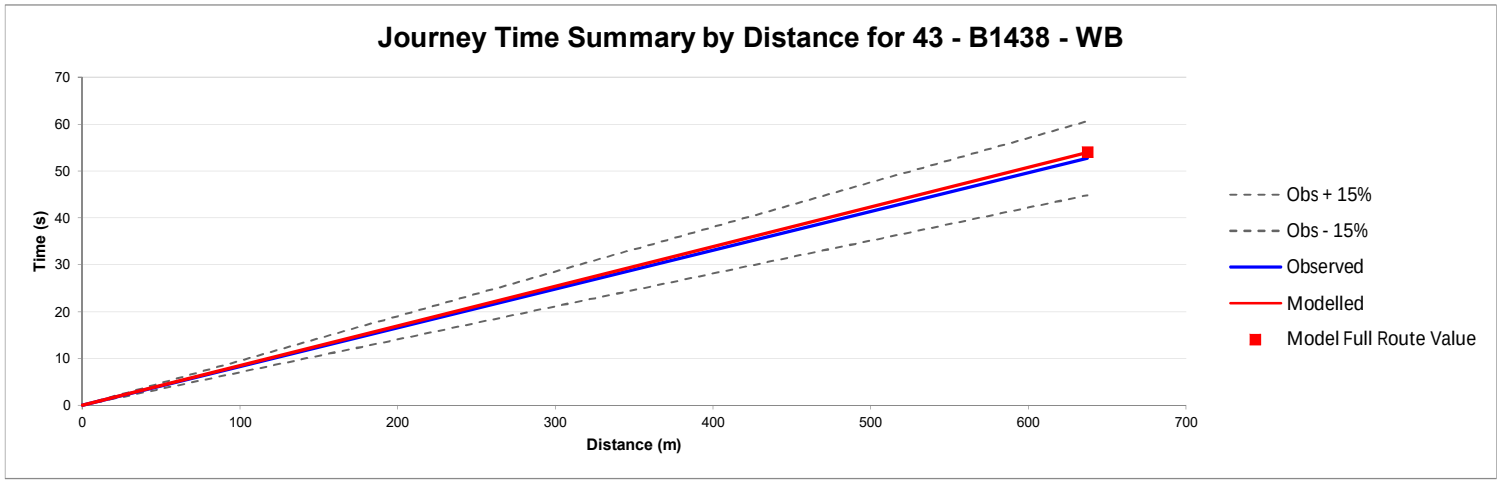




Journey Times
Validation Statistics

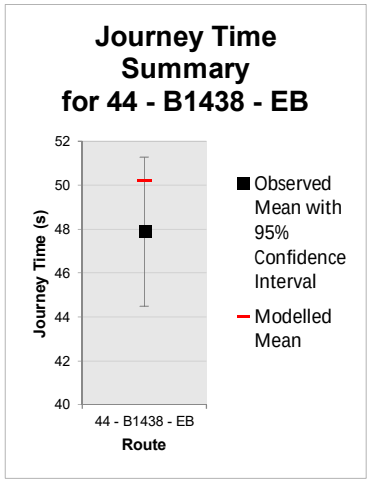
AM Period

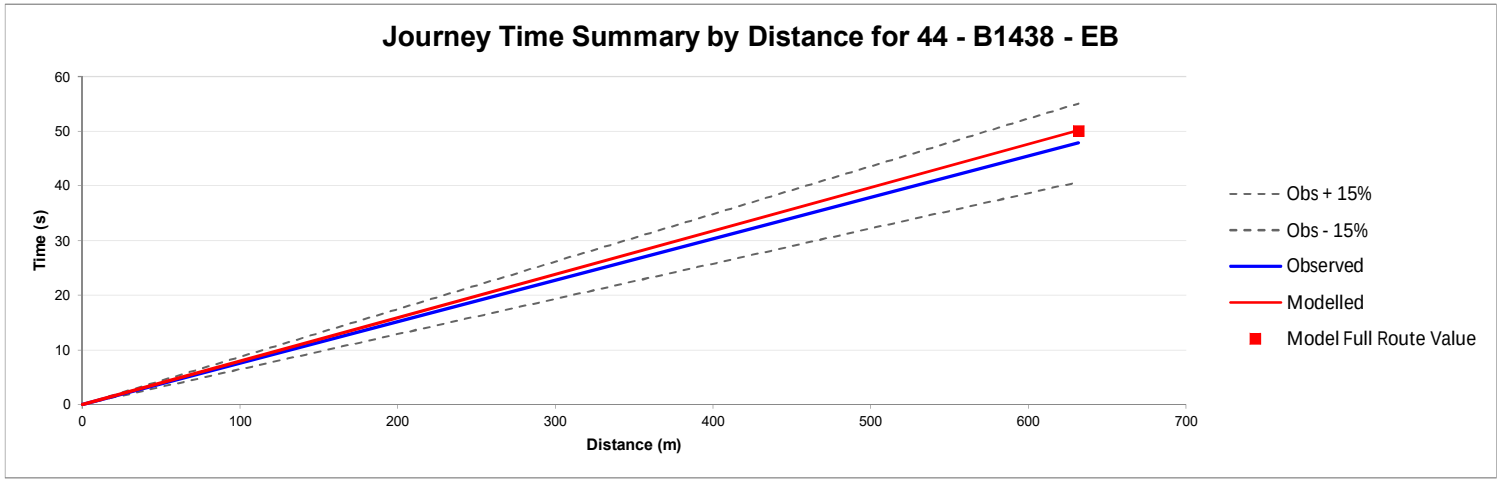




Journey Times
Validation Statistics

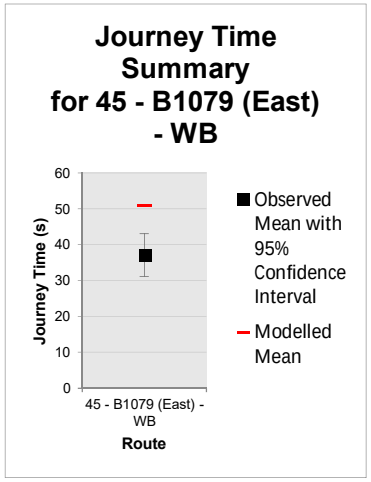
AM Period

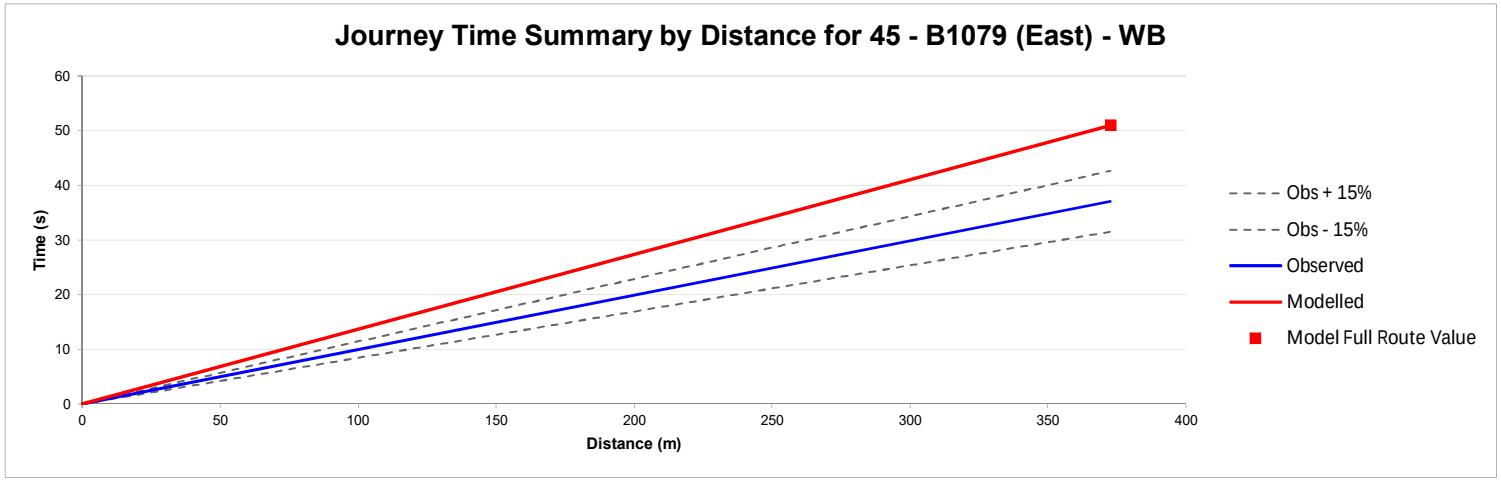




Journey Times
Validation Statistics

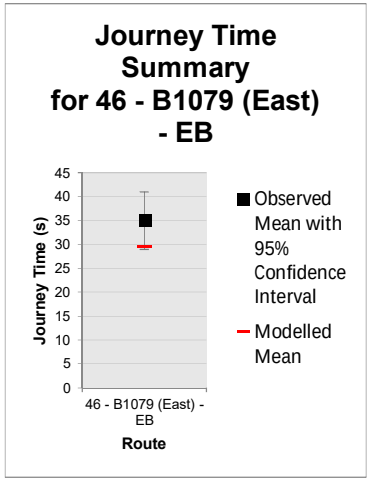
AM Period

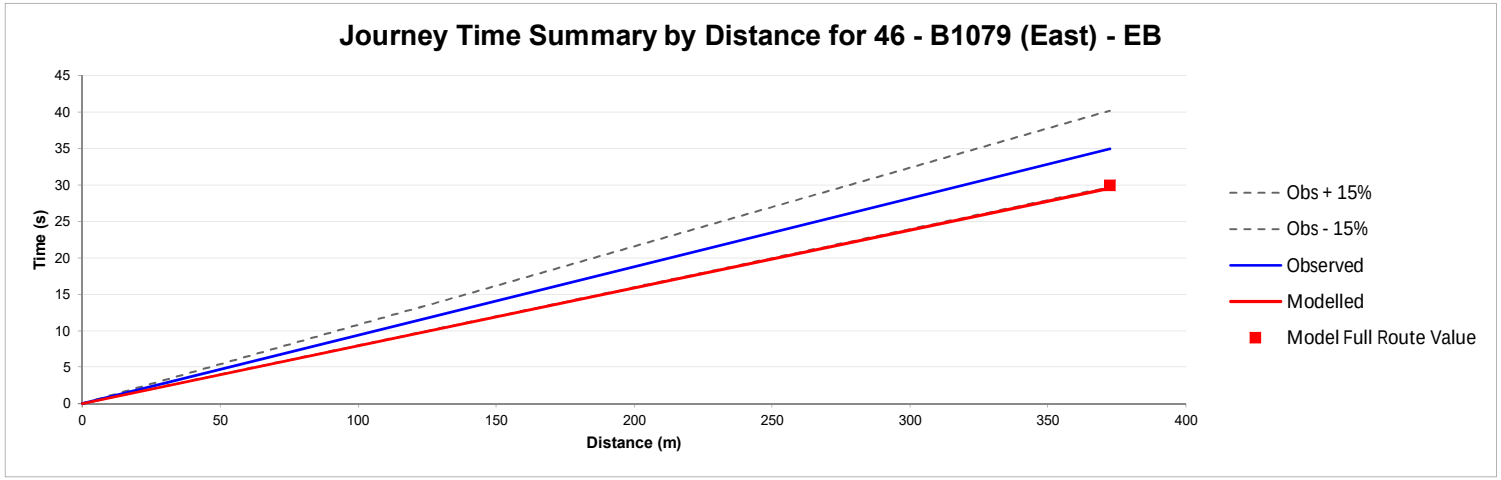




Journey Times
Validation Statistics

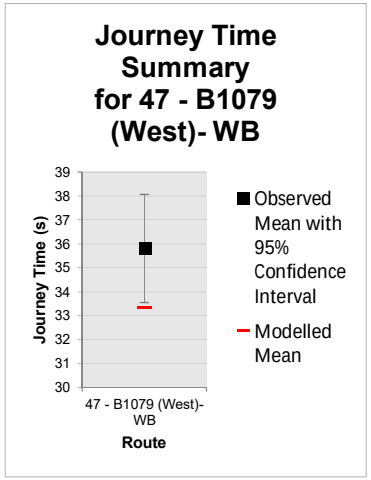
AM Period

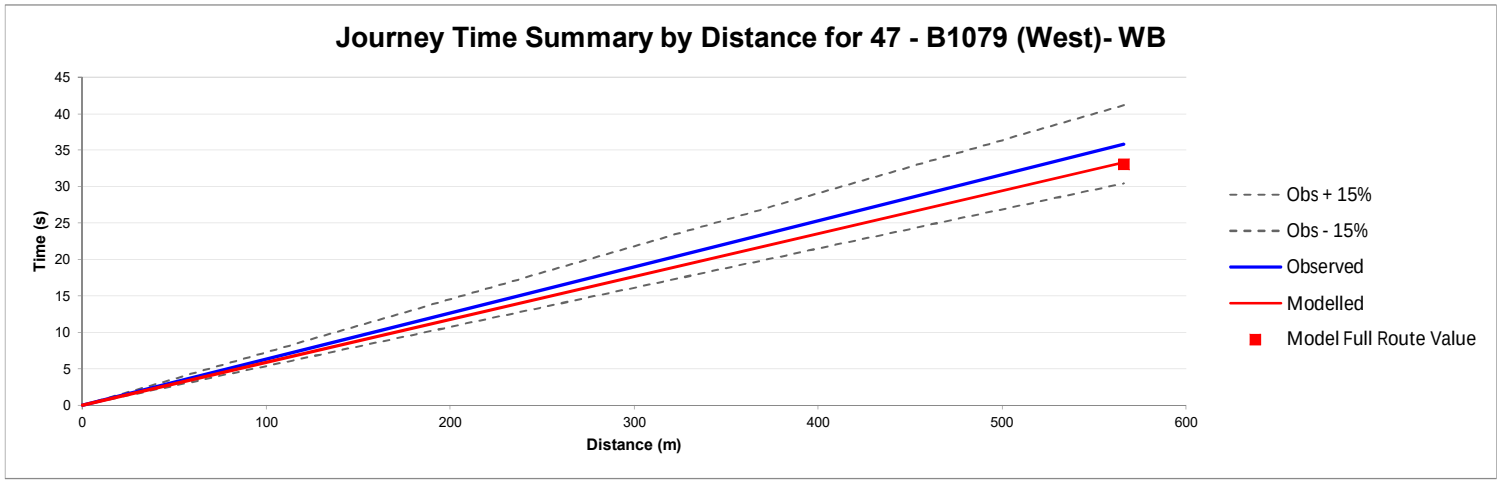




Journey Times
Validation Statistics

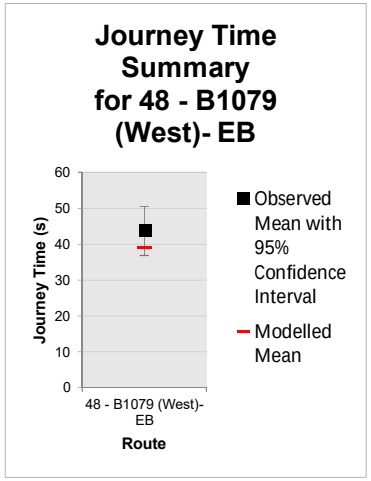
AM Period

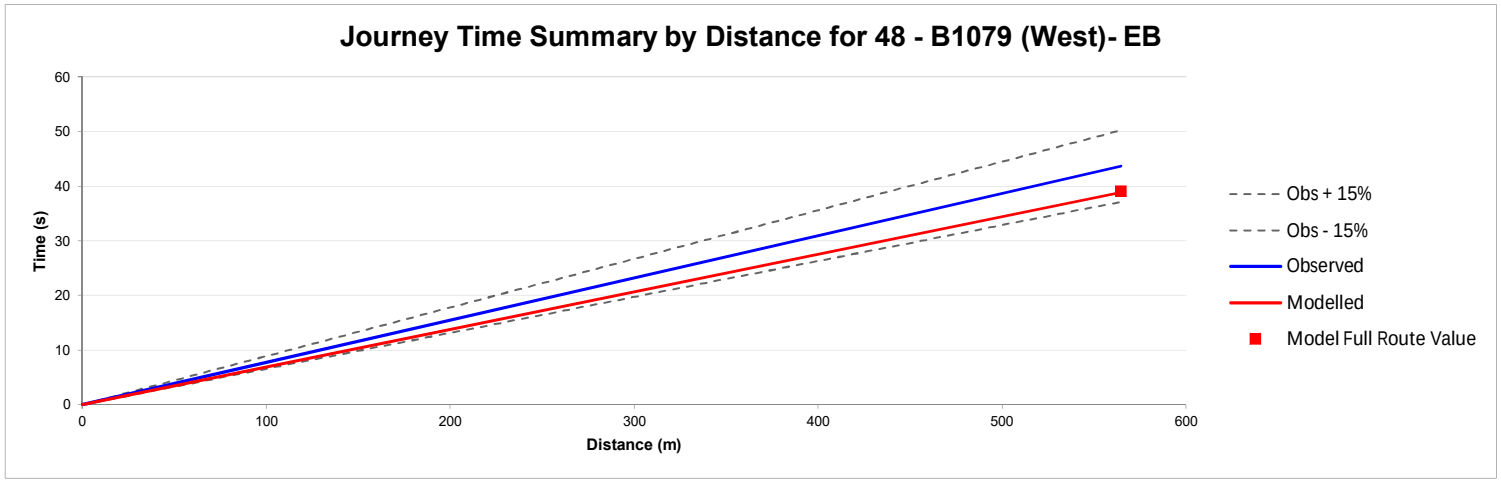




Journey Times
Validation Statistics

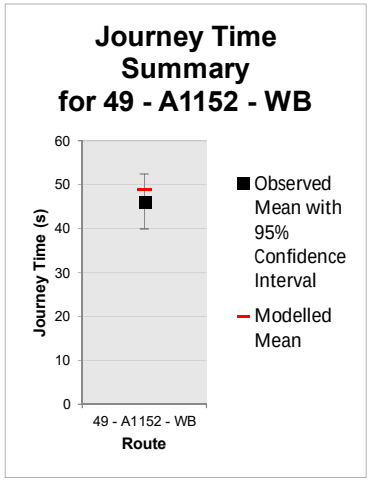
AM Period

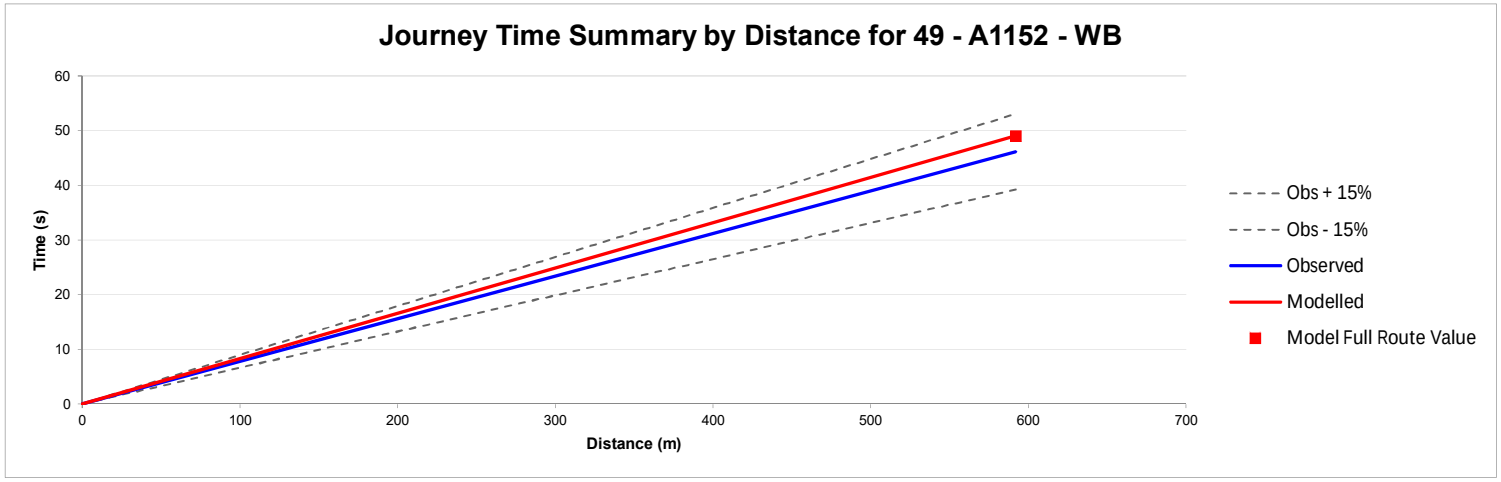




Journey Times
Validation Statistics

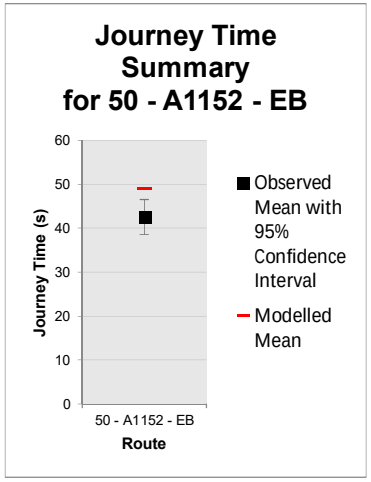
AM Period

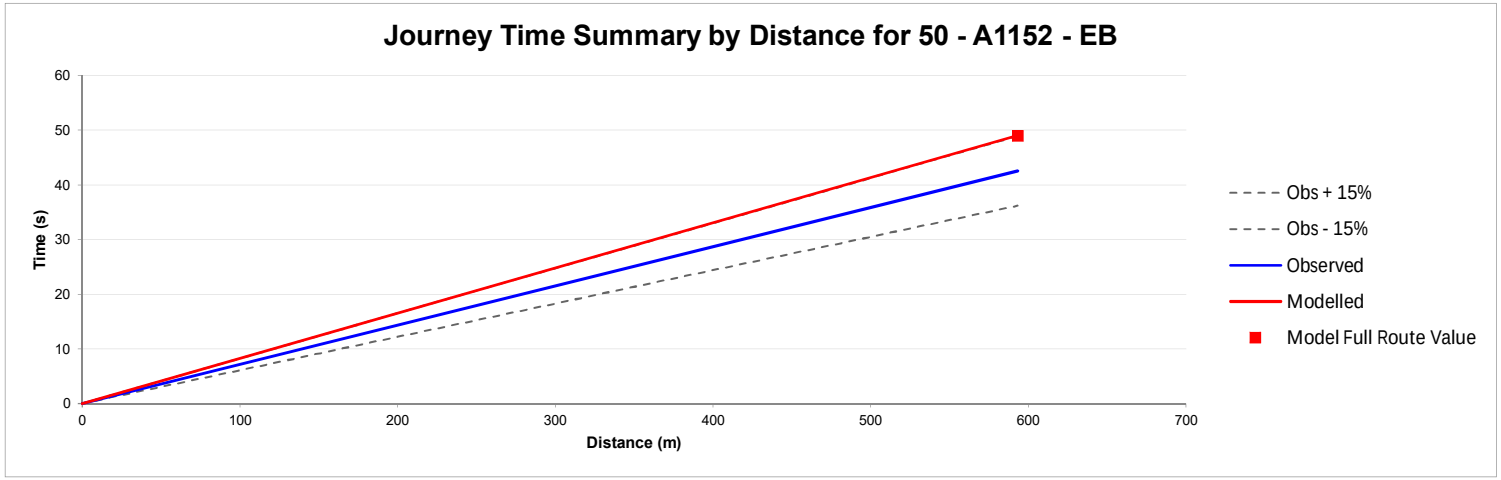




Journey Times
Validation Statistics

AM Period





wsp

Journey Times
Validation Statistics

AM Peak (07:00 -08:00)

Route:	Segment	Graph Group	Observed Average	Modelled Average	Modelled 95% Conf	Modelled Var Chk	% Diff	Diff	Conf?	15%	60s	WebTAG	Distance (m)
1 - J21 - J22 - NB	Partial - A	1	106	106	0	TRUE	0.5%	1	FALSE	TRUE	TRUE	TRUE	2695
2 - J22 - J23 - NB	Partial - B	1	70	64	0	TRUE	-8.0%	-6	FALSE	TRUE	TRUE	TRUE	1406
3 - J23 - J24 - NB	Partial - C	1	39	37	0	TRUE	-6.2%	-2	FALSE	TRUE	TRUE	TRUE	646
4 - J24 - J25 - NB	Partial - D	1	39	48	1	TRUE	21.9%	9	FALSE	FALSE	TRUE	TRUE	598
5 - J25 - J26 - NB	Partial - E	1	109	119	1	TRUE	8.9%	10	FALSE	TRUE	TRUE	TRUE	2509
6 - J26 - J27 - NB	Partial - F	1	84	88	0	TRUE	5.0%	4	FALSE	TRUE	TRUE	TRUE	1513
7 - J27 - J28 - NB	Partial - G	1	84	94	1	TRUE	11.7%	10	FALSE	TRUE	TRUE	TRUE	1444
8 - J28 - A12- NB	Partial - H	1	140	136	1	TRUE	-2.7%	-4	FALSE	TRUE	TRUE	TRUE	3240
9 - A12 - J28 - SB	Partial - A	3	127	124	0	TRUE	-2.9%	-4	FALSE	TRUE	TRUE	TRUE	2885
10 - J28 - J27 - SB	Partial - B	3	90	90	1	TRUE	0.5%	0	FALSE	TRUE	TRUE	TRUE	1455
11 - J27 - J26 - SB	Partial - C	3	77	91	1	TRUE	18.5%	14	FALSE	FALSE	TRUE	TRUE	1518
12 - J26 - J25 - SB	Partial - D	3	104	111	0	TRUE	7.0%	7	FALSE	TRUE	TRUE	TRUE	2490
13 - J25 - J24 - SB	Partial - E	3	39	32	0	TRUE	-16.9%	-7	FALSE	FALSE	TRUE	TRUE	597
14 - J24 - J23 - SB	Partial - F	3	47	45	1	TRUE	-4.1%	-2	FALSE	TRUE	TRUE	TRUE	659
15 - J23 - J22 - SB	Partial - G	3	70	66	0	TRUE	-5.1%	-4	FALSE	TRUE	TRUE	TRUE	1429
16 - J22 - J21 - SB	Partial - H	3	115	126	1	TRUE	9.3%	11	FALSE	TRUE	TRUE	TRUE	2859
17 - A14 WB upto Offslip	Full	5	121	138	1	TRUE	14.2%	17	FALSE	TRUE	TRUE	TRUE	3168
18 - A14 EB from Onslip	Full	6	112	117	1	TRUE	4.8%	5	FALSE	TRUE	TRUE	TRUE	3161
19 - A14 WB from Onslip	Full	7	77	85	0	TRUE	10.8%	8	FALSE	TRUE	TRUE	TRUE	1968
20 - A14 EB upto Offslip	Full	8	80	88	1	TRUE	10.0%	8	FALSE	TRUE	TRUE	TRUE	1976
21 - Felixstowe - SB	Full	9	91	97	1	TRUE	6.3%	6	FALSE	TRUE	TRUE	TRUE	1712
22 - Felixstowe - NB	Full	10	90	104	2	TRUE	15.2%	14	FALSE	FALSE	TRUE	TRUE	1656
23 - Bucklesham Road - NB	Full	11	63	62	0	TRUE	-2.3%	-1	FALSE	TRUE	TRUE	TRUE	780
24 - Bucklesham Road - SB	Full	12	64	68	2	TRUE	6.8%	4	FALSE	TRUE	TRUE	TRUE	780
25 - Foxhall road - EB	Full	13	102	97	2	TRUE	-4.4%	-4	FALSE	TRUE	TRUE	TRUE	1470
26 - Foxhall road - WB	Full	14	79	83	1	TRUE	5.0%	4	FALSE	TRUE	TRUE	TRUE	1481
27 - Newbourne Road -EB	Full	15	46	42	0	TRUE	-8.0%	-4	FALSE	TRUE	TRUE	TRUE	774
28 - Newbourne Road -WB	Full	16	59	56	1	TRUE	-4.5%	-3	FALSE	TRUE	TRUE	TRUE	778
29 - Eagle Way - EB	Full	17	18	16	1	TRUE	-11.9%	-2	FALSE	TRUE	TRUE	TRUE	139
30 - Eagle Way - WB	Full	18	11	14	0	TRUE	23.2%	3	FALSE	FALSE	TRUE	TRUE	125
31 - Gloster Road - NB	Full	19	47	54	0	TRUE	14.8%	7	FALSE	TRUE	TRUE	TRUE	456
32 - Gloster Road - SB	Full	20	44	52	0	TRUE	17.1%	8	FALSE	FALSE	TRUE	TRUE	447
33 - Barrack Square - SB	Full	21	78	90	1	TRUE	14.7%	12	FALSE	TRUE	TRUE	TRUE	559
34 - Barrack Square - NB	Full	22	83	88	1	TRUE	6.3%	5	FALSE	TRUE	TRUE	TRUE	544
35 - Anson Road - WB	Full	23	50	41	0	TRUE	-18.8%	-9	FALSE	FALSE	TRUE	TRUE	407
36 - Anson Road - EB	Full	24	44	44	0	TRUE	-1.0%	0	FALSE	TRUE	TRUE	TRUE	418
37 - Eagle Way (J24) - EB	Full	25	44	45	1	TRUE	1.7%	1	FALSE	TRUE	TRUE	TRUE	576
38 - Eagle Way (J24) - WB	Full	26	41	44	0	TRUE	7.1%	3	FALSE	TRUE	TRUE	TRUE	570
39 - Main Road - EB	Full	27	66	65	0	TRUE	-2.8%	-2	FALSE	TRUE	TRUE	TRUE	861
40 - Main Road - WB	Full	28	62	70	1	TRUE	12.7%	8	FALSE	TRUE	TRUE	TRUE	847
41 - A1214 Main road - EB	Full	29	58	64	0	TRUE	10.8%	6	FALSE	TRUE	TRUE	TRUE	604
42 - A1214 Main road - WB	Full	30	51	50	0	TRUE	-2.6%	-1	FALSE	TRUE	TRUE	TRUE	614
43 - B1438 - WB	Full	31	53	53	0	TRUE	0.8%	0	FALSE	TRUE	TRUE	TRUE	637
44 - B1438 - EB	Full	32	48	50	0	TRUE	3.4%	2	FALSE	TRUE	TRUE	TRUE	632
45 - B1079 (East) - WB	Full	33	35	38	1	TRUE	7.7%	3	FALSE	TRUE	TRUE	TRUE	373
46 - B1079 (East) - EB	Full	34	33	29	0	TRUE	-10.8%	-4	FALSE	TRUE	TRUE	TRUE	372
47 - B1079 (West)- WB	Full	35	36	33	0	TRUE	-6.7%	-2	FALSE	TRUE	TRUE	TRUE	566
48 - B1079 (West)- EB	Full	36	43	37	0	TRUE	-14.4%	-6	FALSE	TRUE	TRUE	TRUE	564

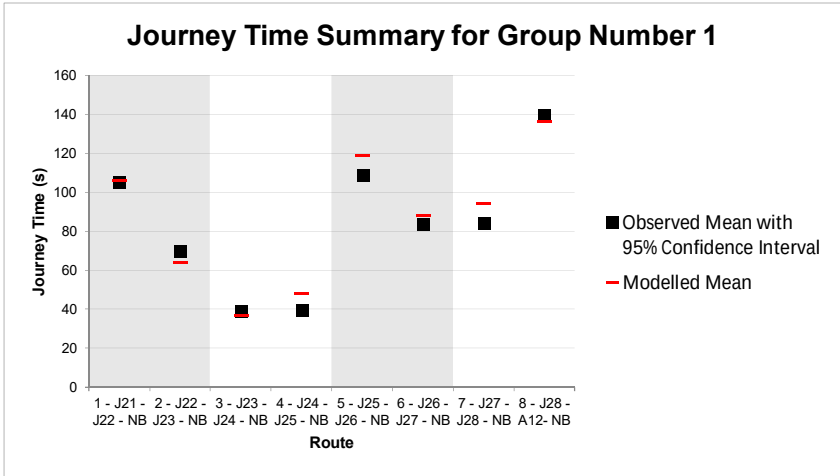
Journey Times
Validation Statistics

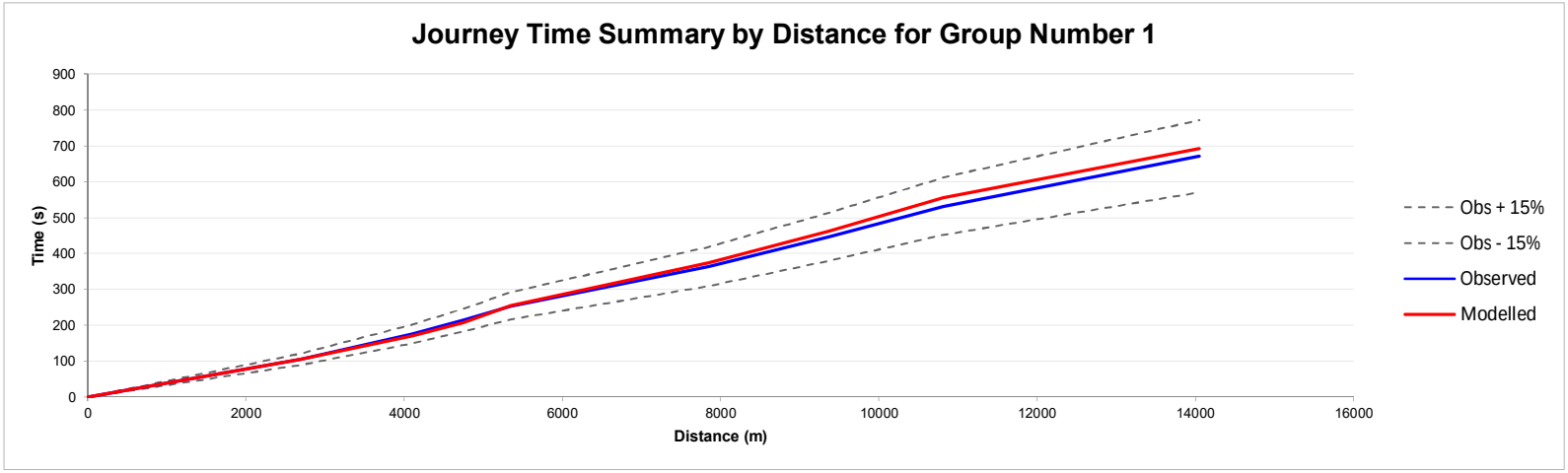
AM Peak (07:00 -08:00)

49 - A1152 - WB	Full	37	46	49	0	TRUE	6.6%	3	FALSE	TRUE	TRUE	TRUE	592
50 - A1152 - EB	Full	38	43	49	0	TRUE	14.6%	6	FALSE	TRUE	TRUE	TRUE	593
51 - A12 NB	Full	2	671	691	2	TRUE	2.9%	20	FALSE	TRUE	TRUE	TRUE	13695
52 - A12 SB	Full	4	668	679	3	TRUE	1.7%	11	FALSE	TRUE	TRUE	TRUE	13295

Journey Times
Validation Statistics

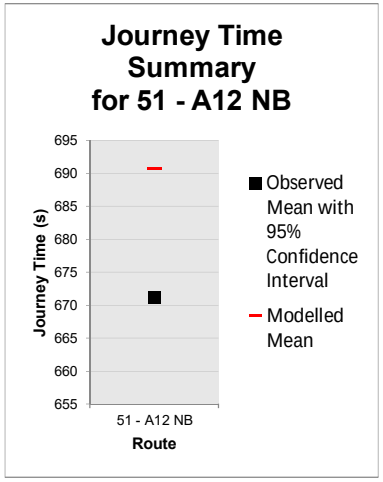
AM Peak (07:00 -08:00)

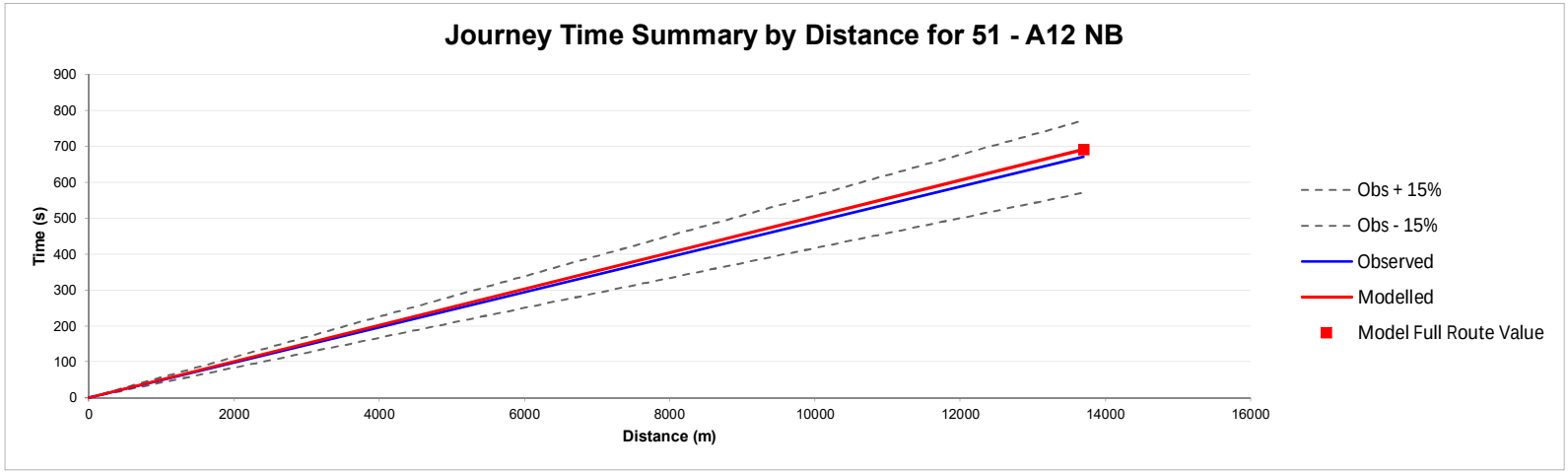




Journey Times
Validation Statistics

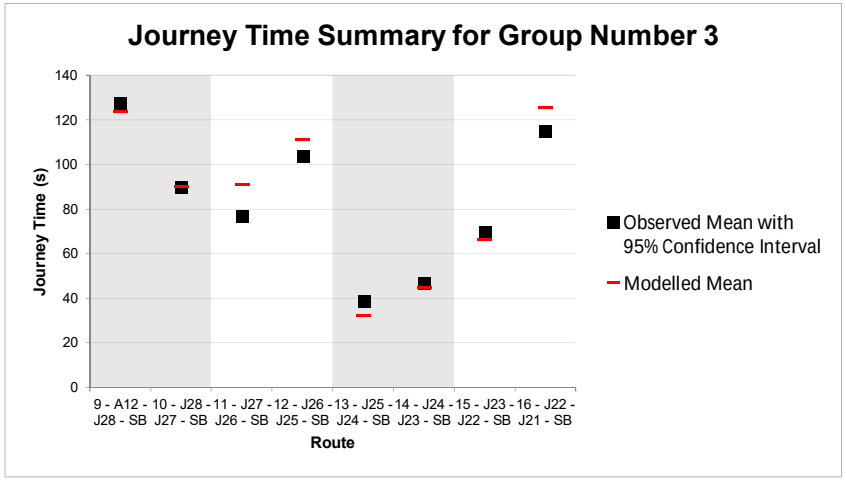
AM Peak (07:00 -08:00)

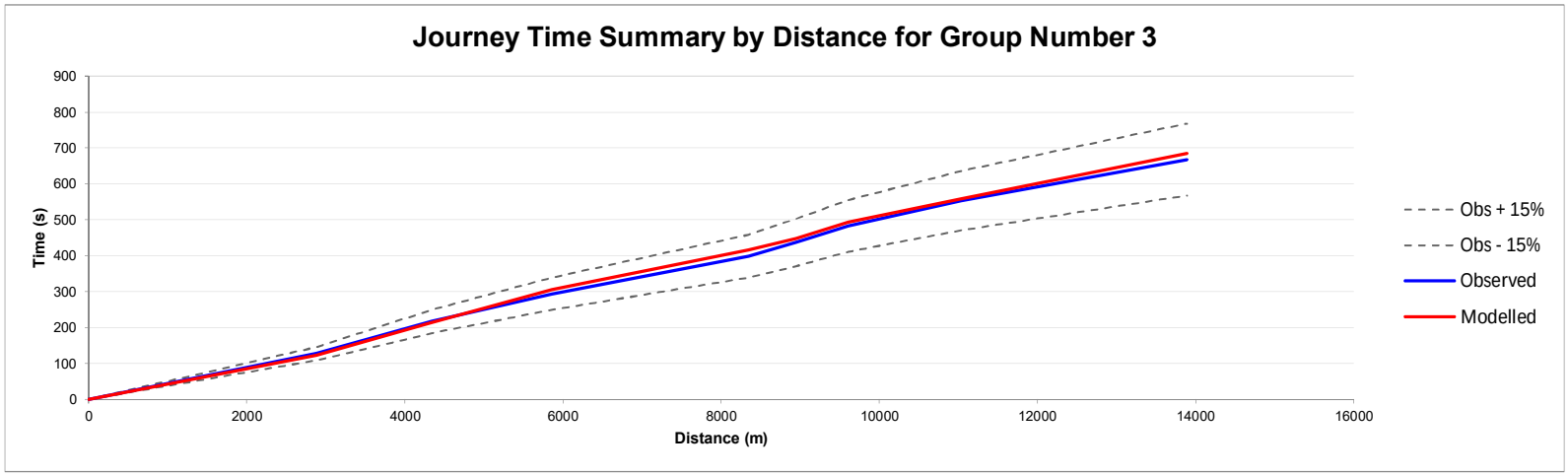




Journey Times
Validation Statistics

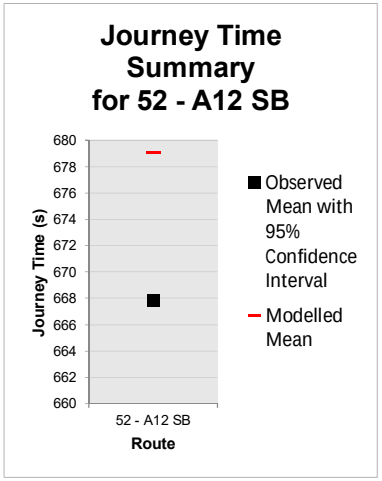
AM Peak (07:00 -08:00)

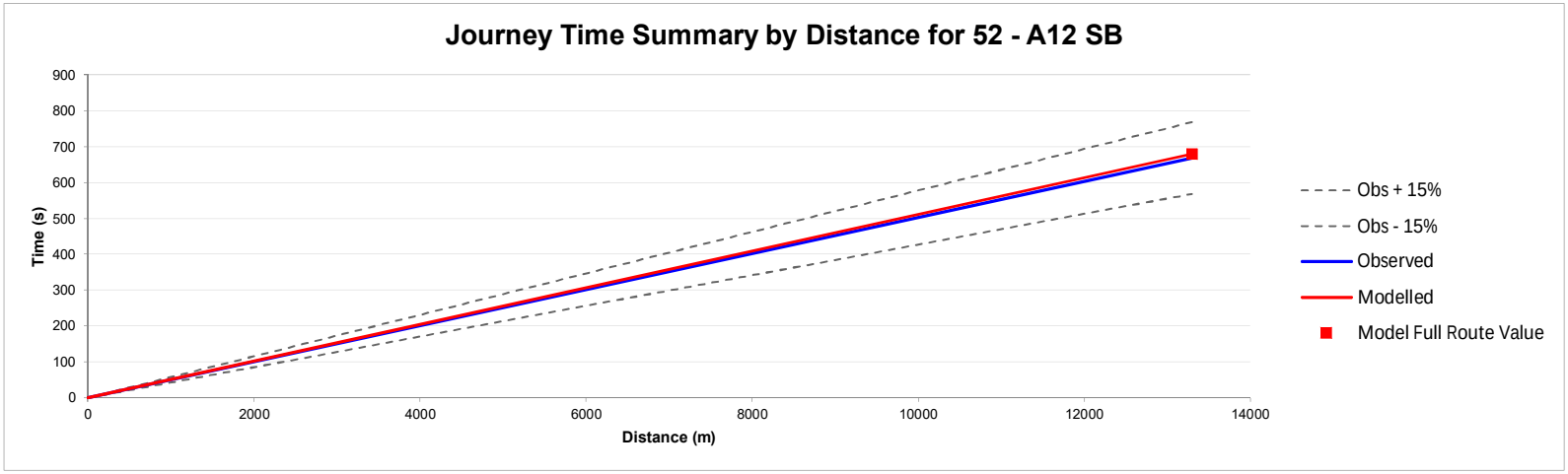




Journey Times
Validation Statistics

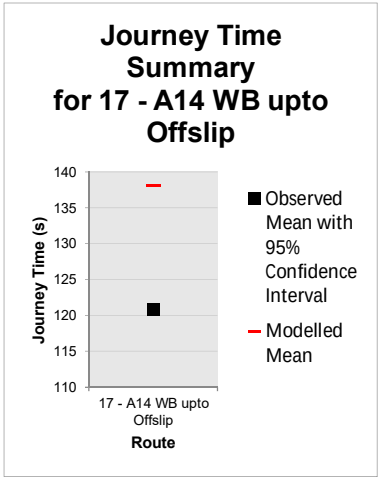
AM Peak (07:00 -08:00)

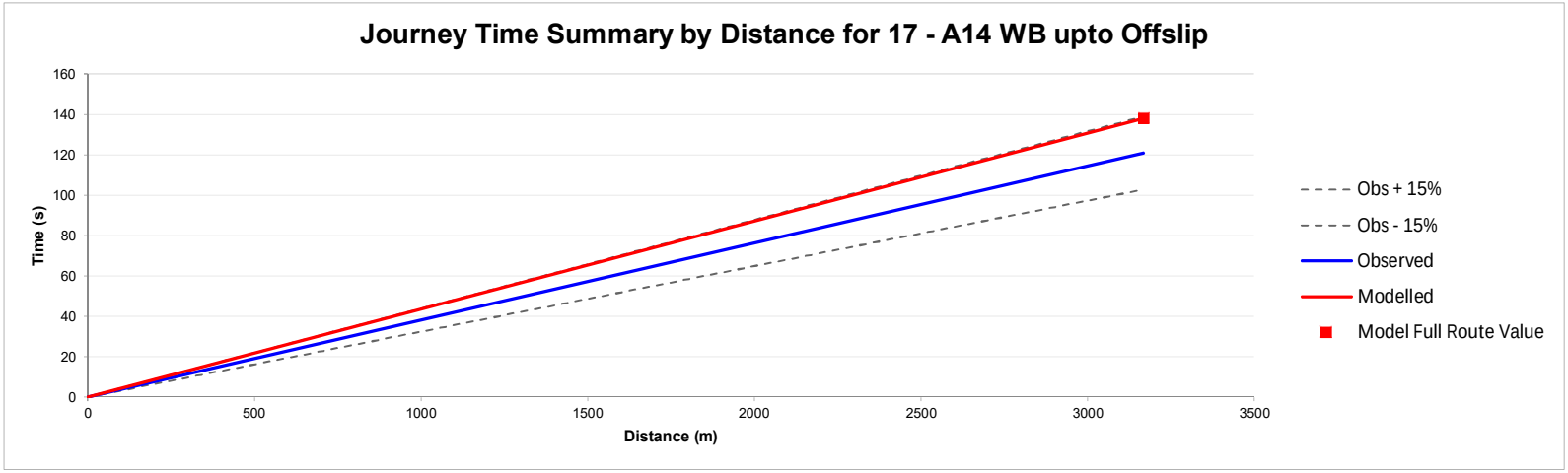




Journey Times
Validation Statistics

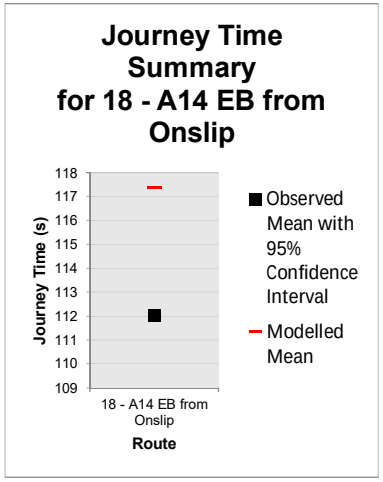
AM Peak (07:00 -08:00)

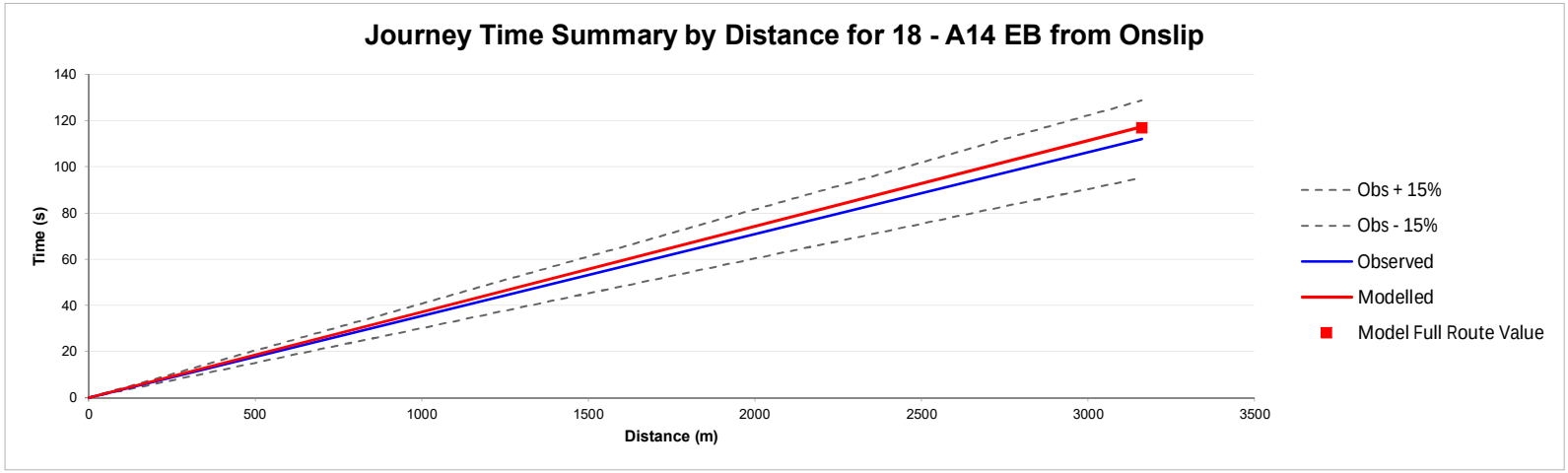




Journey Times
Validation Statistics

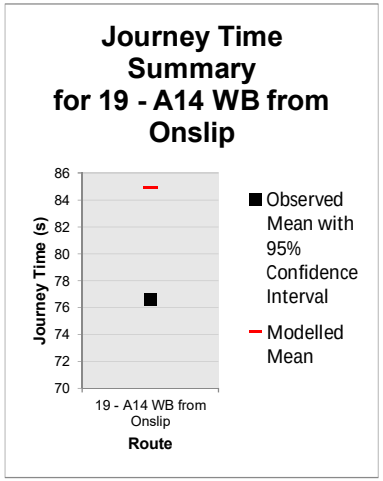
AM Peak (07:00 -08:00)

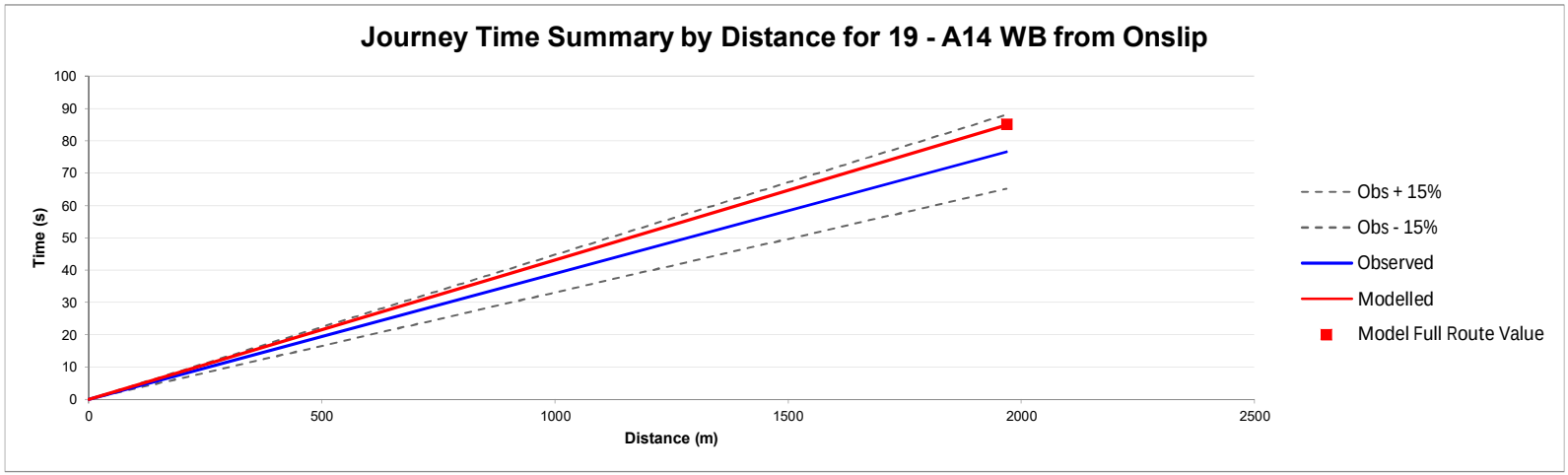




Journey Times
Validation Statistics

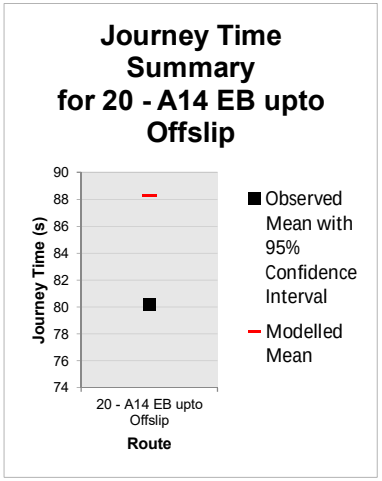
AM Peak (07:00 -08:00)

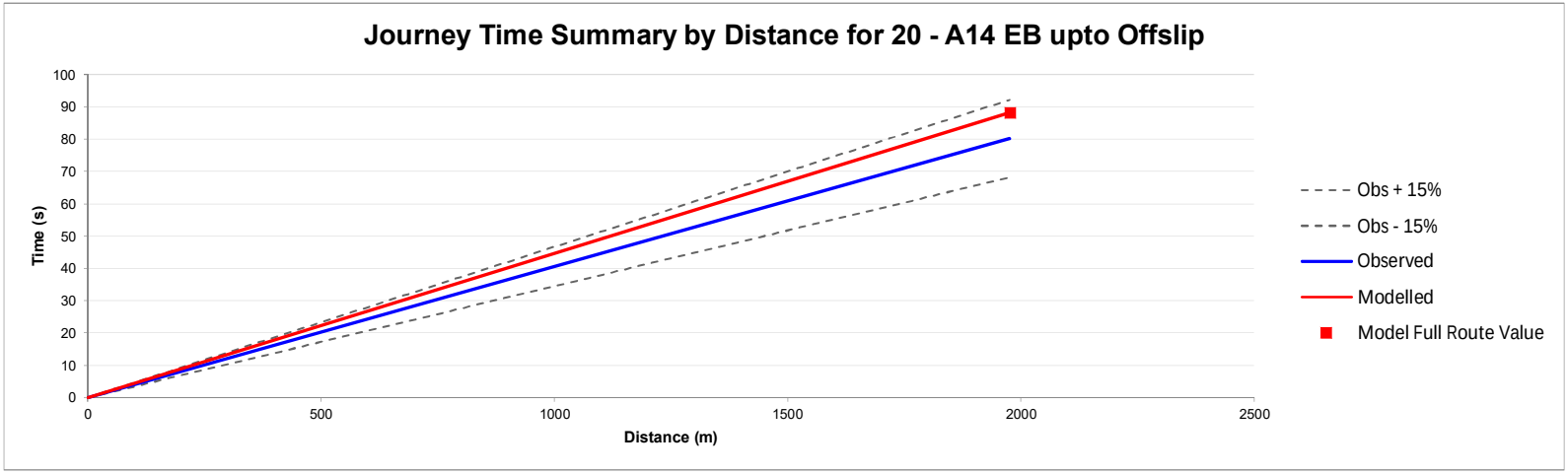




Journey Times
Validation Statistics

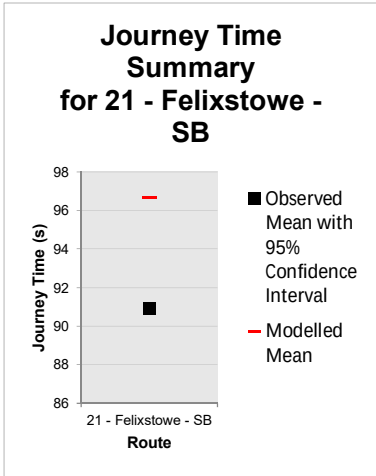
AM Peak (07:00 -08:00)

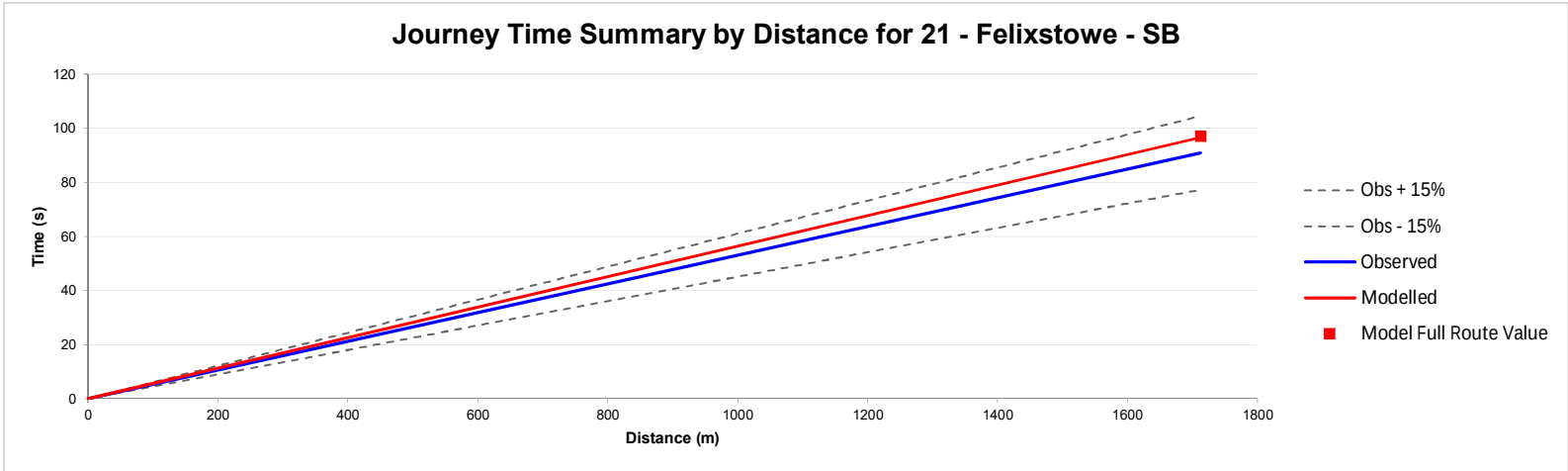




Journey Times
Validation Statistics

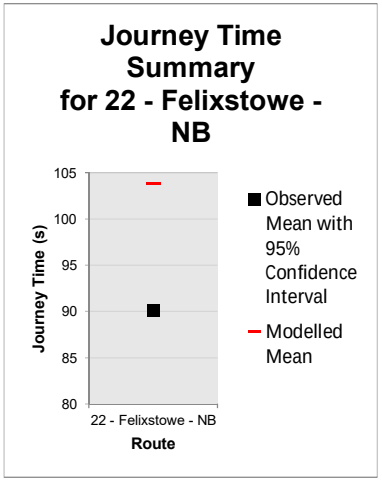
AM Peak (07:00 -08:00)

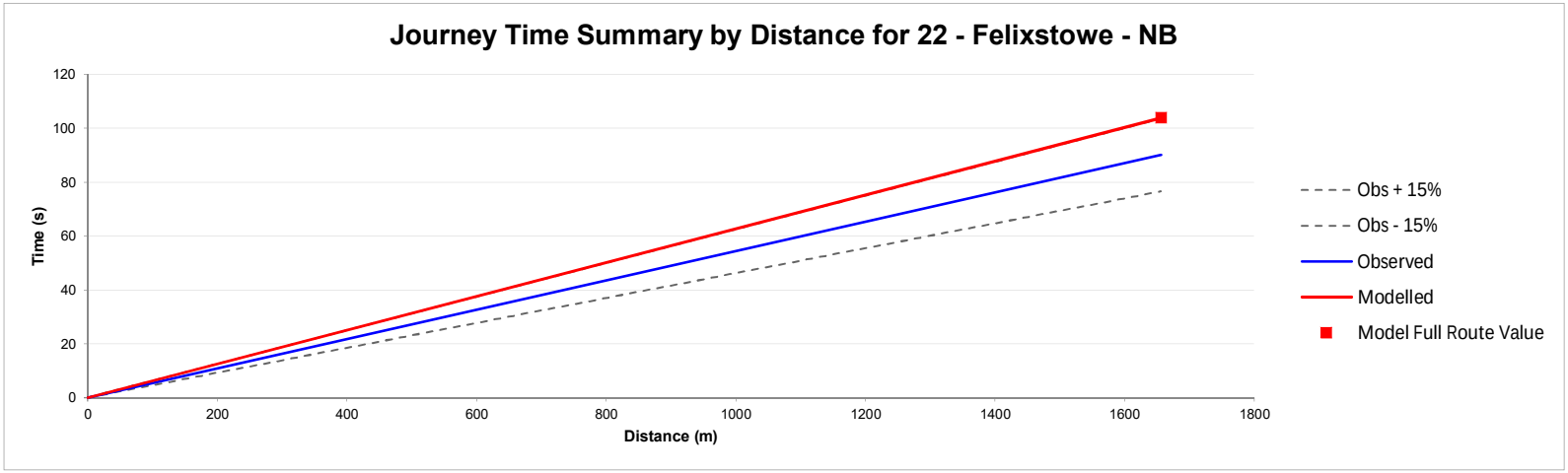




Journey Times
Validation Statistics

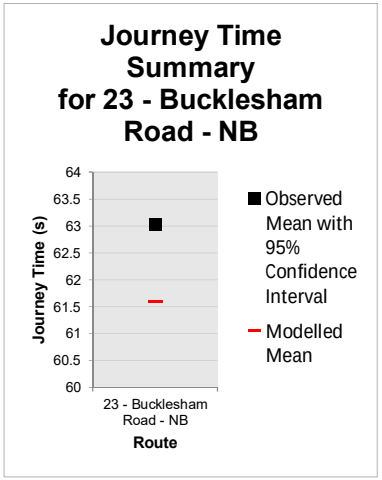
AM Peak (07:00 -08:00)

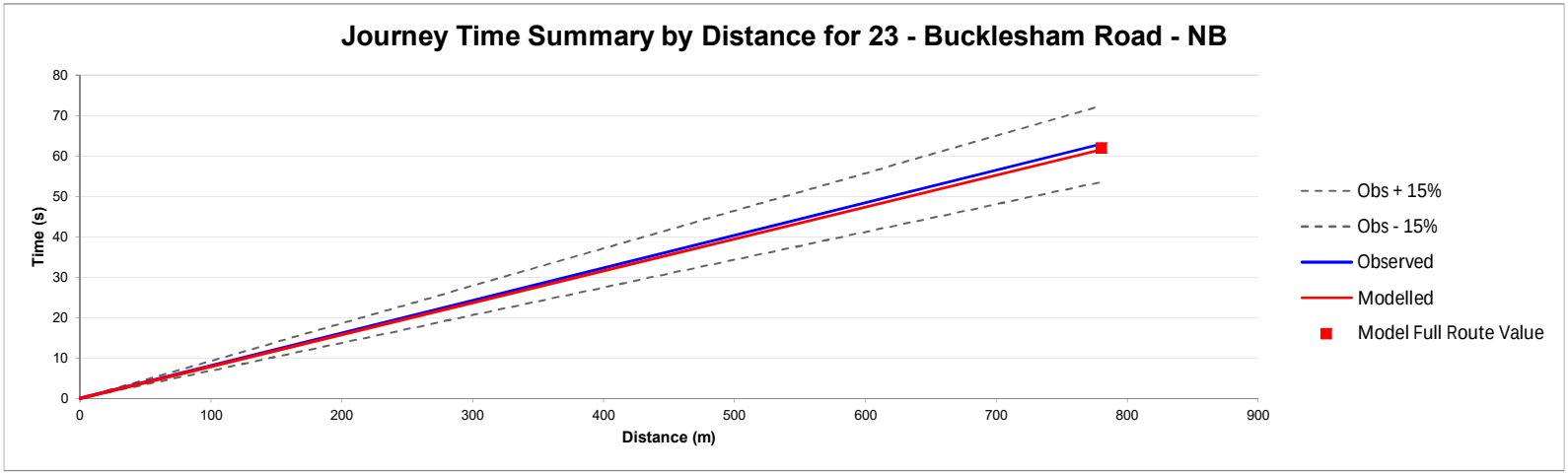




Journey Times
Validation Statistics

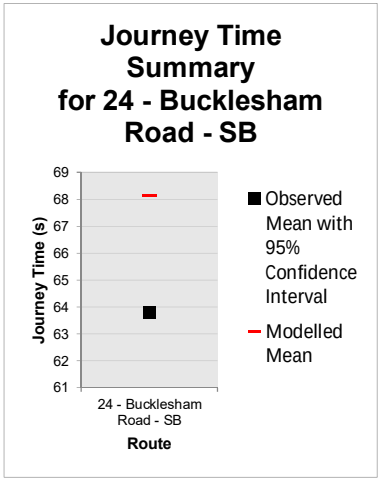
AM Peak (07:00 -08:00)

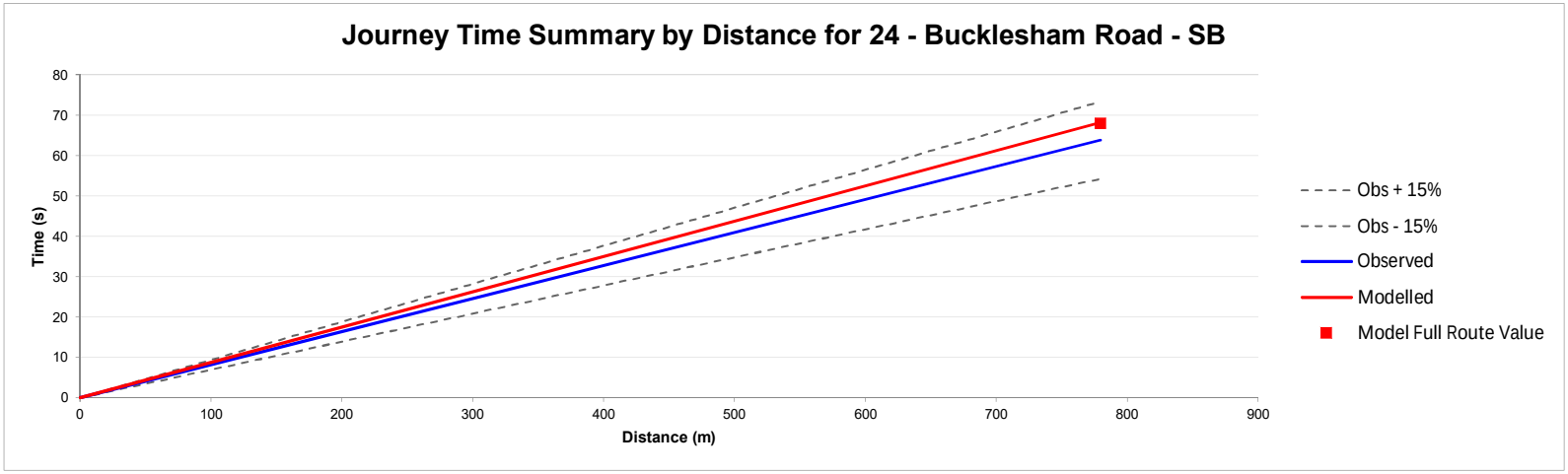




Journey Times
Validation Statistics

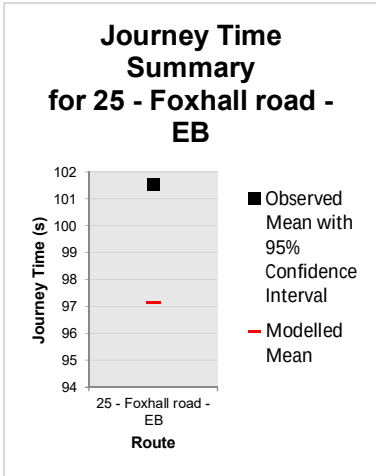
AM Peak (07:00 -08:00)

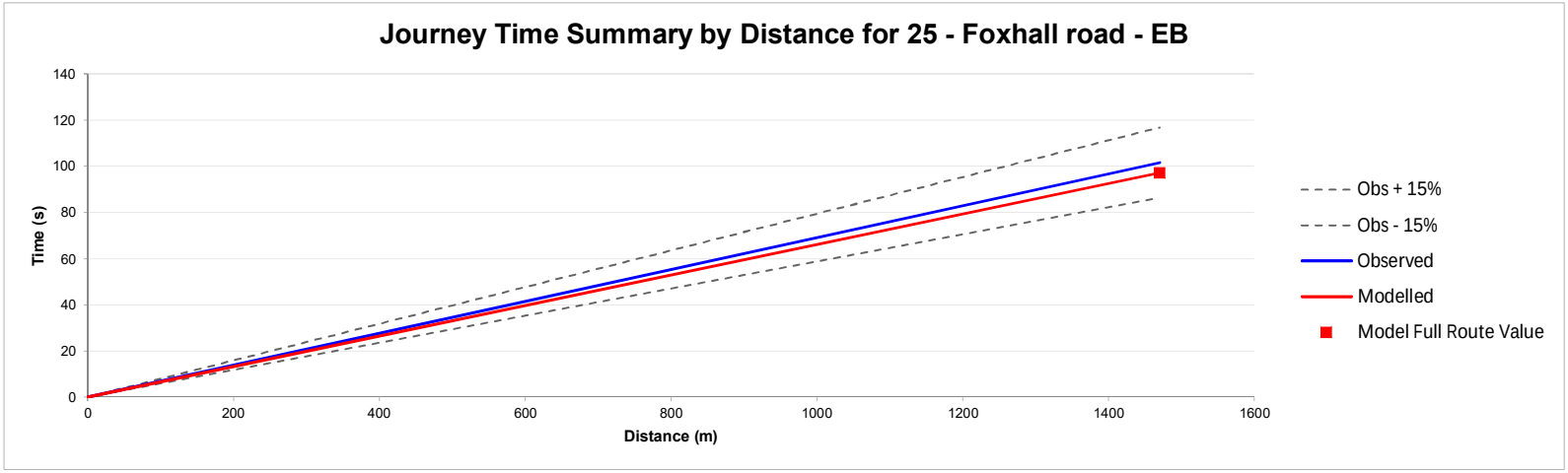




Journey Times
Validation Statistics

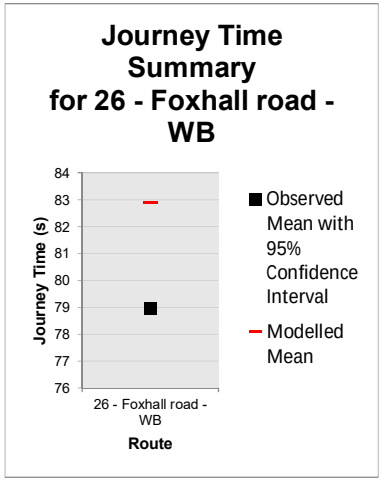
AM Peak (07:00 -08:00)

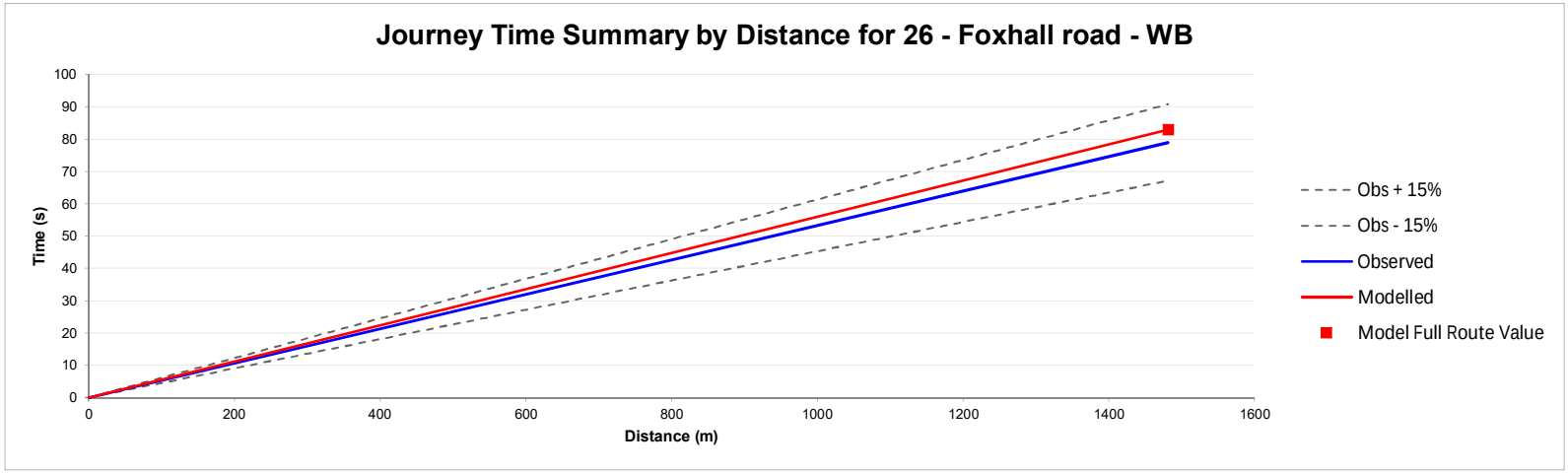




Journey Times
Validation Statistics

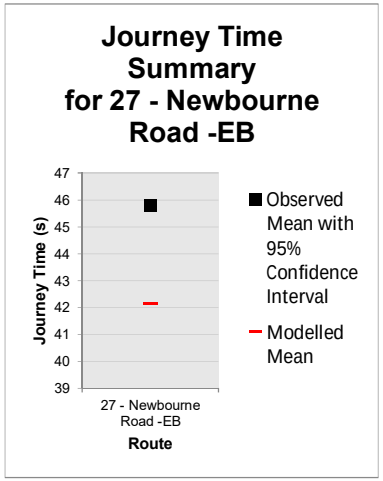
AM Peak (07:00 -08:00)

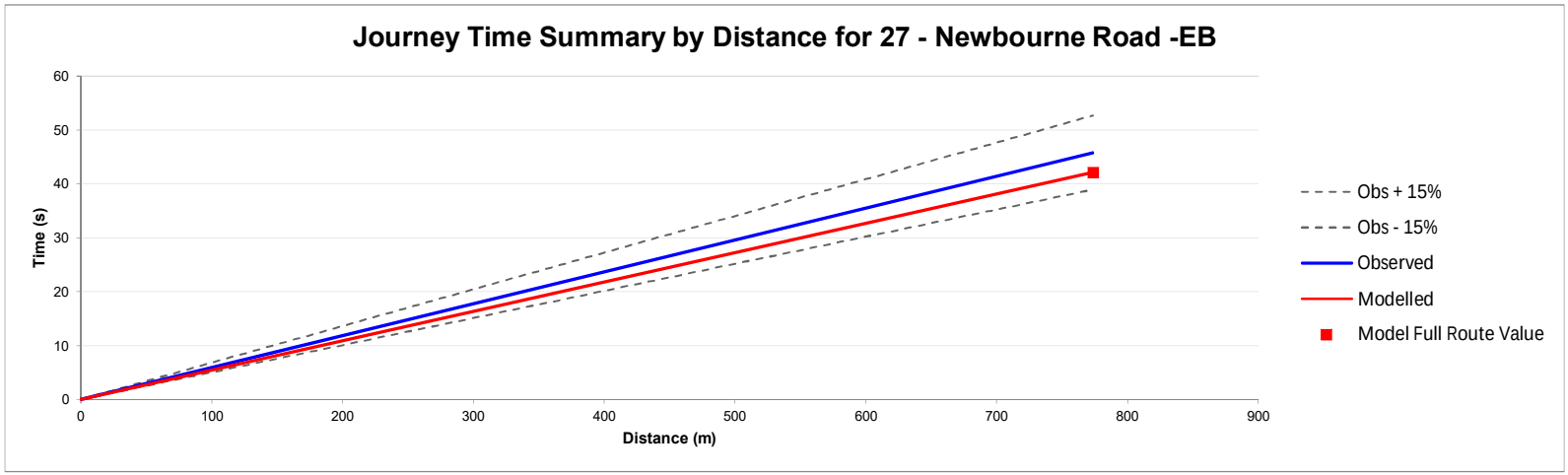




Journey Times
Validation Statistics

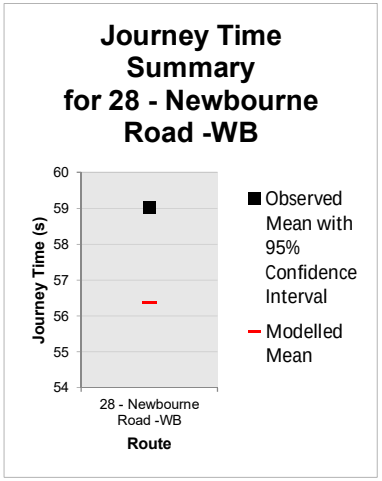
AM Peak (07:00 -08:00)

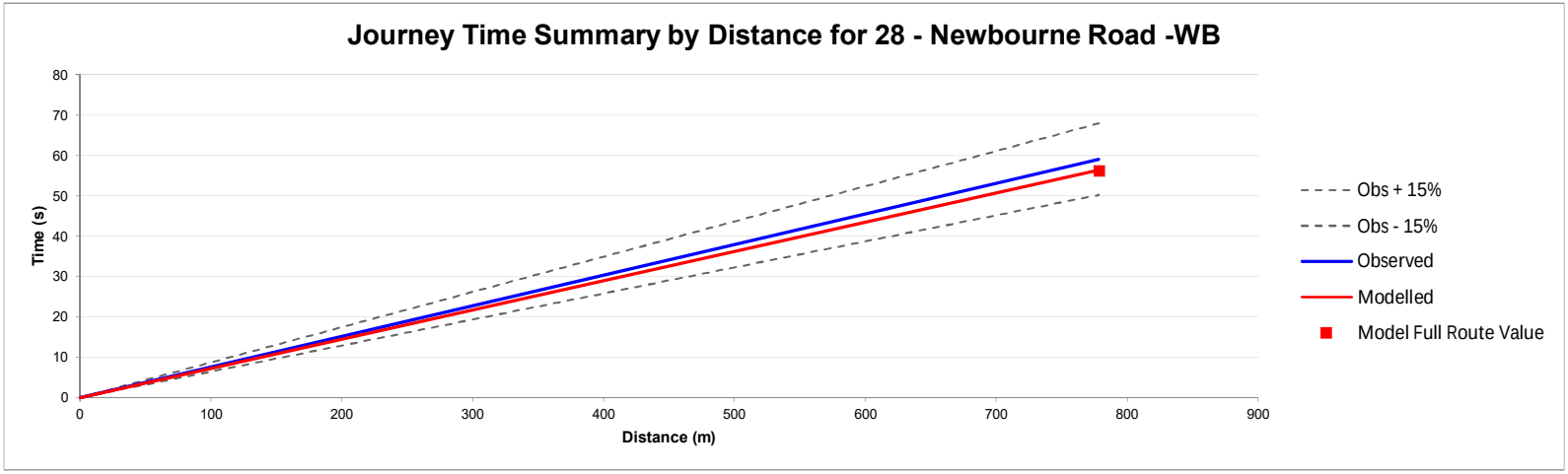




Journey Times
Validation Statistics

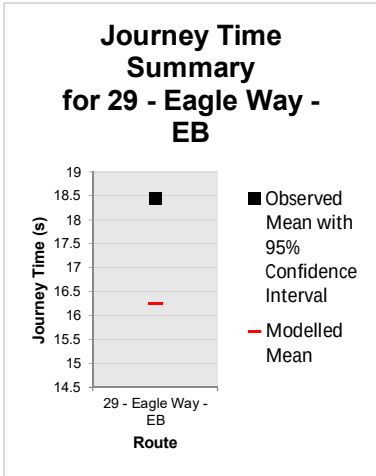
AM Peak (07:00 -08:00)

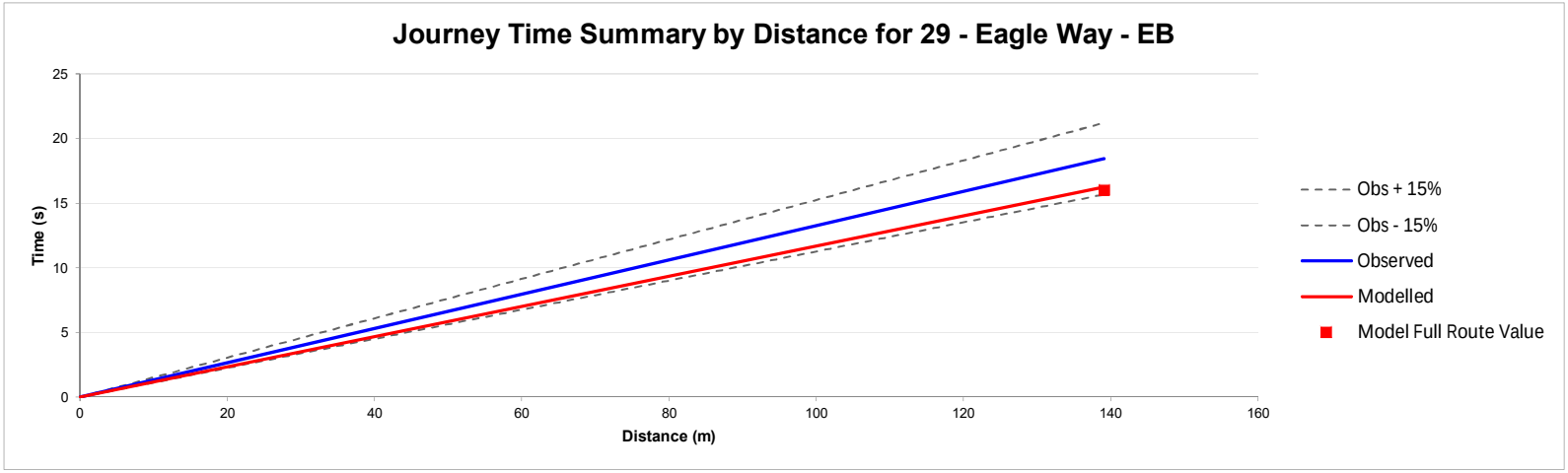




Journey Times
Validation Statistics

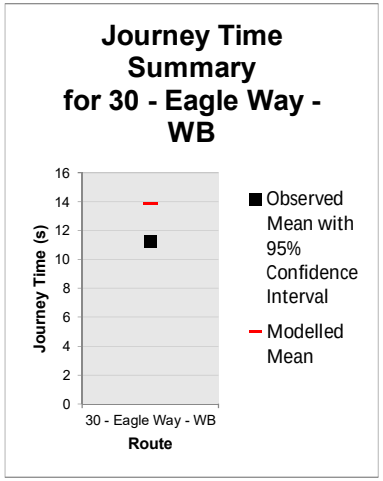
AM Peak (07:00 -08:00)

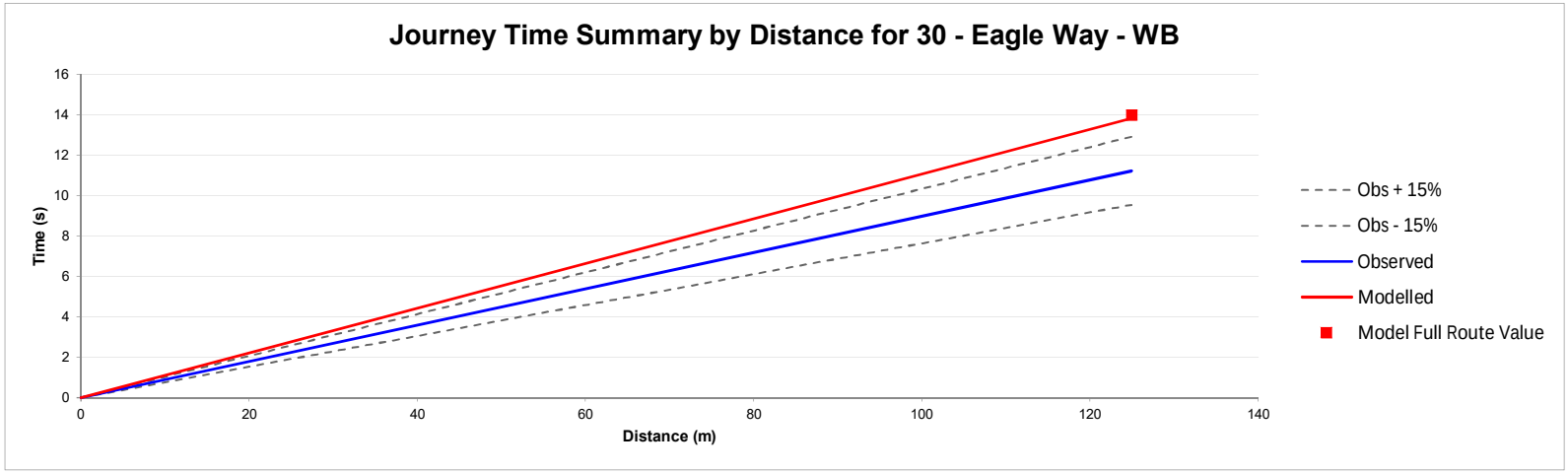




Journey Times
Validation Statistics

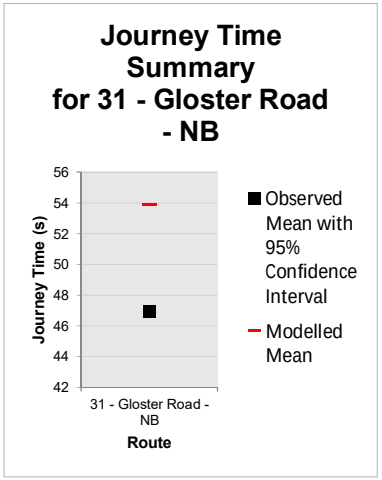
AM Peak (07:00 -08:00)

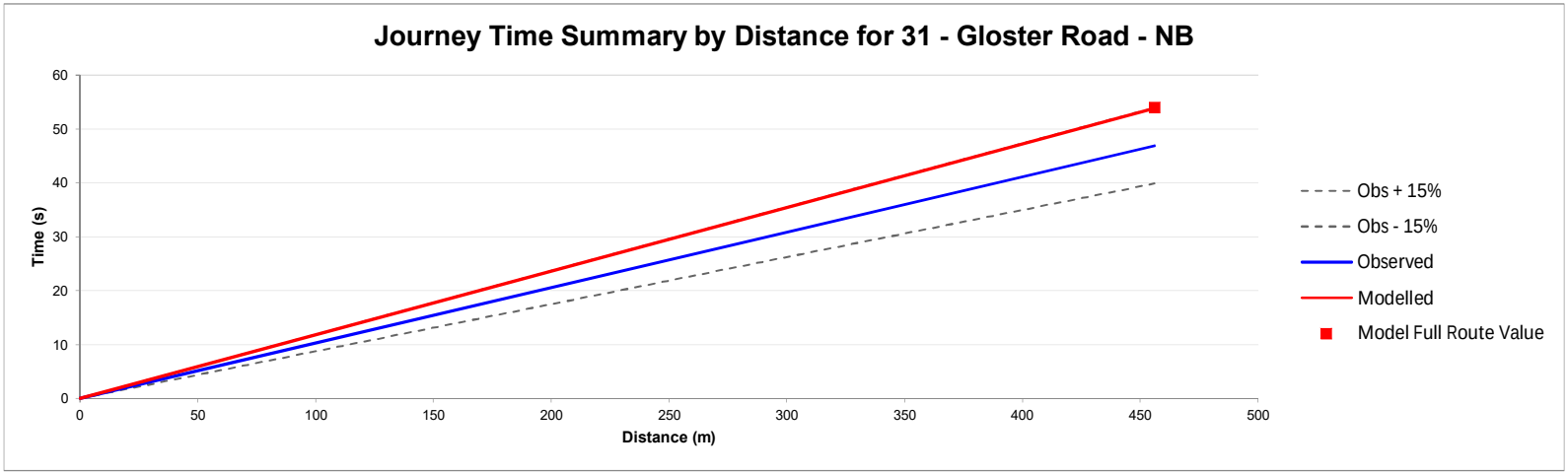




Journey Times
Validation Statistics

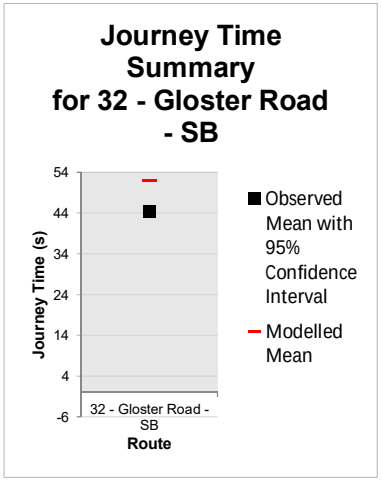
AM Peak (07:00 -08:00)

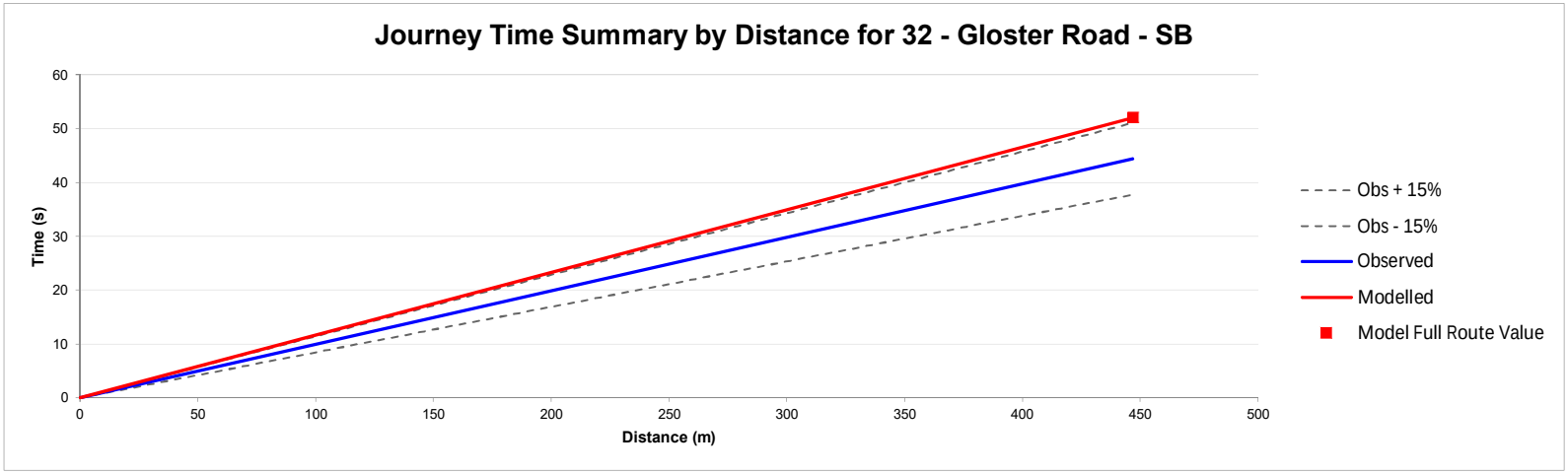




Journey Times
Validation Statistics

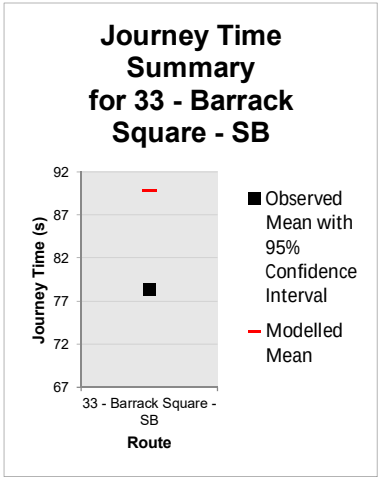
AM Peak (07:00 -08:00)

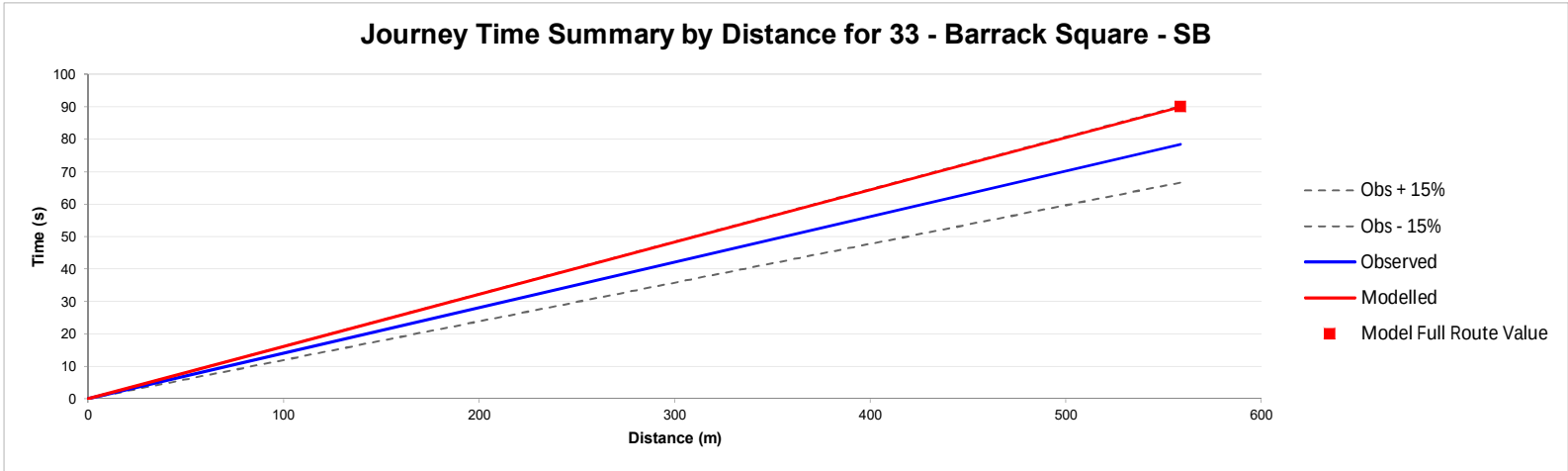




Journey Times
Validation Statistics

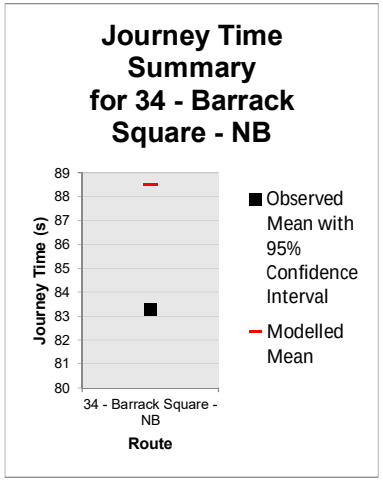
AM Peak (07:00 -08:00)

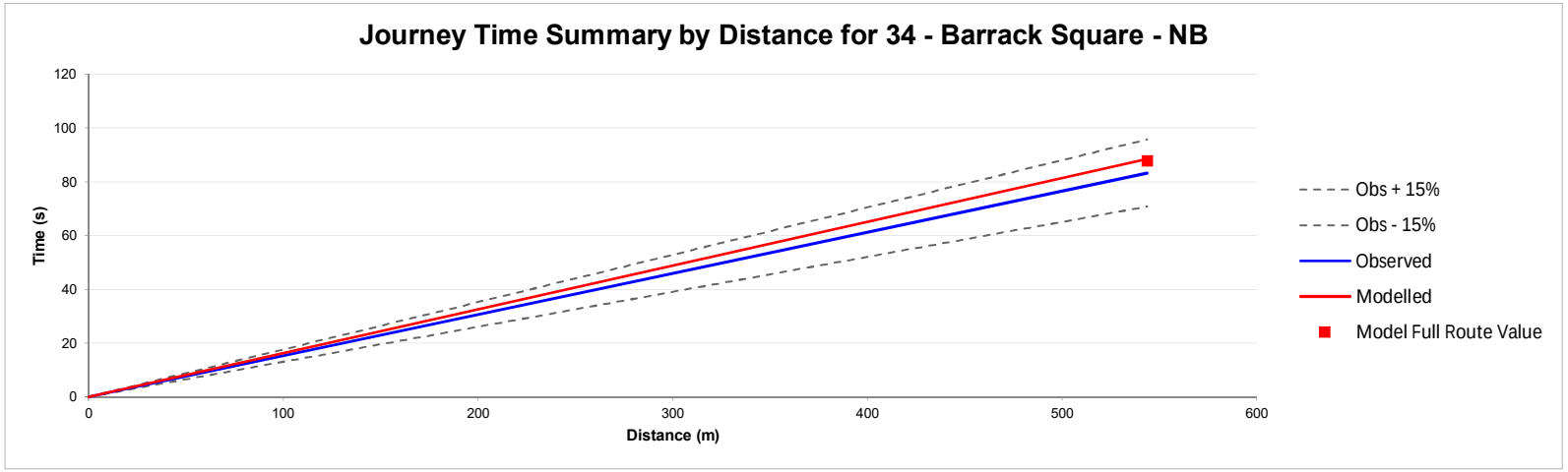




Journey Times
Validation Statistics

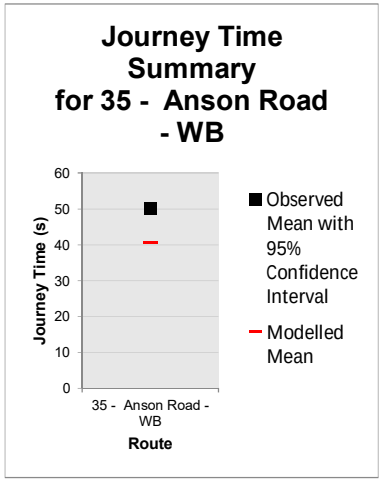
AM Peak (07:00 -08:00)

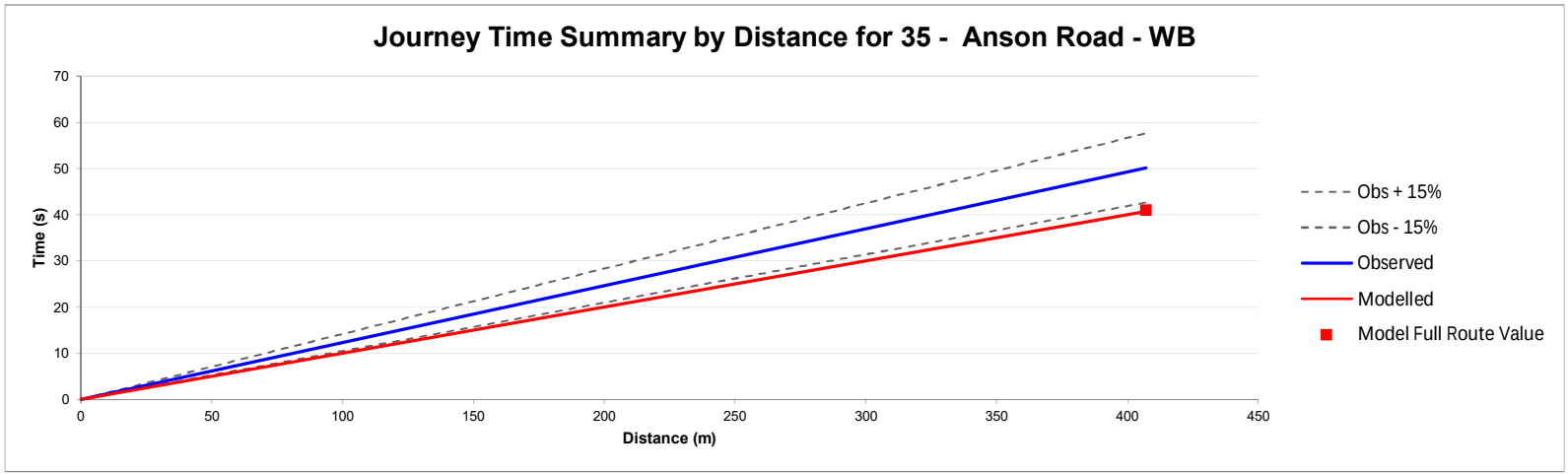




Journey Times
Validation Statistics

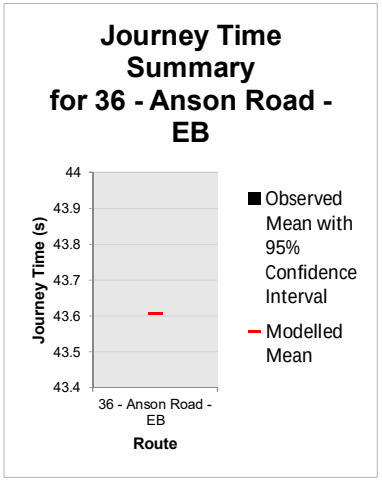
AM Peak (07:00 -08:00)

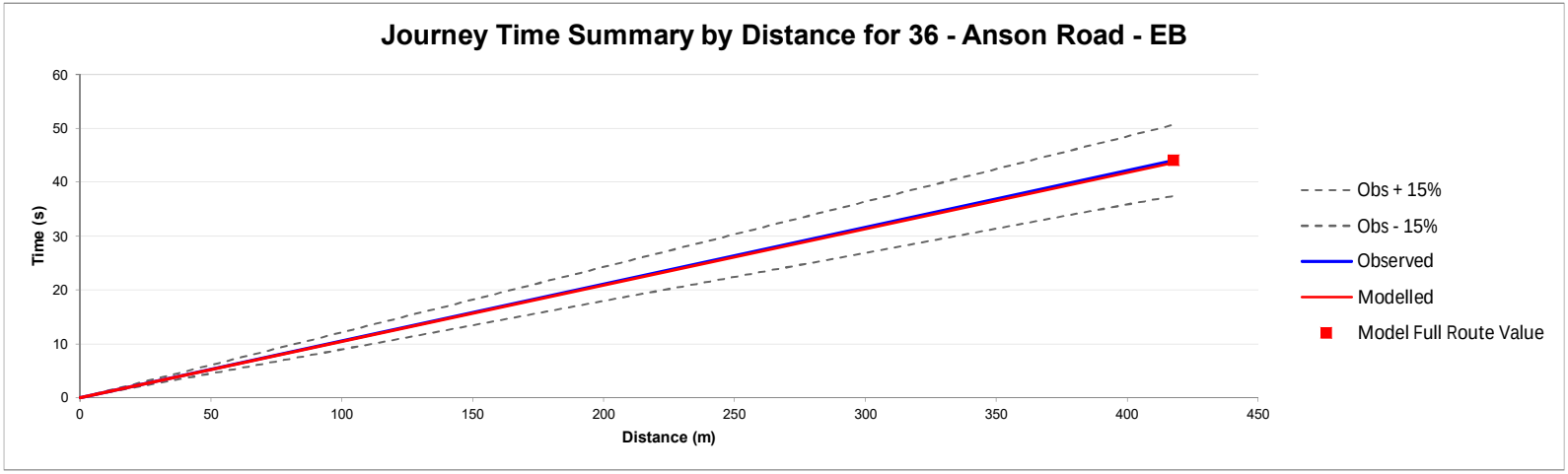




Journey Times
Validation Statistics

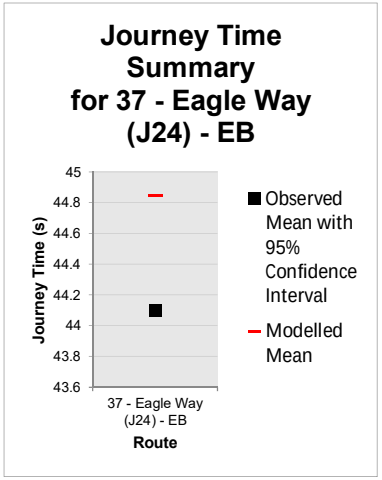
AM Peak (07:00 -08:00)

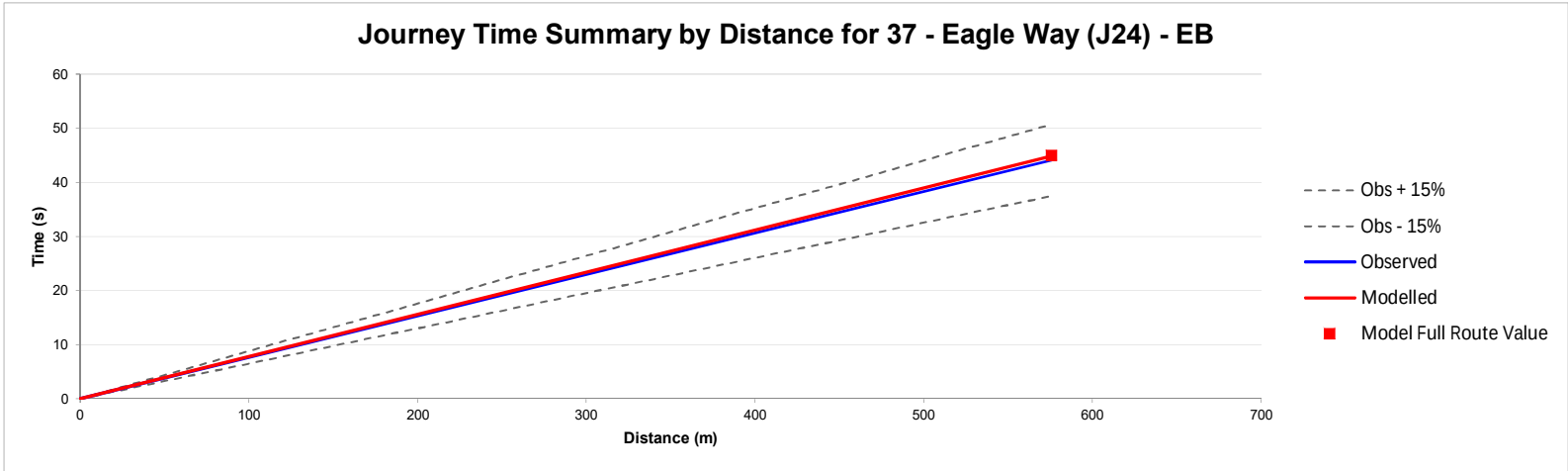




Journey Times
Validation Statistics

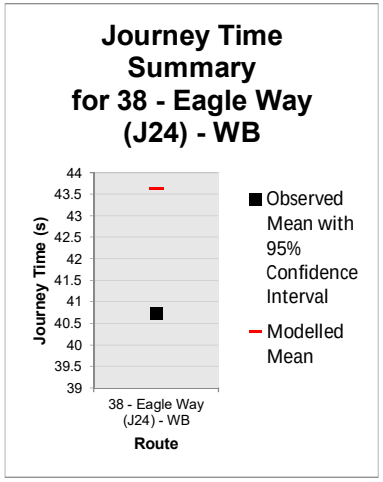
AM Peak (07:00 -08:00)

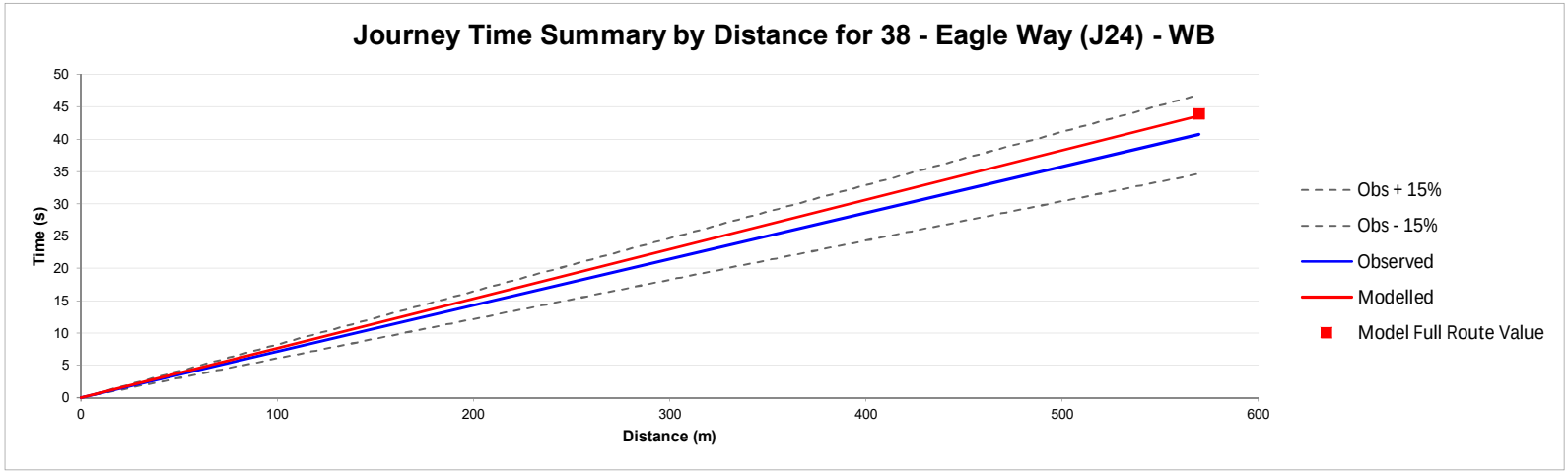




Journey Times
Validation Statistics

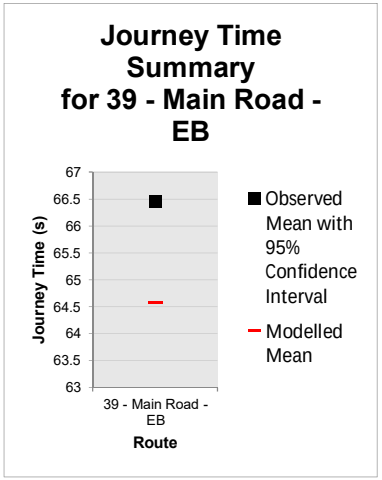
AM Peak (07:00 -08:00)

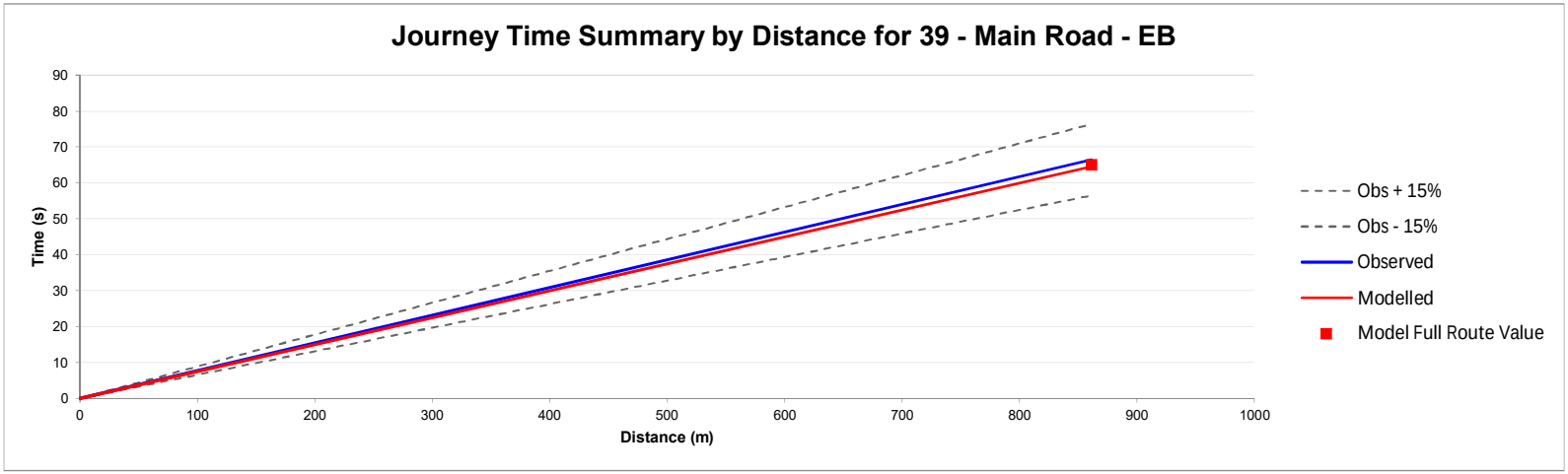




Journey Times
Validation Statistics

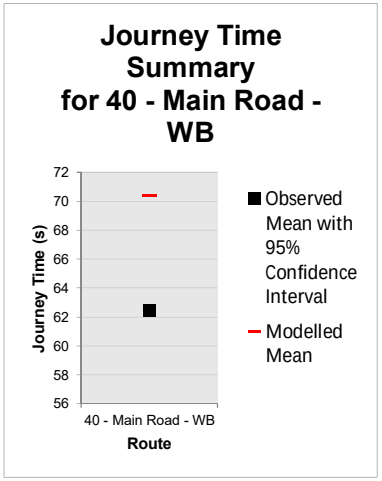
AM Peak (07:00 -08:00)

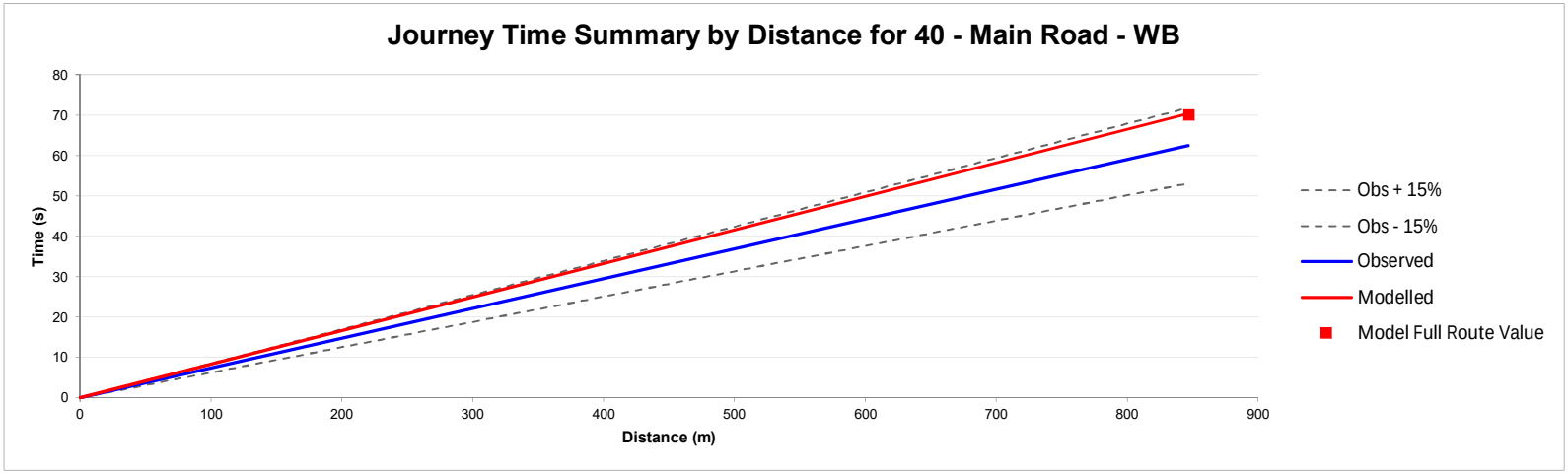




Journey Times
Validation Statistics

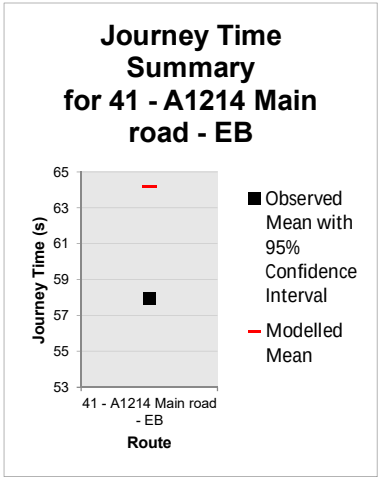
AM Peak (07:00 -08:00)

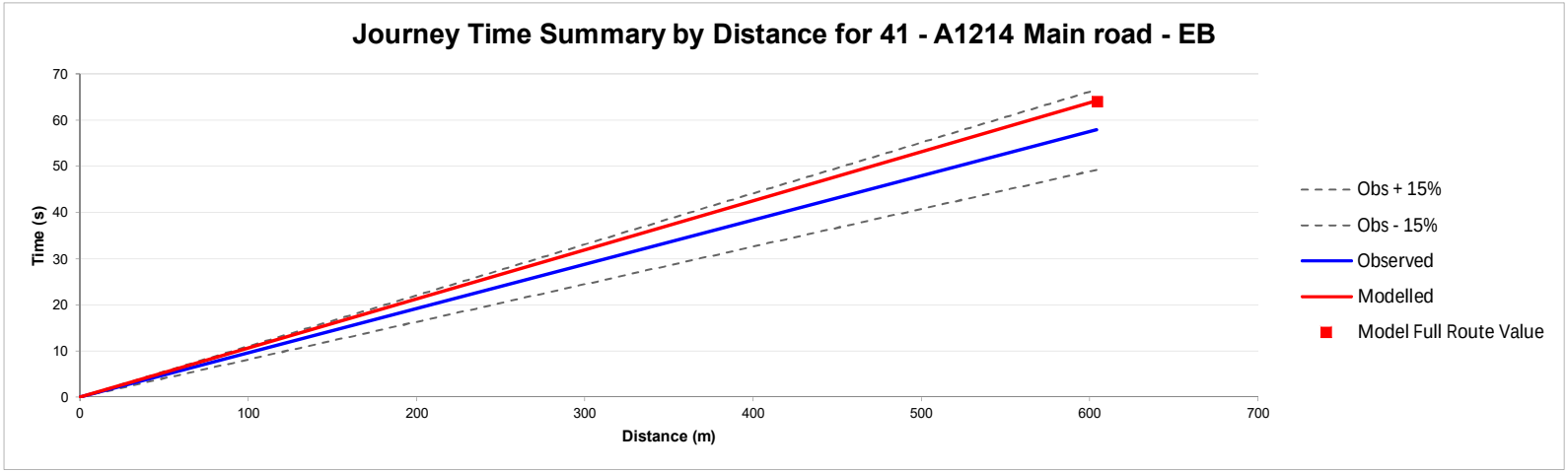




Journey Times
Validation Statistics

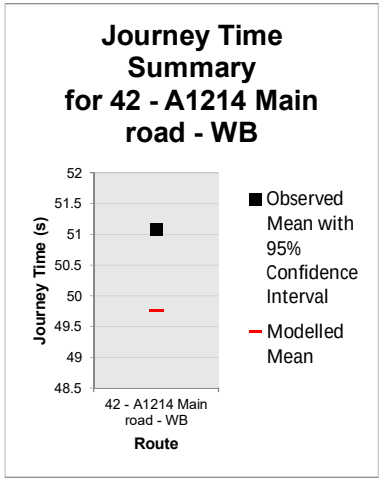
AM Peak (07:00 -08:00)

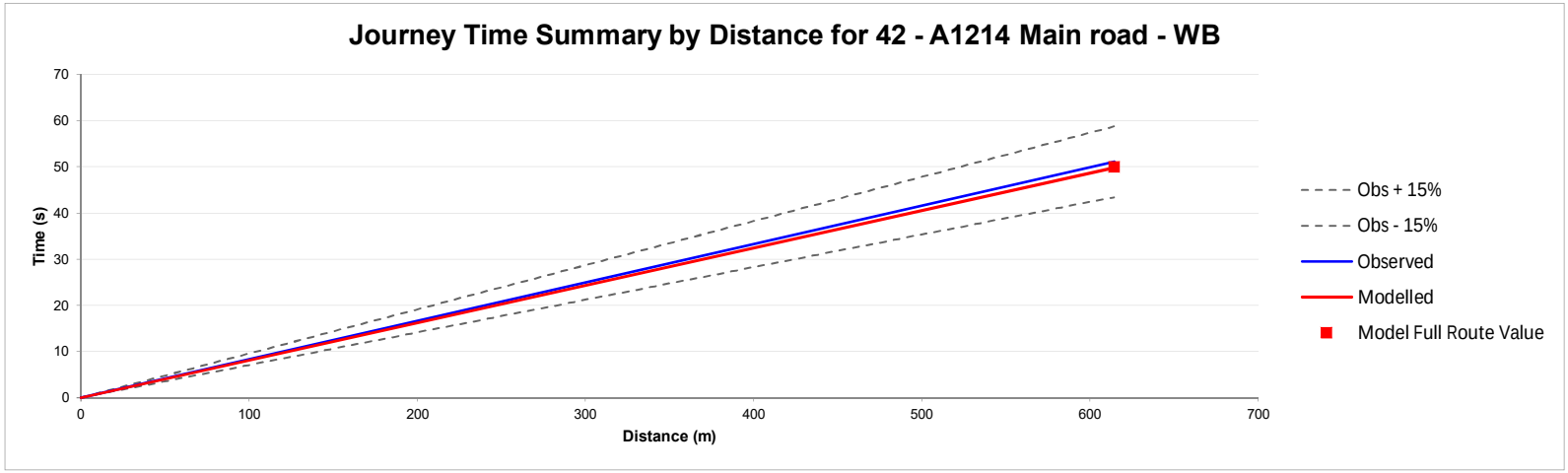




Journey Times
Validation Statistics

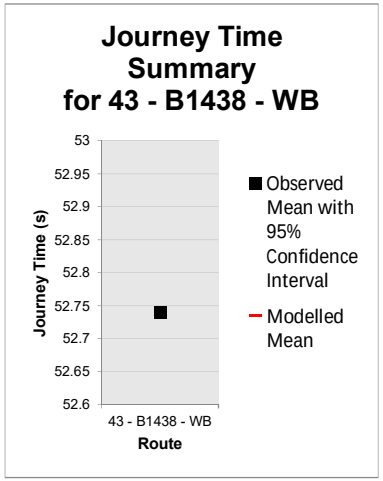
AM Peak (07:00 -08:00)

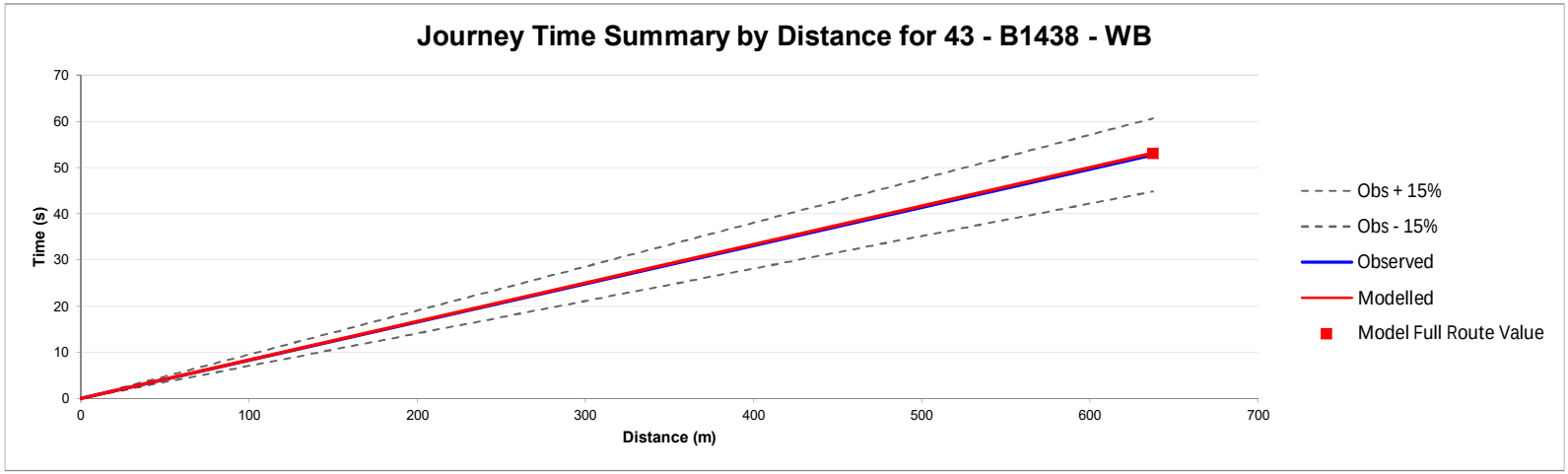




Journey Times
Validation Statistics

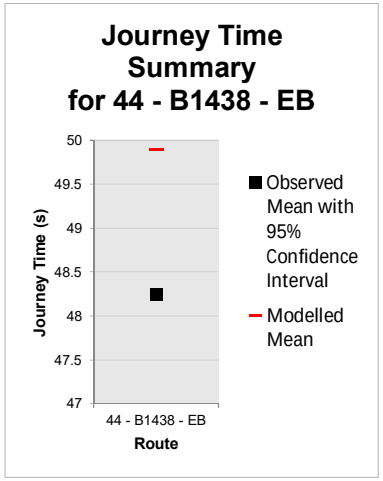
AM Peak (07:00 -08:00)

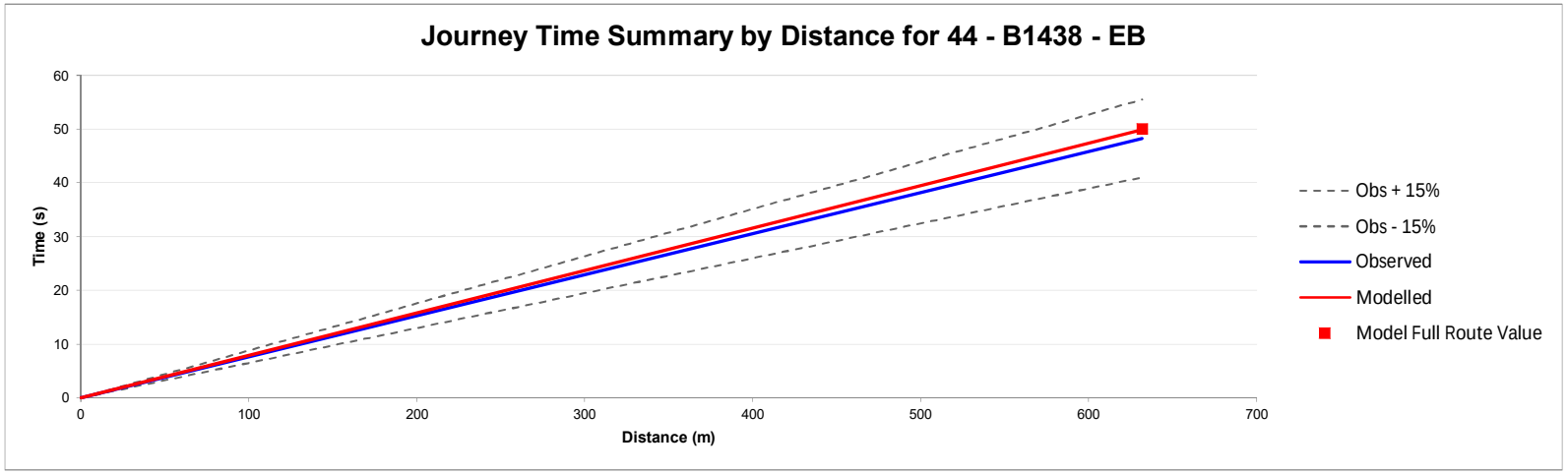




Journey Times
Validation Statistics

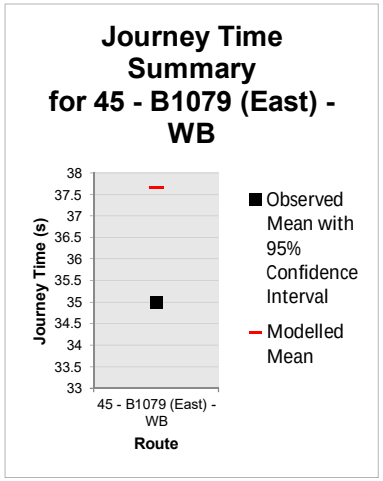
AM Peak (07:00 -08:00)

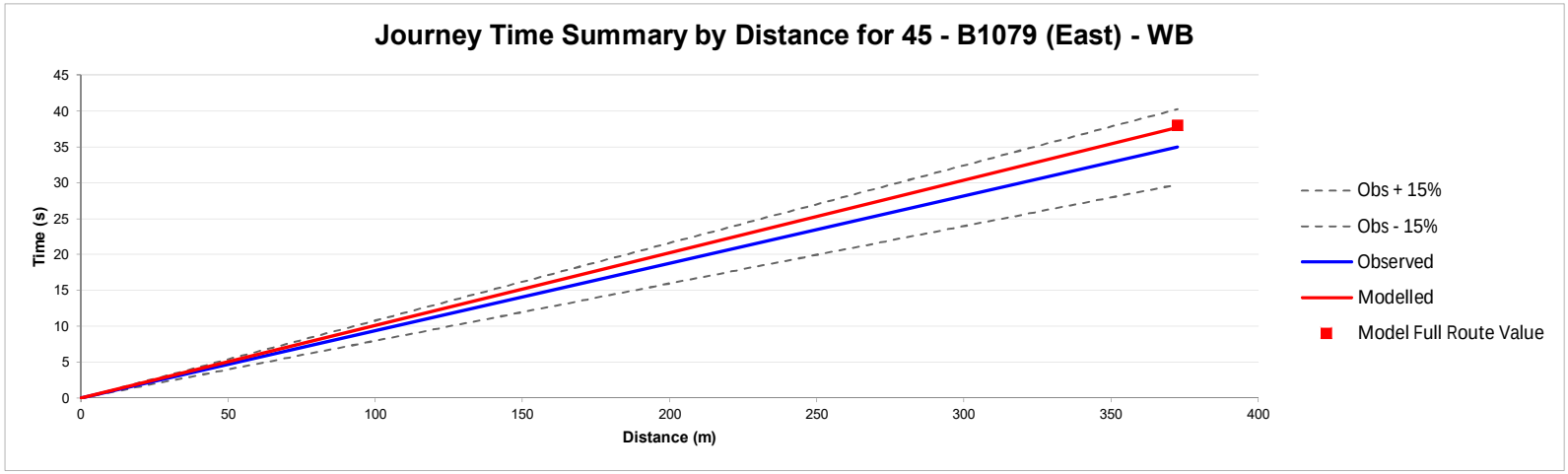




Journey Times
Validation Statistics

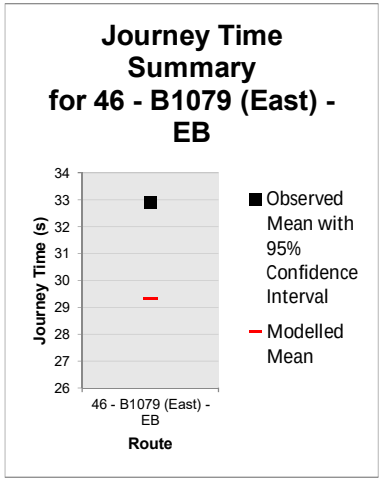
AM Peak (07:00 -08:00)

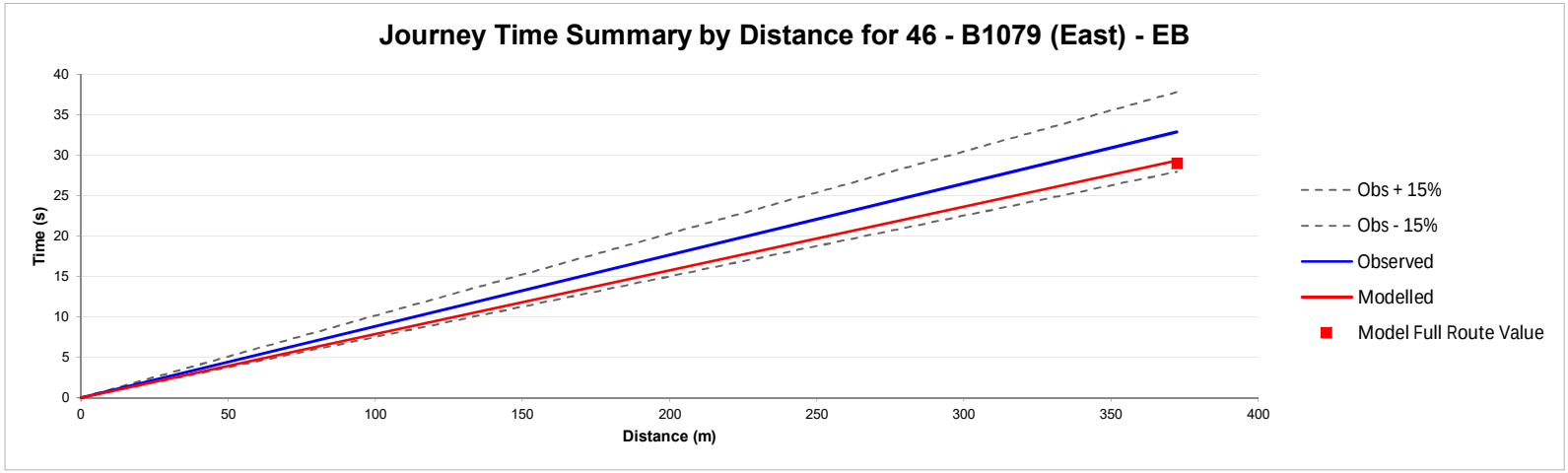




Journey Times
Validation Statistics

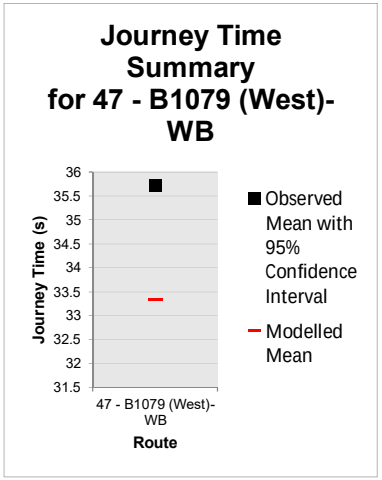
AM Peak (07:00 -08:00)

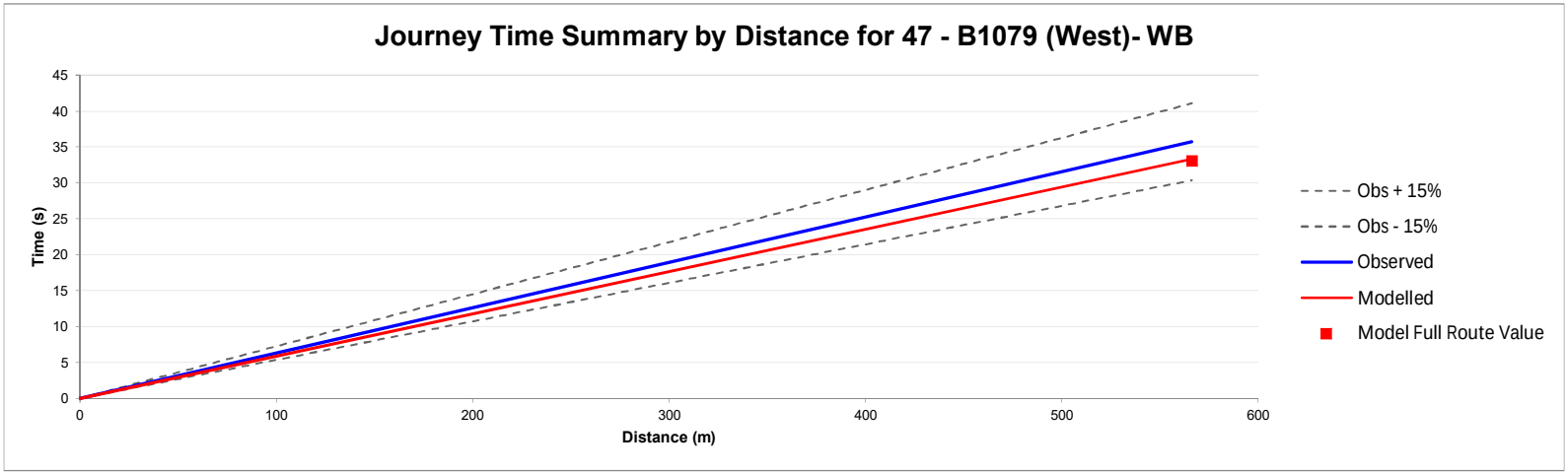




Journey Times
Validation Statistics

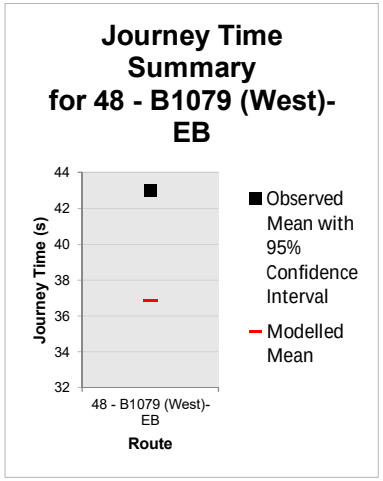
AM Peak (07:00 -08:00)

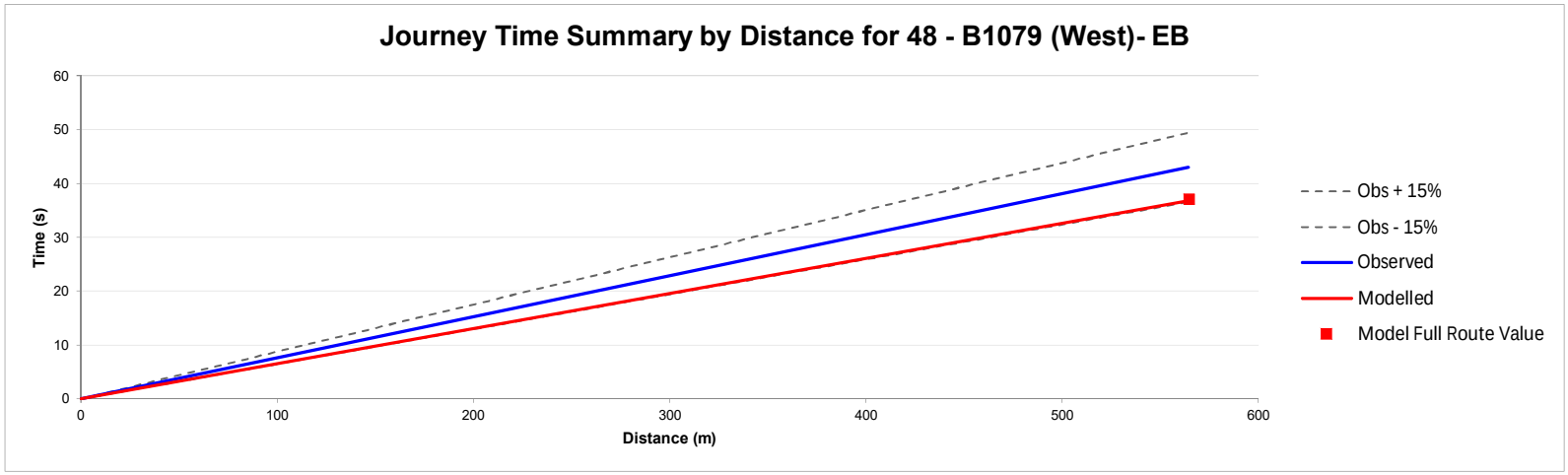




Journey Times
Validation Statistics

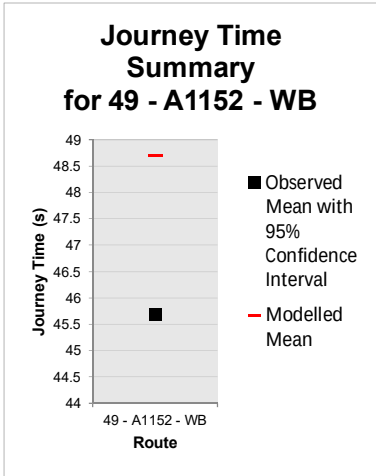
AM Peak (07:00 -08:00)

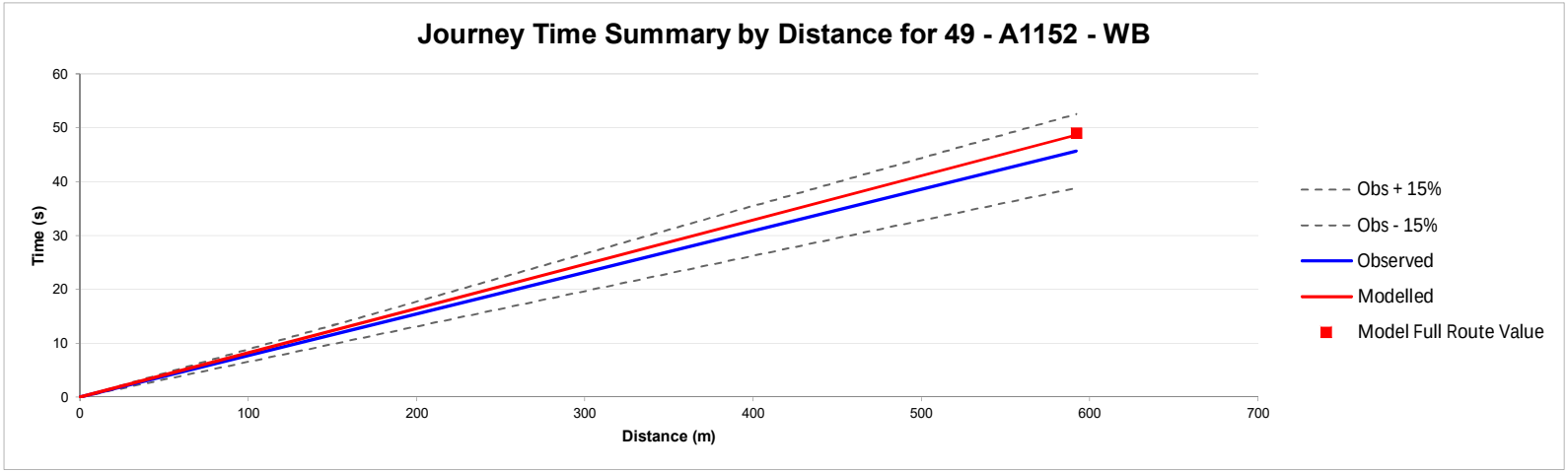




Journey Times
Validation Statistics

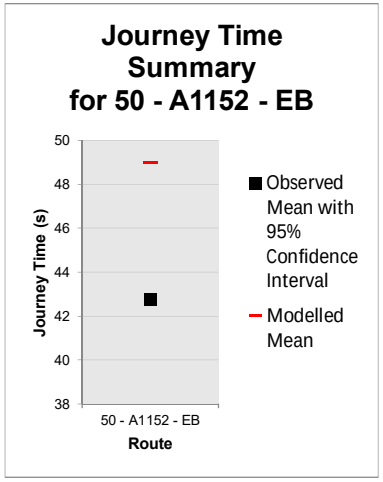
AM Peak (07:00 -08:00)

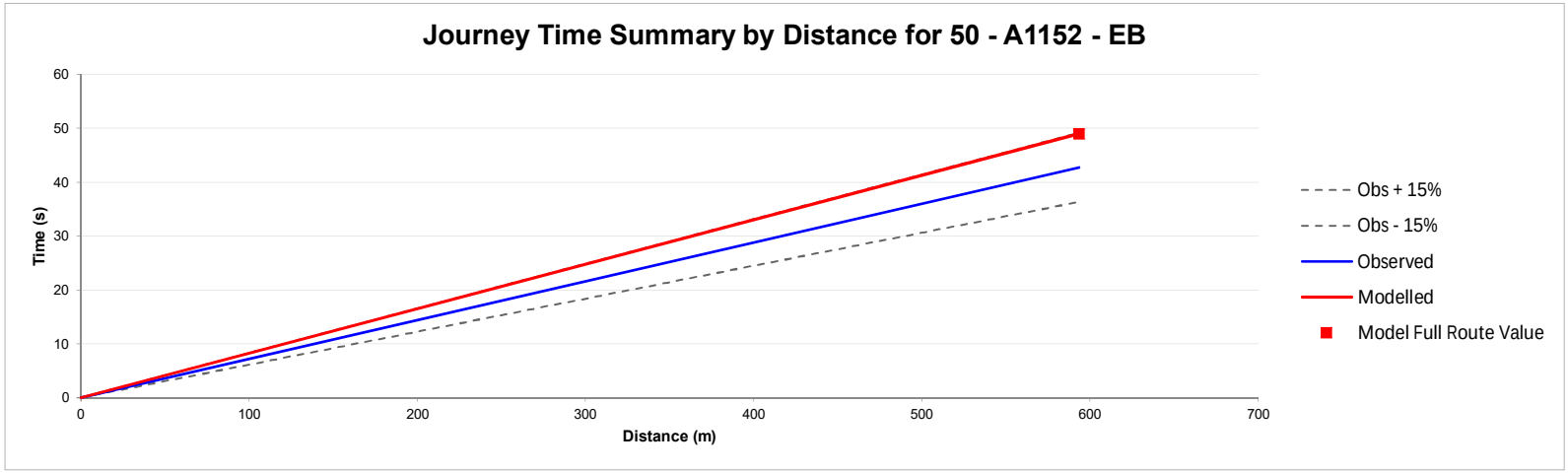




Journey Times
Validation Statistics

AM Peak (07:00 -08:00)





wsp

Journey Times
Validation Statistics

AM Peak (08:00 -09:00)

Route:	Segment	Graph Group	Observed Average	Modelled Average	Modelled 95% Conf	Modelled Var Chk	% Diff	Diff	Conf?	15%	60s	WebTAG	Distance (m)
1 - J21 - J22 - NB	Partial - A	1	112	114	1	TRUE	1.9%	2	FALSE	TRUE	TRUE	TRUE	2695
2 - J22 - J23 - NB	Partial - B	1	73	66	0	TRUE	-9.1%	-7	FALSE	TRUE	TRUE	TRUE	1406
3 - J23 - J24 - NB	Partial - C	1	41	39	0	TRUE	-4.4%	-2	FALSE	TRUE	TRUE	TRUE	646
4 - J24 - J25 - NB	Partial - D	1	41	52	1	TRUE	25.9%	11	FALSE	FALSE	TRUE	TRUE	598
5 - J25 - J26 - NB	Partial - E	1	110	125	1	TRUE	13.9%	15	FALSE	TRUE	TRUE	TRUE	2509
6 - J26 - J27 - NB	Partial - F	1	88	95	1	TRUE	7.7%	7	FALSE	TRUE	TRUE	TRUE	1513
7 - J27 - J28 - NB	Partial - G	1	88	97	0	TRUE	10.3%	9	FALSE	TRUE	TRUE	TRUE	1444
8 - J28 - A12- NB	Partial - H	1	142	137	1	TRUE	-3.2%	-4	FALSE	TRUE	TRUE	TRUE	3240
9 - A12 - J28 - SB	Partial - A	3	143	134	2	TRUE	-5.8%	-8	FALSE	TRUE	TRUE	TRUE	2885
10 - J28 - J27 - SB	Partial - B	3	109	117	4	TRUE	8.0%	9	FALSE	TRUE	TRUE	TRUE	1455
11 - J27 - J26 - SB	Partial - C	3	82	94	0	TRUE	14.6%	12	FALSE	TRUE	TRUE	TRUE	1518
12 - J26 - J25 - SB	Partial - D	3	107	113	0	TRUE	5.1%	5	FALSE	TRUE	TRUE	TRUE	2490
13 - J25 - J24 - SB	Partial - E	3	43	33	0	TRUE	-22.2%	-9	FALSE	FALSE	TRUE	TRUE	597
14 - J24 - J23 - SB	Partial - F	3	95	80	7	FALSE	-16.4%	-16	FALSE	FALSE	TRUE	TRUE	659
15 - J23 - J22 - SB	Partial - G	3	73	70	0	TRUE	-4.6%	-3	FALSE	TRUE	TRUE	TRUE	1429
16 - J22 - J21 - SB	Partial - H	3	118	138	4	TRUE	16.9%	20	FALSE	FALSE	TRUE	TRUE	2859
17 - A14 WB upto Offslip	Full	5	124	153	3	TRUE	23.7%	29	FALSE	FALSE	TRUE	TRUE	3168
18 - A14 EB from Onslip	Full	6	111	118	0	TRUE	6.3%	7	FALSE	TRUE	TRUE	TRUE	3161
19 - A14 WB from Onslip	Full	7	77	85	0	TRUE	10.5%	8	FALSE	TRUE	TRUE	TRUE	1968
20 - A14 EB upto Offslip	Full	8	81	90	1	TRUE	12.1%	10	FALSE	TRUE	TRUE	TRUE	1976
21 - Felixstowe - SB	Full	9	93	100	1	TRUE	7.8%	7	FALSE	TRUE	TRUE	TRUE	1712
22 - Felixstowe - NB	Full	10	95	116	3	TRUE	21.8%	21	FALSE	FALSE	TRUE	TRUE	1656
23 - Bucklesham Road - NB	Full	11	62	62	1	TRUE	-1.2%	-1	FALSE	TRUE	TRUE	TRUE	780
24 - Bucklesham Road - SB	Full	12	68	86	2	TRUE	26.2%	18	FALSE	FALSE	TRUE	TRUE	780
25 - Foxhall road - EB	Full	13	165	149	11	FALSE	-10.2%	-17	FALSE	TRUE	TRUE	TRUE	1470
26 - Foxhall road - WB	Full	14	84	84	1	TRUE	-0.3%	0	FALSE	TRUE	TRUE	TRUE	1481
27 - Newbourne Road -EB	Full	15	46	43	0	TRUE	-7.0%	-3	FALSE	TRUE	TRUE	TRUE	774
28 - Newbourne Road -WB	Full	16	62	64	3	TRUE	3.4%	2	FALSE	TRUE	TRUE	TRUE	778
29 - Eagle Way - EB	Full	17	20	21	1	FALSE	7.6%	2	FALSE	TRUE	TRUE	TRUE	139
30 - Eagle Way - WB	Full	18	12	14	0	TRUE	19.6%	2	FALSE	FALSE	TRUE	TRUE	125
31 - Gloster Road - NB	Full	19	50	53	0	TRUE	6.5%	3	FALSE	TRUE	TRUE	TRUE	456
32 - Gloster Road - SB	Full	20	54	55	1	TRUE	2.4%	1	FALSE	TRUE	TRUE	TRUE	447
33 - Barrack Square - SB	Full	21	103	93	0	TRUE	-9.8%	-10	FALSE	TRUE	TRUE	TRUE	559
34 - Barrack Square - NB	Full	22	101	92	1	TRUE	-9.0%	-9	FALSE	TRUE	TRUE	TRUE	544
35 - Anson Road - WB	Full	23	55	43	0	TRUE	-21.3%	-12	FALSE	FALSE	TRUE	TRUE	407
36 - Anson Road - EB	Full	24	47	45	0	TRUE	-5.0%	-2	FALSE	TRUE	TRUE	TRUE	418
37 - Eagle Way (J24) - EB	Full	25	45	46	1	TRUE	2.5%	1	FALSE	TRUE	TRUE	TRUE	576
38 - Eagle Way (J24) - WB	Full	26	41	44	0	TRUE	6.8%	3	FALSE	TRUE	TRUE	TRUE	570
39 - Main Road - EB	Full	27	66	65	0	TRUE	-1.1%	-1	FALSE	TRUE	TRUE	TRUE	861
40 - Main Road - WB	Full	28	65	72	0	TRUE	10.5%	7	FALSE	TRUE	TRUE	TRUE	847
41 - A1214 Main road - EB	Full	29	73	66	0	TRUE	-9.4%	-7	FALSE	TRUE	TRUE	TRUE	604
42 - A1214 Main road - WB	Full	30	54	50	0	TRUE	-7.5%	-4	FALSE	TRUE	TRUE	TRUE	614
43 - B1438 - WB	Full	31	56	56	0	TRUE	-1.0%	-1	FALSE	TRUE	TRUE	TRUE	637
44 - B1438 - EB	Full	32	51	51	0	TRUE	0.0%	0	FALSE	TRUE	TRUE	TRUE	632
45 - B1079 (East) - WB	Full	33	43	61	6	FALSE	42.7%	18	FALSE	FALSE	TRUE	TRUE	373
46 - B1079 (East) - EB	Full	34	41	30	0	TRUE	-28.0%	-12	FALSE	FALSE	TRUE	TRUE	372
47 - B1079 (West)- WB	Full	35	38	33	0	TRUE	-11.3%	-4	FALSE	TRUE	TRUE	TRUE	566
48 - B1079 (West)- EB	Full	36	50	40	0	TRUE	-19.4%	-10	FALSE	FALSE	TRUE	TRUE	564

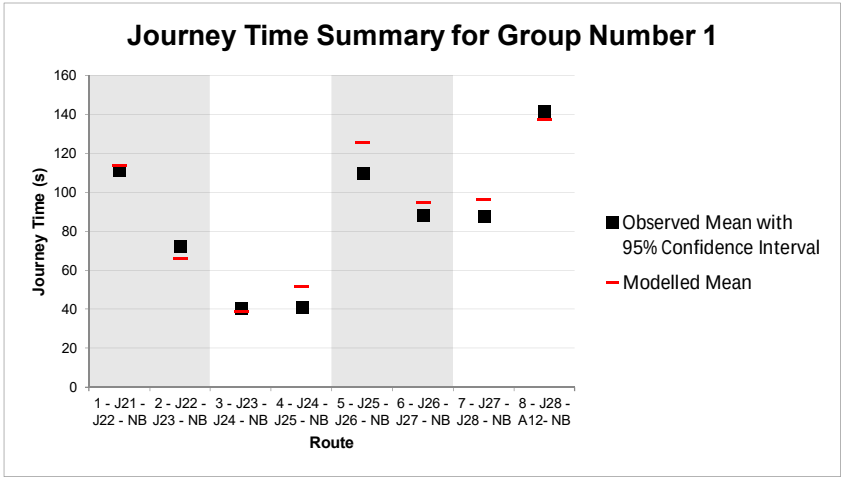
Journey Times
Validation Statistics

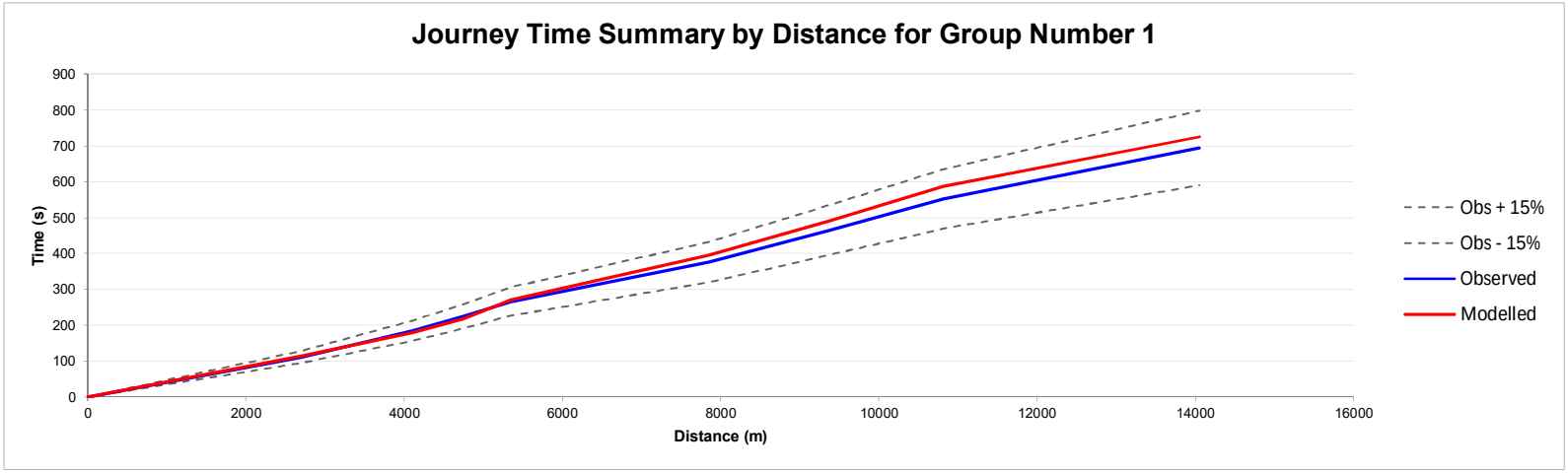
AM Peak (08:00 -09:00)

49 - A1152 - WB	Full	37	52	51	0	TRUE	-3.0%	-2	FALSE	TRUE	TRUE	TRUE	592
50 - A1152 - EB	Full	38	46	49	0	TRUE	8.2%	4	FALSE	TRUE	TRUE	TRUE	593
51 - A12 NB	Full	2	694	732	3	TRUE	5.4%	38	FALSE	TRUE	TRUE	TRUE	13695
52 - A12 SB	Full	4	771	776	7	TRUE	0.7%	5	FALSE	TRUE	TRUE	TRUE	13295

Journey Times
Validation Statistics

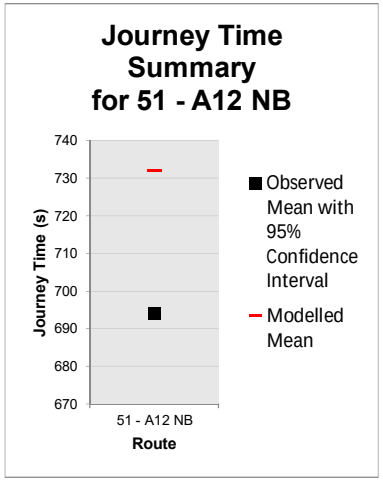
AM Peak (08:00 -09:00)

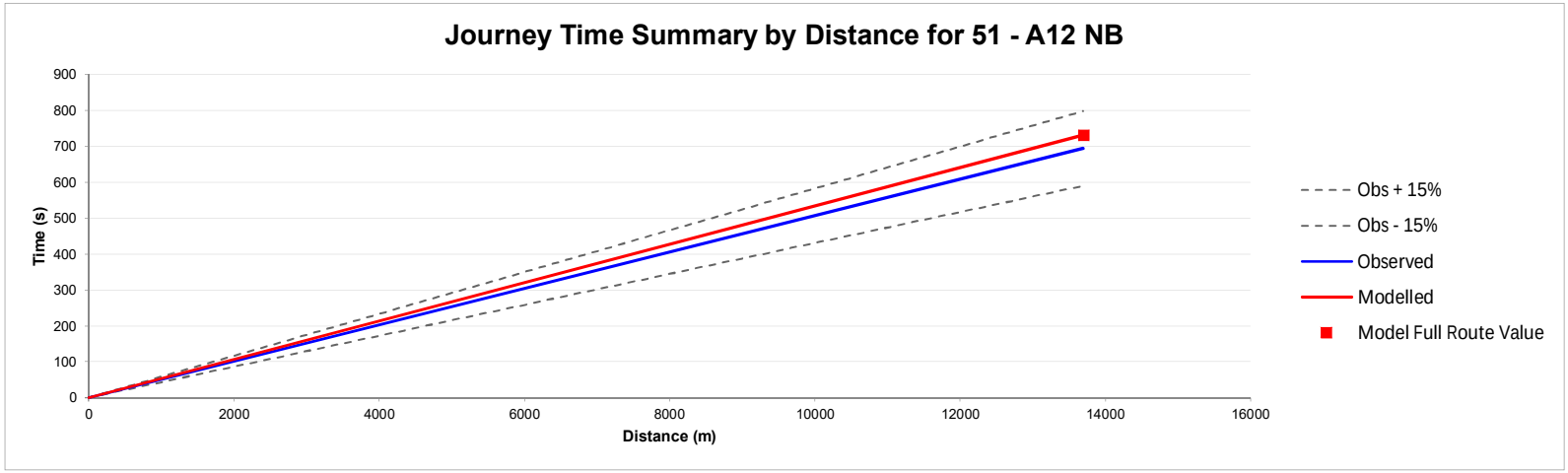




Journey Times
Validation Statistics

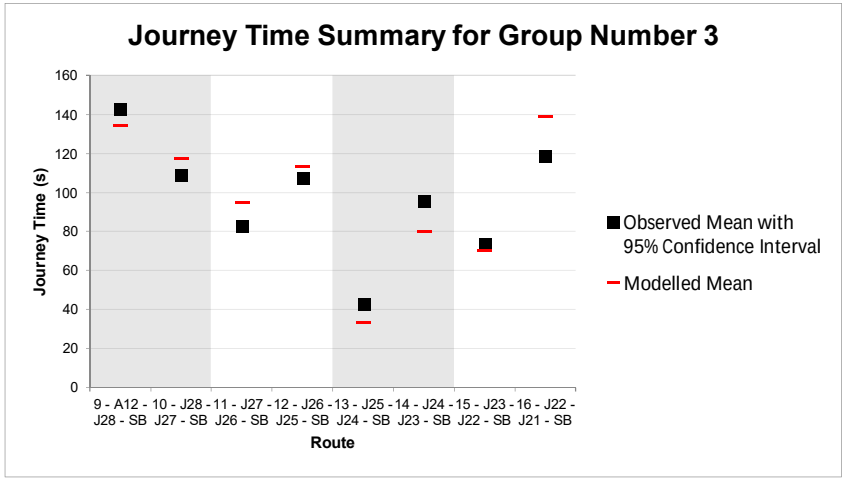
AM Peak (08:00 -09:00)

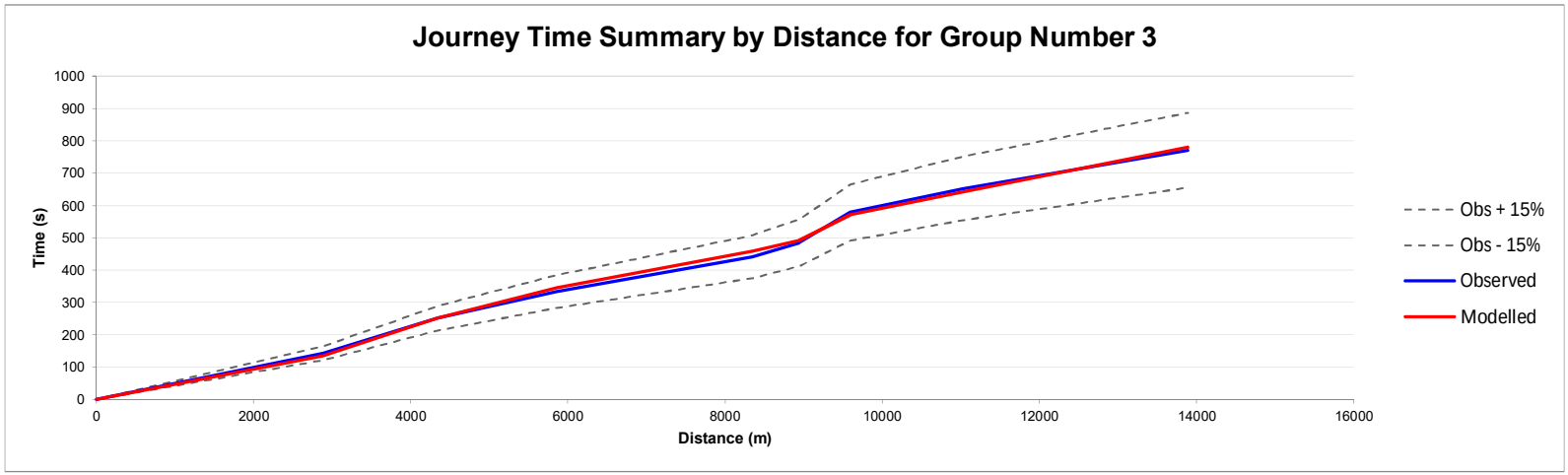




Journey Times
Validation Statistics

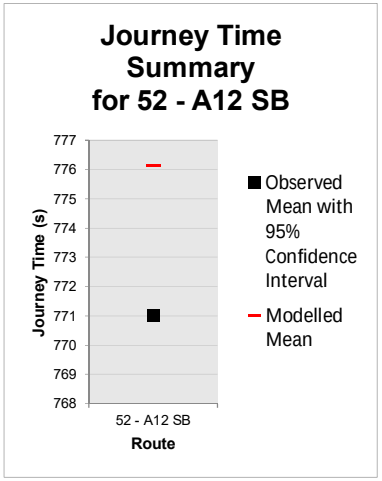
AM Peak (08:00 -09:00)

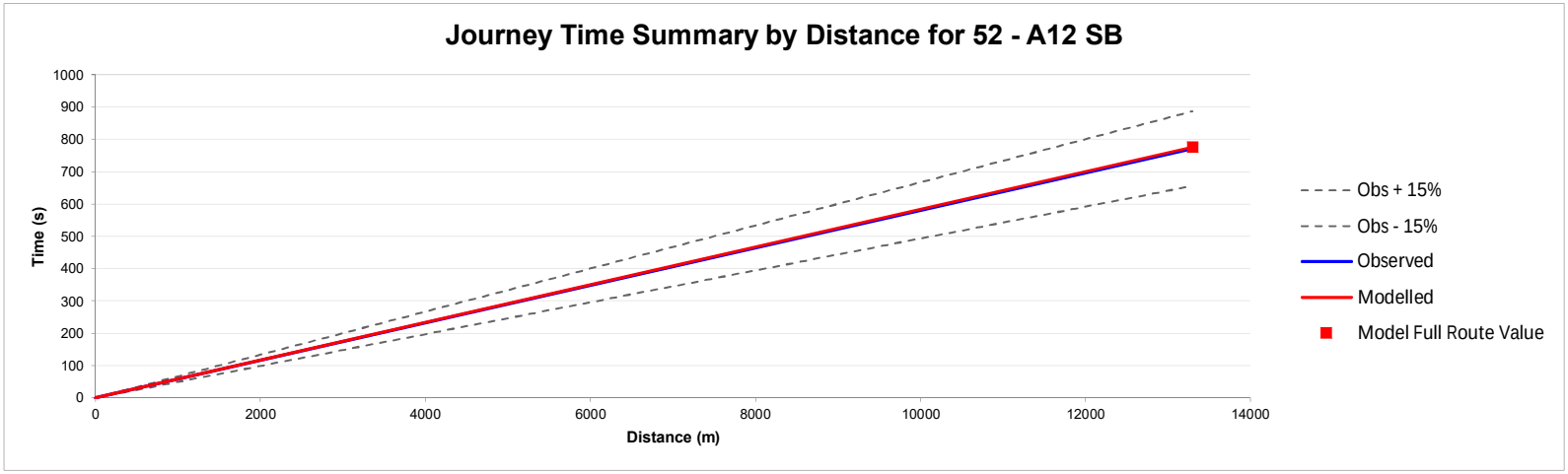




Journey Times
Validation Statistics

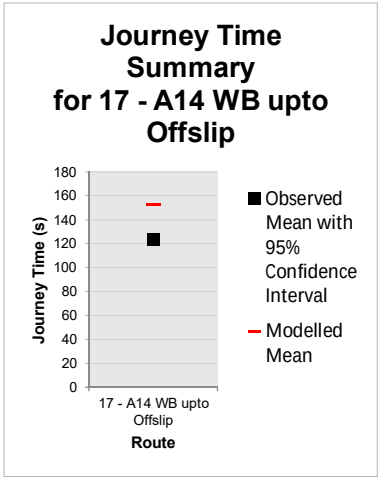
AM Peak (08:00 -09:00)

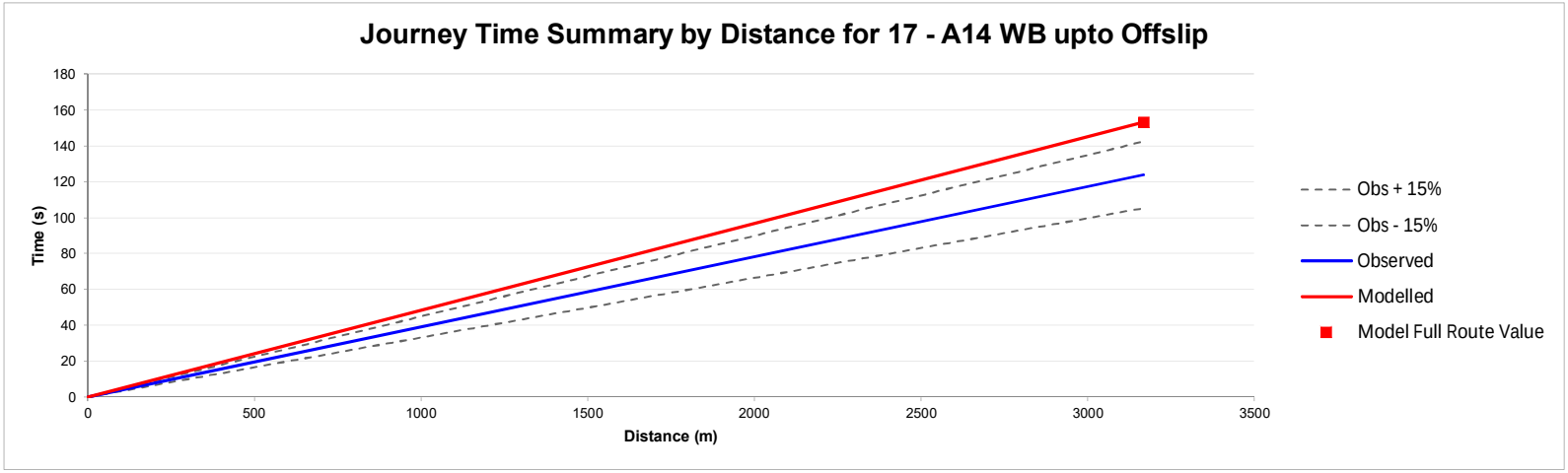




Journey Times
Validation Statistics

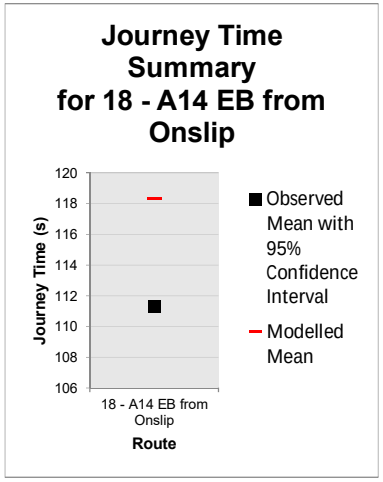
AM Peak (08:00 -09:00)

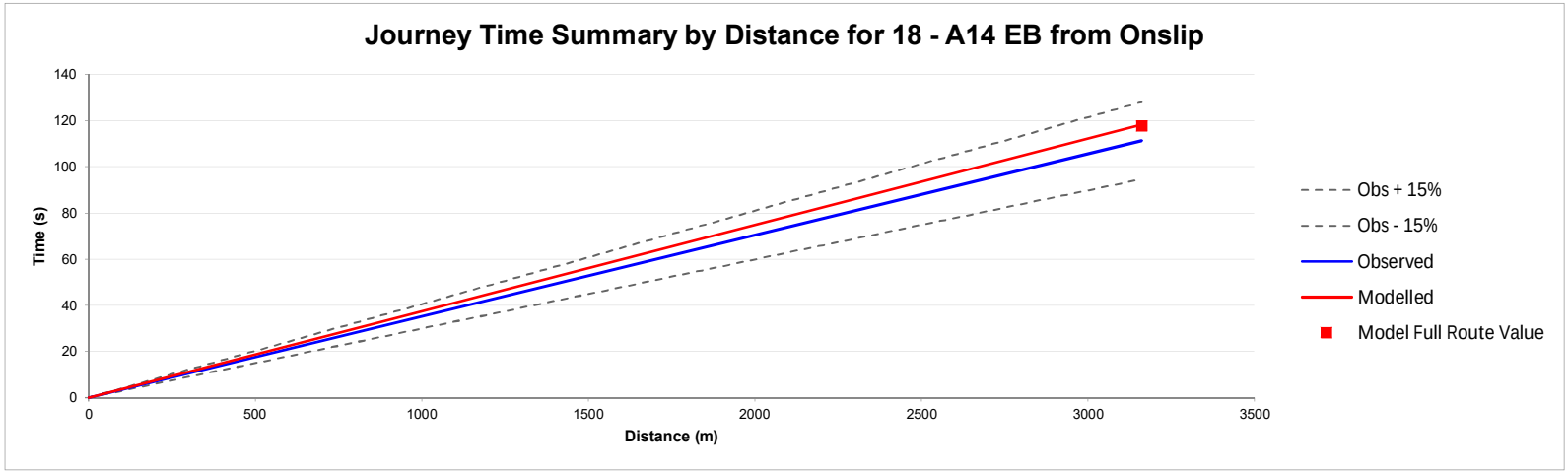




Journey Times
Validation Statistics

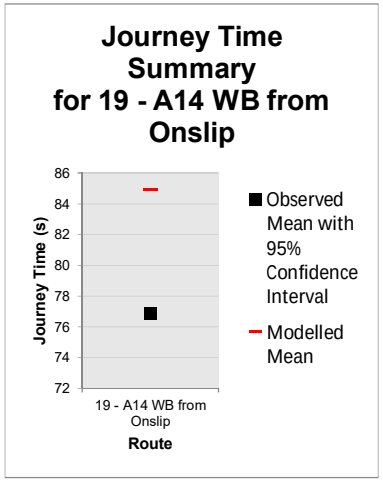
AM Peak (08:00 -09:00)

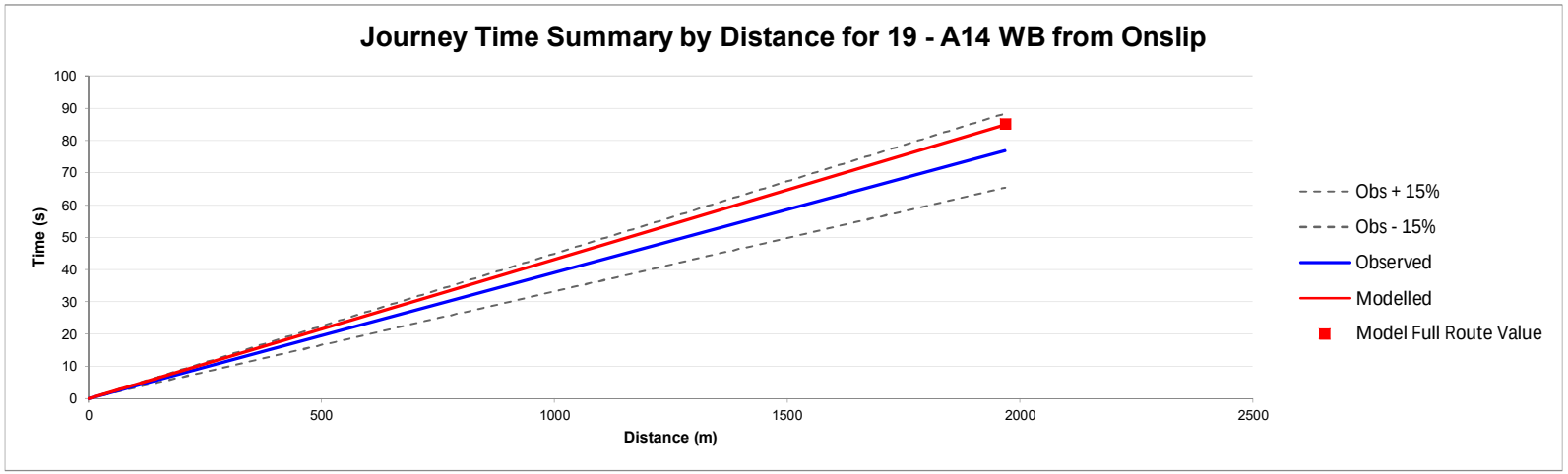




Journey Times
Validation Statistics

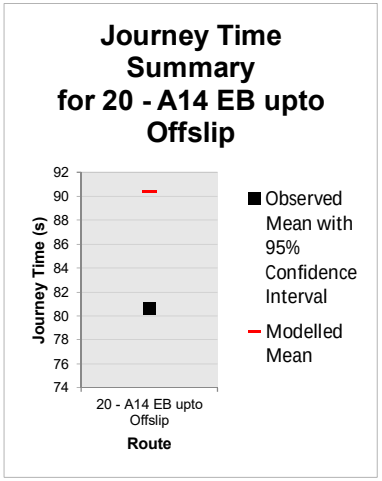
AM Peak (08:00 -09:00)

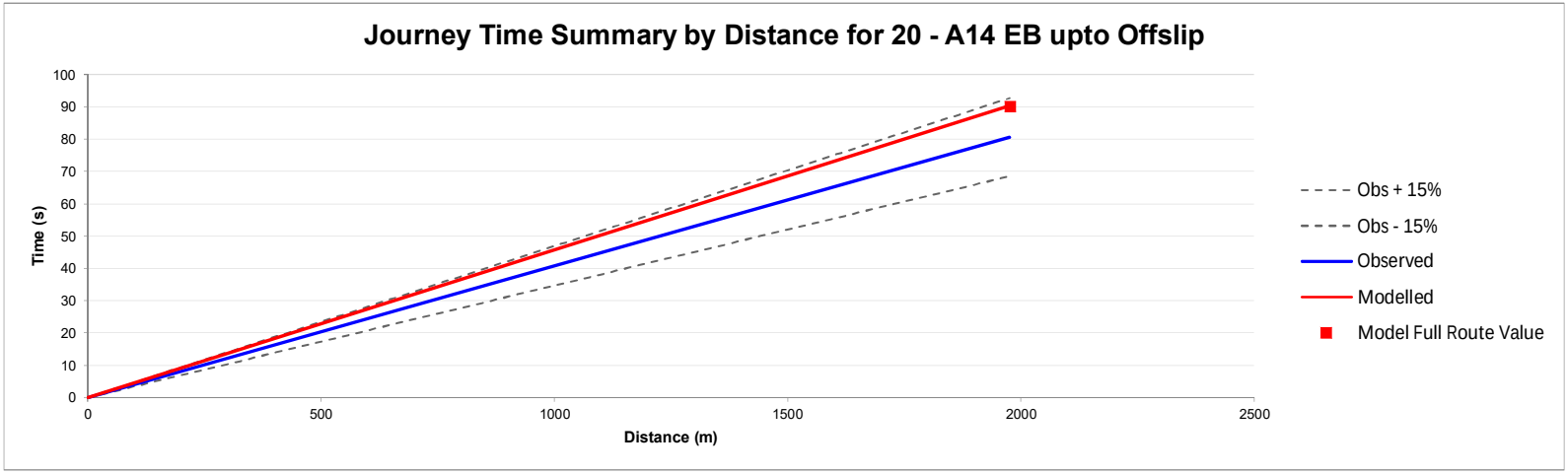




Journey Times
Validation Statistics

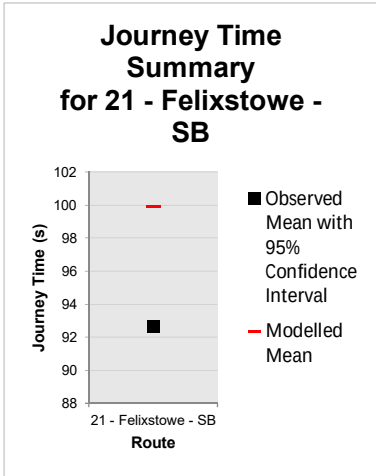
AM Peak (08:00 -09:00)

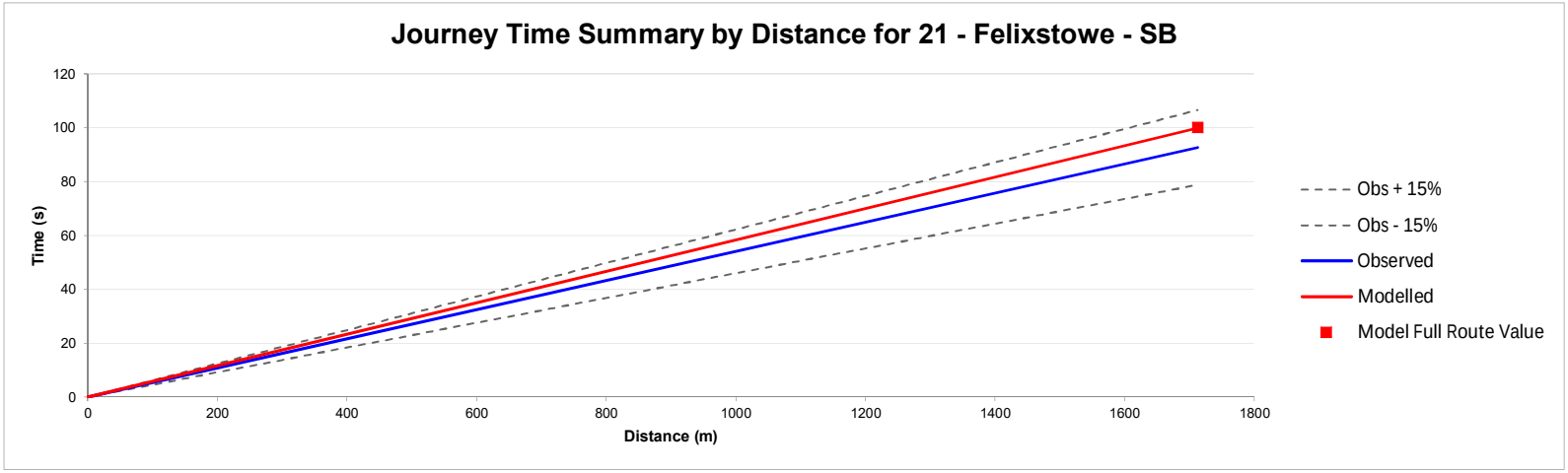




Journey Times
Validation Statistics

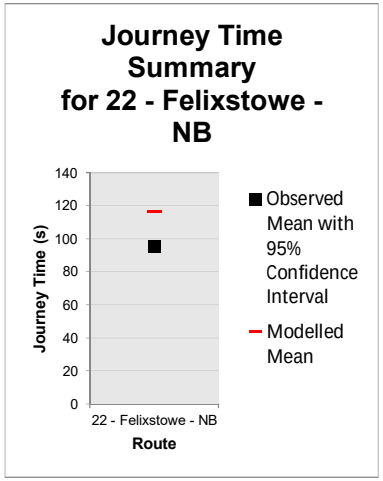
AM Peak (08:00 -09:00)

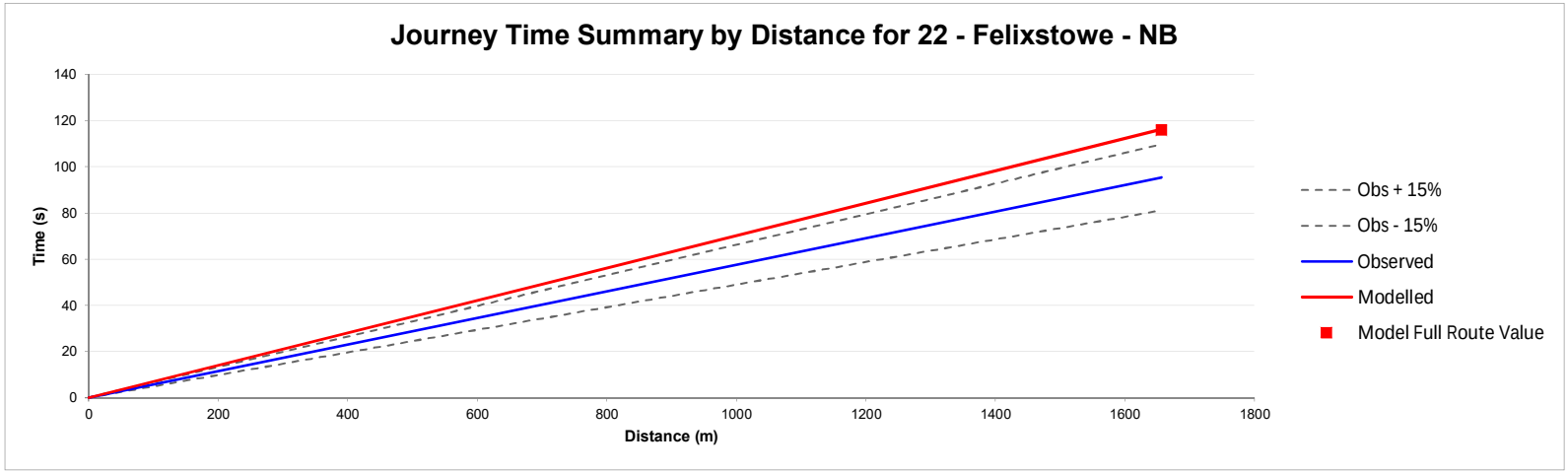




Journey Times
Validation Statistics

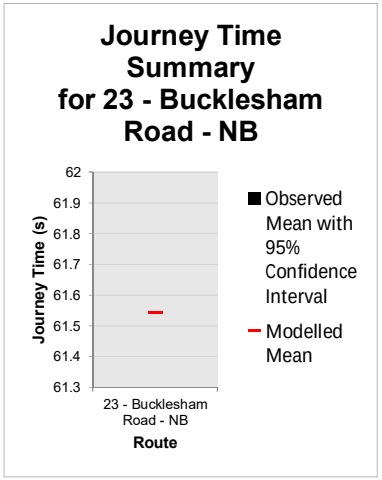
AM Peak (08:00 -09:00)

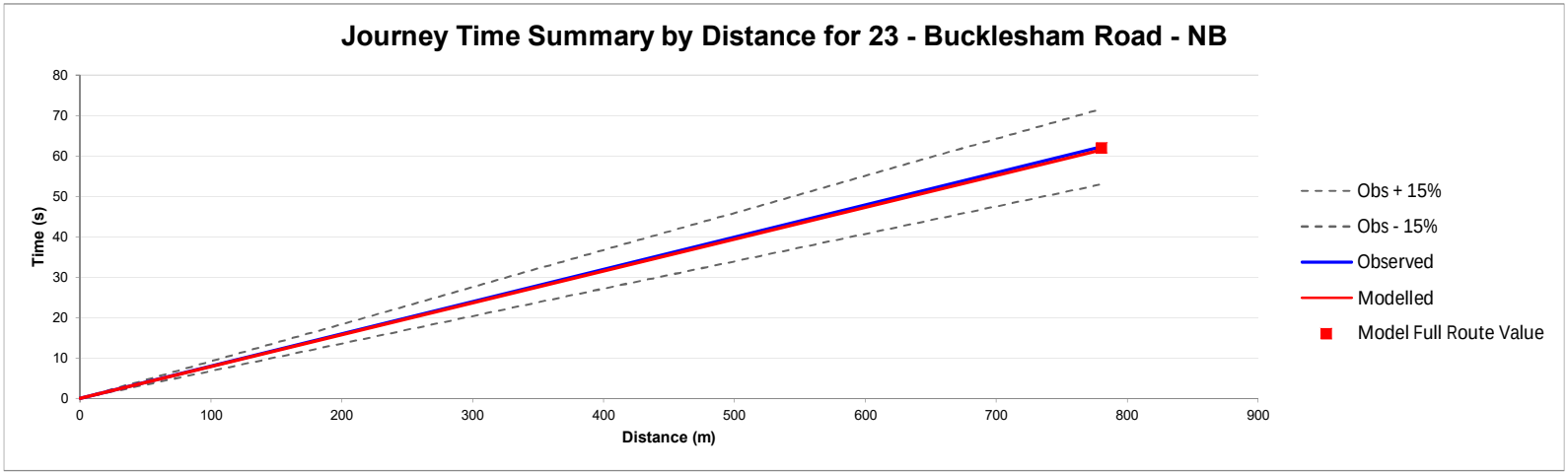




Journey Times
Validation Statistics

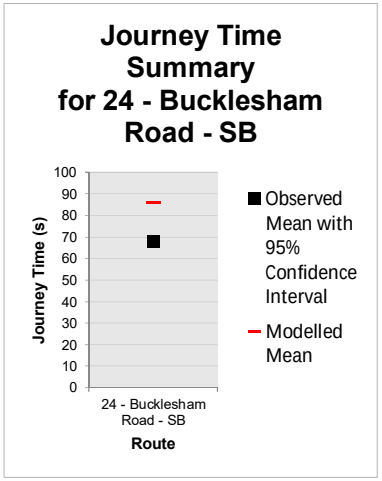
AM Peak (08:00 -09:00)

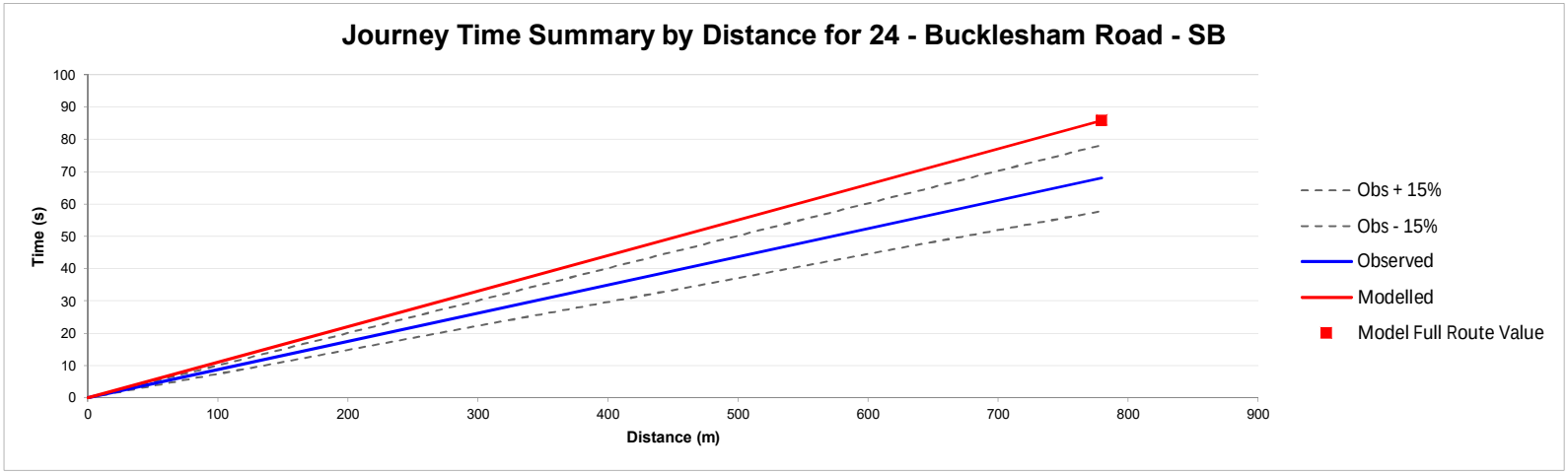




Journey Times
Validation Statistics

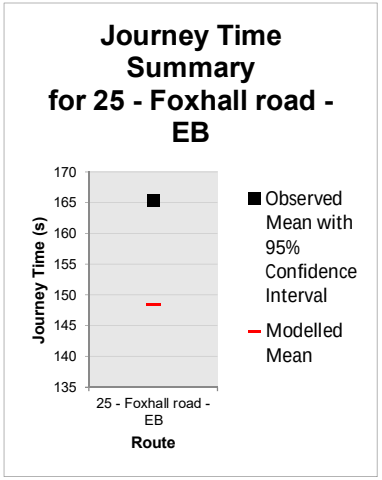
AM Peak (08:00 -09:00)

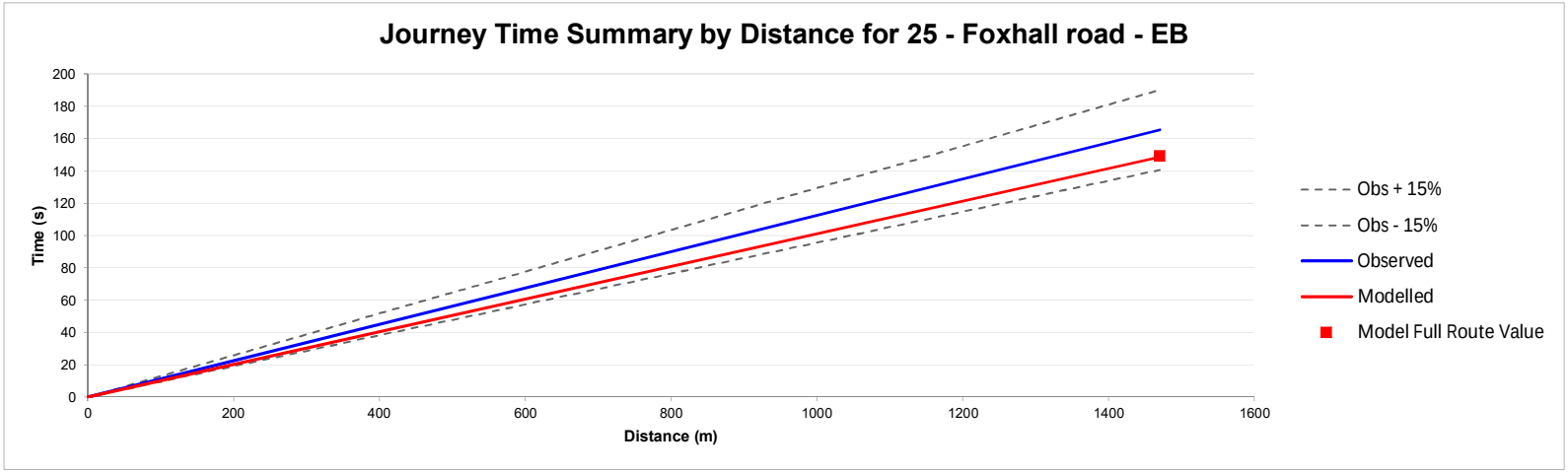




Journey Times
Validation Statistics

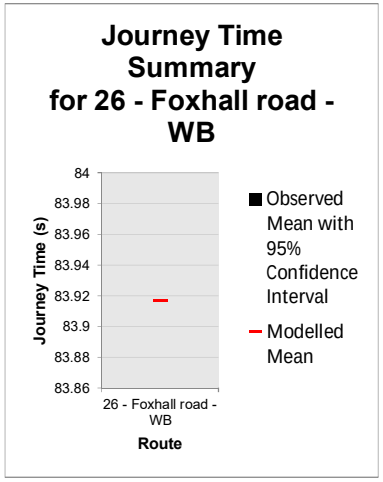
AM Peak (08:00 -09:00)

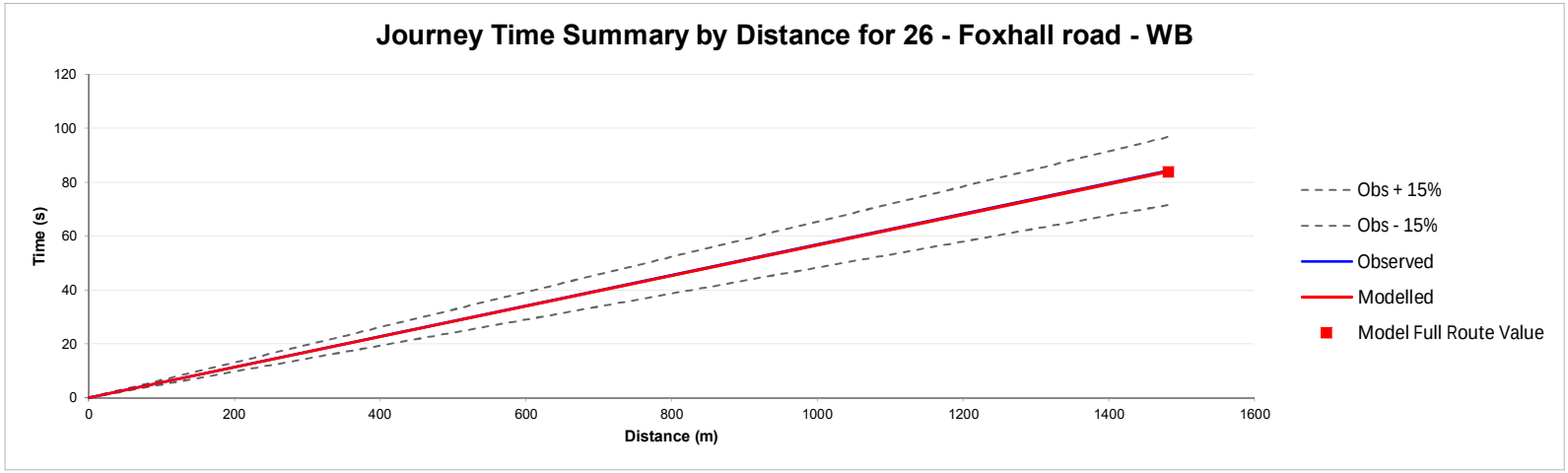




Journey Times
Validation Statistics

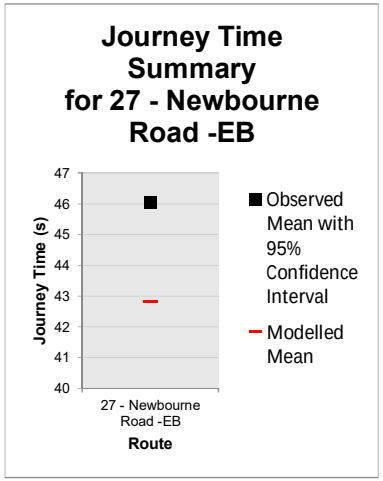
AM Peak (08:00 -09:00)

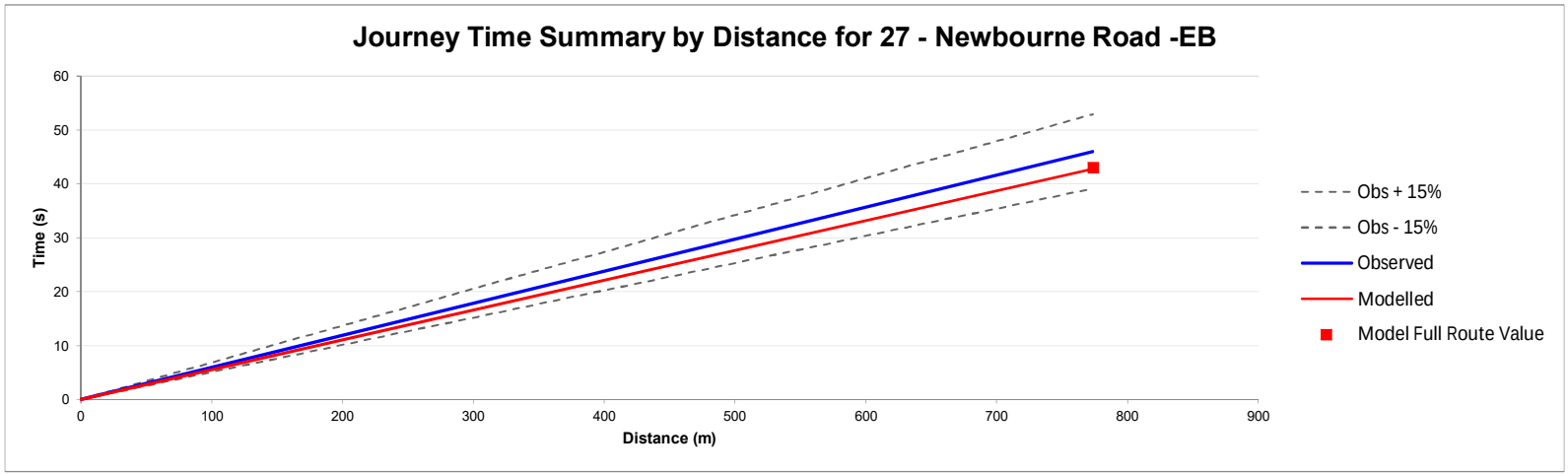




Journey Times
Validation Statistics

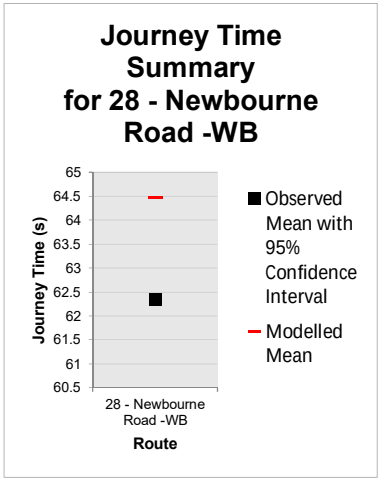
AM Peak (08:00 -09:00)

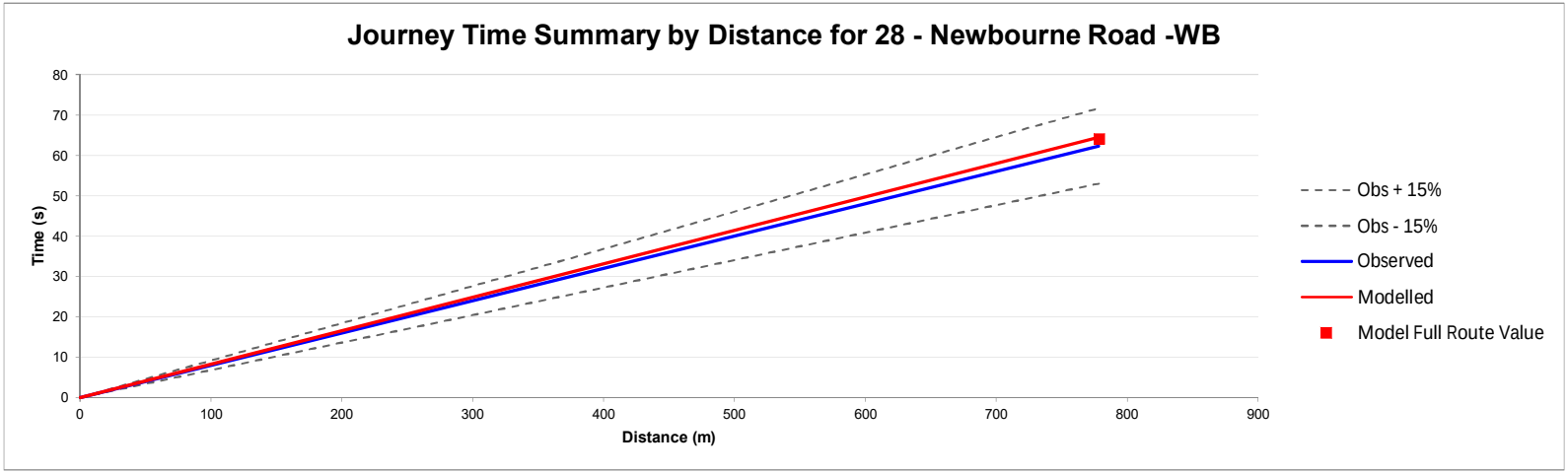




Journey Times
Validation Statistics

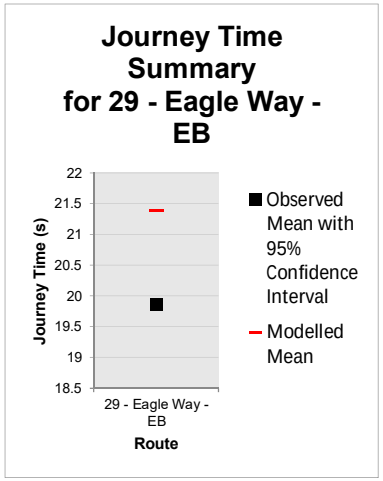
AM Peak (08:00 -09:00)

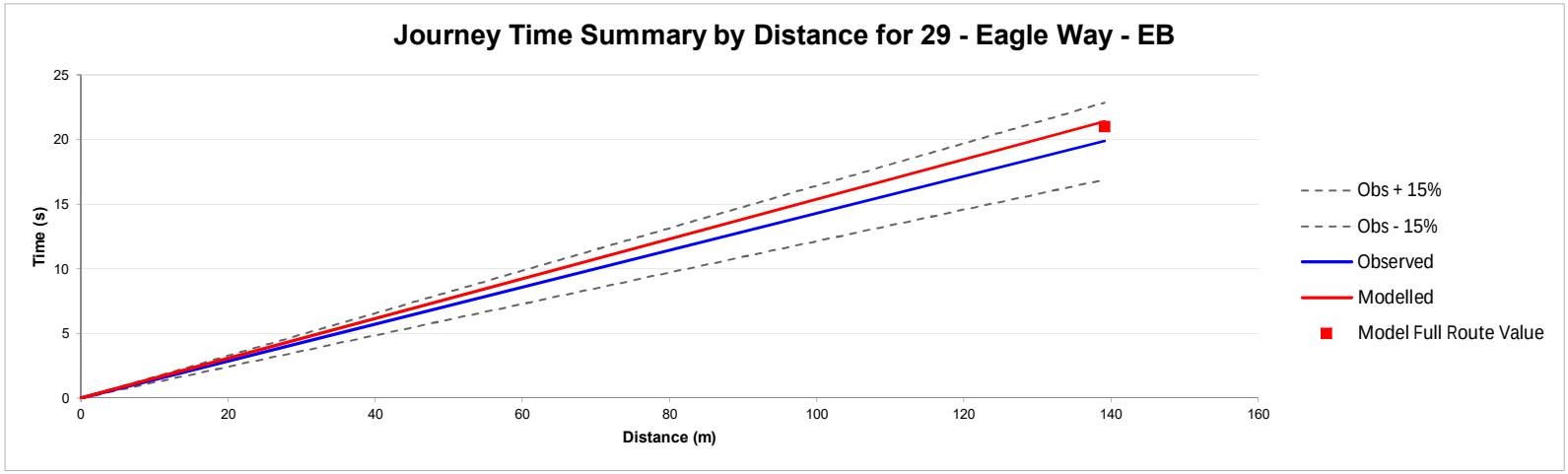




Journey Times
Validation Statistics

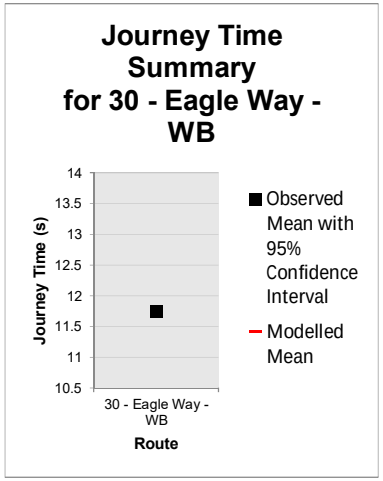
AM Peak (08:00 -09:00)

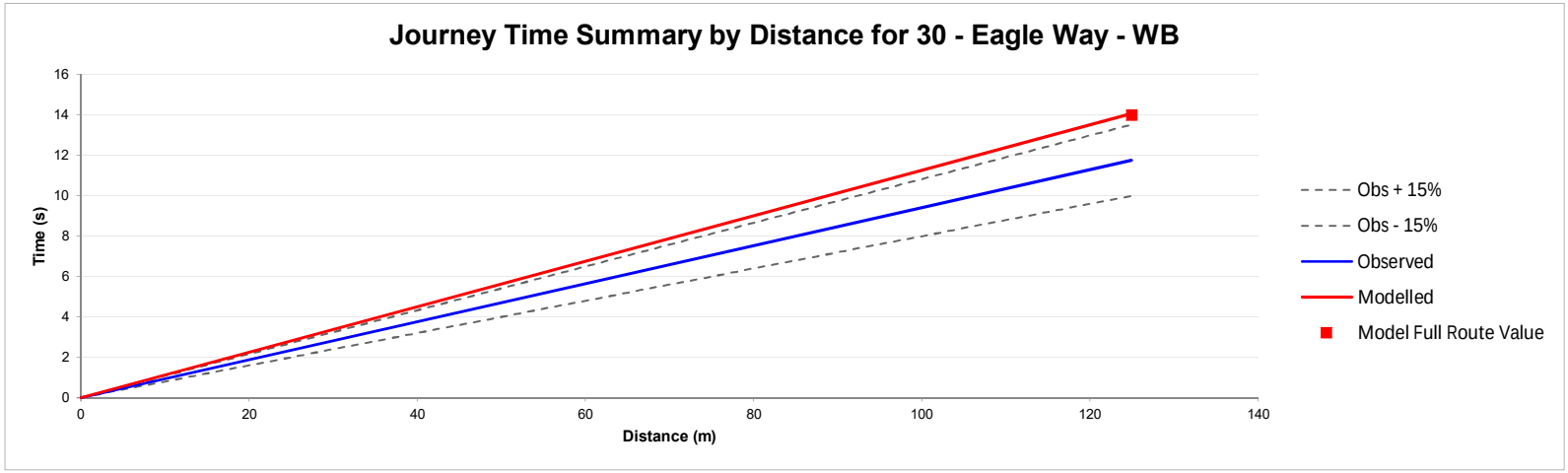




Journey Times
Validation Statistics

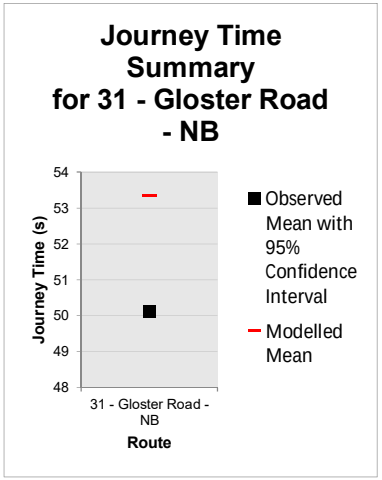
AM Peak (08:00 -09:00)

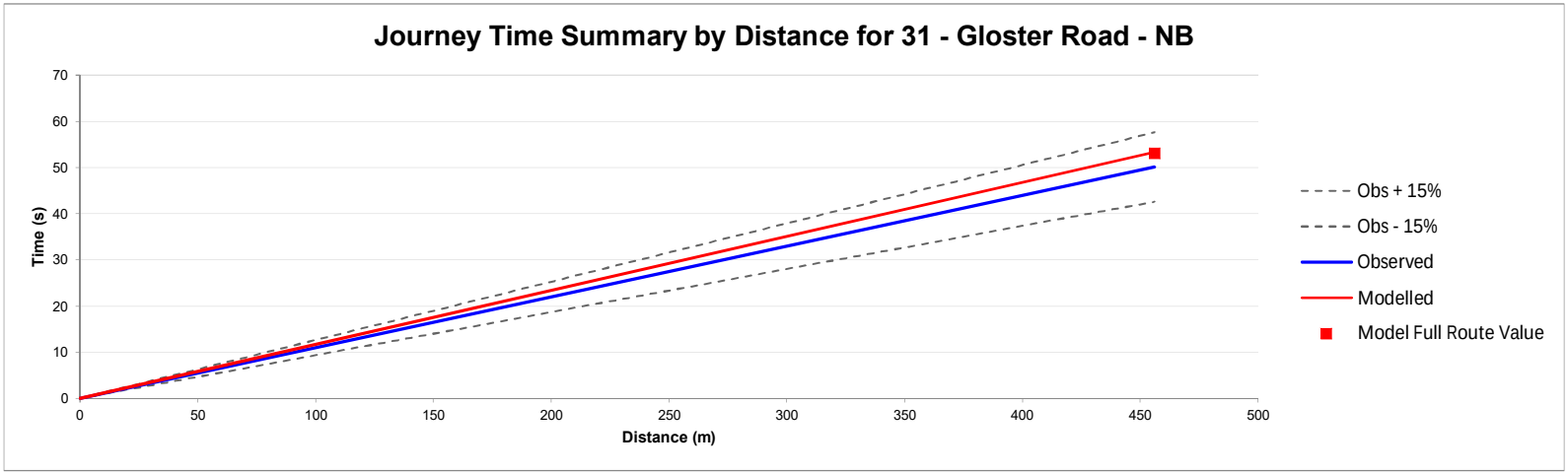




Journey Times
Validation Statistics

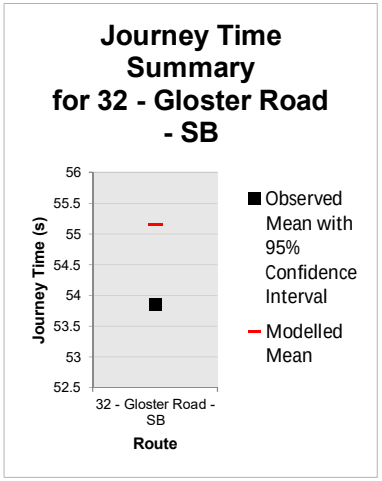
AM Peak (08:00 -09:00)

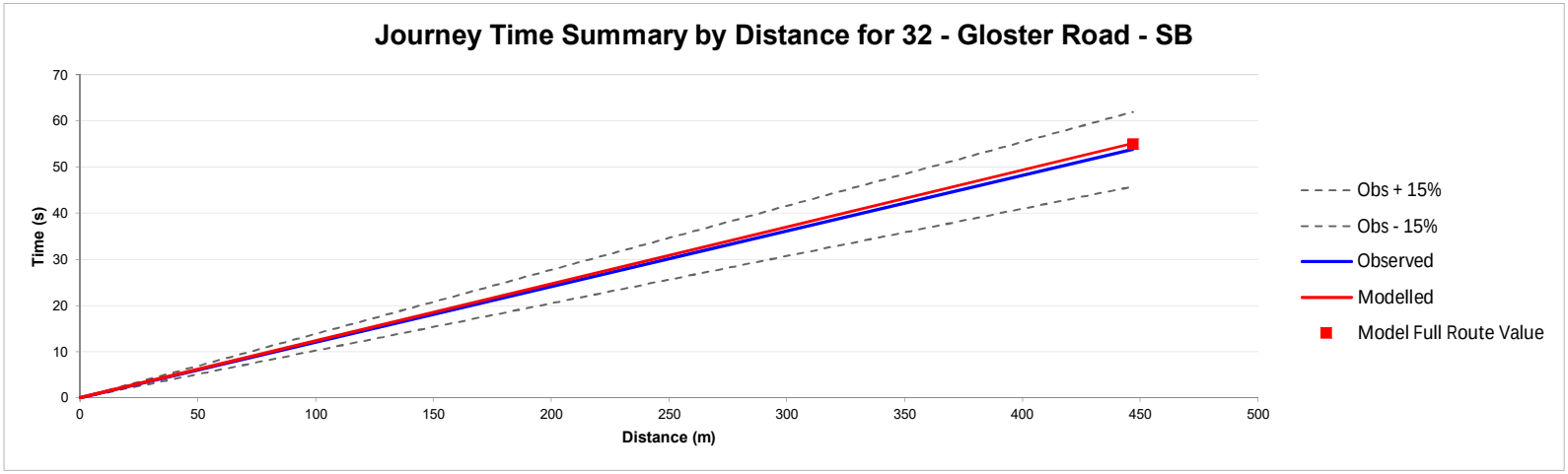




Journey Times
Validation Statistics

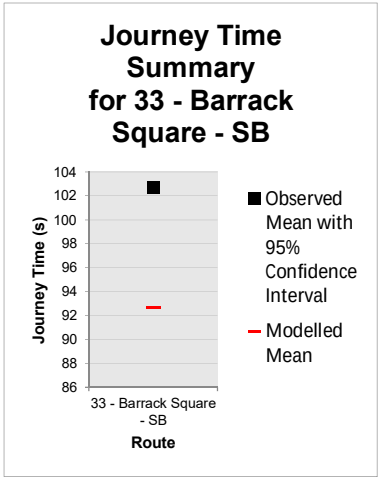
AM Peak (08:00 -09:00)

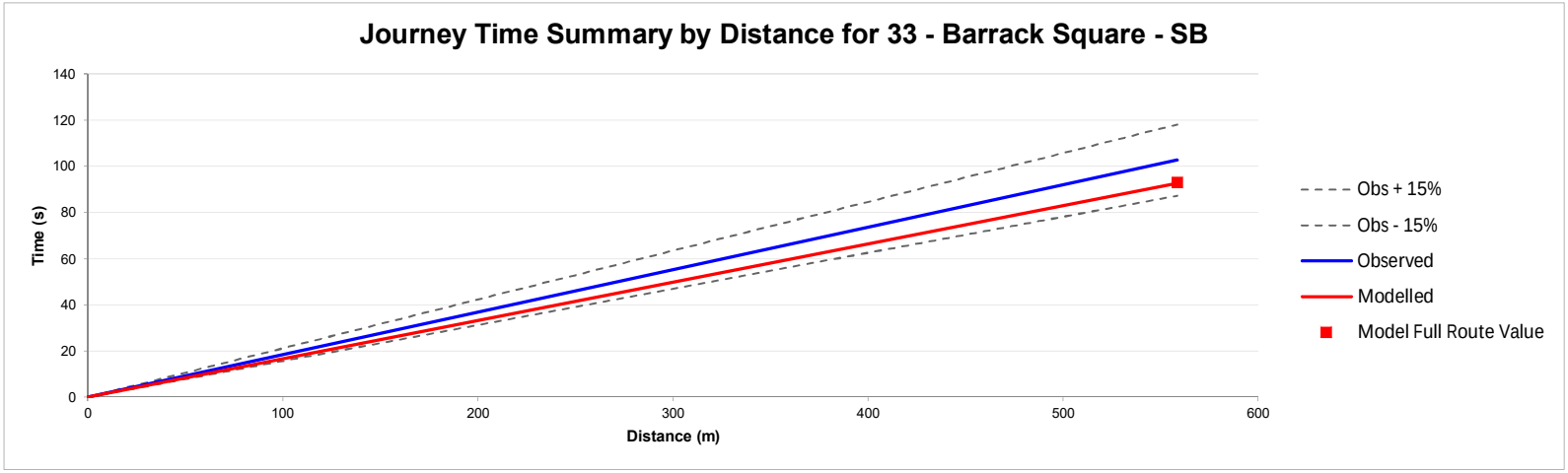




Journey Times
Validation Statistics

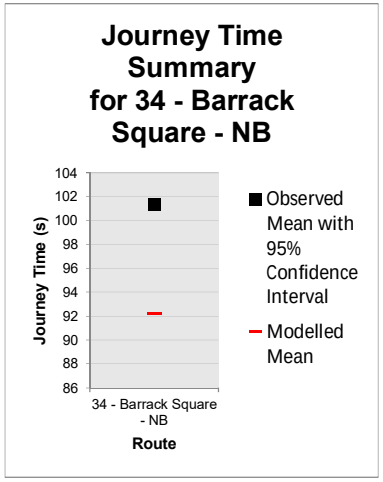
AM Peak (08:00 -09:00)

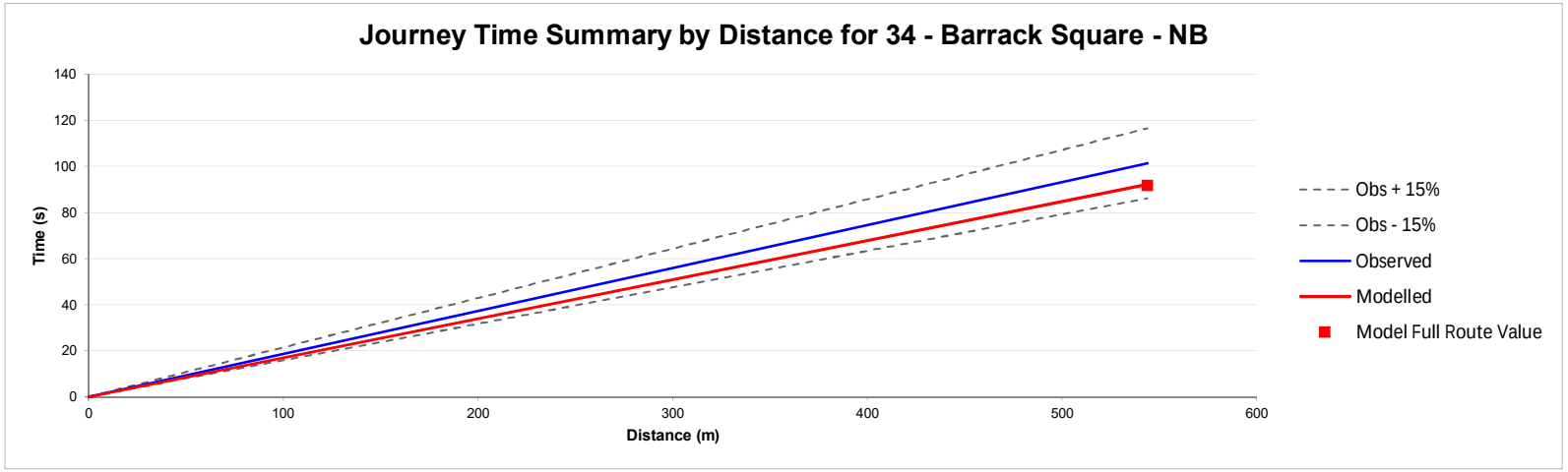




Journey Times
Validation Statistics

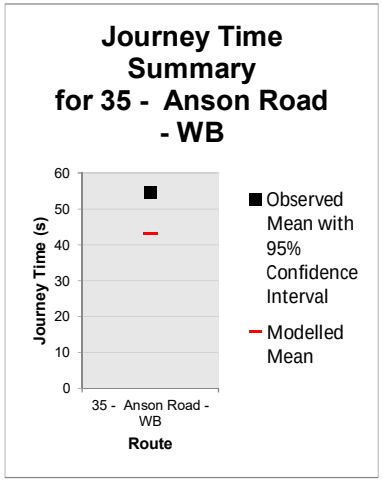
AM Peak (08:00 -09:00)

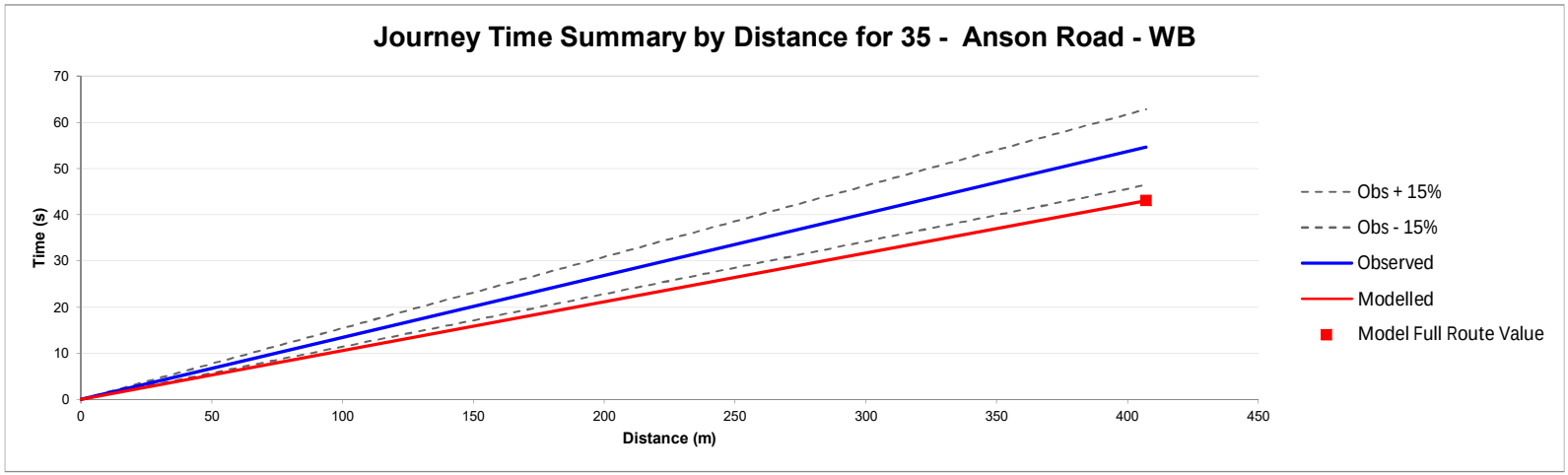




Journey Times
Validation Statistics

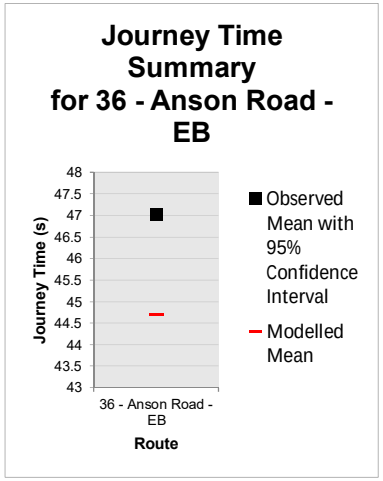
AM Peak (08:00 -09:00)

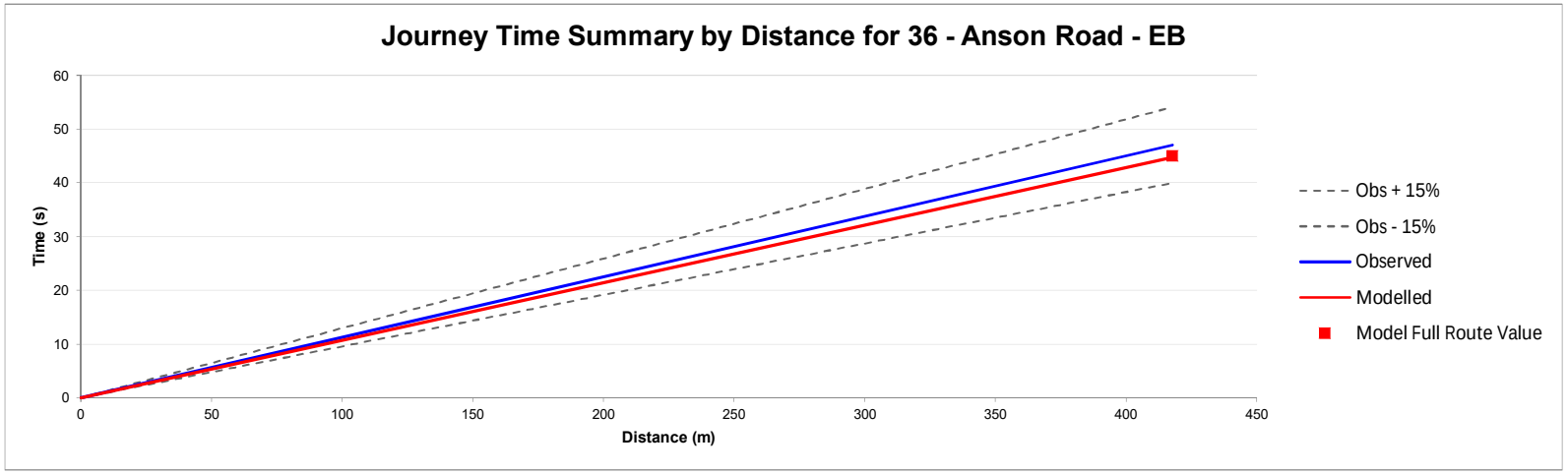




Journey Times
Validation Statistics

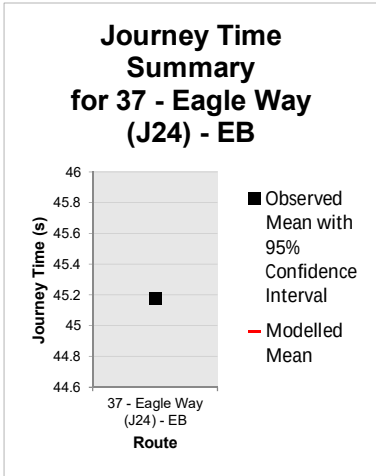
AM Peak (08:00 -09:00)

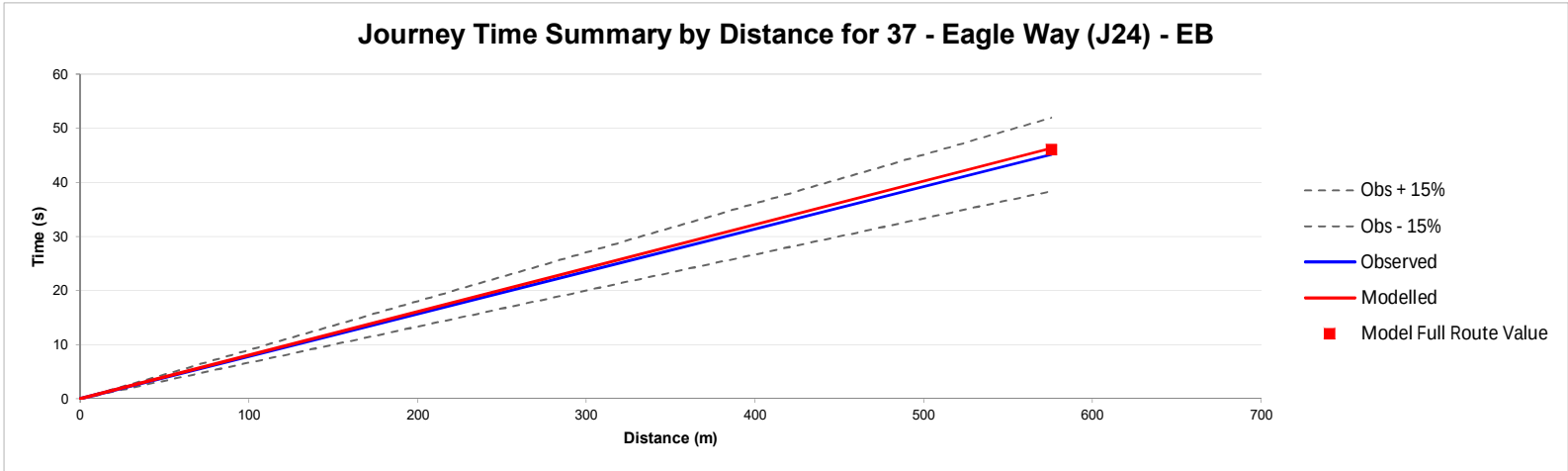




Journey Times
Validation Statistics

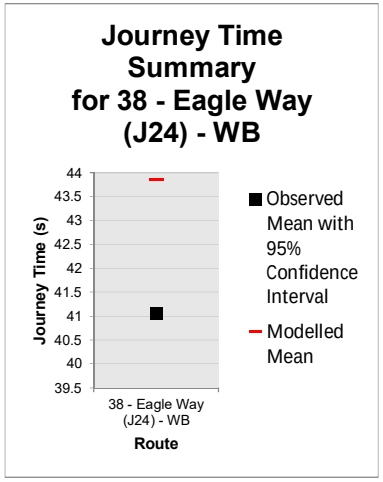
AM Peak (08:00 -09:00)

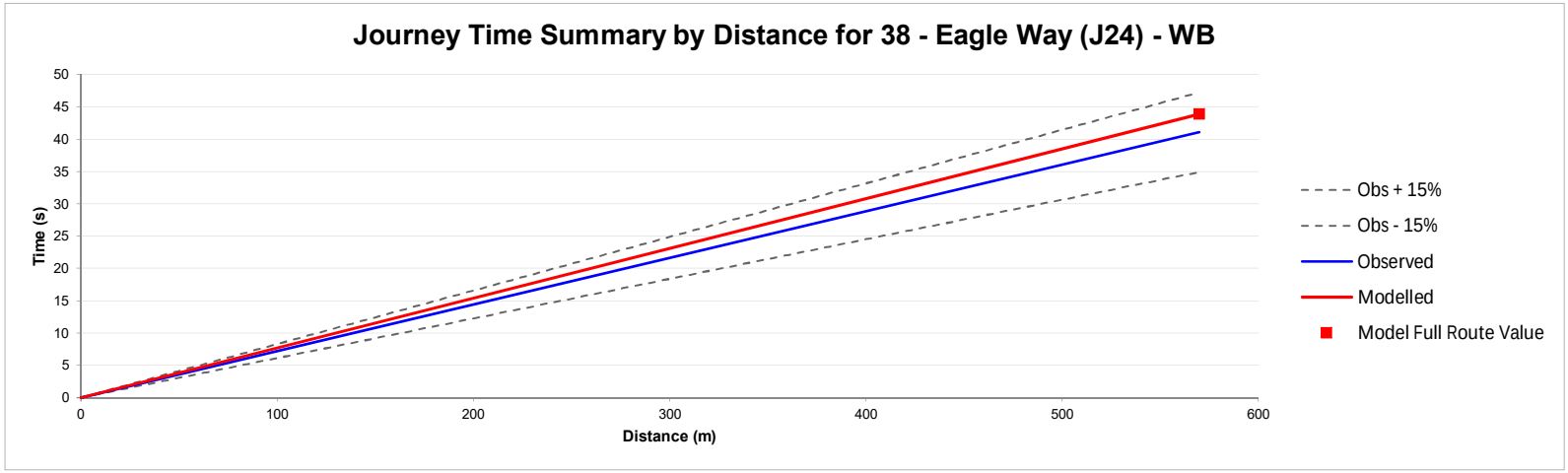




Journey Times
Validation Statistics

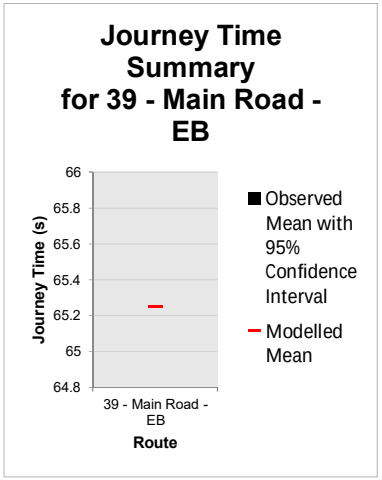
AM Peak (08:00 -09:00)

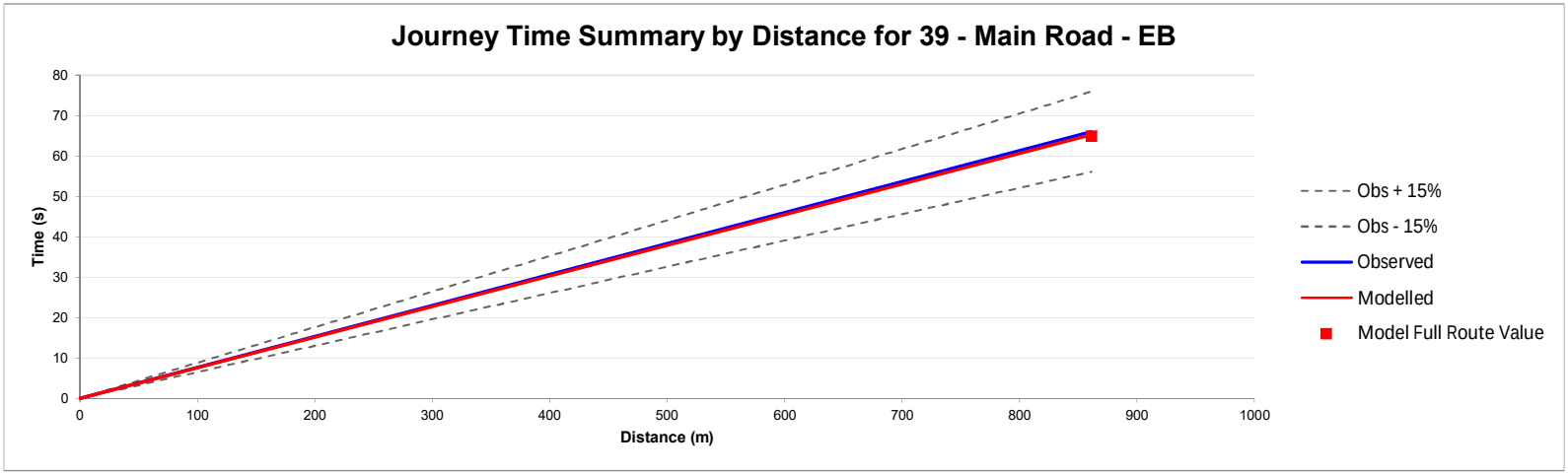




Journey Times
Validation Statistics

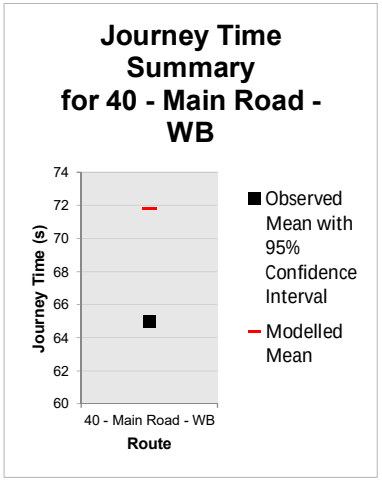
AM Peak (08:00 -09:00)

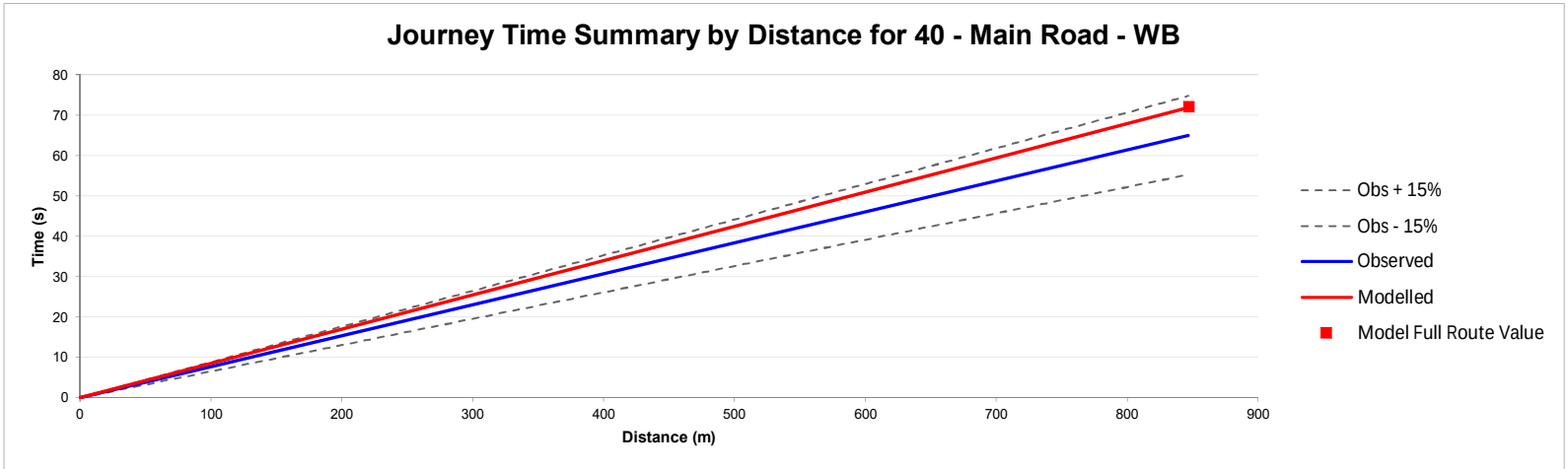




Journey Times
Validation Statistics

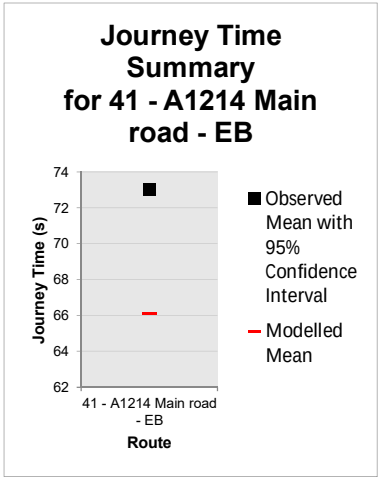
AM Peak (08:00 -09:00)

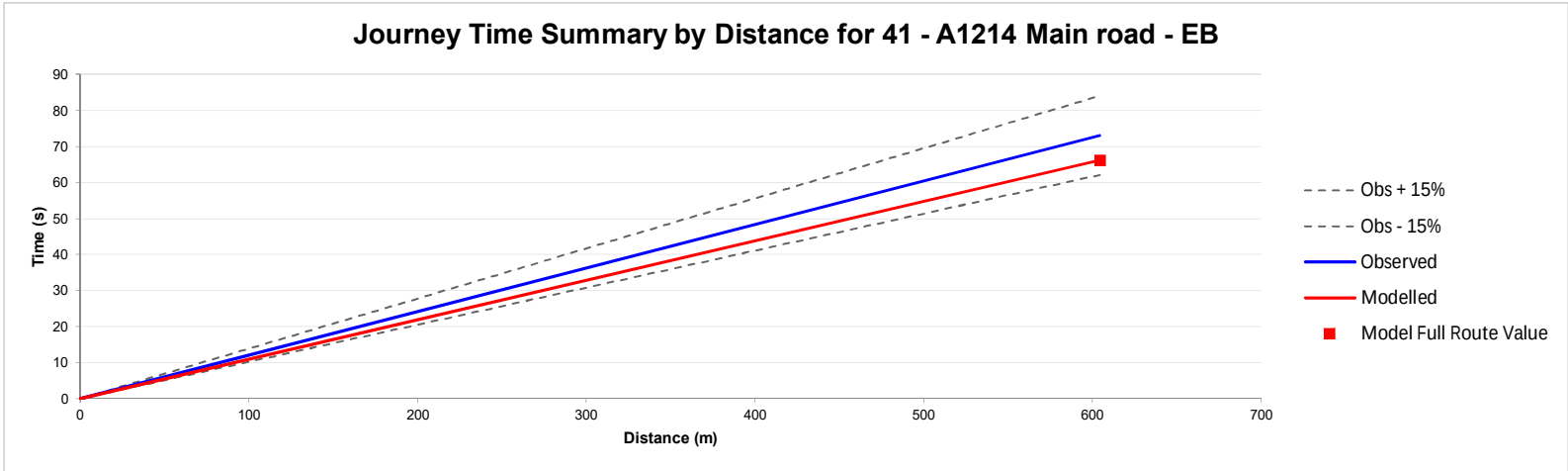




Journey Times
Validation Statistics

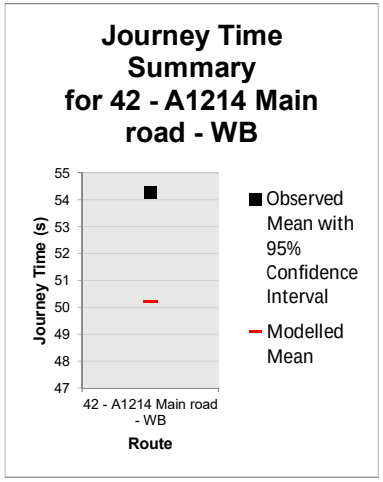
AM Peak (08:00 -09:00)

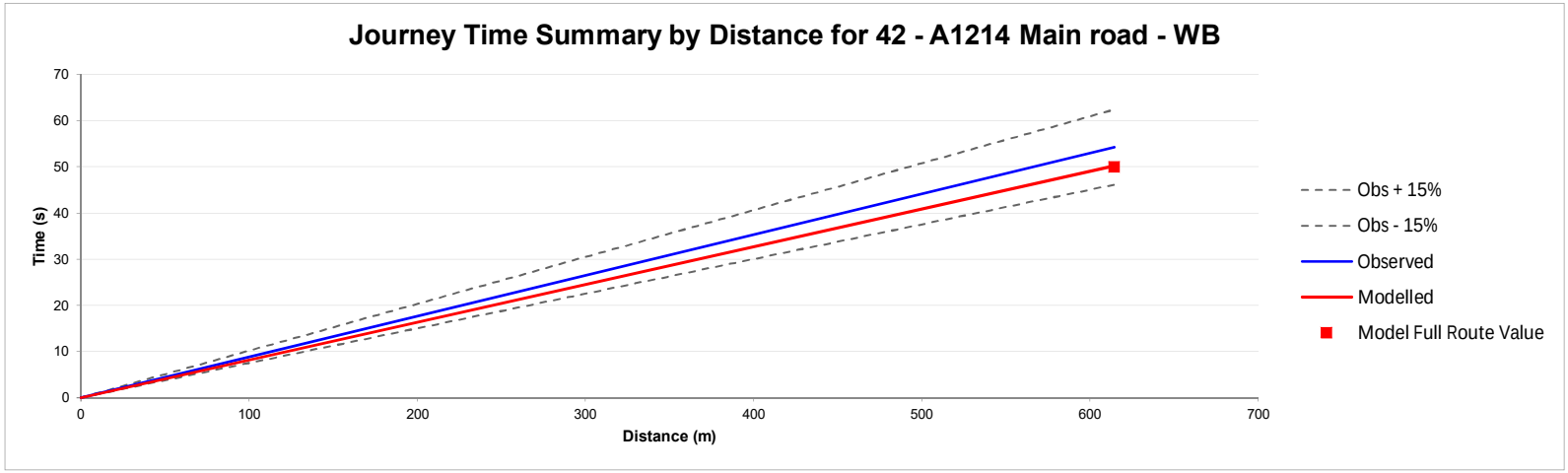




Journey Times
Validation Statistics

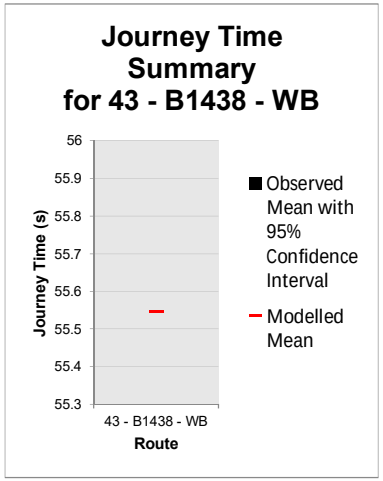
AM Peak (08:00 -09:00)

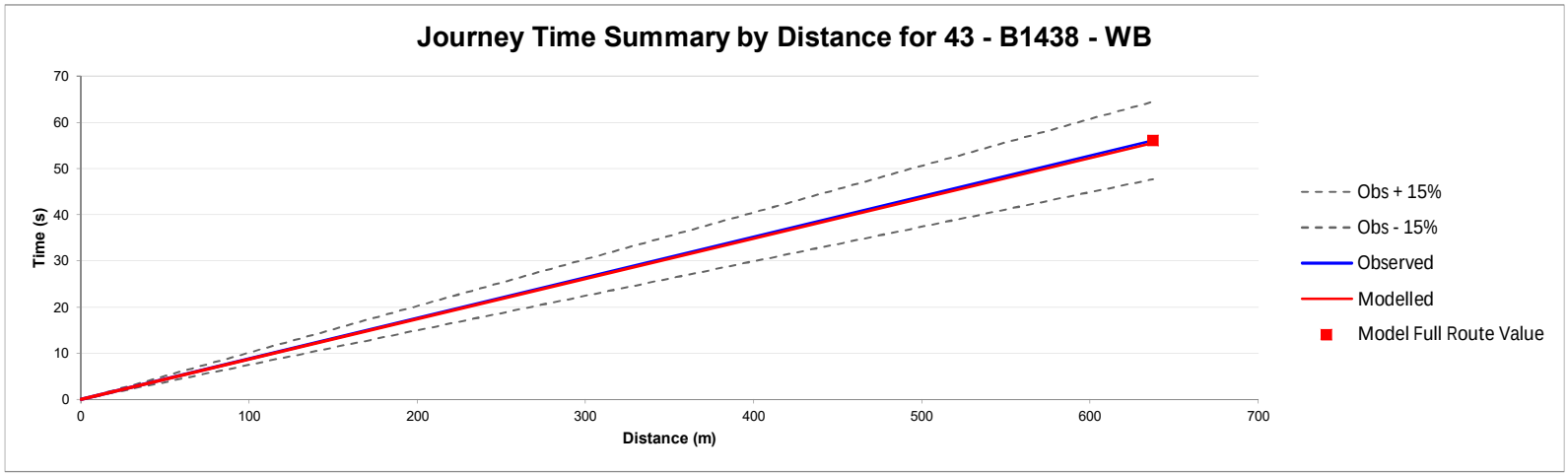




Journey Times
Validation Statistics

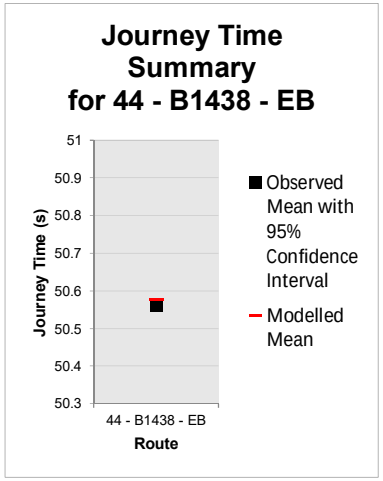
AM Peak (08:00 -09:00)

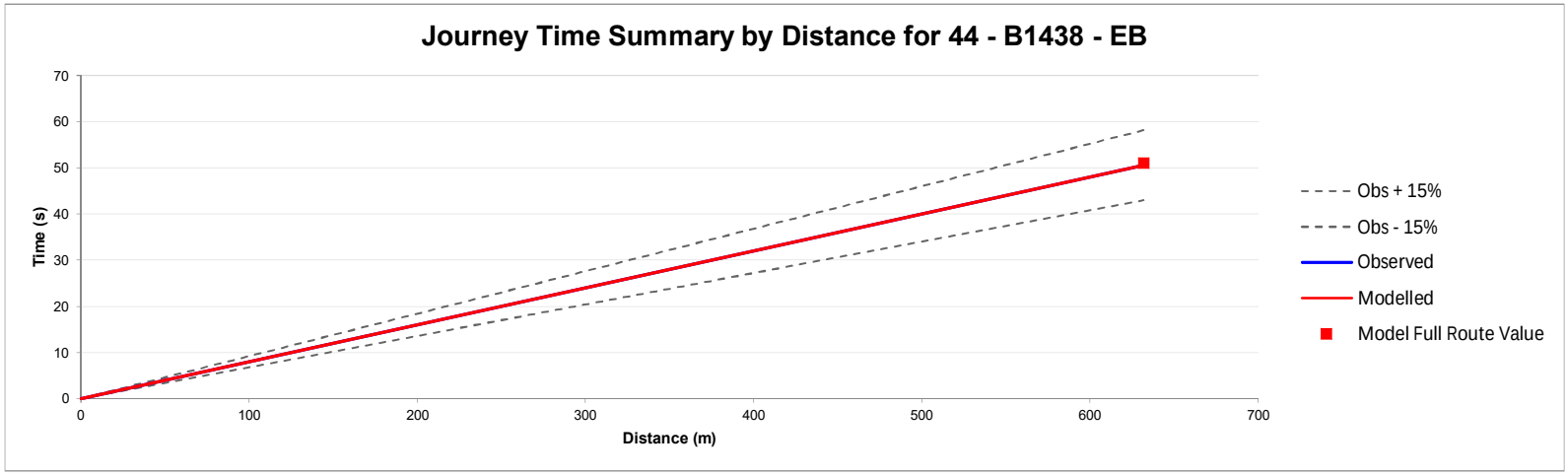




Journey Times
Validation Statistics

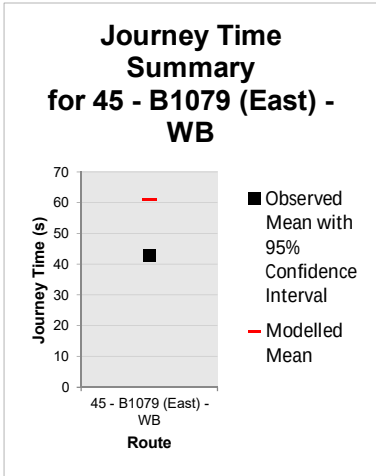
AM Peak (08:00 -09:00)

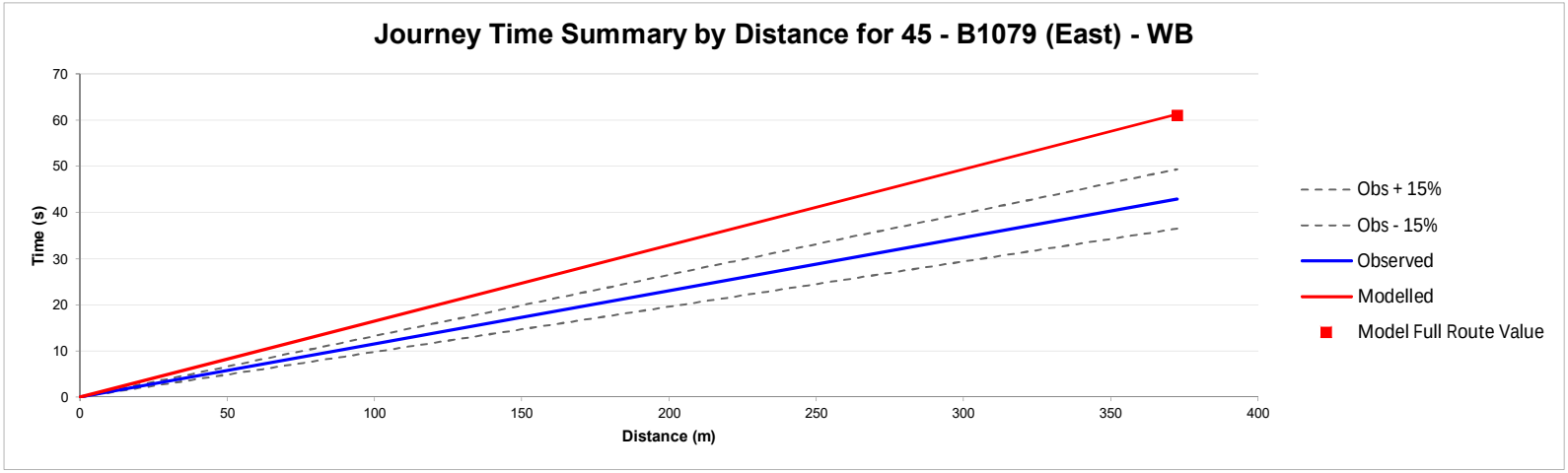




Journey Times
Validation Statistics

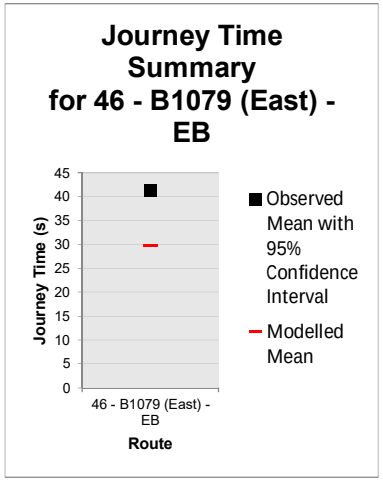
AM Peak (08:00 -09:00)

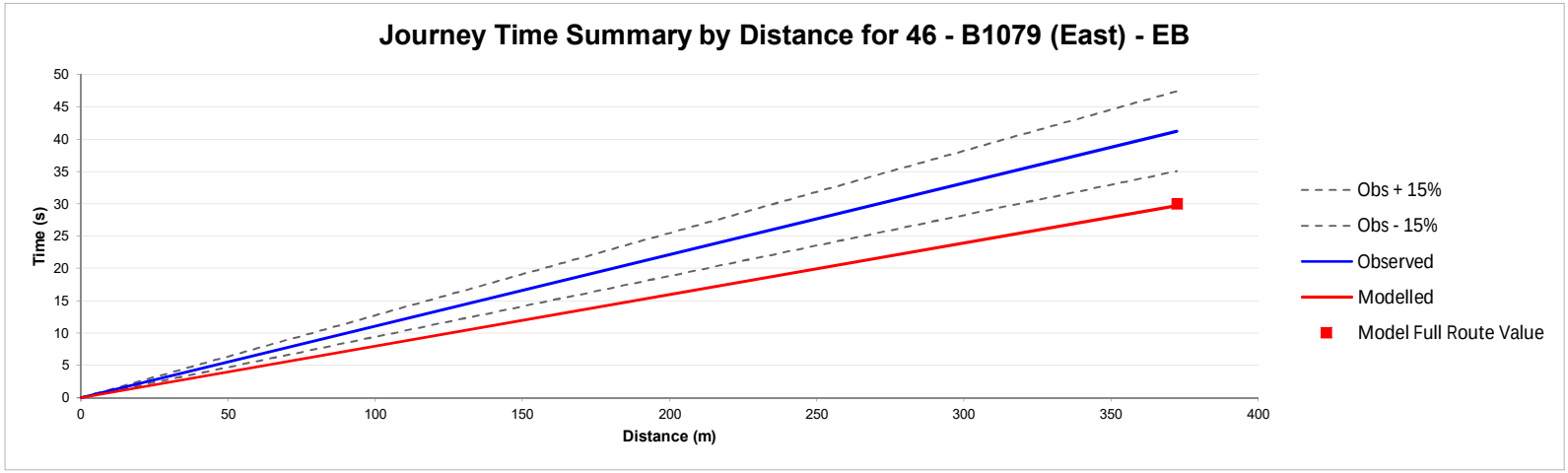




Journey Times
Validation Statistics

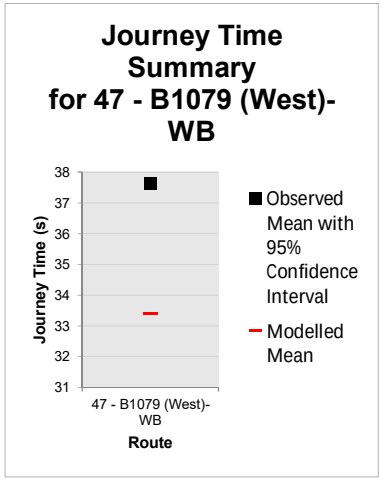
AM Peak (08:00 -09:00)

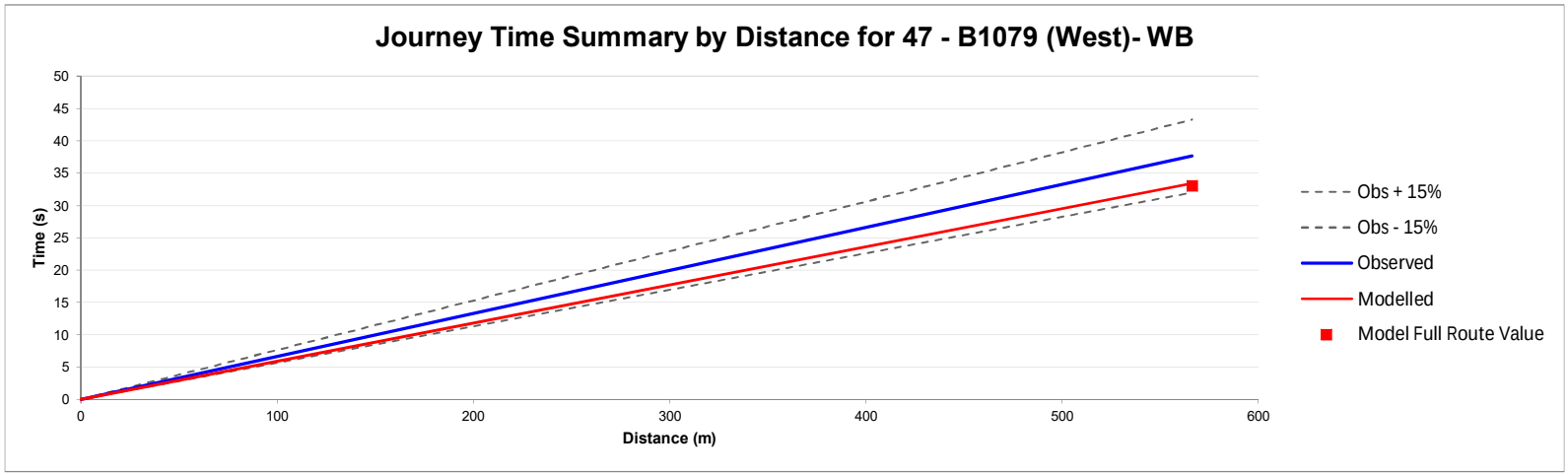




Journey Times
Validation Statistics

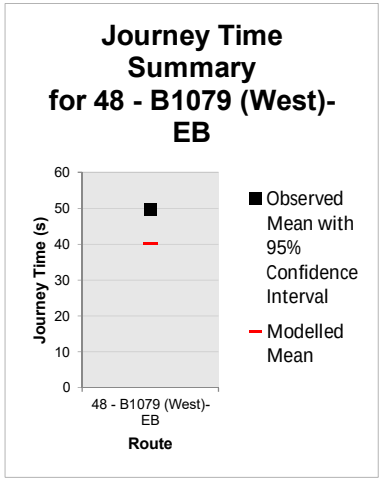
AM Peak (08:00 -09:00)

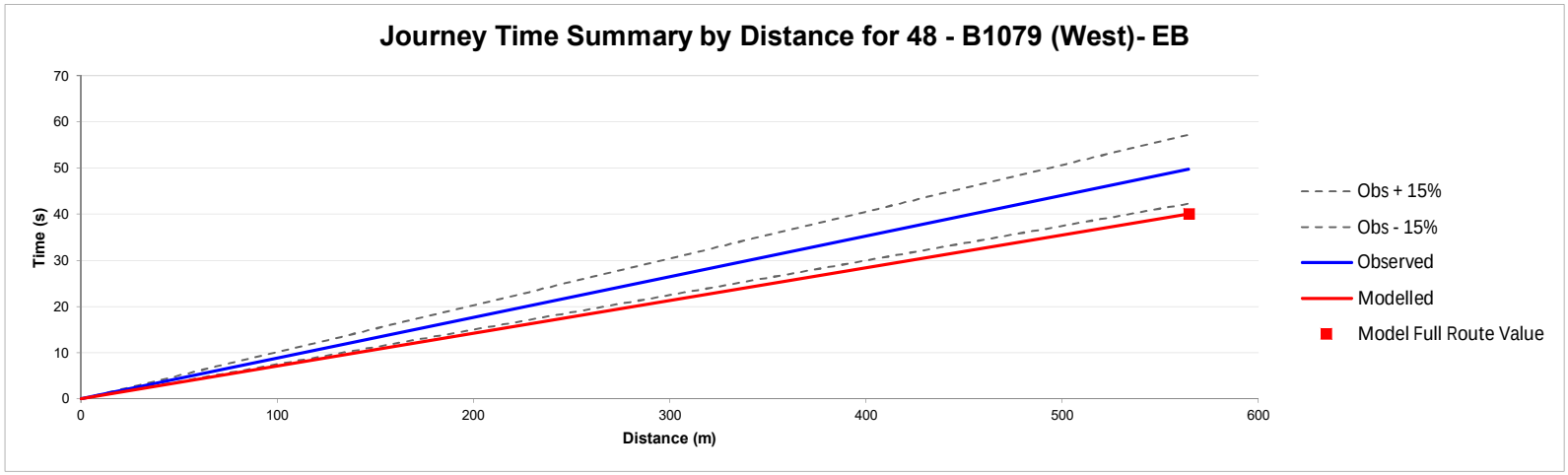




Journey Times
Validation Statistics

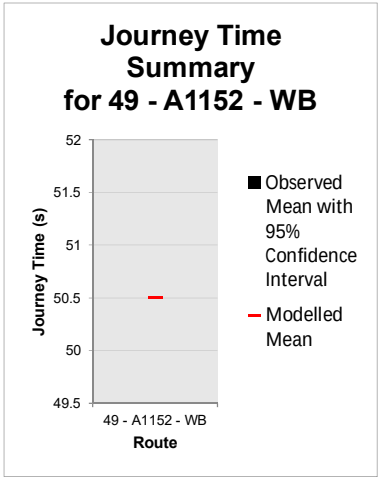
AM Peak (08:00 -09:00)

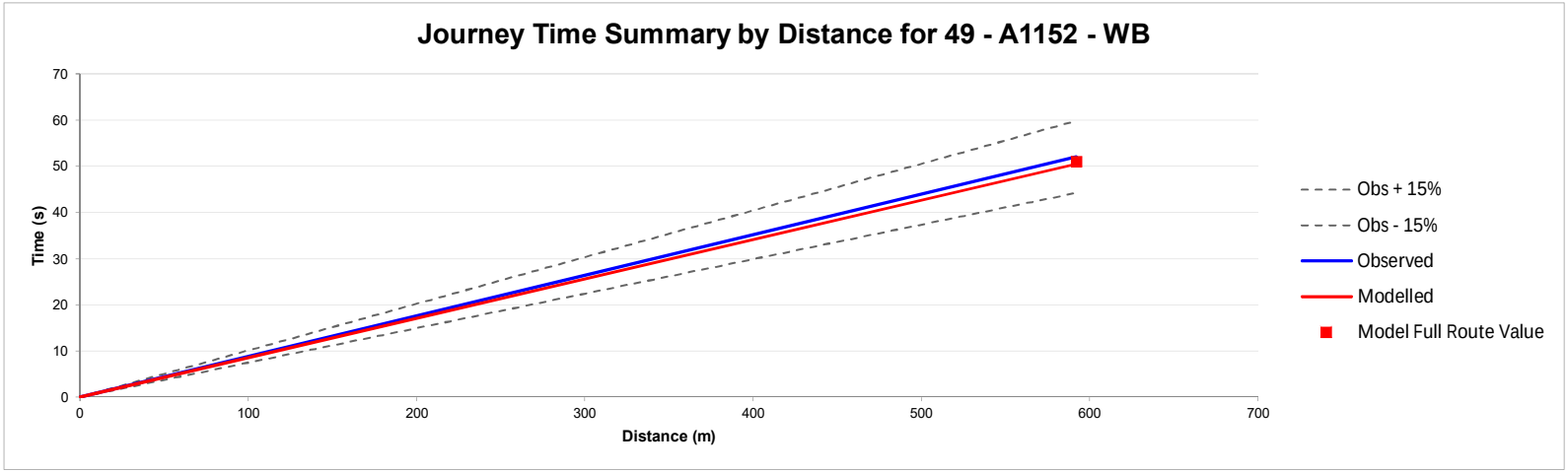




Journey Times
Validation Statistics

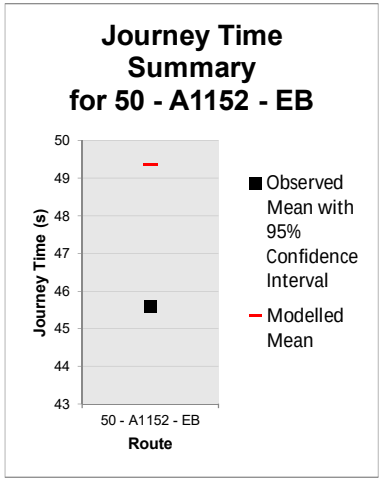
AM Peak (08:00 -09:00)

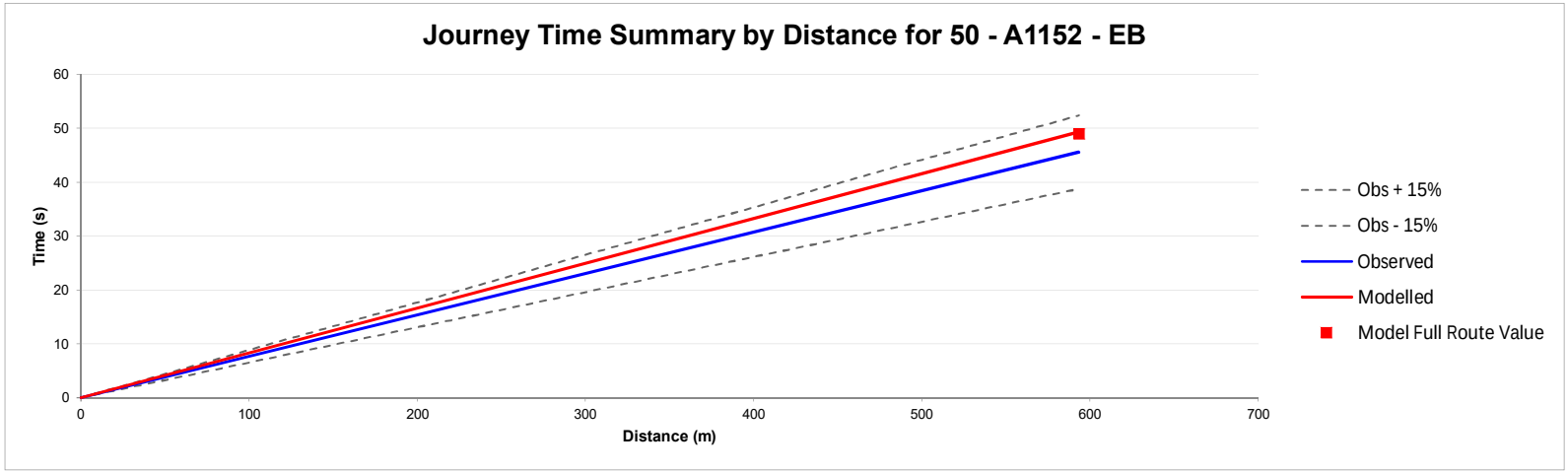




Journey Times
Validation Statistics

AM Peak (08:00 -09:00)





Vehicle Flow Information
Calibration Statistics
All Vehicles
PM Peak (15:00-16:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	285	264	-21	-7.2%	1.2	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	17	9	-8	-46.5%	2.2	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	46	32	-14	-30.7%	2.3	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	259	236	-23	-9.0%	1.5	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	42	37	-5	-11.4%	0.8	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	314	285	-29	-9.1%	1.7	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	3	11	8	250.0%	2.9	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	295	282	-13	-4.4%	0.8	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	271	233	-38	-14.0%	2.4	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	958	933	-25	-2.6%	0.8	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	1	0	-1	-100.0%	1.4	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	1069	1047	-22	-2.1%	0.7	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	34	36	2	4.4%	0.3	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	877	872	-5	-0.6%	0.2	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	42	39	-3	-6.2%	0.4	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	4	0	-4	-100.0%	2.8	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	84	72	-12	-14.6%	1.4	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	271	280	9	3.4%	0.6	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	3	0	-3	-100.0%	2.4	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	137	141	4	2.9%	0.3	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	4	0	-4	-100.0%	2.8	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	185	189	4	2.3%	0.3	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	846	834	-12	-1.4%	0.4	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	339	353	14	4.2%	0.8	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	1	0	-1	-100.0%	1.4	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	3	0	-3	-100.0%	2.4	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	2	0	-2	-100.0%	2.0	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	22	25	3	14.1%	0.6	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	5	12	7	146.0%	2.5	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	132	118	-14	-10.7%	1.3	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	1309	1274	-35	-2.7%	1.0	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	291	286	-5	-1.6%	0.3	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	2	0	-2	-100.0%	2.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	242	229	-13	-5.5%	0.9	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	45	52	7	16.2%	1.0	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	146	122	-24	-16.3%	2.1	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	215	202	-13	-6.0%	0.9	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	1397	1425	28	2.0%	0.7	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	52	61	9	17.1%	1.2	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	1	0	-1	-100.0%	1.4	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	77	66	-11	-14.3%	1.3	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	104	101	-4	-3.4%	0.3	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	107	84	-23	-21.8%	2.4	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	1	0	-1	-100.0%	1.4	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	19	21	2	10.5%	0.4	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	1241	1224	-17	-1.4%	0.5	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	50	46	-4	-8.2%	0.6	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	1	0	-1	-100.0%	1.4	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	51	47	-4	-7.6%	0.6	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	32	24	-8	-25.9%	1.6	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	80	70	-10	-12.0%	1.1	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	88	76	-12	-13.4%	1.3	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	1350	1374	24	1.8%	0.7	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	305	278	-27	-8.9%	1.6	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	420	384	-36	-8.5%	1.8	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	41	30	-11	-26.1%	1.8	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	79	87	8	10.0%	0.9	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	1	0	-1	-100.0%	1.4	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	549	518	-31	-5.6%	1.3	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	1034	1034	0	0.0%	0.0	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	144	125	-20	-13.5%	1.7	Pass

wsp

Vehicle Flow Information
Calibration Statistics
All Vehicles
PM Peak (15:00-16:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	111	105	-6	-5.5%	0.6	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	60	56	-4	-6.2%	0.5	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	28	27	-1	-5.0%	0.3	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	43	36	-7	-16.3%	1.1	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	1190	1247	57	4.8%	1.6	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	240	227	-13	-5.3%	0.8	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	1	0	-1	-100.0%	1.4	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	254	239	-15	-5.9%	1.0	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	75	70	-5	-6.3%	0.6	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	503	490	-13	-2.6%	0.6	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	12	0	-12	-100.0%	4.9	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	1050	1005	-45	-4.3%	1.4	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	356	373	17	4.7%	0.9	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	1	0	-1	-100.0%	1.4	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	4	5	1	25.0%	0.5	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	1	0	-1	-100.0%	1.4	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	8	10	2	26.3%	0.7	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	4	4		2.8	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	0	0	0		0.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	347	353	6	1.6%	0.3	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	39	30	-9	-22.1%	1.5	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	553	534	-19	-3.4%	0.8	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	559	562	3	0.5%	0.1	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	2	0	-2	-100.0%	2.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	1136	1150	14	1.3%	0.4	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	106	119	13	11.8%	1.2	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	126	123	-3	-2.5%	0.3	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	86	90	4	4.1%	0.4	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	10	4	-6	-61.0%	2.3	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	134	124	-10	-7.2%	0.8	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	1190	1166	-24	-2.0%	0.7	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	6	0	-6	-100.0%	3.5	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	1237	1281	44	3.6%	1.2	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	255	237	-18	-6.9%	1.1	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	1	0	-1	-100.0%	1.4	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	233	218	-15	-6.6%	1.0	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	196	187	-9	-4.4%	0.6	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	95	95	0	0.0%	0.0	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	1122	1077	-45	-4.0%	1.4	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	218	210	-8	-3.7%	0.6	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	4	0	-4	-100.0%	2.8	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	69	70	1	0.7%	0.1	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	125	125	0	-0.1%	0.0	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	140	128	-12	-8.6%	1.0	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	1	0	-1	-100.0%	1.4	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	123	126	3	2.5%	0.3	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	1181	1220	39	3.3%	1.1	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	120	119	-1	-1.1%	0.1	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	3	0	-3	-100.0%	2.4	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	85	91	6	7.1%	0.6	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	95	96	1	1.3%	0.1	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	163	152	-11	-6.9%	0.9	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	107	93	-14	-13.5%	1.4	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	850	879	29	3.4%	1.0	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	2	0	-2	-100.0%	2.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	929	966	37	3.9%	1.2	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	549	569	20	3.6%	0.8	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	90	60	-30	-33.1%	3.4	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	598	597	-1	-0.2%	0.1	Pass

Vehicle Flow Information
Calibration Statistics
All Vehicles
PM Peak (15:00-16:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	129	112	-17	-13.2%	1.5	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	5	0	-5	-100.0%	3.2	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	32981	32435	-546	-1.7%	1.1

Vehicle Flow Information
Calibration Statistics
Car Vehicles
PM Peak (15:00-16:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	238	231	-7	-3.0%	0.5	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	13	9	-4	-30.0%	1.2	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	44	32	-12	-27.5%	2.0	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	238	218	-20	-8.2%	1.3	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	29	34	5	17.9%	0.9	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	261	240	-21	-8.2%	1.4	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	2	8	6	290.0%	2.6	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	251	247	-4	-1.6%	0.2	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	220	199	-21	-9.7%	1.5	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	724	715	-9	-1.2%	0.3	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	1	0	-1	-100.0%	1.4	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	855	843	-12	-1.4%	0.4	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	23	21	-2	-7.4%	0.4	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	582	578	-5	-0.8%	0.2	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	40	36	-4	-9.0%	0.6	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	4	0	-4	-100.0%	2.8	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	71	68	-3	-4.4%	0.4	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	250	259	9	3.8%	0.6	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	3	0	-3	-100.0%	2.4	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	124	132	8	6.6%	0.7	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	4	0	-4	-100.0%	2.8	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	160	163	3	1.8%	0.2	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	448	457	9	2.1%	0.4	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	272	294	22	8.0%	1.3	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	0	0	0		0.0	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	2	0	-2	-100.0%	2.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	2	0	-2	-100.0%	2.0	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	14	17	3	22.1%	0.8	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	3	3	0	3.3%	0.1	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	111	105	-6	-5.4%	0.6	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	1017	1010	-7	-0.7%	0.2	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	258	262	4	1.4%	0.2	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	2	0	-2	-100.0%	2.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	213	218	5	2.3%	0.3	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	38	40	2	3.9%	0.2	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	129	112	-17	-13.1%	1.5	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	171	159	-12	-6.9%	0.9	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	1154	1193	39	3.4%	1.1	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	39	43	4	9.5%	0.6	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	1	0	-1	-100.0%	1.4	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	54	49	-6	-10.2%	0.8	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	94	86	-8	-8.9%	0.9	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	79	72	-8	-9.5%	0.9	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	1	0	-1	-100.0%	1.4	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	14	19	5	34.3%	1.2	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	963	971	8	0.9%	0.3	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	50	44	-6	-12.8%	0.9	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	44	42	-2	-4.5%	0.3	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	32	24	-8	-25.9%	1.6	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	68	63	-5	-7.1%	0.6	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	75	71	-4	-5.7%	0.5	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	1119	1172	53	4.7%	1.6	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	244	231	-13	-5.2%	0.8	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	358	342	-17	-4.6%	0.9	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	41	30	-11	-26.1%	1.8	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	73	79	6	8.2%	0.7	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	1	0	-1	-100.0%	1.4	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	477	455	-22	-4.6%	1.0	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	786	802	15	2.0%	0.6	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	131	117	-14	-10.5%	1.2	Pass

wsp

Vehicle Flow Information
Calibration Statistics
Car Vehicles
PM Peak (15:00-16:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	103	97	-6	-5.9%	0.6	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	55	52	-3	-5.1%	0.4	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	24	23	-1	-5.4%	0.3	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	37	36	-1	-2.7%	0.2	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	983	1050	67	6.8%	2.1	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	209	210	1	0.2%	0.0	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	219	216	-3	-1.5%	0.2	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	72	70	-2	-2.4%	0.2	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	444	440	-4	-1.0%	0.2	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	9	0	-9	-100.0%	4.2	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	791	765	-26	-3.3%	0.9	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	311	321	10	3.3%	0.6	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	1	0	-1	-100.0%	1.4	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	4	5	1	25.0%	0.5	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	1	0	-1	-100.0%	1.4	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	8	10	2	26.3%	0.7	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	4	4		2.8	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	0	0	0		0.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	307	310	3	0.9%	0.2	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	37	29	-8	-20.5%	1.3	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	494	481	-13	-2.6%	0.6	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	496	503	7	1.4%	0.3	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	2	0	-2	-100.0%	2.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	937	966	29	3.0%	0.9	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	98	110	12	11.7%	1.1	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	108	115	7	6.3%	0.6	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	80	80	0	-0.5%	0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	9	4	-5	-56.7%	2.0	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	109	109	0	0.2%	0.0	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	908	892	-16	-1.8%	0.5	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	5	0	-5	-100.0%	3.2	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	1031	1081	50	4.9%	1.6	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	225	208	-17	-7.6%	1.2	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	1	0	-1	-100.0%	1.4	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	203	195	-8	-4.1%	0.6	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	173	172	-1	-0.3%	0.0	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	84	85	1	1.4%	0.1	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	850	822	-28	-3.3%	1.0	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	167	159	-8	-4.7%	0.6	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	4	0	-4	-100.0%	2.8	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	61	61	-1	-0.8%	0.1	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	125	120	-5	-4.0%	0.5	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	109	104	-5	-4.4%	0.5	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	1	0	-1	-100.0%	1.4	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	112	116	4	3.5%	0.4	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	984	1029	45	4.6%	1.4	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	105	105	-1	-0.5%	0.0	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	3	0	-3	-100.0%	2.4	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	77	79	2	2.5%	0.2	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	89	90	1	1.5%	0.1	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	155	148	-7	-4.7%	0.6	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	95	88	-7	-6.9%	0.7	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	633	668	35	5.5%	1.4	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	1	0	-1	-100.0%	1.4	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	787	822	35	4.4%	1.2	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	480	497	17	3.6%	0.8	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	82	60	-22	-26.6%	2.6	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	473	482	9	1.8%	0.4	Pass

Vehicle Flow Information
Calibration Statistics
Car Vehicles
PM Peak (15:00-16:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	103	100	-3	-2.9%	0.3	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	5	0	-5	-100.0%	3.2	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	26794	26799	5	0.0%	0.9

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
PM Peak (15:00-16:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	5	2	-3	-62.0%	1.7	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	0	0	0		0.0	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	0	0	0		0.0	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	1	2	1	130.0%	1.0	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	0	0	0		0.0	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	8	4	-4	-50.0%	1.6	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	1	0	-1	-100.0%	1.4	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	12	8	-4	-35.0%	1.3	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	11	7	-4	-34.5%	1.3	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	68	64	-4	-6.5%	0.5	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	62	53	-9	-14.5%	1.2	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	4	4	0	-2.5%	0.1	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	256	255	-1	-0.2%	0.0	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	2	0	-2	-100.0%	2.0	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	0	0	0		0.0	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	2	2	0	0.0%	0.0	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	5	2	-3	-56.0%	1.5	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	0	0	0		0.0	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	1	2	1	120.0%	0.9	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	3	4	1	30.0%	0.5	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	197	193	-4	-2.0%	0.3	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	17	12	-5	-30.6%	1.4	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	0	0	0		0.0	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	0	0	0		0.0	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	3	3	0	0.0%	0.0	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	0	9	9		4.3	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	5	1	-4	-80.0%	2.3	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	77	69	-8	-10.1%	0.9	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	3	3	0	-3.3%	0.1	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	9	3	-6	-64.4%	2.3	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	1	3	2	220.0%	1.5	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	9	3	-6	-64.4%	2.3	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	10	9	-1	-13.0%	0.4	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	68	61	-7	-10.0%	0.8	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	4	5	1	30.0%	0.6	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	7	6	-1	-8.6%	0.2	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	6	6	0	1.7%	0.0	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	3	0	-3	-100.0%	2.4	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	1	0	-1	-100.0%	1.4	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	82	71	-11	-13.0%	1.2	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	0	0	0		0.0	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	1	0	-1	-100.0%	1.4	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	3	2	-1	-33.3%	0.6	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	0	0	0		0.0	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	0	0	0		0.0	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	1	0	-1	-100.0%	1.4	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	73	61	-12	-16.3%	1.5	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	7	4	-3	-42.9%	1.3	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	6	2	-4	-66.7%	2.0	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	0	0	0		0.0	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	0	2	2		2.1	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	4	3	-1	-22.5%	0.5	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	75	66	-9	-11.6%	1.0	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	1	0	-1	-100.0%	1.4	Pass

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
PM Peak (15:00-16:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	0	1	1		1.3	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	1	0	-1	-100.0%	1.4	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	0	1	1		1.3	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	0	0	0		0.0	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	71	61	-10	-14.4%	1.3	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	5	4	-1	-12.0%	0.3	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	1	0	-1	-100.0%	1.4	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	5	4	-1	-18.0%	0.4	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	1	0	-1	-100.0%	1.4	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	7	5	-2	-27.1%	0.8	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	0	0	0		0.0	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	64	62	-2	-3.8%	0.3	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	8	9	1	10.0%	0.3	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	0	0	0		0.0	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	0	0	0		0.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	0	0	0		0.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	10	10	0	0.0%	0.0	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	2	0	-2	-100.0%	2.0	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	15	7	-8	-52.7%	2.4	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	20	14	-6	-30.5%	1.5	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	55	52	-3	-5.3%	0.4	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	1	0	-1	-100.0%	1.4	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	3	0	-3	-100.0%	2.4	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	4	4		2.7	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	1	0	-1	-100.0%	1.4	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	7	5	-3	-35.7%	1.0	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	67	66	-1	-1.5%	0.1	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	0	0	0		0.0	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	67	59	-8	-12.2%	1.0	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	3	4	1	36.7%	0.6	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	5	4	-1	-18.0%	0.4	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	5	0	-5	-100.0%	3.2	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	1	0	-1	-100.0%	1.4	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	70	65	-5	-7.4%	0.6	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	3	4	1	33.3%	0.5	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	0	0	0		0.0	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	3	3	0	0.0%	0.0	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	0	0	0		0.0	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	6	3	-4	-58.3%	1.7	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	4	0	-4	-100.0%	2.8	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	65	59	-6	-9.7%	0.8	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	1	0	-1	-100.0%	1.4	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	0	3	3		2.4	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	2	1	-1	-50.0%	0.8	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	2	0	-2	-100.0%	2.0	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	3	0	-3	-100.0%	2.4	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	46	43	-3	-5.9%	0.4	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	43	42	-1	-3.3%	0.2	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	29	25	-4	-14.8%	0.8	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	2	0	-2	-100.0%	2.0	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	32	26	-6	-18.4%	1.1	Pass

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
PM Peak (15:00-16:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	5	3	-2	-38.0%	0.9	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	1855	1655	-200	-10.8%	0.8

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
PM Peak (15:00-16:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	42	32	-10	-24.5%	1.7	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	4	0	-4	-100.0%	2.8	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	2	0	-2	-100.0%	2.0	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	20	15	-5	-24.5%	1.2	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	13	3	-10	-76.9%	3.5	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	45	42	-3	-7.3%	0.5	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	0	3	3		2.3	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	32	27	-5	-15.6%	0.9	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	40	27	-13	-32.3%	2.2	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	166	154	-12	-7.3%	1.0	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	152	151	-1	-0.7%	0.1	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	7	10	3	47.1%	1.1	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	39	39	0	0.5%	0.0	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	0	3	3		2.4	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	0	0	0		0.0	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	11	2	-9	-83.6%	3.6	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	16	19	3	16.9%	0.6	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	0	0	0		0.0	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	12	7	-5	-45.0%	1.8	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	22	23	1	2.3%	0.1	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	201	183	-18	-8.8%	1.3	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	50	48	-2	-4.8%	0.3	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	1	0	-1	-100.0%	1.4	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	1	0	-1	-100.0%	1.4	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	0	0	0		0.0	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	5	5	0	0.0%	0.0	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	2	0	-2	-100.0%	2.0	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	16	12	-4	-25.6%	1.1	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	215	194	-21	-9.6%	1.4	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	30	22	-8	-26.7%	1.6	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	20	8	-12	-61.0%	3.3	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	6	10	4	60.0%	1.3	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	8	7	-1	-13.8%	0.4	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	34	34	0	0.9%	0.1	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	175	170	-5	-2.7%	0.4	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	9	13	4	44.4%	1.2	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	16	11	-5	-30.6%	1.3	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	4	9	5	120.0%	1.9	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	25	12	-13	-51.2%	3.0	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	4	2	-2	-45.0%	1.0	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	196	181	-15	-7.6%	1.1	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	0	2	2		2.1	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	4	3	-1	-22.5%	0.5	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	0	0	0		0.0	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	12	7	-5	-40.0%	1.5	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	12	6	-7	-54.2%	2.2	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	158	142	-16	-10.3%	1.3	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	54	43	-11	-21.1%	1.6	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	56	41	-15	-27.0%	2.2	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	0	0	0		0.0	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	6	6	0	-5.0%	0.1	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	68	60	-8	-11.3%	1.0	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	173	166	-7	-3.8%	0.5	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	12	7	-5	-40.0%	1.5	Pass

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
PM Peak (15:00-16:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	8	7	-1	-11.3%	0.3	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	4	4	0	2.5%	0.0	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	4	3	-1	-25.0%	0.5	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	6	0	-6	-100.0%	3.5	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	136	137	1	0.7%	0.1	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	26	14	-13	-48.1%	2.8	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	30	19	-11	-36.3%	2.2	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	2	0	-2	-100.0%	2.0	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	52	45	-7	-12.7%	0.9	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	3	0	-3	-100.0%	2.4	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	195	179	-16	-8.4%	1.2	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	37	43	6	15.4%	0.9	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	0	0	0		0.0	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	0	0	0		0.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	0	0	0		0.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	30	33	3	9.3%	0.5	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	0	1	1		1.4	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	44	46	2	3.9%	0.3	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	43	45	2	4.7%	0.3	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	144	133	-11	-7.8%	1.0	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	7	9	2	28.6%	0.7	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	15	8	-7	-46.0%	2.0	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	6	6	0	3.3%	0.1	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	0	0	0		0.0	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	18	11	-7	-40.6%	1.9	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	215	208	-7	-3.3%	0.5	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	1	0	-1	-100.0%	1.4	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	139	141	2	1.4%	0.2	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	27	25	-2	-6.3%	0.3	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	25	19	-6	-24.4%	1.3	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	18	15	-3	-17.2%	0.8	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	10	10	0	-2.0%	0.1	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	202	190	-12	-6.0%	0.9	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	48	47	-1	-2.5%	0.2	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	0	0	0		0.0	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	5	6	1	20.0%	0.4	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	0	5	5		3.1	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	25	21	-4	-15.2%	0.8	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	7	10	3	45.7%	1.1	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	132	131	-1	-0.5%	0.1	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	14	14	0	1.4%	0.1	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	8	9	1	13.8%	0.4	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	4	5	1	22.5%	0.4	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	6	4	-2	-31.7%	0.8	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	9	4	-5	-53.3%	1.9	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	171	168	-3	-2.0%	0.3	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	1	0	-1	-100.0%	1.4	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	99	102	3	3.0%	0.3	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	40	47	7	16.8%	1.0	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	6	0	-6	-100.0%	3.5	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	93	89	-4	-4.4%	0.4	Pass

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
PM Peak (15:00-16:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	21	9	-12	-57.6%	3.1	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	4332	3980	-352	-8.1%	0.9

Vehicle Flow Information
Calibration Statistics
All Vehicles
PM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	833	781	-53	-6.3%	1.1	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	32	22	-10	-31.3%	1.1	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	108	77	-31	-28.3%	1.8	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	875	830	-45	-5.1%	0.9	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	97	106	9	9.5%	0.5	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	857	796	-61	-7.1%	1.2	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	10	31	21	212.0%	2.7	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	1062	1008	-54	-5.1%	1.0	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	753	683	-70	-9.3%	1.5	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	3101	3112	11	0.4%	0.1	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	3	0	-3	-100.0%	1.4	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	3611	3592	-19	-0.5%	0.2	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	78	88	10	12.9%	0.6	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	3074	3059	-15	-0.5%	0.2	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	191	183	-8	-4.3%	0.3	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	12	0	-12	-100.0%	2.8	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	232	207	-25	-10.9%	1.0	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	721	693	-28	-3.8%	0.6	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	36	22	-14	-38.1%	1.5	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	471	484	13	2.8%	0.4	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	5	0	-5	-100.0%	1.8	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	672	688	16	2.4%	0.3	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	2587	2559	-28	-1.1%	0.3	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	1012	1008	-4	-0.4%	0.1	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	2	0	-2	-100.0%	1.2	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	1	0	-1	-100.0%	0.8	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	4	0	-4	-100.0%	1.6	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	13	0	-13	-100.0%	2.9	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	58	68	10	17.4%	0.7	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	5	21	16	328.0%	2.6	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	377	333	-44	-11.8%	1.4	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	4237	4222	-15	-0.4%	0.1	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	976	975	-1	-0.1%	0.0	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	6	0	-6	-100.0%	2.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	629	627	-2	-0.3%	0.0	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	157	177	20	12.6%	0.9	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	466	416	-50	-10.8%	1.4	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	804	729	-75	-9.3%	1.6	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	4416	4433	17	0.4%	0.1	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	128	158	30	23.4%	1.4	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	2	0	-2	-100.0%	1.2	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	217	194	-23	-10.6%	0.9	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	323	321	-2	-0.5%	0.1	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	261	195	-66	-25.4%	2.5	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	1	0	-1	-100.0%	0.8	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	57	86	29	51.4%	2.0	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	4031	4070	39	1.0%	0.4	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	178	158	-20	-11.4%	0.9	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	1	0	-1	-100.0%	0.8	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	119	122	3	2.4%	0.1	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	78	58	-20	-25.6%	1.4	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	205	189	-17	-8.0%	0.7	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	305	267	-38	-12.5%	1.3	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	4170	4236	66	1.6%	0.6	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	817	758	-59	-7.2%	1.2	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	2	0	-2	-100.0%	1.2	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	1342	1269	-73	-5.5%	1.2	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	108	72	-36	-33.0%	2.2	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	237	270	33	14.1%	1.2	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	1	0	-1	-100.0%	0.8	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	1562	1497	-65	-4.1%	1.0	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	3316	3397	81	2.4%	0.8	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	359	326	-33	-9.1%	1.0	Pass

Vehicle Flow Information
Calibration Statistics
All Vehicles
PM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	278	279	1	0.3%	0.0	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	123	113	-10	-8.0%	0.5	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	84	88	4	5.2%	0.3	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	127	117	-10	-7.7%	0.5	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	3632	3782	150	4.1%	1.4	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	762	737	-25	-3.3%	0.5	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	2	0	-2	-100.0%	1.2	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	874	831	-43	-4.9%	0.8	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	183	155	-28	-15.4%	1.3	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	1577	1553	-24	-1.5%	0.4	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	1	0	-1	-100.0%	0.8	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	23	0	-23	-100.0%	3.9	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	3281	3290	9	0.3%	0.1	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	1149	1196	47	4.0%	0.8	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	1	0	-1	-100.0%	0.8	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	48	42	-6	-13.1%	0.5	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	6	0	-6	-100.0%	2.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	51	52	1	2.2%	0.1	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	18	18		3.5	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	5	0	-5	-100.0%	1.8	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	1019	1067	48	4.7%	0.9	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	179	140	-39	-21.8%	1.8	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	1508	1488	-20	-1.4%	0.3	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	1706	1716	10	0.6%	0.1	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	14	4	-11	-75.0%	2.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	3437	3504	66	1.9%	0.7	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	342	380	38	11.1%	1.2	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	2	0	-2	-100.0%	1.2	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	403	385	-18	-4.5%	0.5	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	285	284	-1	-0.5%	0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	2	0	-2	-100.0%	1.2	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	27	9	-18	-67.8%	2.5	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	1	0	-1	-100.0%	0.8	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	437	414	-23	-5.3%	0.7	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	3670	3703	33	0.9%	0.3	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	20	0	-20	-100.0%	3.7	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	3792	3905	113	3.0%	1.1	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	746	731	-15	-2.0%	0.3	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	5	0	-5	-100.0%	1.8	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	776	771	-5	-0.6%	0.1	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	590	597	7	1.3%	0.2	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	7	0	-7	-100.0%	2.2	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	255	257	2	0.7%	0.1	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	3510	3456	-54	-1.5%	0.5	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	672	672	0	0.0%	0.0	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	17	0	-17	-100.0%	3.4	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	215	228	13	6.2%	0.5	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	358	363	5	1.3%	0.1	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	368	378	10	2.6%	0.3	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	2	0	-2	-100.0%	1.2	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	364	383	19	5.3%	0.6	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	3795	3844	49	1.3%	0.5	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	246	282	36	14.4%	1.3	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	6	0	-6	-100.0%	2.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	254	282	28	11.1%	1.0	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	282	300	18	6.2%	0.6	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	446	422	-24	-5.3%	0.7	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	264	224	-40	-15.0%	1.5	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	2491	2592	101	4.0%	1.2	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	7	0	-7	-100.0%	2.2	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	2926	2956	30	1.0%	0.3	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	1716	1756	40	2.3%	0.6	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	268	230	-38	-14.3%	1.4	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	1792	1843	51	2.8%	0.7	Pass

Vehicle Flow Information
Calibration Statistics
All Vehicles
PM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	410	372	-38	-9.3%	1.1	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	12	0	-12	-100.0%	2.8	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	102255	101860	-395	-0.4%	1.0

Vehicle Flow Information
Calibration Statistics
Car Vehicles
PM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	715	696	-20	-2.7%	0.4	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	26	22	-4	-15.4%	0.5	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	105	77	-28	-26.3%	1.7	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	840	799	-41	-4.9%	0.8	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	78	98	20	25.6%	1.2	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	710	681	-29	-4.1%	0.6	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	9	24	15	168.9%	2.2	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	951	911	-40	-4.2%	0.8	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	647	611	-36	-5.6%	0.8	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	2512	2530	18	0.7%	0.2	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	2	0	-2	-100.0%	1.2	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	3031	3046	15	0.5%	0.2	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	51	53	2	3.3%	0.1	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	2265	2257	-8	-0.4%	0.1	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	187	174	-13	-7.1%	0.6	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	9	0	-9	-100.0%	2.4	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	200	193	-7	-3.7%	0.3	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	667	656	-11	-1.7%	0.2	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	34	22	-12	-34.4%	1.3	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	429	443	14	3.4%	0.4	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	5	0	-5	-100.0%	1.8	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	602	613	11	1.8%	0.3	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	1545	1574	29	1.9%	0.4	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	856	870	14	1.6%	0.3	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	1	0	-1	-100.0%	0.8	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	1	0	-1	-100.0%	0.8	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	3	0	-3	-100.0%	1.4	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	12	0	-12	-100.0%	2.8	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	37	49	12	32.2%	1.0	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	3	6	3	100.0%	0.8	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	323	298	-25	-7.7%	0.8	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	3513	3532	19	0.5%	0.2	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	853	884	31	3.6%	0.6	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	3	0	-3	-100.0%	1.4	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	557	587	30	5.4%	0.7	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	139	142	3	1.8%	0.1	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	428	387	-41	-9.5%	1.2	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	683	618	-66	-9.6%	1.5	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	3781	3847	66	1.7%	0.6	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	97	113	16	16.5%	0.9	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	1	0	-1	-100.0%	0.8	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	170	160	-10	-5.7%	0.4	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	300	278	-22	-7.2%	0.7	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	198	180	-19	-9.3%	0.8	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	1	0	-1	-100.0%	0.8	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	50	73	23	46.4%	1.7	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	3290	3367	77	2.3%	0.8	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	169	155	-14	-8.0%	0.6	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	109	115	6	5.2%	0.3	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	73	55	-18	-24.5%	1.3	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	181	175	-6	-3.1%	0.2	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	271	260	-12	-4.2%	0.4	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	3588	3706	118	3.3%	1.1	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	664	651	-13	-2.0%	0.3	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	1	0	-1	-100.0%	0.8	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	1205	1170	-35	-2.9%	0.6	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	100	71	-29	-28.6%	1.8	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	229	253	24	10.7%	0.9	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	1	0	-1	-100.0%	0.8	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	1403	1368	-35	-2.5%	0.5	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	2679	2773	94	3.5%	1.0	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	330	308	-22	-6.7%	0.7	Pass

wsp

Vehicle Flow Information
Calibration Statistics
Car Vehicles
PM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	260	257	-3	-1.2%	0.1	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	113	109	-4	-3.5%	0.2	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	75	78	3	3.3%	0.2	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	117	117	0	0.2%	0.0	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	3123	3271	148	4.7%	1.5	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	683	692	9	1.3%	0.2	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	1	0	-1	-100.0%	0.8	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	763	748	-15	-2.0%	0.3	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	173	155	-18	-10.5%	0.8	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	1429	1423	-6	-0.4%	0.1	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	1	0	-1	-100.0%	0.8	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	18	0	-18	-100.0%	3.5	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	2650	2664	14	0.5%	0.2	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	1005	1037	32	3.2%	0.6	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	1	0	-1	-100.0%	0.8	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	47	42	-5	-11.3%	0.5	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	6	0	-6	-100.0%	2.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	51	52	1	2.2%	0.1	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	18	18		3.5	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	4	0	-4	-100.0%	1.6	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	913	951	38	4.2%	0.7	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	160	131	-29	-18.1%	1.4	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	1384	1375	-9	-0.6%	0.1	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	1541	1567	26	1.7%	0.4	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	14	4	-11	-75.0%	2.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	2949	3011	62	2.1%	0.7	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	321	358	37	11.4%	1.2	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	2	0	-2	-100.0%	1.2	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	333	355	22	6.5%	0.7	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	258	253	-5	-1.9%	0.2	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	2	0	-2	-100.0%	1.2	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	22	9	-13	-60.5%	2.0	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	350	350	0	0.0%	0.0	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	2967	3005	38	1.3%	0.4	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	15	0	-15	-100.0%	3.2	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	3268	3365	97	3.0%	1.0	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	678	657	-21	-3.1%	0.5	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	5	0	-5	-100.0%	1.8	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	692	690	-2	-0.3%	0.0	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	534	550	16	3.1%	0.4	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	7	0	-7	-100.0%	2.2	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	224	228	4	1.6%	0.1	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	2811	2796	-15	-0.5%	0.2	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	533	530	-3	-0.6%	0.1	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	14	0	-14	-100.0%	3.1	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	193	199	6	3.2%	0.3	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	350	336	-14	-4.1%	0.4	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	294	313	19	6.4%	0.6	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	2	0	-2	-100.0%	1.2	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	323	342	19	5.9%	0.6	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	3276	3336	60	1.8%	0.6	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	221	240	19	8.4%	0.7	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	6	0	-6	-100.0%	2.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	232	247	15	6.6%	0.6	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	269	278	9	3.2%	0.3	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	417	402	-15	-3.6%	0.4	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	233	214	-19	-8.2%	0.7	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	1969	2077	108	5.5%	1.4	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	6	0	-6	-100.0%	2.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	2530	2544	14	0.5%	0.2	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	1546	1568	22	1.4%	0.3	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	238	230	-8	-3.4%	0.3	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	1484	1548	64	4.3%	0.9	Pass

Vehicle Flow Information
Calibration Statistics
Car Vehicles
PM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	350	345	-5	-1.5%	0.2	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	12	0	-12	-100.0%	2.8	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	86391	86992	601	0.7%	0.8

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
PM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	14	5	-9	-64.3%	1.7	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	0	0	0		0.0	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	0	0	0		0.0	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	2	3	1	60.0%	0.4	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	0	0	0		0.0	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	23	12	-11	-47.4%	1.5	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	1	0	-1	-100.0%	0.8	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	19	10	-9	-48.4%	1.4	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	18	9	-9	-50.6%	1.4	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	153	150	-3	-1.7%	0.1	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	1	0	-1	-100.0%	0.8	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	139	123	-16	-11.7%	0.8	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	8	7	-1	-12.5%	0.2	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	677	673	-4	-0.5%	0.1	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	2	0	-2	-100.0%	1.2	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	2	0	-2	-100.0%	1.2	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	4	4	0	0.0%	0.0	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	6	3	-3	-46.7%	0.8	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	1	0	-1	-100.0%	0.8	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	5	9	4	84.0%	0.9	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	13	16	3	22.3%	0.4	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	473	471	-2	-0.3%	0.0	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	37	17	-20	-55.1%	2.3	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	0	0	0		0.0	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	1	0	-1	-100.0%	0.8	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	8	6	-2	-23.8%	0.4	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	0	15	15		3.2	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	8	1	-7	-87.5%	1.9	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	169	152	-17	-9.9%	0.8	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	8	4	-4	-55.0%	1.1	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	2	0	-2	-100.0%	1.2	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	13	3	-10	-75.4%	2.0	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	5	9	4	84.0%	0.9	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	10	3	-7	-68.0%	1.5	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	20	16	-5	-22.5%	0.6	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	151	134	-18	-11.6%	0.8	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	12	10	-2	-14.2%	0.3	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	13	10	-3	-20.0%	0.4	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	9	12	3	36.7%	0.6	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	6	0	-6	-100.0%	2.0	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	1	0	-1	-100.0%	0.8	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	166	150	-16	-9.8%	0.7	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	1	0	-1	-100.0%	0.8	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	1	0	-1	-100.0%	0.8	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	3	2	-1	-33.3%	0.4	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	0	0	0		0.0	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	2	0	-2	-100.0%	1.2	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	4	0	-4	-100.0%	1.6	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	143	126	-17	-12.0%	0.9	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	23	12	-11	-47.4%	1.5	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	19	6	-13	-68.4%	2.1	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	0	0	0		0.0	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	0	2	2		1.2	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	18	7	-11	-60.6%	1.8	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	152	141	-11	-7.2%	0.5	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	1	0	-1	-100.0%	0.8	Pass

wsp

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
PM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	0	1	1		0.8	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	1	0	-1	-100.0%	0.8	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	0	1	1		0.8	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	0	0	0		0.0	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	137	127	-10	-7.5%	0.5	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	8	4	-4	-45.0%	0.8	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	1	0	-1	-100.0%	0.8	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	13	7	-6	-44.6%	1.1	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	1	0	-1	-100.0%	0.8	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	15	8	-7	-45.3%	1.2	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	0	0	0		0.0	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	138	136	-2	-1.2%	0.1	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	27	28	1	3.0%	0.1	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	0	0	0		0.0	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	0	0	0		0.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	0	0	0		0.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	26	26	0	0.4%	0.0	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	2	0	-2	-100.0%	1.2	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	20	11	-9	-44.5%	1.3	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	39	22	-17	-43.3%	1.8	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	111	114	3	2.9%	0.2	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	3	0	-3	-100.0%	1.4	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	13	0	-13	-100.0%	2.9	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	2	11	9	445.0%	2.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	1	0	-1	-100.0%	0.8	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	16	12	-5	-28.1%	0.7	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	159	154	-5	-3.1%	0.2	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	0	0	0		0.0	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	132	130	-2	-1.4%	0.1	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	7	12	5	67.1%	0.9	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	8	8	0	0.0%	0.0	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	11	5	-6	-54.5%	1.2	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	3	0	-3	-100.0%	1.4	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	157	143	-14	-8.8%	0.7	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	7	11	4	52.9%	0.7	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	0	0	0		0.0	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	7	7	0	0.0%	0.0	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	0	8	8		2.3	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	16	11	-6	-34.4%	0.9	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	9	5	-4	-44.4%	0.9	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	133	123	-10	-7.7%	0.5	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	1	8	7	740.0%	2.0	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	0	11	11		2.7	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	2	5	3	150.0%	0.9	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	2	0	-2	-100.0%	1.2	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	7	1	-6	-85.7%	1.7	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	99	91	-8	-8.2%	0.5	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	89	88	-1	-1.5%	0.1	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	47	48	1	1.9%	0.1	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	5	0	-5	-100.0%	1.8	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	67	58	-9	-13.6%	0.7	Pass

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
PM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	6	3	-3	-48.3%	0.8	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	4115	3772	-343	-8.3%	0.7

wsp

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
PM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	104	80	-24	-23.1%	1.4	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	6	0	-6	-100.0%	2.0	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	3	0	-3	-100.0%	1.4	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	33	28	-5	-14.5%	0.5	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	19	8	-11	-56.8%	1.7	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	124	103	-21	-17.2%	1.2	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	0	7	7		2.2	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	92	88	-4	-4.9%	0.3	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	88	63	-25	-28.1%	1.6	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	436	432	-4	-1.0%	0.1	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	441	423	-18	-4.1%	0.5	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	19	28	9	49.5%	1.1	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	132	129	-4	-2.7%	0.2	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	2	9	7	350.0%	1.7	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	1	0	-1	-100.0%	0.8	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	28	10	-18	-64.3%	2.4	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	48	34	-14	-28.5%	1.2	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	1	0	-1	-100.0%	0.8	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	37	32	-5	-14.1%	0.5	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	57	59	2	3.3%	0.1	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	569	514	-55	-9.7%	1.4	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	119	121	2	1.9%	0.1	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	1	0	-1	-100.0%	0.8	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	1	0	-1	-100.0%	0.8	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	0	0	0		0.0	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	13	13	0	0.8%	0.0	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	2	0	-2	-100.0%	1.2	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	46	34	-13	-27.2%	1.1	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	555	538	-17	-3.0%	0.4	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	115	88	-27	-23.4%	1.5	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	1	0	-1	-100.0%	0.8	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	59	37	-22	-37.5%	1.8	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	13	26	13	100.8%	1.7	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	28	25	-3	-10.7%	0.3	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	101	96	-5	-4.8%	0.3	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	484	453	-31	-6.4%	0.8	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	19	35	16	82.1%	1.7	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	1	0	-1	-100.0%	0.8	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	34	23	-11	-31.8%	1.2	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	14	31	17	120.0%	2.0	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	57	15	-42	-73.2%	4.0	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	6	13	7	118.3%	1.3	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	575	553	-22	-3.8%	0.5	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	8	2	-6	-71.3%	1.5	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	7	5	-2	-27.1%	0.4	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	5	3	-2	-42.0%	0.6	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	22	13	-9	-40.5%	1.2	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	30	7	-23	-75.7%	3.0	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	439	405	-35	-7.9%	1.0	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	130	95	-35	-27.0%	1.9	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	1	0	-1	-100.0%	0.8	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	118	92	-26	-21.8%	1.4	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	8	1	-7	-87.5%	1.9	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	8	15	7	83.8%	1.1	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	141	122	-19	-13.5%	1.0	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	485	483	-3	-0.5%	0.1	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	28	18	-10	-34.6%	1.2	Pass

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
PM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	18	21	3	16.7%	0.4	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	9	4	-5	-54.4%	1.1	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	9	10	1	10.0%	0.2	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	10	0	-10	-100.0%	2.6	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	372	385	13	3.5%	0.4	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	71	40	-31	-43.4%	2.4	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	98	76	-22	-22.0%	1.3	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	9	0	-9	-100.0%	2.4	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	133	121	-12	-8.7%	0.6	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	5	0	-5	-100.0%	1.8	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	493	489	-4	-0.8%	0.1	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	117	131	14	12.0%	0.7	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	1	0	-1	-100.0%	0.8	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	0	0	0		0.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	1	0	-1	-100.0%	0.8	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	80	90	10	12.3%	0.6	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	17	9	-8	-47.6%	1.3	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	104	101	-3	-2.5%	0.1	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	126	126	0	0.3%	0.0	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	377	379	2	0.4%	0.0	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	18	22	4	23.3%	0.5	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	57	30	-27	-47.0%	2.3	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	25	20	-5	-21.6%	0.7	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	4	0	-4	-100.0%	1.6	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	1	0	-1	-100.0%	0.8	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	71	52	-19	-26.5%	1.4	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	544	544	0	0.1%	0.0	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	5	0	-5	-100.0%	1.8	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	392	410	18	4.6%	0.5	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	61	63	1	2.5%	0.1	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	76	73	-3	-3.9%	0.2	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	45	42	-3	-6.4%	0.3	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	28	29	1	4.3%	0.1	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	542	516	-26	-4.8%	0.7	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	132	131	-1	-0.5%	0.0	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	3	0	-3	-100.0%	1.4	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	15	22	7	47.3%	1.0	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	8	19	11	137.5%	1.7	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	58	55	-4	-6.0%	0.3	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	32	36	4	13.4%	0.4	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	386	385	-1	-0.2%	0.0	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	24	34	10	40.0%	1.0	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	22	24	2	8.6%	0.2	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	11	17	6	54.5%	0.9	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	27	20	-7	-25.6%	0.8	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	24	9	-15	-60.8%	2.1	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	423	424	0	0.1%	0.0	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	1	0	-1	-100.0%	0.8	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	307	324	17	5.6%	0.6	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	123	141	18	14.4%	0.9	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	25	0	-25	-100.0%	4.1	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	241	237	-4	-1.7%	0.2	Pass

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
PM Period

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	54	24	-30	-55.9%	2.8	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	11749	11096	-654	-5.6%	0.8

Vehicle Flow Information
Calibration Statistics
All Vehicles
PM Peak (16:00-17:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	301	279	-22	-7.3%	1.3	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	9	7	-2	-24.4%	0.8	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	27	22	-5	-17.8%	1.0	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	330	315	-15	-4.6%	0.9	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	27	38	11	38.9%	1.8	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	293	278	-15	-5.2%	0.9	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	6	12	6	95.0%	1.9	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	393	371	-22	-5.6%	1.1	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	256	235	-21	-8.3%	1.4	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	1155	1143	-12	-1.0%	0.4	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	1	0	-1	-100.0%	1.4	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	1281	1280	-1	-0.1%	0.0	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	26	30	4	16.2%	0.8	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	1016	1024	8	0.8%	0.3	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	60	59	-2	-2.5%	0.2	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	5	0	-5	-100.0%	3.2	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	71	62	-9	-12.5%	1.1	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	249	222	-27	-10.8%	1.8	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	9	0	-9	-100.0%	4.2	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	154	164	10	6.4%	0.8	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	1	0	-1	-100.0%	1.4	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	222	231	9	4.1%	0.6	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	835	840	5	0.6%	0.2	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	321	312	-9	-2.7%	0.5	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	1	0	-1	-100.0%	1.4	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	1	0	-1	-100.0%	1.4	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	6	0	-6	-100.0%	3.5	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	20	22	2	10.0%	0.4	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	0	6	6		3.5	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	120	111	-9	-7.7%	0.9	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	1564	1552	-12	-0.8%	0.3	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	357	355	-2	-0.6%	0.1	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	3	0	-3	-100.0%	2.4	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	202	207	5	2.2%	0.3	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	59	67	8	14.1%	1.0	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	184	159	-26	-13.9%	1.9	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	267	233	-34	-12.7%	2.1	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	1540	1526	-14	-0.9%	0.4	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	46	53	7	15.9%	1.0	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	68	62	-6	-9.3%	0.8	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	105	110	5	5.0%	0.5	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	80	59	-21	-25.8%	2.5	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	18	33	15	82.2%	2.9	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	1486	1506	20	1.3%	0.5	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	68	61	-7	-10.3%	0.9	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	32	33	1	2.8%	0.2	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	30	24	-6	-19.0%	1.1	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	41	40	-1	-2.7%	0.2	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	100	90	-10	-9.8%	1.0	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	1444	1445	1	0.1%	0.0	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	271	259	-12	-4.6%	0.8	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	1	0	-1	-100.0%	1.4	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	508	478	-30	-6.0%	1.4	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	32	22	-11	-32.8%	2.0	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	77	91	14	17.7%	1.5	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	536	524	-12	-2.3%	0.5	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	1234	1262	28	2.3%	0.8	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	133	125	-8	-6.1%	0.7	Pass

Vehicle Flow Information
Calibration Statistics
All Vehicles
PM Peak (16:00-17:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	80	85	5	6.3%	0.6	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	36	31	-5	-14.2%	0.9	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	32	33	1	2.5%	0.1	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	44	39	-5	-11.6%	0.8	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	1211	1251	40	3.3%	1.1	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	286	273	-13	-4.4%	0.8	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	1	0	-1	-100.0%	1.4	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	318	301	-17	-5.5%	1.0	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	39	31	-8	-20.0%	1.3	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	531	524	-7	-1.4%	0.3	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	4	0	-4	-100.0%	2.8	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	1226	1251	25	2.1%	0.7	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	422	430	8	1.9%	0.4	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	24	19	-5	-21.3%	1.1	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	1	0	-1	-100.0%	1.4	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	25	23	-3	-10.0%	0.5	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	7	7		3.7	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	3	0	-3	-100.0%	2.4	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	366	384	18	4.8%	0.9	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	68	55	-13	-18.5%	1.6	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	510	510	0	0.0%	0.0	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	543	558	15	2.7%	0.6	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	6	0	-6	-100.0%	3.5	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	1167	1201	34	2.9%	1.0	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	99	113	14	13.9%	1.3	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	141	135	-7	-4.6%	0.6	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	78	78	0	-0.4%	0.0	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	6	1	-5	-81.7%	2.6	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	160	151	-9	-5.4%	0.7	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	1387	1418	31	2.2%	0.8	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	7	0	-7	-100.0%	3.7	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	1313	1341	28	2.1%	0.8	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	266	260	-6	-2.4%	0.4	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	2	0	-2	-100.0%	2.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	256	264	7	2.9%	0.5	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	204	214	10	4.7%	0.7	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	7	0	-7	-100.0%	3.7	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	80	82	2	2.4%	0.2	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	1291	1292	1	0.1%	0.0	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	266	269	3	1.1%	0.2	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	8	0	-8	-100.0%	4.0	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	83	88	5	6.4%	0.6	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	111	117	6	5.3%	0.6	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	139	152	13	9.6%	1.1	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	1	0	-1	-100.0%	1.4	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	113	118	5	4.2%	0.4	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	1366	1354	-13	-0.9%	0.3	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	66	82	16	24.5%	1.9	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	3	0	-3	-100.0%	2.4	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	111	126	15	13.8%	1.4	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	90	101	11	12.6%	1.2	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	160	153	-7	-4.4%	0.6	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	83	69	-14	-17.1%	1.6	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	891	928	37	4.2%	1.2	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	3	0	-3	-100.0%	2.4	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	1082	1076	-6	-0.5%	0.2	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	554	557	3	0.6%	0.1	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	88	75	-13	-14.9%	1.5	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	604	643	39	6.5%	1.6	Pass

Vehicle Flow Information
Calibration Statistics
All Vehicles
PM Peak (16:00-17:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	152	139	-13	-8.5%	1.1	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	2	0	-2	-100.0%	2.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	35898	35834	-64	-0.2%	1.0

Vehicle Flow Information
Calibration Statistics
Car Vehicles
PM Peak (16:00-17:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	258	247	-11	-4.3%	0.7	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	8	7	-1	-15.0%	0.4	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	27	22	-5	-17.8%	1.0	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	320	304	-16	-4.9%	0.9	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	26	35	9	32.7%	1.5	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	241	237	-4	-1.5%	0.2	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	6	9	3	46.7%	1.0	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	348	329	-19	-5.4%	1.0	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	220	205	-15	-6.7%	1.0	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	929	916	-13	-1.4%	0.4	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	1071	1086	15	1.4%	0.5	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	16	17	1	7.5%	0.3	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	747	758	11	1.5%	0.4	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	58	55	-3	-5.7%	0.4	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	4	0	-4	-100.0%	2.8	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	56	55	-1	-2.0%	0.1	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	224	209	-15	-6.6%	1.0	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	7	0	-7	-100.0%	3.7	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	138	146	8	5.7%	0.7	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	1	0	-1	-100.0%	1.4	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	195	201	6	3.3%	0.5	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	500	520	20	4.0%	0.9	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	260	260	0	0.0%	0.0	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	1	0	-1	-100.0%	1.4	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	1	0	-1	-100.0%	1.4	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	5	0	-5	-100.0%	3.2	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	12	15	3	25.8%	0.8	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	0	0	0		0.0	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	100	98	-2	-1.9%	0.2	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	1283	1277	-6	-0.5%	0.2	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	300	314	14	4.6%	0.8	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	1	0	-1	-100.0%	1.4	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	177	193	16	8.8%	1.1	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	53	54	1	1.9%	0.1	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	166	145	-21	-12.8%	1.7	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	217	187	-30	-14.0%	2.1	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	1312	1320	8	0.6%	0.2	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	35	38	3	9.1%	0.5	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	53	53	0	-0.8%	0.1	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	100	95	-5	-5.1%	0.5	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	63	59	-4	-5.9%	0.5	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	18	26	8	44.4%	1.7	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	1186	1218	32	2.7%	0.9	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	64	61	-3	-4.7%	0.4	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	30	32	2	6.3%	0.3	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	28	23	-5	-16.8%	0.9	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	34	37	3	8.5%	0.5	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	90	88	-2	-1.8%	0.2	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	1238	1262	24	1.9%	0.7	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	220	223	3	1.4%	0.2	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	457	442	-15	-3.3%	0.7	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	28	22	-7	-23.2%	1.3	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	77	85	8	9.9%	0.8	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	490	486	-4	-0.7%	0.2	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	978	1011	33	3.3%	1.0	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	124	118	-6	-4.7%	0.5	Pass

Vehicle Flow Information
Calibration Statistics
Car Vehicles
PM Peak (16:00-17:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	76	77	1	1.6%	0.1	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	32	31	-1	-3.4%	0.2	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	29	29	0	-1.0%	0.1	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	42	39	-3	-7.4%	0.5	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	1034	1072	38	3.7%	1.2	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	265	262	-3	-1.1%	0.2	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	1	0	-1	-100.0%	1.4	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	271	264	-7	-2.5%	0.4	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	35	31	-4	-10.9%	0.7	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	494	490	-4	-0.8%	0.2	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	3	0	-3	-100.0%	2.4	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	979	1001	22	2.2%	0.7	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	354	362	8	2.4%	0.4	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	23	19	-4	-17.8%	0.9	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	1	0	-1	-100.0%	1.4	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	25	23	-3	-10.0%	0.5	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	7	7		3.7	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	2	0	-2	-100.0%	2.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	314	335	21	6.6%	1.1	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	60	51	-9	-14.3%	1.2	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	476	480	4	0.7%	0.2	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	491	514	23	4.7%	1.0	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	6	0	-6	-100.0%	3.5	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	1007	1028	21	2.1%	0.7	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	91	106	15	16.2%	1.5	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	111	118	7	6.7%	0.7	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	68	68	-1	-0.7%	0.1	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	4	1	-3	-72.5%	1.8	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	125	123	-2	-1.3%	0.1	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	1109	1143	34	3.1%	1.0	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	4	0	-4	-100.0%	2.8	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	1124	1146	22	1.9%	0.6	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	241	233	-8	-3.2%	0.5	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	2	0	-2	-100.0%	2.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	217	225	8	3.5%	0.5	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	185	195	10	5.2%	0.7	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	7	0	-7	-100.0%	3.7	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	66	69	3	4.1%	0.3	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	1022	1036	14	1.3%	0.4	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	206	210	4	2.1%	0.3	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	6	0	-6	-100.0%	3.5	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	76	79	3	3.3%	0.3	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	107	105	-2	-1.9%	0.2	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	110	127	17	15.2%	1.5	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	1	0	-1	-100.0%	1.4	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	96	103	7	7.7%	0.7	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	1167	1166	-1	-0.1%	0.0	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	61	70	9	14.3%	1.1	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	3	0	-3	-100.0%	2.4	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	100	106	6	6.3%	0.6	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	86	90	4	5.1%	0.5	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	150	145	-5	-3.4%	0.4	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	70	64	-6	-8.9%	0.8	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	693	736	43	6.1%	1.6	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	3	0	-3	-100.0%	2.4	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	920	920	0	0.0%	0.0	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	496	492	-4	-0.8%	0.2	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	77	75	-2	-2.7%	0.2	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	499	539	40	7.9%	1.7	Pass

Vehicle Flow Information
Calibration Statistics
Car Vehicles
PM Peak (16:00-17:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	127	127	0	0.0%	0.0	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	2	0	-2	-100.0%	2.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	30053	30327	274	0.9%	0.8

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
PM Peak (16:00-17:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	7	3	-4	-57.1%	1.8	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	0	0	0		0.0	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	0	0	0		0.0	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	0	0	0		0.0	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	0	0	0		0.0	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	5	4	-1	-18.0%	0.4	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	0	0	0		0.0	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	6	2	-4	-66.7%	2.0	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	1	2	1	70.0%	0.6	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	62	63	1	0.8%	0.1	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	1	0	-1	-100.0%	1.4	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	49	45	-4	-8.2%	0.6	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	2	2	0	5.0%	0.1	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	227	225	-2	-0.7%	0.1	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	0	0	0		0.0	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	1	0	-1	-100.0%	1.4	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	2	1	-1	-50.0%	0.8	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	1	0	-1	-100.0%	1.4	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	1	0	-1	-100.0%	1.4	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	3	4	1	33.3%	0.5	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	7	8	1	11.4%	0.3	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	148	151	3	1.9%	0.2	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	12	5	-7	-61.7%	2.6	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	0	0	0		0.0	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	1	0	-1	-100.0%	1.4	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	2	1	-1	-45.0%	0.7	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	0	6	6		3.5	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	3	0	-3	-100.0%	2.4	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	65	62	-3	-5.2%	0.4	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	4	1	-3	-82.5%	2.2	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	1	0	-1	-100.0%	1.4	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	3	0	-3	-100.0%	2.4	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	2	4	2	100.0%	1.2	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	1	0	-1	-100.0%	1.4	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	6	7	1	13.3%	0.3	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	50	46	-4	-7.6%	0.5	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	6	4	-2	-36.7%	1.0	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	4	2	-2	-50.0%	1.2	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	3	4	1	40.0%	0.6	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	3	0	-3	-100.0%	2.4	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	0	0	0		0.0	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	64	58	-6	-9.2%	0.8	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	0	0	0		0.0	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	0	0	0		0.0	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	0	0	0		0.0	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	2	0	-2	-100.0%	2.0	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	1	0	-1	-100.0%	1.4	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	48	42	-6	-12.3%	0.9	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	7	4	-3	-41.4%	1.2	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	10	3	-7	-70.0%	2.7	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	0	0	0		0.0	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	0	0	0		0.0	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	8	3	-5	-65.0%	2.2	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	57	55	-2	-3.2%	0.2	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	0	0	0		0.0	Pass

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
PM Peak (16:00-17:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	0	0	0		0.4	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	0	0	0		0.0	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	0	0	0		0.4	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	0	0	0		0.0	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	44	43	-1	-3.0%	0.2	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	1	0	-1	-100.0%	1.4	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	6	2	-4	-65.0%	1.9	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	0	0	0		0.0	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	5	2	-3	-58.0%	1.5	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	0	0	0		0.0	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	56	55	-1	-2.0%	0.1	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	14	12	-2	-11.4%	0.4	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	0	0	0		0.0	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	0	0	0		0.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	0	0	0		0.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	13	11	-2	-16.2%	0.6	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	0	0	0		0.0	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	4	3	-1	-30.0%	0.7	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	13	7	-6	-47.7%	2.0	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	34	39	5	15.6%	0.9	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	2	0	-2	-100.0%	2.0	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	3	0	-3	-100.0%	2.4	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	2	4	2	110.0%	1.2	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	0	0	0		0.0	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	5	5	0	-6.0%	0.1	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	71	66	-5	-7.5%	0.6	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	0	0	0		0.0	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	42	45	3	7.4%	0.5	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	3	5	2	70.0%	1.0	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	1	1	0	0.0%	0.0	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	3	3	0	-3.3%	0.1	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	1	0	-1	-100.0%	1.4	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	63	57	-6	-10.0%	0.8	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	2	3	1	55.0%	0.7	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	0	0	0		0.0	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	4	2	-2	-52.5%	1.2	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	0	4	4		2.8	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	9	6	-3	-36.7%	1.2	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	4	3	-1	-27.5%	0.6	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	44	42	-2	-4.8%	0.3	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	0	3	3		2.6	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	0	8	8		4.0	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	0	4	4		2.8	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	0	0	0		0.0	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	3	1	-2	-66.7%	1.4	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	39	34	-5	-12.8%	0.8	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	33	30	-3	-10.3%	0.6	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	11	15	4	32.7%	1.0	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	1	0	-1	-100.0%	1.4	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	23	20	-3	-12.2%	0.6	Pass

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
PM Peak (16:00-17:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	1	0	-1	-100.0%	1.4	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	1446	1349	-97	-6.7%	0.7

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
PM Peak (16:00-17:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	36	29	-7	-19.2%	1.2	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	1	0	-1	-100.0%	1.4	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	0	0	0		0.0	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	10	10	0	3.0%	0.1	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	1	3	2	200.0%	1.4	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	47	36	-11	-22.6%	1.6	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	0	3	3		2.4	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	39	40	1	2.1%	0.1	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	35	28	-7	-20.9%	1.3	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	164	165	1	0.5%	0.1	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	161	149	-12	-7.5%	1.0	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	8	11	3	36.3%	0.9	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	42	41	-2	-3.6%	0.2	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	2	4	2	90.0%	1.1	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	0	0	0		0.0	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	13	6	-7	-52.3%	2.2	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	24	13	-11	-46.7%	2.6	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	1	0	-1	-100.0%	1.4	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	13	14	1	8.5%	0.3	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	20	22	2	10.0%	0.4	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	187	169	-18	-9.5%	1.3	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	49	48	-1	-2.7%	0.2	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	0	0	0		0.0	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	0	0	0		0.0	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	6	6	0	-3.3%	0.1	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	0	0	0		0.0	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	17	13	-4	-25.3%	1.1	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	216	214	-3	-1.2%	0.2	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	53	40	-13	-24.2%	1.9	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	1	0	-1	-100.0%	1.4	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	22	14	-8	-36.4%	1.9	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	4	9	5	132.5%	2.1	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	17	14	-3	-18.8%	0.8	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	44	40	-4	-9.8%	0.7	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	178	159	-19	-10.7%	1.5	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	5	11	6	126.0%	2.2	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	11	7	-4	-35.5%	1.3	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	2	11	9	455.0%	3.6	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	14	0	-14	-99.3%	5.2	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	0	7	7		3.7	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	236	230	-6	-2.6%	0.4	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	4	0	-4	-100.0%	2.8	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	2	1	-1	-50.0%	0.8	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	2	1	-1	-50.0%	0.8	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	5	3	-2	-40.0%	1.0	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	9	2	-7	-80.0%	3.1	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	158	141	-17	-10.9%	1.4	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	44	32	-13	-28.4%	2.0	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	1	0	-1	-100.0%	1.4	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	41	33	-8	-19.8%	1.3	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	4	0	-4	-100.0%	2.8	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	0	6	6		3.5	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	38	35	-3	-8.7%	0.5	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	199	197	-3	-1.3%	0.2	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	9	7	-2	-25.6%	0.8	Pass

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
PM Peak (16:00-17:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	4	8	4	92.5%	1.5	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	4	0	-4	-100.0%	2.8	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	3	4	1	33.3%	0.5	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	2	0	-2	-100.0%	2.0	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	133	136	3	2.5%	0.3	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	20	11	-9	-43.5%	2.2	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	41	34	-7	-16.1%	1.1	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	4	0	-4	-100.0%	2.8	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	32	32	0	-0.9%	0.1	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	1	0	-1	-100.0%	1.4	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	191	196	5	2.5%	0.3	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	54	55	1	2.2%	0.2	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	1	0	-1	-100.0%	1.4	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	0	0	0		0.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	1	0	-1	-100.0%	1.4	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	39	38	-1	-2.6%	0.2	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	8	4	-4	-50.0%	1.6	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	30	28	-2	-7.7%	0.4	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	39	37	-2	-5.1%	0.3	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	126	134	8	6.5%	0.7	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	6	7	1	18.3%	0.4	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	27	16	-11	-40.4%	2.3	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	8	6	-2	-25.0%	0.8	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	2	0	-2	-100.0%	2.0	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	30	23	-7	-22.7%	1.3	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	207	209	2	1.0%	0.1	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	3	0	-3	-100.0%	2.4	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	147	150	3	2.2%	0.3	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	22	21	-1	-3.2%	0.2	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	38	38	0	-0.3%	0.0	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	16	16	0	0.0%	0.0	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	13	13	0	1.5%	0.1	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	206	200	-7	-3.2%	0.5	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	58	56	-3	-4.3%	0.3	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	2	0	-2	-100.0%	2.0	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	3	8	5	163.3%	2.1	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	4	8	4	100.0%	1.6	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	20	20	0	-0.5%	0.0	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	13	12	-2	-11.5%	0.4	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	155	146	-9	-6.1%	0.8	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	5	9	4	84.0%	1.6	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	11	12	1	9.1%	0.3	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	4	7	3	77.5%	1.3	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	10	8	-2	-20.0%	0.7	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	10	4	-6	-60.0%	2.3	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	159	159	0	-0.1%	0.0	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	129	127	-2	-1.8%	0.2	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	47	51	4	7.4%	0.5	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	10	0	-10	-100.0%	4.5	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	82	84	2	2.7%	0.2	Pass

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
PM Peak (16:00-17:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	24	12	-12	-49.6%	2.8	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	4399	4158	-241	-5.5%	0.9

Vehicle Flow Information
Calibration Statistics
All Vehicles
PM Peak (17:00-18:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	247	237	-10	-4.0%	0.6	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	6	6	0	1.7%	0.0	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	35	23	-12	-33.4%	2.2	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	286	280	-6	-2.1%	0.4	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	28	32	4	12.5%	0.6	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	250	233	-17	-6.9%	1.1	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	1	9	8	800.0%	3.6	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	374	355	-19	-5.0%	1.0	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	226	216	-11	-4.6%	0.7	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	988	1037	49	4.9%	1.5	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	1	0	-1	-100.0%	1.4	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	1261	1265	4	0.3%	0.1	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	18	22	4	24.4%	1.0	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	1181	1163	-18	-1.5%	0.5	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	89	85	-4	-4.6%	0.4	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	3	0	-3	-100.0%	2.4	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	77	73	-4	-5.5%	0.5	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	201	191	-10	-4.9%	0.7	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	24	22	-2	-7.1%	0.4	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	180	180	-1	-0.3%	0.0	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	265	267	2	0.9%	0.1	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	906	885	-21	-2.3%	0.7	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	352	342	-10	-2.8%	0.5	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	0	0	0		0.0	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	1	0	-1	-100.0%	1.4	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	5	0	-5	-100.0%	3.2	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	16	21	5	31.3%	1.2	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	0	3	3		2.4	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	125	104	-21	-16.9%	2.0	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	1364	1397	33	2.4%	0.9	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	328	334	6	1.8%	0.3	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	1	0	-1	-100.0%	1.4	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	185	192	7	3.6%	0.5	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	53	57	4	7.9%	0.6	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	136	135	-1	-0.8%	0.1	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	322	294	-28	-8.8%	1.6	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	1479	1483	4	0.3%	0.1	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	30	44	14	45.7%	2.3	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	1	0	-1	-100.0%	1.4	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	72	66	-6	-8.1%	0.7	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	114	111	-3	-2.9%	0.3	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	74	52	-22	-30.1%	2.8	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	20	33	13	62.5%	2.4	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	1304	1340	36	2.8%	1.0	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	60	51	-9	-15.3%	1.2	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	36	42	6	16.1%	0.9	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	16	10	-6	-37.5%	1.7	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	84	78	-6	-6.9%	0.6	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	117	100	-17	-14.2%	1.6	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	1376	1417	41	3.0%	1.1	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	241	222	-19	-8.0%	1.3	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	1	0	-1	-100.0%	1.4	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	414	407	-7	-1.8%	0.4	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	35	21	-14	-41.1%	2.7	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	81	93	12	14.6%	1.3	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	477	455	-22	-4.6%	1.0	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	1048	1100	52	5.0%	1.6	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	82	77	-5	-6.2%	0.6	Pass

Vehicle Flow Information
Calibration Statistics
All Vehicles
PM Peak (17:00-18:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	87	89	2	2.3%	0.2	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	27	26	-1	-4.1%	0.2	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	24	29	5	20.8%	1.0	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	40	42	2	5.7%	0.4	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	1231	1284	53	4.3%	1.5	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	236	236	0	-0.1%	0.0	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	302	292	-10	-3.4%	0.6	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	69	53	-16	-22.8%	2.0	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	543	539	-4	-0.7%	0.2	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	1	0	-1	-100.0%	1.4	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	7	0	-7	-100.0%	3.7	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	1005	1033	28	2.8%	0.9	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	371	393	22	5.8%	1.1	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	20	18	-2	-11.0%	0.5	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	4	0	-4	-100.0%	2.8	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	18	20	2	8.3%	0.3	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	7	7		3.7	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	2	0	-2	-100.0%	2.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	306	331	25	8.1%	1.4	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	72	54	-18	-24.9%	2.3	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	445	444	-2	-0.3%	0.1	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	604	596	-8	-1.3%	0.3	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	6	4	-3	-41.7%	1.1	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	1134	1152	18	1.6%	0.5	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	137	149	12	8.5%	1.0	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	2	0	-2	-100.0%	2.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	136	127	-9	-6.4%	0.8	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	121	116	-5	-3.8%	0.4	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	2	0	-2	-100.0%	2.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	11	4	-7	-66.4%	2.7	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	1	0	-1	-100.0%	1.4	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	143	138	-5	-3.5%	0.4	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	1093	1120	27	2.4%	0.8	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	7	0	-7	-100.0%	3.7	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	1242	1283	41	3.3%	1.2	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	225	234	9	3.9%	0.6	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	2	0	-2	-100.0%	2.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	287	290	3	1.1%	0.2	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	190	197	6	3.4%	0.5	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	80	80	0	-0.1%	0.0	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	1097	1087	-10	-0.9%	0.3	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	188	193	5	2.7%	0.4	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	5	0	-5	-100.0%	3.2	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	63	71	8	11.9%	0.9	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	122	121	-1	-1.0%	0.1	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	89	98	9	9.6%	0.9	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	128	139	11	8.9%	1.0	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	1248	1271	23	1.9%	0.7	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	60	81	21	34.3%	2.5	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	58	65	7	11.9%	0.9	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	97	102	5	5.3%	0.5	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	123	118	-6	-4.5%	0.5	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	74	63	-11	-14.9%	1.3	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	750	785	35	4.6%	1.2	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	2	0	-2	-100.0%	2.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	915	914	-1	-0.1%	0.0	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	613	631	18	2.9%	0.7	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	90	95	5	5.2%	0.5	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	590	603	13	2.2%	0.5	Pass

Vehicle Flow Information
Calibration Statistics
All Vehicles
PM Peak (17:00-18:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	129	121	-8	-6.4%	0.7	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	5	0	-5	-100.0%	3.2	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	33376	33590	214	0.6%	1.0

Vehicle Flow Information
Calibration Statistics
Car Vehicles
PM Peak (17:00-18:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	219	218	-1	-0.6%	0.1	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	5	6	1	22.0%	0.5	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	34	23	-11	-31.5%	2.0	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	282	276	-6	-2.1%	0.3	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	23	29	6	27.4%	1.2	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	208	204	-4	-1.9%	0.3	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	1	8	7	660.0%	3.2	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	352	335	-17	-4.9%	0.9	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	207	207	0	0.0%	0.0	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	859	899	40	4.7%	1.4	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	1	0	-1	-100.0%	1.4	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	1105	1117	12	1.1%	0.4	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	12	14	2	18.3%	0.6	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	936	921	-15	-1.6%	0.5	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	89	83	-6	-7.1%	0.7	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	1	0	-1	-100.0%	1.4	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	73	70	-3	-4.4%	0.4	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	193	187	-6	-3.0%	0.4	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	24	22	-2	-7.1%	0.4	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	167	165	-2	-1.0%	0.1	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	247	249	2	0.7%	0.1	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	597	596	-1	-0.1%	0.0	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	324	316	-8	-2.5%	0.4	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	0	0	0		0.0	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	1	0	-1	-100.0%	1.4	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	5	0	-5	-100.0%	3.2	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	11	17	6	51.8%	1.5	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	0	3	3		2.4	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	112	95	-17	-15.2%	1.7	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	1213	1245	32	2.6%	0.9	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	295	308	13	4.4%	0.8	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	167	177	10	5.7%	0.7	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	48	48	0	0.0%	0.0	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	133	131	-2	-1.8%	0.2	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	295	272	-23	-7.9%	1.4	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	1315	1333	18	1.4%	0.5	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	23	32	9	39.6%	1.7	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	63	59	-4	-6.0%	0.5	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	106	98	-8	-7.7%	0.8	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	56	49	-7	-13.0%	1.0	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	18	28	10	57.8%	2.2	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	1141	1178	37	3.2%	1.1	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	55	51	-4	-7.6%	0.6	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	35	41	6	16.6%	0.9	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	13	8	-5	-37.7%	1.5	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	79	75	-4	-4.7%	0.4	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	106	100	-6	-5.3%	0.6	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	1231	1272	41	3.3%	1.2	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	200	197	-3	-1.6%	0.2	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	1	0	-1	-100.0%	1.4	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	390	387	-3	-0.7%	0.1	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	31	20	-11	-36.8%	2.3	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	79	90	11	13.7%	1.2	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	436	427	-9	-2.1%	0.4	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	915	961	46	5.0%	1.5	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	75	73	-3	-3.3%	0.3	Pass

Vehicle Flow Information
Calibration Statistics
Car Vehicles
PM Peak (17:00-18:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	81	83	2	2.2%	0.2	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	26	26	0	-0.4%	0.0	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	22	26	4	18.6%	0.8	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	38	42	4	11.3%	0.7	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	1106	1149	43	3.9%	1.3	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	209	220	11	5.5%	0.8	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	273	268	-5	-1.9%	0.3	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	66	53	-13	-19.2%	1.6	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	491	494	3	0.6%	0.1	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	1	0	-1	-100.0%	1.4	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	6	0	-6	-100.0%	3.5	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	880	899	19	2.1%	0.6	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	340	353	13	3.8%	0.7	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	20	18	-2	-11.0%	0.5	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	4	0	-4	-100.0%	2.8	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	18	20	2	8.3%	0.3	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	7	7		3.7	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	2	0	-2	-100.0%	2.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	292	307	15	5.0%	0.8	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	63	50	-13	-20.3%	1.7	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	414	414	0	0.1%	0.0	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	554	550	-4	-0.7%	0.2	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	6	4	-3	-41.7%	1.1	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	1005	1017	12	1.2%	0.4	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	132	143	11	8.0%	0.9	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	2	0	-2	-100.0%	2.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	114	121	7	6.4%	0.7	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	110	106	-4	-3.6%	0.4	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	2	0	-2	-100.0%	2.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	9	4	-5	-58.9%	2.1	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	116	117	1	1.2%	0.1	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	950	970	20	2.1%	0.6	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	6	0	-6	-100.0%	3.5	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	1113	1138	25	2.2%	0.7	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	212	215	3	1.6%	0.2	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	2	0	-2	-100.0%	2.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	272	271	-1	-0.4%	0.1	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	176	183	7	4.1%	0.5	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	74	74	0	-0.4%	0.0	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	939	938	-1	-0.1%	0.0	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	160	161	1	0.3%	0.0	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	4	0	-4	-100.0%	2.8	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	56	60	4	7.5%	0.6	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	118	111	-7	-6.3%	0.7	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	75	82	7	9.1%	0.8	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	115	123	8	6.7%	0.7	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	1125	1141	16	1.4%	0.5	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	55	65	10	18.7%	1.3	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	55	62	7	12.9%	0.9	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	94	97	3	3.1%	0.3	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	112	110	-3	-2.2%	0.2	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	68	62	-6	-9.1%	0.8	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	643	674	31	4.8%	1.2	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	2	0	-2	-100.0%	2.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	823	802	-21	-2.6%	0.7	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	570	579	9	1.5%	0.4	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	79	95	16	19.9%	1.7	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	512	528	16	3.0%	0.7	Pass

Vehicle Flow Information
Calibration Statistics
Car Vehicles
PM Peak (17:00-18:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	120	118	-2	-1.8%	0.2	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	5	0	-5	-100.0%	3.2	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	29544	29865	321	1.1%	0.8

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
PM Peak (17:00-18:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	2	0	-2	-95.0%	1.9	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	0	0	0		0.0	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	0	0	0		0.0	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	1	1	0	-10.0%	0.1	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	0	0	0		0.0	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	10	4	-6	-60.0%	2.3	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	0	0	0		0.0	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	1	0	-1	-100.0%	1.4	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	6	0	-6	-100.0%	3.5	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	23	24	1	5.7%	0.3	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	28	25	-3	-11.8%	0.6	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	2	1	-1	-50.0%	0.8	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	194	193	-2	-0.8%	0.1	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	0	0	0		0.0	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	1	0	-1	-100.0%	1.4	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	0	1	1		1.4	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	0	1	1		1.4	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	0	0	0		0.0	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	1	3	2	200.0%	1.4	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	3	4	1	40.0%	0.6	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	128	128	0	-0.3%	0.0	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	8	0	-8	-97.5%	3.9	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	0	0	0		0.0	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	0	0	0		0.0	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	3	2	-1	-33.3%	0.6	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	0	0	0		0.0	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	0	0	0		0.0	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	27	22	-6	-20.4%	1.1	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	1	0	-1	-100.0%	1.4	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	1	0	-1	-100.0%	1.4	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	1	0	-1	-100.0%	1.4	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	2	2	0	0.0%	0.0	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	0	0	0		0.0	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	4	0	-4	-100.0%	2.8	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	33	26	-7	-20.9%	1.3	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	2	1	-1	-35.0%	0.5	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	0	0	0		0.0	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	2	2	0	0.0%	0.0	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	0	2	2		2.0	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	0	0	0		0.0	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	0	0	0		0.0	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	20	20	0	1.5%	0.1	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	1	0	-1	-100.0%	1.4	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	0	0	0		0.0	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	0	0	0		0.0	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	0	0	0		0.0	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	2	0	-2	-100.0%	2.0	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	22	23	1	3.2%	0.1	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	9	4	-5	-55.6%	2.0	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	3	1	-2	-66.7%	1.4	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	0	0	0		0.0	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	0	0	0		0.0	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	6	1	-5	-80.0%	2.5	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	20	20	0	-2.0%	0.1	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	0	0	0		0.0	Pass

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
PM Peak (17:00-18:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	0	0	0		0.0	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	0	0	0		0.0	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	0	0	0		0.0	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	0	0	0		0.0	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	22	23	1	5.5%	0.3	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	2	0	-2	-100.0%	2.0	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	2	1	-1	-50.0%	0.8	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	0	0	0		0.0	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	3	1	-2	-66.7%	1.4	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	0	0	0		0.0	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	18	20	2	10.6%	0.4	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	5	7	2	32.0%	0.7	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	0	0	0		0.0	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	0	0	0		0.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	0	0	0		0.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	3	5	2	73.3%	1.1	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	0	0	0		0.0	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	1	1	0	20.0%	0.2	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	6	1	-5	-76.7%	2.4	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	22	23	1	3.6%	0.2	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	0	0	0		0.0	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	7	0	-7	-100.0%	3.7	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	0	3	3		2.4	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	0	0	0		0.0	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	0	0	0		0.0	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	4	2	-2	-42.5%	1.0	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	21	22	1	6.2%	0.3	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	0	0	0		0.0	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	23	26	3	14.3%	0.7	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	1	3	2	150.0%	1.1	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	2	3	1	45.0%	0.6	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	3	2	-1	-30.0%	0.6	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	1	0	-1	-100.0%	1.4	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	24	22	-2	-9.6%	0.5	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	2	4	2	80.0%	1.0	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	0	0	0		0.0	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	0	2	2		2.0	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	0	4	4		2.9	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	1	2	1	130.0%	1.0	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	1	2	1	110.0%	0.9	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	24	22	-2	-7.9%	0.4	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	0	5	5		3.2	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	0	0	0		0.0	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	0	0	0		0.6	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	0	0	0		0.0	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	1	0	-1	-100.0%	1.4	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	14	14	0	-2.9%	0.1	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	13	17	4	26.9%	0.9	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	7	9	2	22.9%	0.6	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	2	0	-2	-100.0%	2.0	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	12	12	0	-3.3%	0.1	Pass

Vehicle Flow Information
Calibration Statistics
HGV Vehicles
PM Peak (17:00-18:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	0	0	0		0.0	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	814	768	-46	-5.7%	0.6

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
PM Peak (17:00-18:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
1	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(W)	20::69::117	26	19	-7	-26.2%	1.4	Pass
2	Site 20	Gloster rd and Barrack Square	Gloster Rd	Barrack Square(E)	20::69::65	1	0	-1	-100.0%	1.4	Pass
3	Site 20	Gloster rd and Barrack Square	Gloster Rd	Gloster Rd	20::69::68	0					
4	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Gloster Rd	20::117::68	1	0	-1	-100.0%	1.4	Pass
5	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(W)	20::117::117	3	3	0	-6.7%	0.1	Pass
6	Site 20	Gloster rd and Barrack Square	Barrack Square(E)	Barrack Square(E)	20::117::65	0					
7	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(E)	20::65::65	5	2	-3	-56.0%	1.5	Pass
8	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Gloster Rd	20::65::68	32	25	-7	-23.1%	1.4	Pass
9	Site 20	Gloster rd and Barrack Square	Barrack Square(W)	Barrack Square(W)	20::65::117	0					
10	Site 21	Junction 21	A12 North	Bucklesham Rd	21::35::143	0	1	1		1.7	Pass
11	Site 21	Junction 21	A12 North	A14 East	21::35::42	21	21	0	-1.4%	0.1	Pass
12	Site 21	Junction 21	A12 North	A1156	21::35::48	13	9	-5	-34.6%	1.4	Pass
13	Site 21	Junction 21	A12 North	A14 West	21::35::38	106	113	7	6.6%	0.7	Pass
14	Site 21	Junction 21	A12 North	A12 North	21::35::149	0	0	0		0.0	Pass
15	Site 21	Junction 21	A14 West	A12 North	21::41::149	128	123	-5	-3.8%	0.4	Pass
16	Site 21	Junction 21	A14 West	Bucklesham Rd	21::41::143	4	7	3	80.0%	1.4	Pass
17	Site 21	Junction 21	A14 West	A14 East	21::182::182	51	49	-2	-4.3%	0.3	Pass
18	Site 21	Junction 21	A14 West	A1156	21::41::48	0	2	2		2.1	Pass
19	Site 21	Junction 21	A14 West	A14 West	21::41::38	1	0	-1	-100.0%	1.4	Pass
20	Site 21	Junction 21	A1156	A14 West	21::46::38	4	2	-2	-50.0%	1.2	Pass
21	Site 21	Junction 21	A1156	A12 North	21::46::149	8	3	-5	-65.0%	2.2	Pass
22	Site 21	Junction 21	A1156	Bucklesham Rd	21::46::143	0	0	0		0.0	Pass
23	Site 21	Junction 21	A1156	A14 East	21::46::42	12	11	-1	-7.5%	0.3	Pass
24	Site 21	Junction 21	A1156	A1156	21::46::48	0	0	0		0.0	Pass
25	Site 21	Junction 21	A14 East	A1156	21::135::48	15	14	-1	-4.0%	0.2	Pass
26	Site 21	Junction 21	A14 East	A14 West	21::186::186	181	161	-20	-11.0%	1.5	Pass
27	Site 21	Junction 21	A14 East	A12 North	21::135::149	20	26	6	30.0%	1.3	Pass
28	Site 21	Junction 21	A14 East	Bucklesham Rd	21::135::143	0	0	0		0.0	Pass
29	Site 21	Junction 21	A14 East	A14 East	21::135::42	0	0	0		0.0	Pass
30	Site 21	Junction 21	Bucklesham Rd	A14 East	21::51::42	0	0	0		0.0	Pass
31	Site 21	Junction 21	Bucklesham Rd	A1156	21::51::48	0	0	0		0.0	Pass
32	Site 21	Junction 21	Bucklesham Rd	A14 West	21::51::38	2	2	0	15.0%	0.2	Pass
33	Site 21	Junction 21	Bucklesham Rd	A12 North	21::51::149	0	0	0		0.0	Pass
34	Site 21	Junction 21	Bucklesham Rd	Bucklesham Rd	21::51::143	0	0	0		0.0	Pass
35	Site 22	Junction 22	A12 North	Newbourne Rd	22::34::137	13	9	-4	-31.5%	1.2	Pass
36	Site 22	Junction 22	A12 North	A12 South	22::34::35	124	130	6	5.2%	0.6	Pass
37	Site 22	Junction 22	A12 North	Foxhal Rd	22::34::53	32	26	-6	-19.1%	1.1	Pass
38	Site 22	Junction 22	A12 North	A12 North	22::34::2	0	0	0		0.0	Pass
39	Site 22	Junction 22	Foxhal Rd	A12 North	22::52::2	17	15	-2	-11.2%	0.5	Pass
40	Site 22	Junction 22	Foxhal Rd	Newbourne Rd	22::52::137	3	7	4	140.0%	1.9	Pass
41	Site 22	Junction 22	Foxhal Rd	A12 South	22::52::35	3	4	1	43.3%	0.7	Pass
42	Site 22	Junction 22	Foxhal Rd	Foxhal Rd	22::52::53	0	0	0		0.0	Pass
43	Site 22	Junction 22	A12 South	Foxhal Rd	22::149::53	23	22	-1	-3.5%	0.2	Pass
44	Site 22	Junction 22	A12 South	A12 North	22::149::2	131	124	-7	-5.6%	0.6	Pass
45	Site 22	Junction 22	A12 South	Newbourne Rd	22::149::137	5	10	5	106.0%	1.9	Pass
46	Site 22	Junction 22	A12 South	A12 South	22::149::35	1	0	-1	-100.0%	1.4	Pass
47	Site 22	Junction 22	Newbourne Rd	A12 South	22::57::35	7	5	-2	-28.6%	0.8	Pass
48	Site 22	Junction 22	Newbourne Rd	Foxhal Rd	22::57::53	8	11	3	36.3%	0.9	Pass
49	Site 22	Junction 22	Newbourne Rd	A12 North	22::57::2	18	3	-15	-83.3%	4.6	Pass
50	Site 22	Junction 22	Newbourne Rd	Newbourne Rd	22::57::137	0	0	0		0.0	Pass
51	Site 23	Junction 23	A12 North	Barrack Square	23::33::65	2	4	2	105.0%	1.2	Pass
52	Site 23	Junction 23	A12 North	A12 South	23::33::34	143	142	-1	-0.6%	0.1	Pass
53	Site 23	Junction 23	A12 North	Eagle Way	23::33::63	4	0	-4	-100.0%	2.8	Pass
54	Site 23	Junction 23	A12 North	A12 North	23::33::3	0	0	0		0.0	Pass
55	Site 23	Junction 23	Eagle Way	A12 North	23::60::3	1	1	0	0.0%	0.0	Pass
56	Site 23	Junction 23	Eagle Way	Barrack Square	23::60::65	3	2	-1	-36.7%	0.7	Pass
57	Site 23	Junction 23	Eagle Way	A12 South	23::60::34	5	3	-2	-42.0%	1.1	Pass
58	Site 23	Junction 23	Eagle Way	Eagle Way	23::60::63	0	0	0		0.0	Pass
59	Site 23	Junction 23	A12 South	Eagle Way	23::2::63	9	0	-9	-100.0%	4.2	Pass
60	Site 23	Junction 23	A12 South	A12 North	23::2::3	123	122	-1	-0.8%	0.1	Pass
61	Site 23	Junction 23	A12 South	Barrack Square	23::2::65	32	21	-11	-35.0%	2.2	Pass
62	Site 23	Junction 23	A12 South	A12 South	23::2::34	0	0	0		0.0	Pass
63	Site 23	Junction 23	Barrack Square	A12 South	23::117::34	21	19	-3	-11.9%	0.6	Pass
64	Site 23	Junction 23	Barrack Square	Eagle Way	23::117::63	4	1	-3	-75.0%	1.9	Pass
65	Site 23	Junction 23	Barrack Square	A12 North	23::117::3	2	3	1	50.0%	0.6	Pass
66	Site 23	Junction 23	Barrack Square	Barrack Square	23::117::65	0	0	0		0.0	Pass
67	Site 24	Junction 24	A12 North	Anson Rd	24::31::76	35	27	-8	-22.9%	1.4	Pass
68	Site 24	Junction 24	A12 North	A12 South	24::31::33	113	120	7	5.8%	0.6	Pass
69	Site 24	Junction 24	A12 North	Eagle Way	24::31::73	7	4	-3	-37.1%	1.1	Pass

Vehicle Flow Information
Calibration Statistics
LGV Vehicles
PM Peak (17:00-18:00)

Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
70	Site 24	Junction 24	A12 North	A12 North	24::31::6	0	0	0		0.0	Pass
71	Site 24	Junction 24	Eagle Way	A12 North	24::70::6	6	6	0	3.3%	0.1	Pass
72	Site 24	Junction 24	Eagle Way	Anson Rd	24::70::76	1	0	-1	-100.0%	1.4	Pass
73	Site 24	Junction 24	Eagle Way	A12 South	24::70::33	2	3	1	45.0%	0.6	Pass
74	Site 24	Junction 24	Eagle Way	Eagle Way	24::70::73	0	0	0		0.0	Pass
75	Site 24	Junction 24	A12 South	Eagle Way	24::3::73	2	0	-2	-100.0%	2.0	Pass
76	Site 24	Junction 24	A12 South	A12 North	24::3::6	103	112	9	8.6%	0.9	Pass
77	Site 24	Junction 24	A12 South	Anson Rd	24::3::76	25	15	-10	-38.4%	2.1	Pass
78	Site 24	Junction 24	A12 South	A12 South	24::3::33	0	0	0		0.0	Pass
79	Site 24	Junction 24	Anson Rd	A12 South	24::77::33	27	23	-4	-15.2%	0.8	Pass
80	Site 24	Junction 24	Anson Rd	Eagle Way	24::77::73	3	0	-3	-100.0%	2.4	Pass
81	Site 24	Junction 24	Anson Rd	A12 North	24::77::6	49	44	-5	-9.6%	0.7	Pass
82	Site 24	Junction 24	Anson Rd	Anson Rd	24::77::76	0	0	0		0.0	Pass
83	Site 25	Junction 25	A12 North	Main Rd (E)	25::27::88	1	0	-1	-100.0%	1.4	Pass
84	Site 25	Junction 25	A12 North	A12 South	25::27::31	107	115	8	7.3%	0.7	Pass
85	Site 25	Junction 25	A12 North	Main Rd (W)	25::27::79	26	33	7	27.3%	1.3	Pass
86	Site 25	Junction 25	A12 North	Martlesham PnR	25::27::126	0	0	0		0.0	Pass
87	Site 25	Junction 25	A12 North	A12 North	25::27::8	0	0	0		0.0	Pass
88	Site 25	Junction 25	Martlesham PnR	A12 North	25::127::8	0	0	0		0.0	Pass
89	Site 25	Junction 25	Martlesham PnR	Main Rd (E)	25::128::88	0	0	0		0.0	Pass
90	Site 25	Junction 25	Martlesham PnR	A12 South	25::128::31	0	0	0		0.0	Pass
91	Site 25	Junction 25	Martlesham PnR	Main Rd (W)	25::128::79	0	0	0		0.0	Pass
92	Site 25	Junction 25	Martlesham PnR	Martlesham PnR	25::128::126	0	0	0		0.0	Pass
93	Site 25	Junction 25	Main Rd (W)	Martlesham PnR	25::32::126	0	0	0		0.0	Pass
94	Site 25	Junction 25	Main Rd (W)	A12 North	25::32::8	11	19	8	72.7%	2.1	Pass
95	Site 25	Junction 25	Main Rd (W)	Main Rd (E)	25::32::88	9	4	-5	-56.7%	2.0	Pass
96	Site 25	Junction 25	Main Rd (W)	A12 South	25::32::31	30	28	-2	-6.7%	0.4	Pass
97	Site 25	Junction 25	Main Rd (W)	Main Rd (W)	25::32::79	0	0	0		0.0	Pass
98	Site 25	Junction 25	A12 South	Main Rd (W)	25::6::79	44	44	0	0.9%	0.1	Pass
99	Site 25	Junction 25	A12 South	Martlesham PnR	25::6::126	0	0	0		0.0	Pass
100	Site 25	Junction 25	A12 South	A12 North	25::6::8	107	112	5	4.4%	0.4	Pass
101	Site 25	Junction 25	A12 South	Main Rd (E)	25::6::88	5	6	1	22.0%	0.5	Pass
102	Site 25	Junction 25	A12 South	A12 South	25::6::31	0	0	0		0.0	Pass
103	Site 25	Junction 25	Main Rd (E)	A12 South	25::86::31	15	6	-9	-60.0%	2.8	Pass
104	Site 25	Junction 25	Main Rd (E)	Main Rd (W)	25::86::79	11	7	-4	-32.7%	1.2	Pass
105	Site 25	Junction 25	Main Rd (E)	Martlesham PnR	25::86::126	0	0	0		0.0	Pass
106	Site 25	Junction 25	Main Rd (E)	A12 North	25::86::8	2	0	-2	-100.0%	2.0	Pass
107	Site 25	Junction 25	Main Rd (E)	Main Rd (E)	25::86::88	1	0	-1	-100.0%	1.4	Pass
108	Site 26	Junction 26	A12 North	B1438	26::24::93	23	18	-5	-20.4%	1.0	Pass
109	Site 26	Junction 26	A12 North	A12 South	26::24::27	122	127	5	4.4%	0.5	Pass
110	Site 26	Junction 26	A12 North	A12 North	26::24::75	1	0	-1	-100.0%	1.4	Pass
111	Site 26	Junction 26	A12 South	A12 North	26::166::75	106	119	13	12.4%	1.2	Pass
112	Site 26	Junction 26	A12 South	B1438	26::165::93	12	16	4	32.5%	1.0	Pass
113	Site 26	Junction 26	A12 South	A12 South	26::165::27	0	0	0		0.0	Pass
114	Site 26	Junction 26	B1438	A12 South	26::90::27	13	16	3	24.6%	0.8	Pass
115	Site 26	Junction 26	B1438	A12 North	26::90::75	11	11	0	1.8%	0.1	Pass
116	Site 26	Junction 26	B1438	B1438	26::90::93	0	0	0		0.0	Pass
117	Site 27	Junction 27	A12 North	B1079 (E)	27::21::105	5	6	1	24.0%	0.5	Pass
118	Site 27	Junction 27	A12 North	A12 south	27::21::22	134	127	-7	-5.4%	0.6	Pass
119	Site 27	Junction 27	A12 North	B1079 (W)	27::21::100	26	29	3	11.5%	0.6	Pass
120	Site 27	Junction 27	A12 North	A12 North	27::21::15	1	0	-1	-100.0%	1.4	Pass
121	Site 27	Junction 27	B1079 (W)	A12 North	27::99::15	7	8	1	17.1%	0.4	Pass
122	Site 27	Junction 27	B1079 (W)	B1079 (E)	27::99::105	4	6	2	52.5%	0.9	Pass
123	Site 27	Junction 27	B1079 (W)	A12 south	27::99::22	13	13	0	3.1%	0.1	Pass
124	Site 27	Junction 27	B1079 (W)	B1079 (W)	27::99::100	0	0	0		0.0	Pass
125	Site 27	Junction 27	A12 south	B1079 (W)	27::14::100	12	15	3	21.7%	0.7	Pass
126	Site 27	Junction 27	A12 south	A12 North	27::14::15	99	108	9	9.4%	0.9	Pass
127	Site 27	Junction 27	A12 south	B1079 (E)	27::14::105	5	10	5	104.0%	1.9	Pass
128	Site 27	Junction 27	A12 south	A12 south	27::14::22	0	0	0		0.0	Pass
129	Site 27	Junction 27	B1079 (E)	A12 south	27::102::22	3	3	0	-6.7%	0.1	Pass
130	Site 27	Junction 27	B1079 (E)	B1079 (W)	27::102::100	3	5	2	66.7%	1.0	Pass
131	Site 27	Junction 27	B1079 (E)	A12 North	27::102::15	11	8	-3	-27.3%	1.0	Pass
132	Site 27	Junction 27	B1079 (E)	B1079 (E)	27::102::105	0	0	0		0.0	Pass
133	Site 28	Junction 28	A12 North	A1152	28::18::113	5	1	-4	-76.0%	2.2	Pass
134	Site 28	Junction 28	A12 North	A12 South	28::18::19	93	97	4	4.4%	0.4	Pass
135	Site 28	Junction 28	A12 North	A12 North	28::18::17	0	0	0		0.0	Pass
136	Site 28	Junction 28	A12 South	A12 North	28::15::17	79	96	17	20.9%	1.8	Pass
137	Site 28	Junction 28	A12 South	A1152	28::15::113	36	44	8	20.8%	1.2	Pass
138	Site 28	Junction 28	A12 South	A12 South	28::15::19	9	0	-9	-100.0%	4.2	Pass
139	Site 28	Junction 28	A1152	A12 South	28::119::19	66	64	-2	-3.3%	0.3	Pass

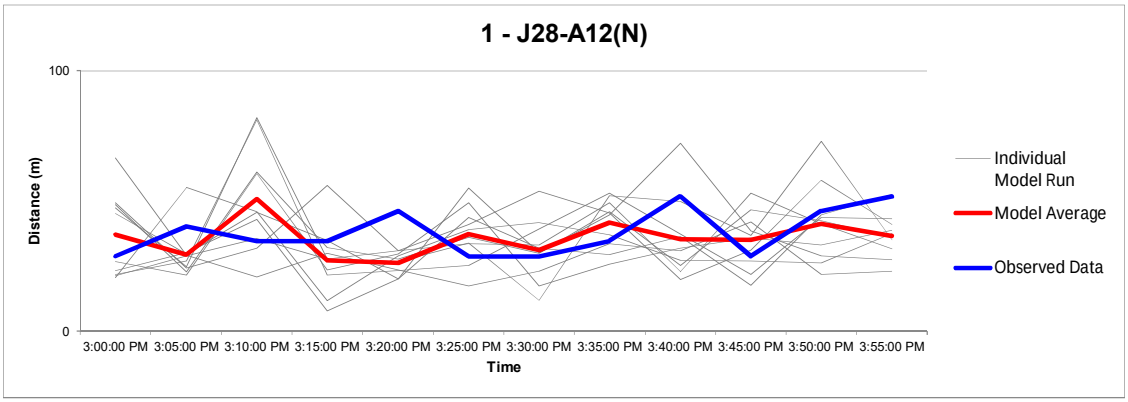
Vehicle Flow Information
Calibration Statistics
LGV Vehicles
PM Peak (17:00-18:00)

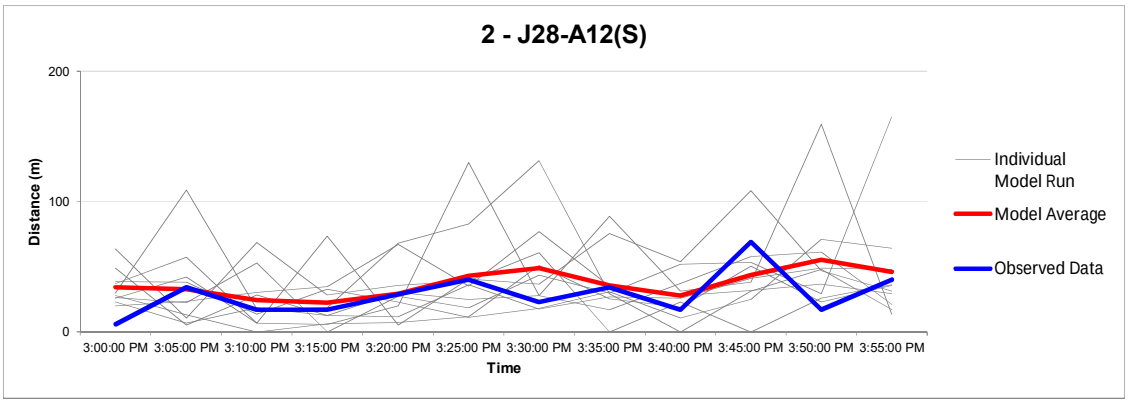
Index	Junction	Name	Origin	Destination	Reference	Observed Flow	Modelled Flow	Difference	% Difference	G.E.H. Value (using hourly flows)	Flow Test (using hourly flows)
140	Site 28	Junction 28	A1152	A12 North	28::119::17	9	3	-6	-68.9%	2.6	Pass
141	Site 28	Junction 28	A1152	A1152	28::119::113	0	0	0		0.0	Pass

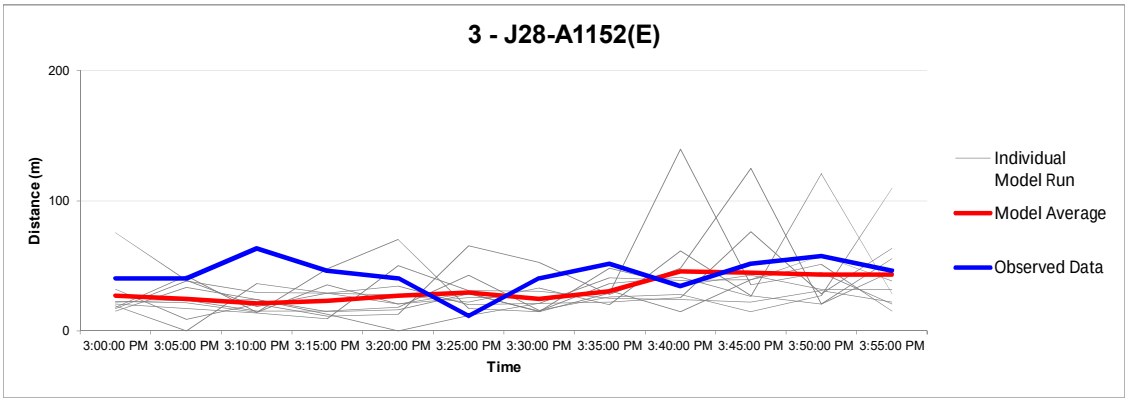
	Sum Obs.	Sum Mod.	Diff	% Diff	Ave. GEH
Overall Stats	3018	2957	-61	-2.0%	0.8

Queue Graphs

Junction Number 1
PM Peak (15:00-16:00)

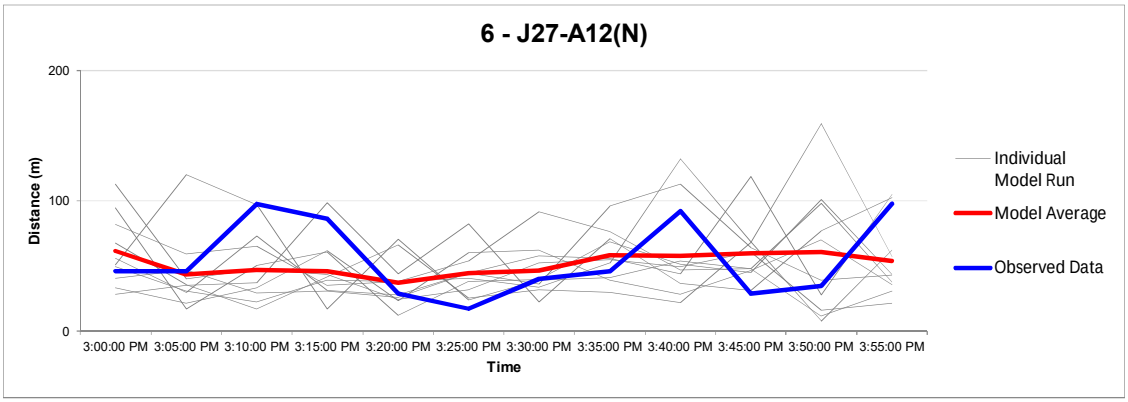


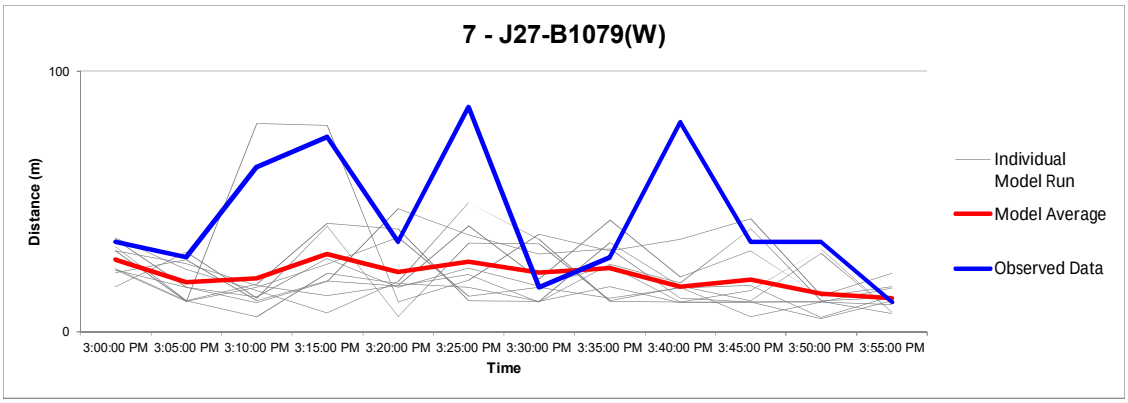


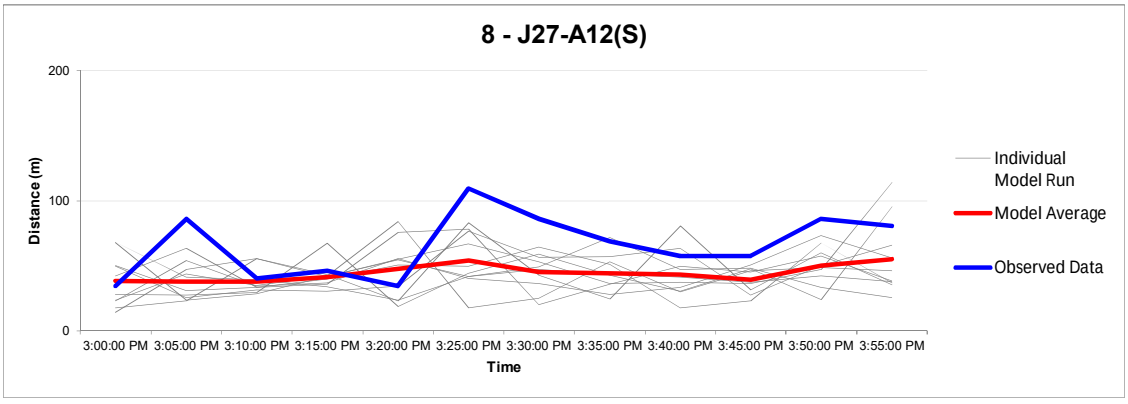


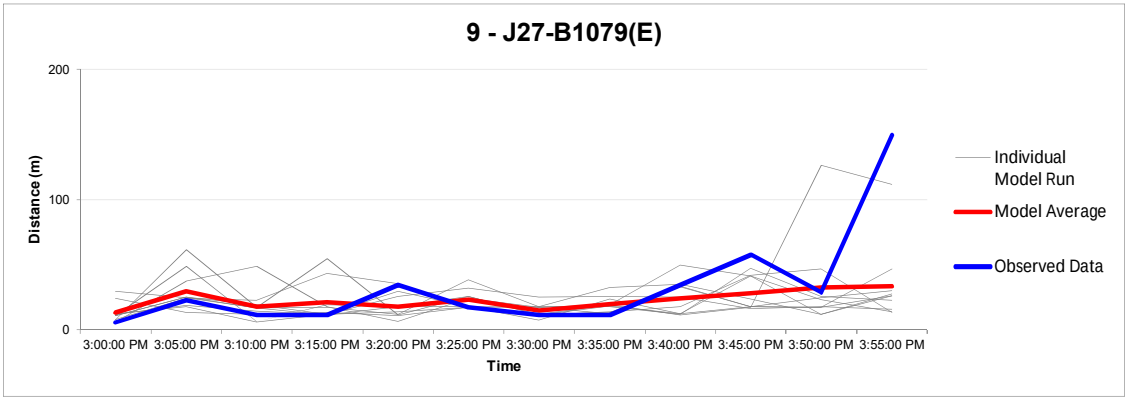
Queue Graphs

Junction Number 2
PM Peak (15:00-16:00)



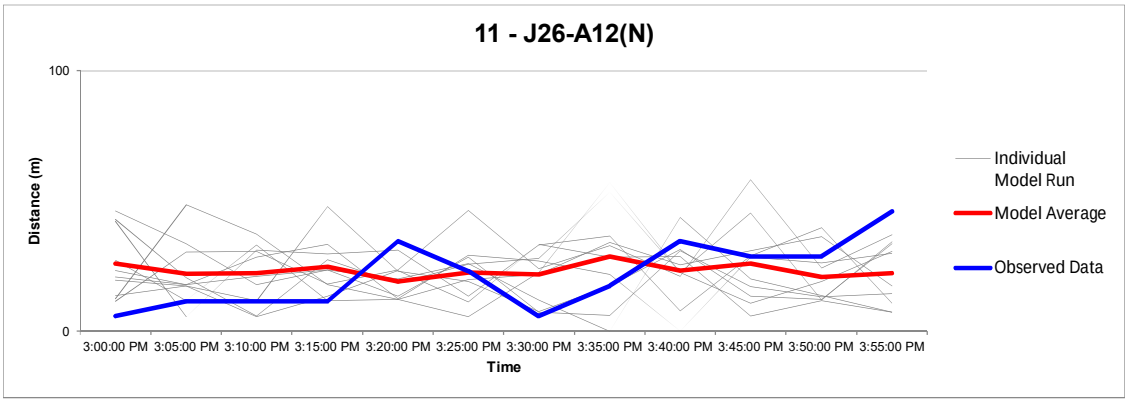


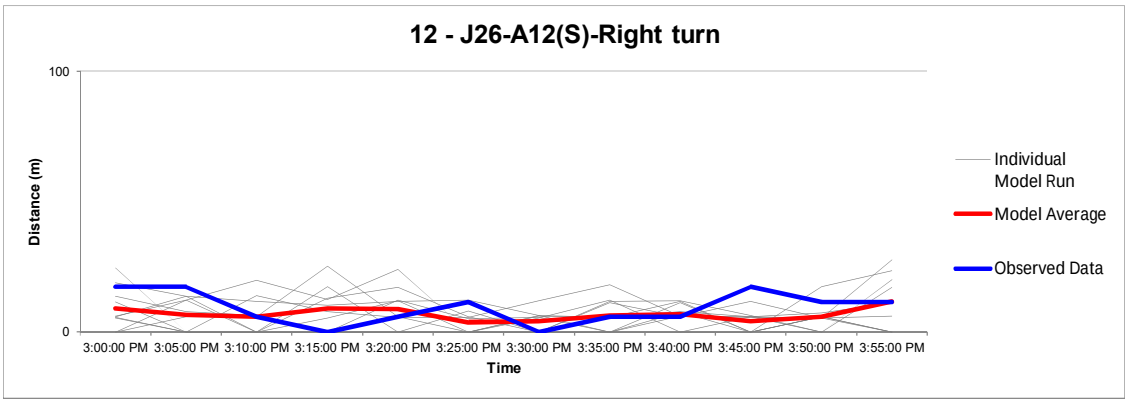


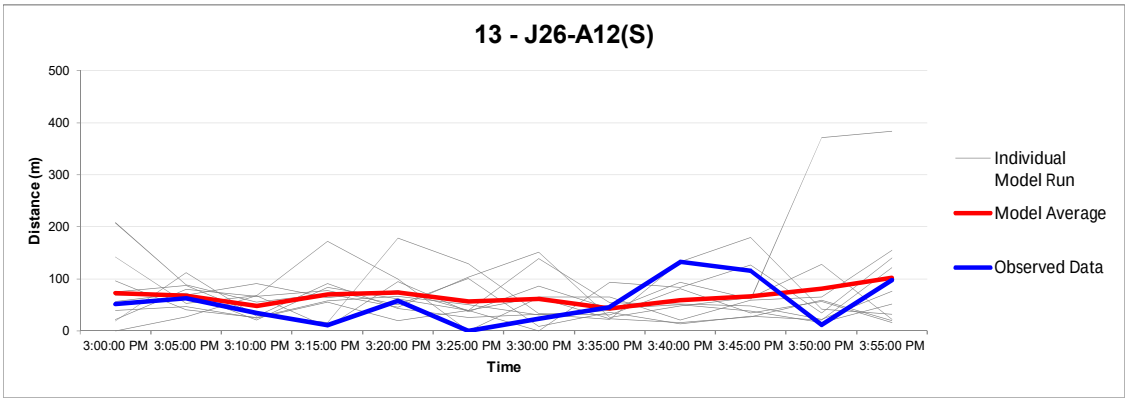


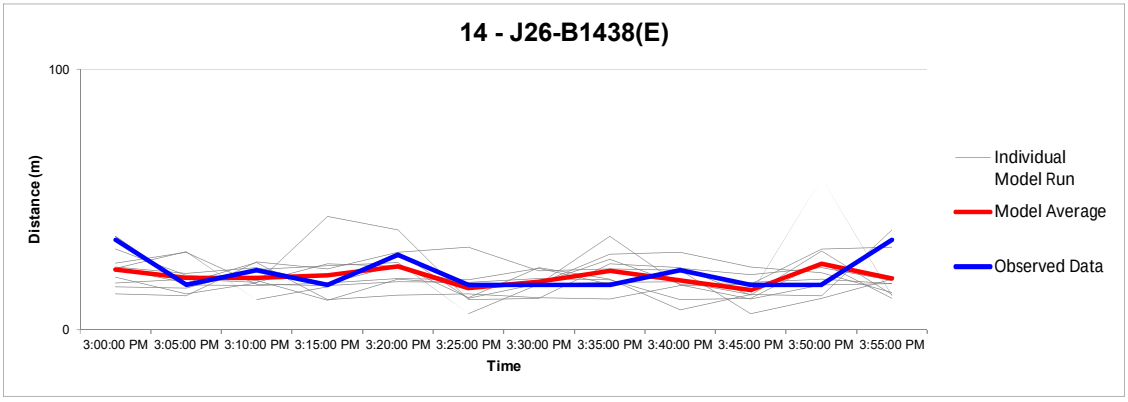
Queue Graphs

Junction Number 3
PM Peak (15:00-16:00)



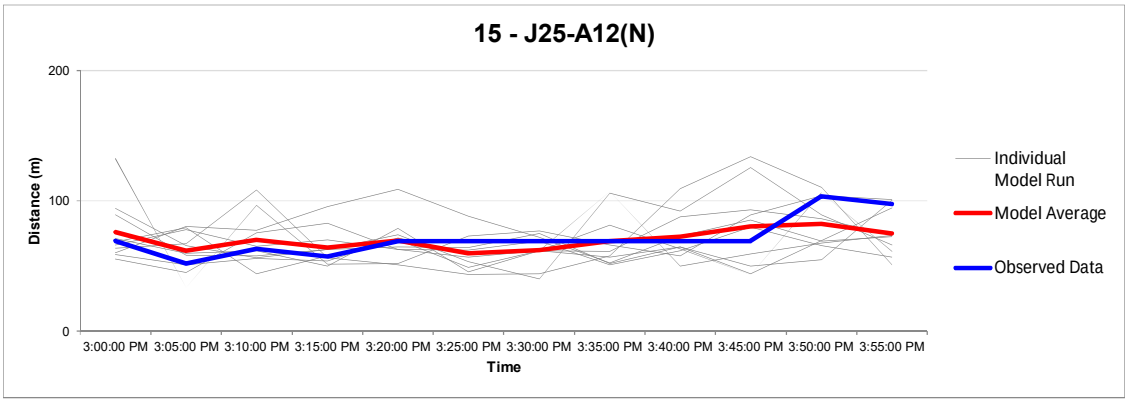


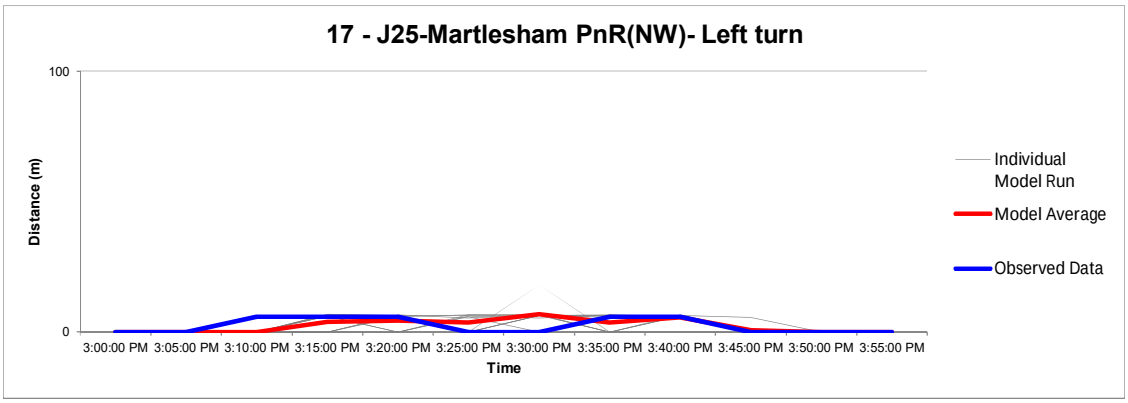


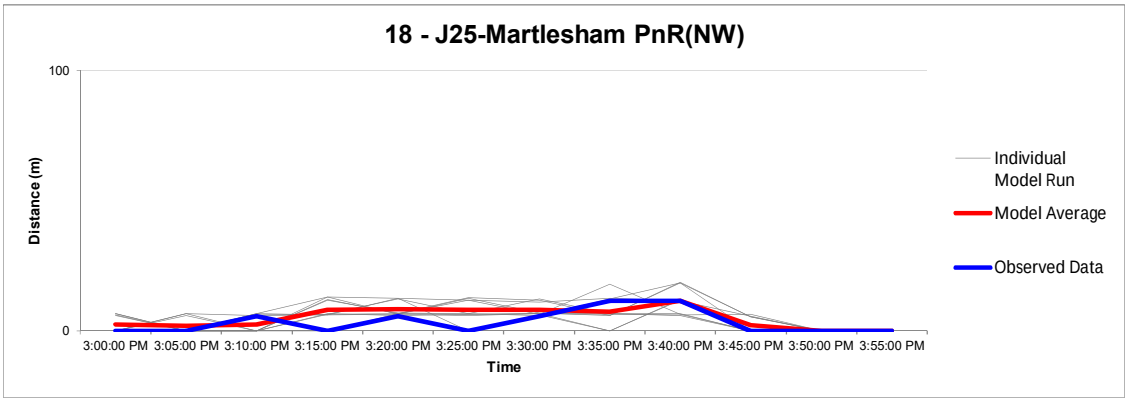


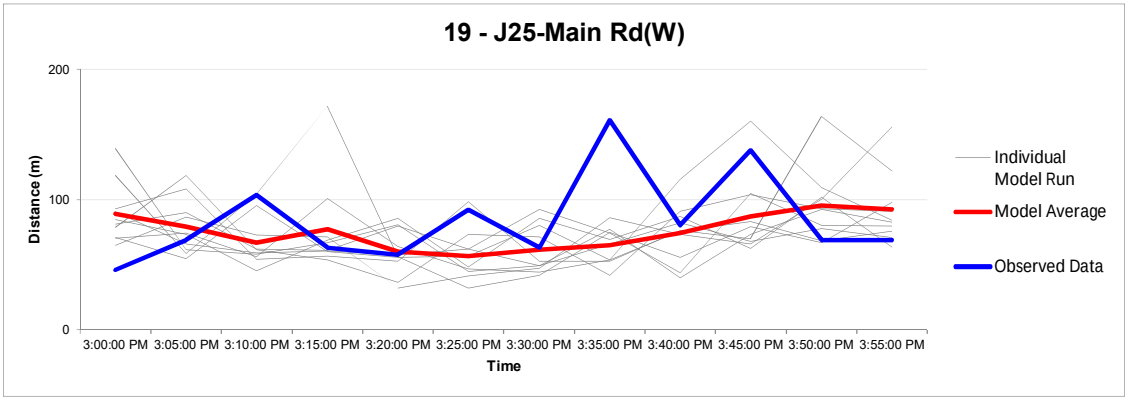
Queue Graphs

Junction Number 4
PM Peak (15:00-16:00)



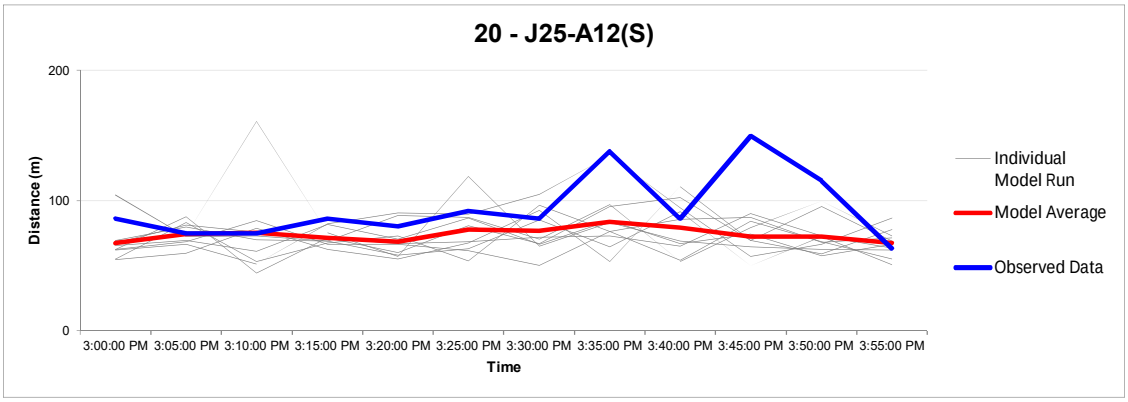


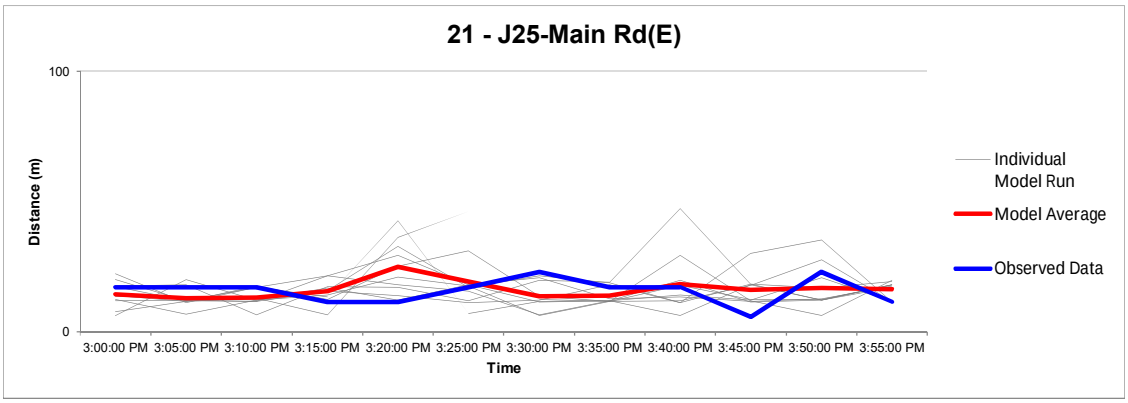




Queue Graphs

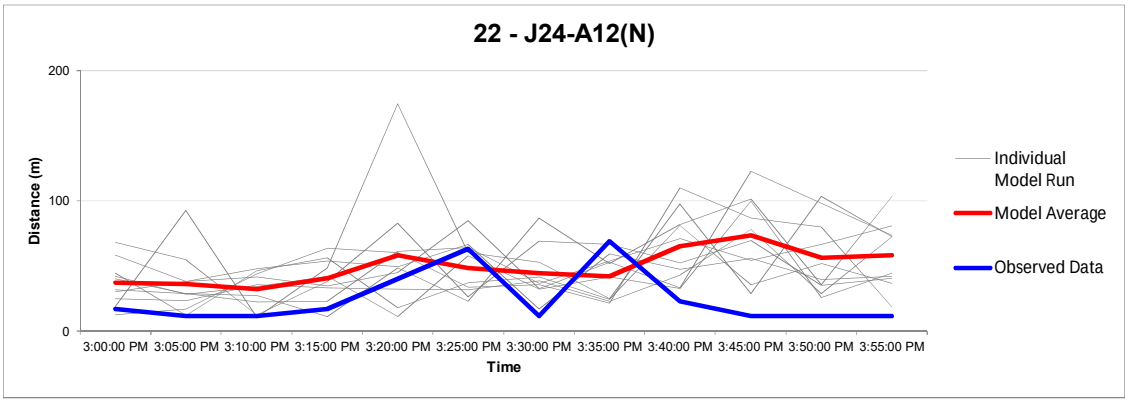
Junction Number 4
PM Peak (15:00-16:00)

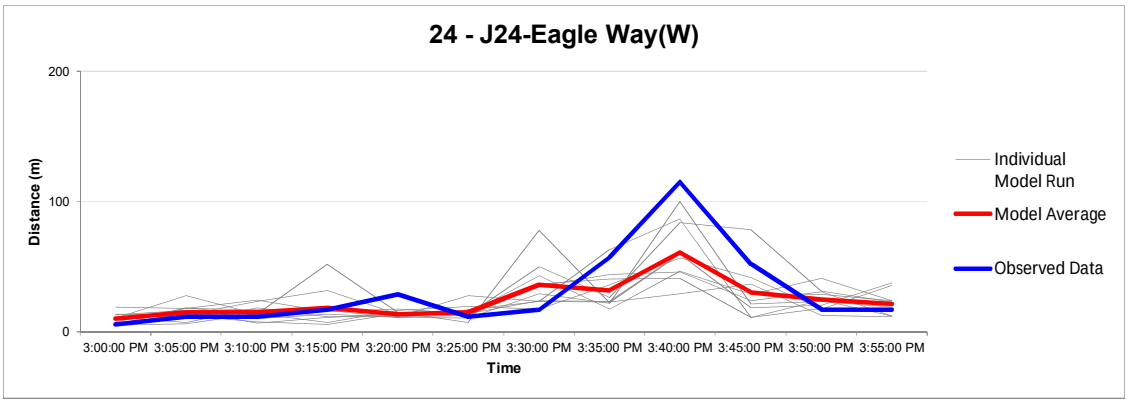


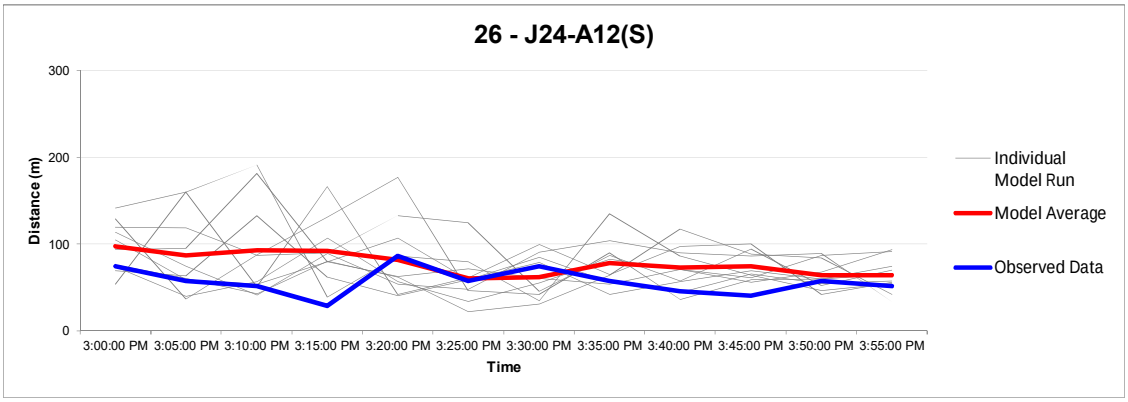


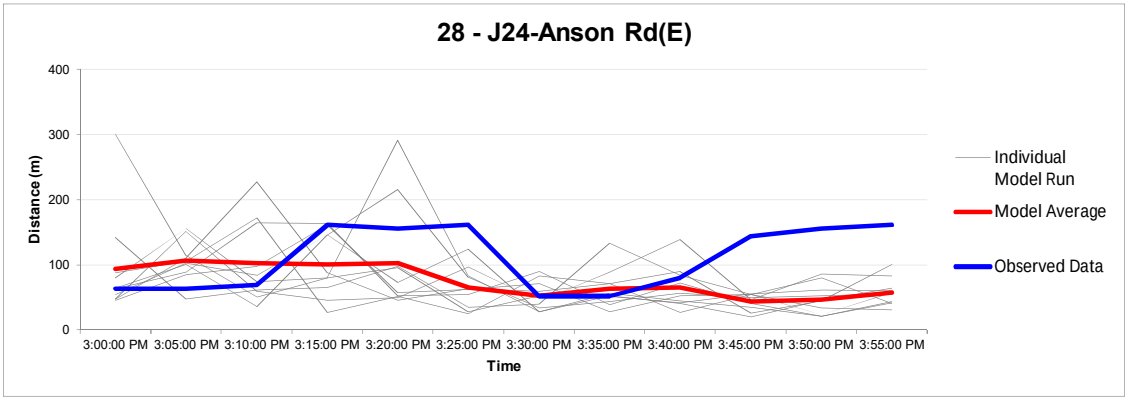
Queue Graphs

Junction Number 5
PM Peak (15:00-16:00)



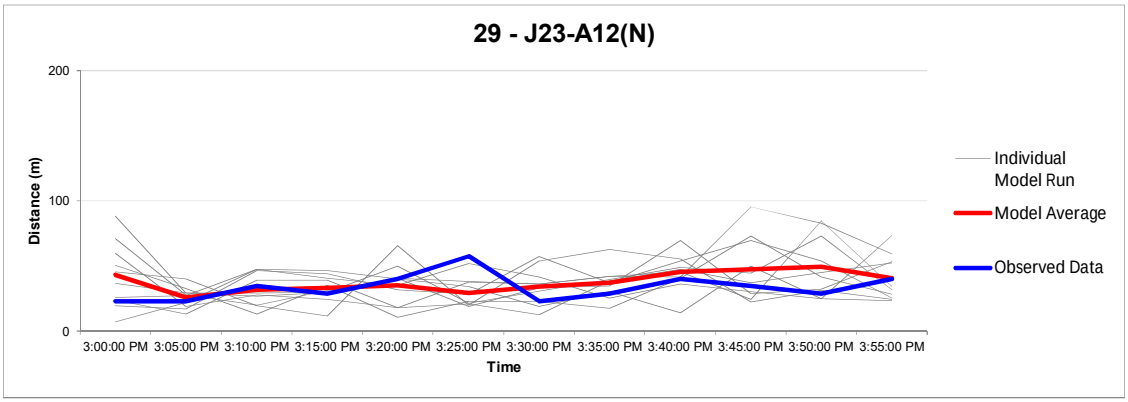


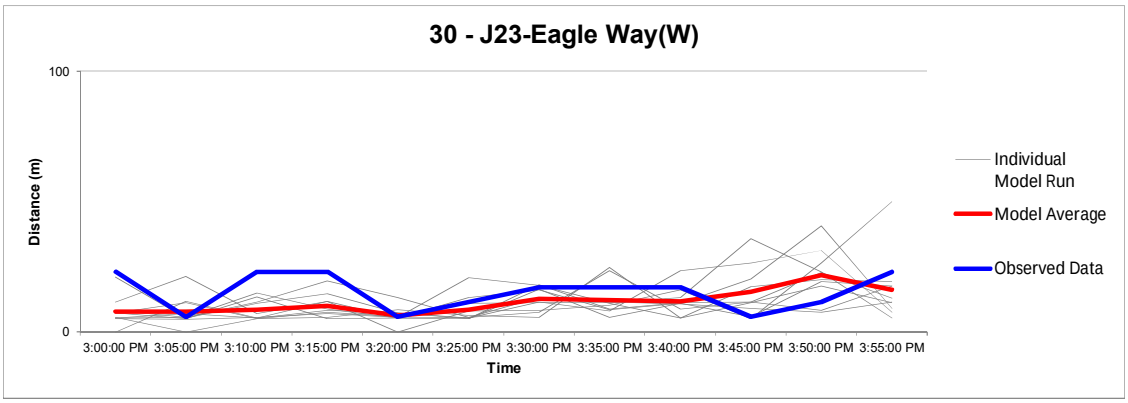


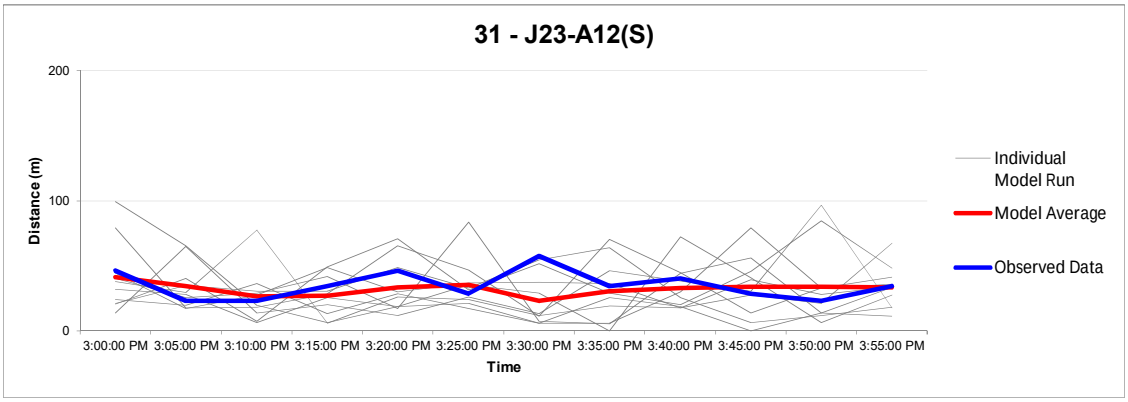


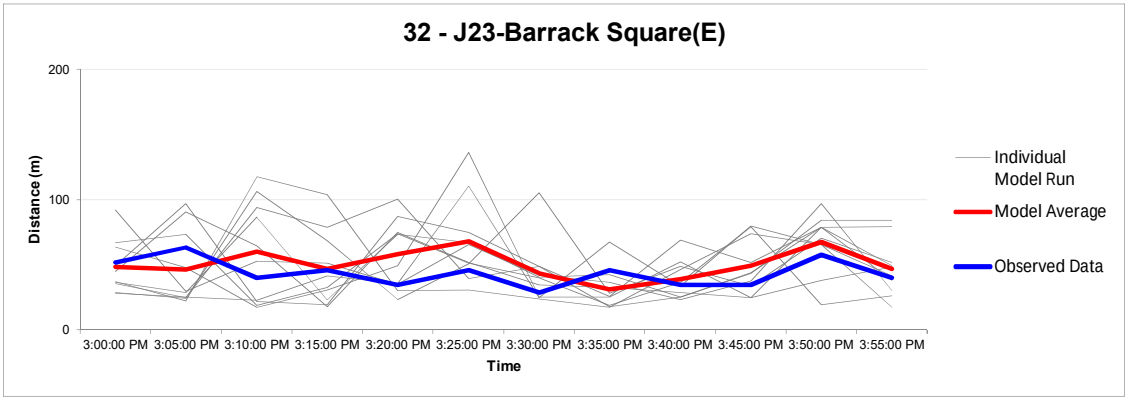
Queue Graphs

Junction Number 6
PM Peak (15:00-16:00)



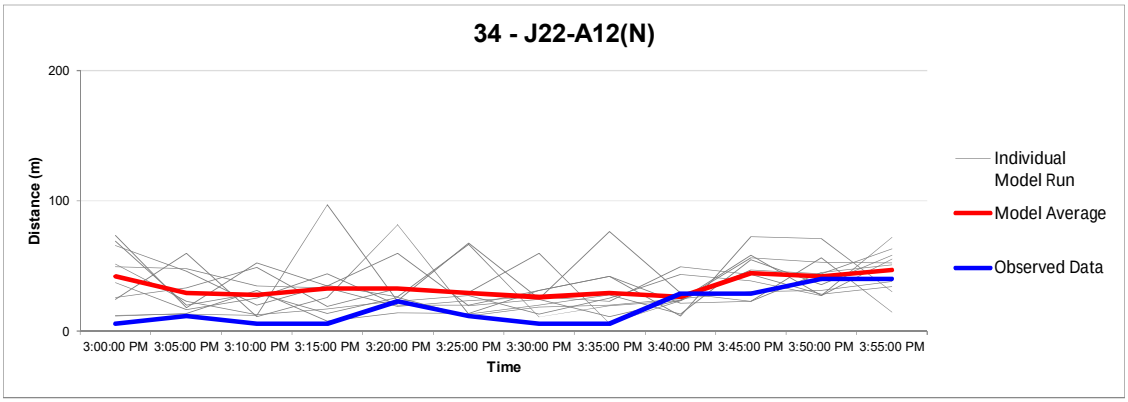


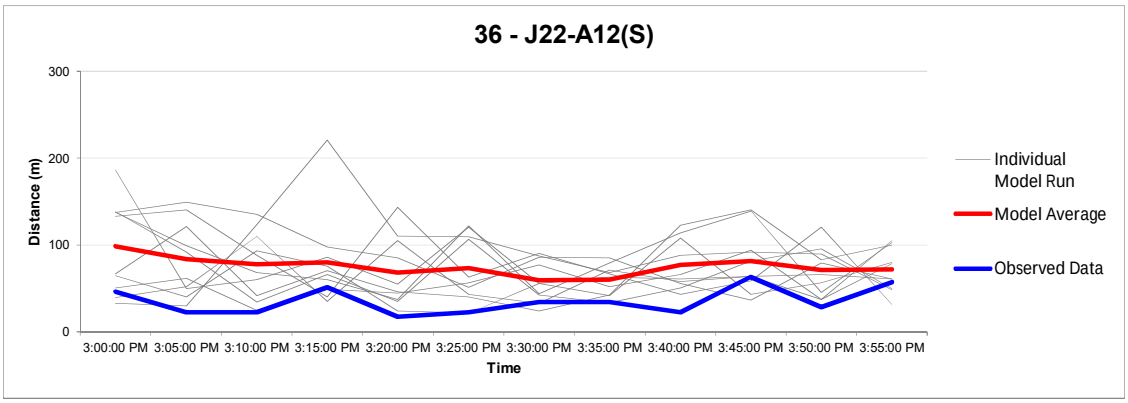


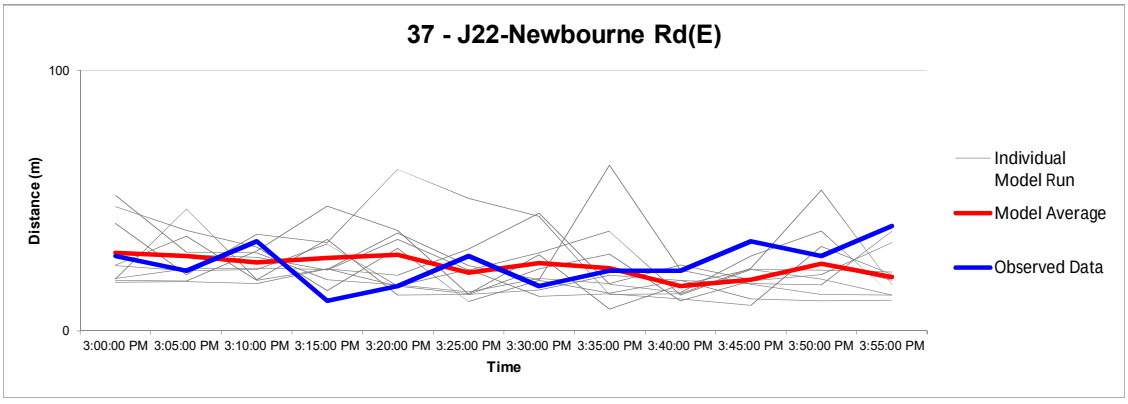


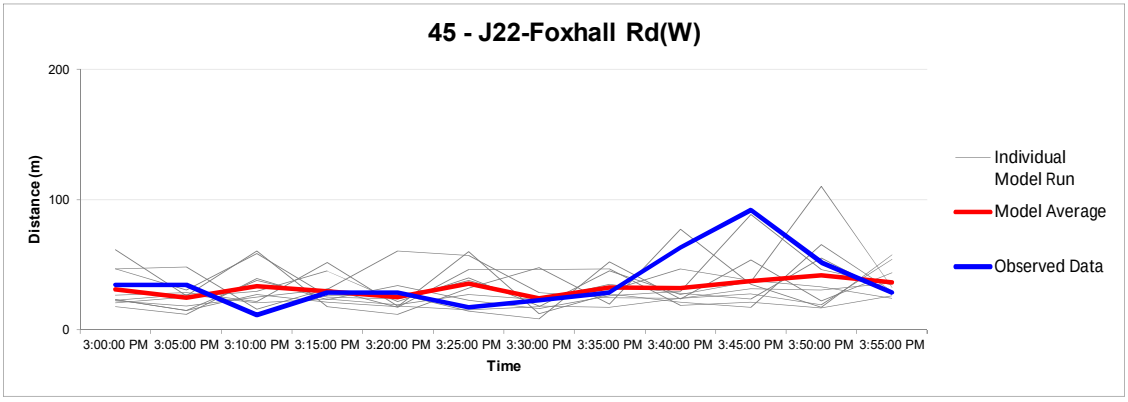
Queue Graphs

Junction Number 7
PM Peak (15:00-16:00)



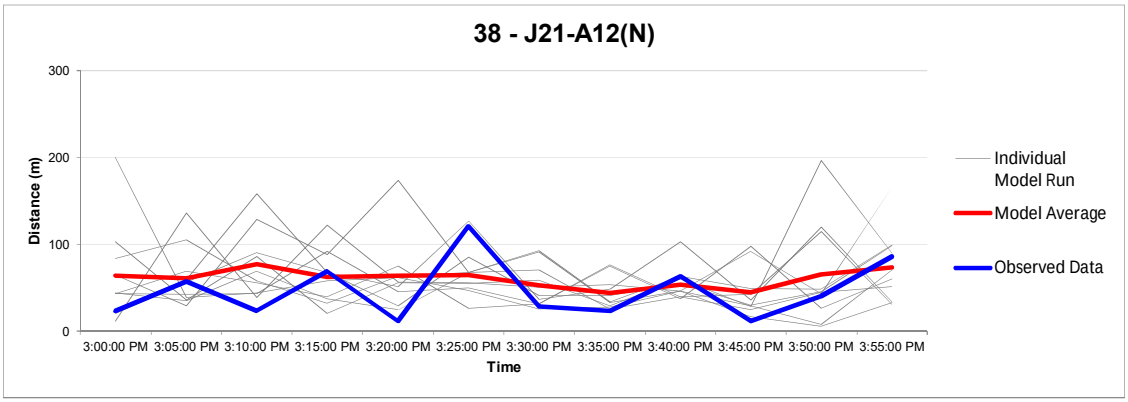


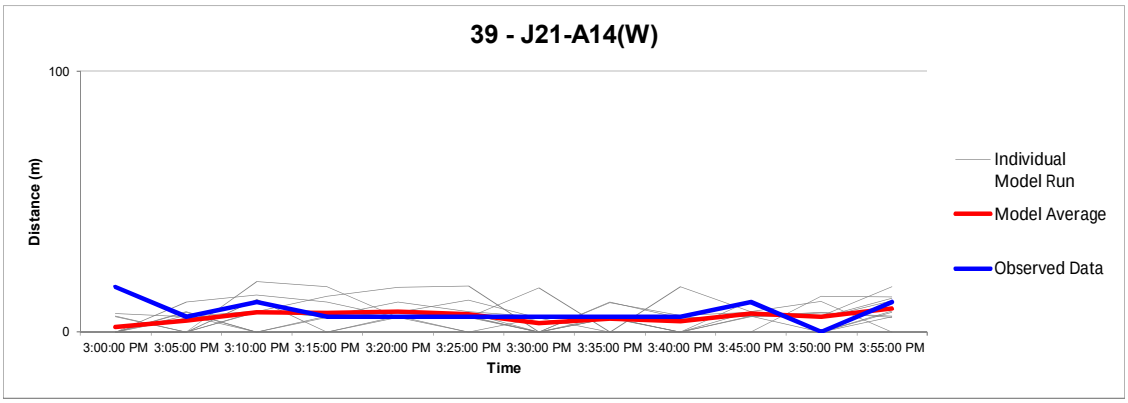


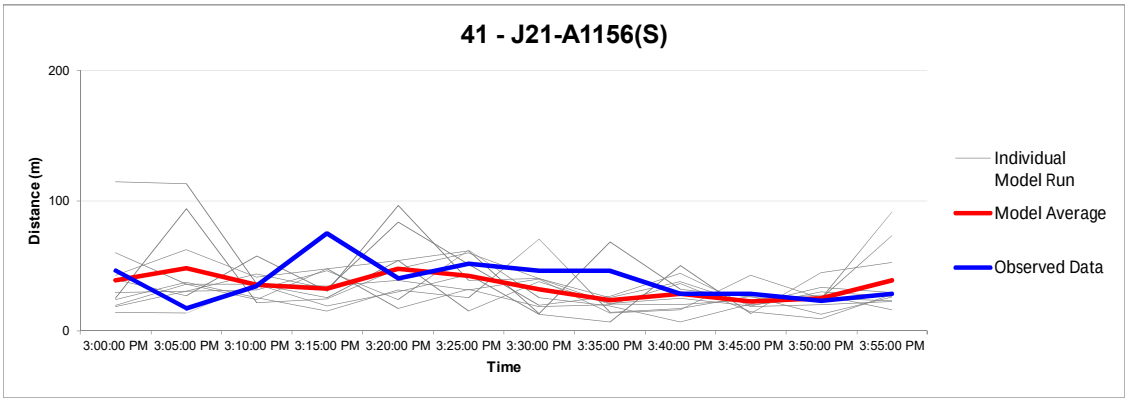


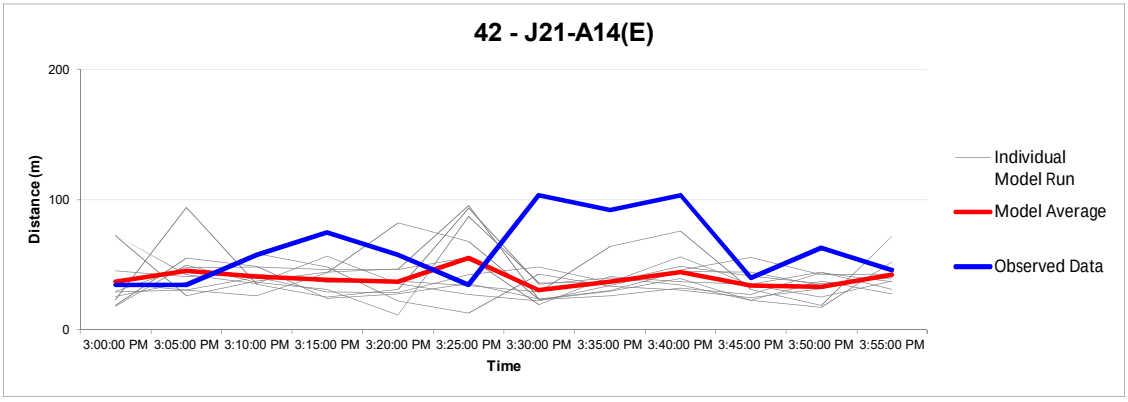
Queue Graphs

Junction Number 8
PM Peak (15:00-16:00)



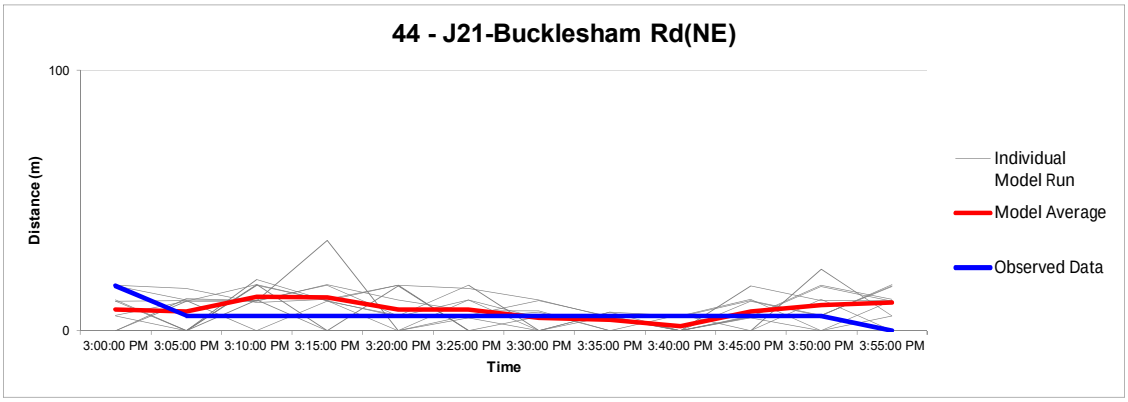






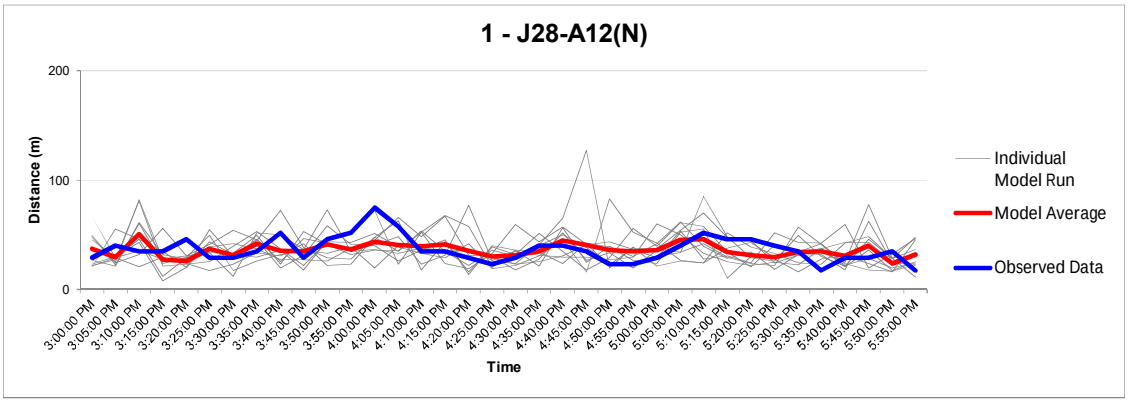
Queue Graphs

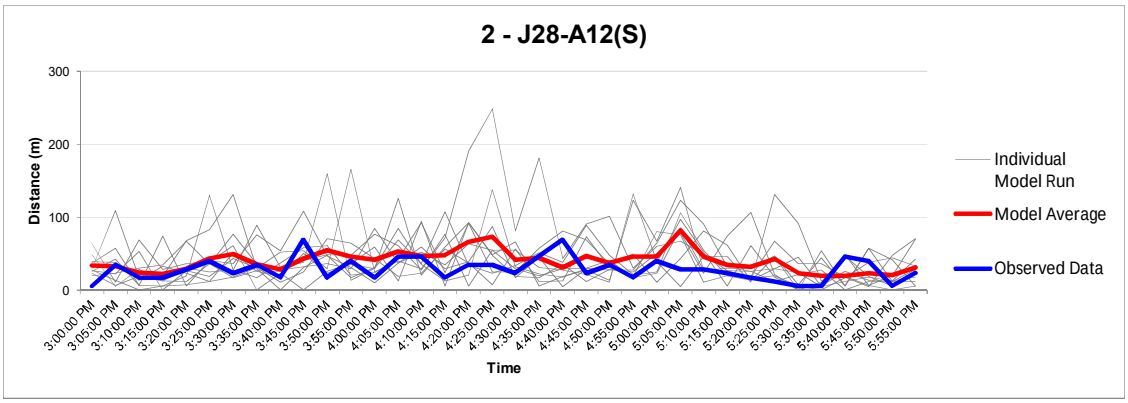
Junction Number 8
PM Peak (15:00-16:00)

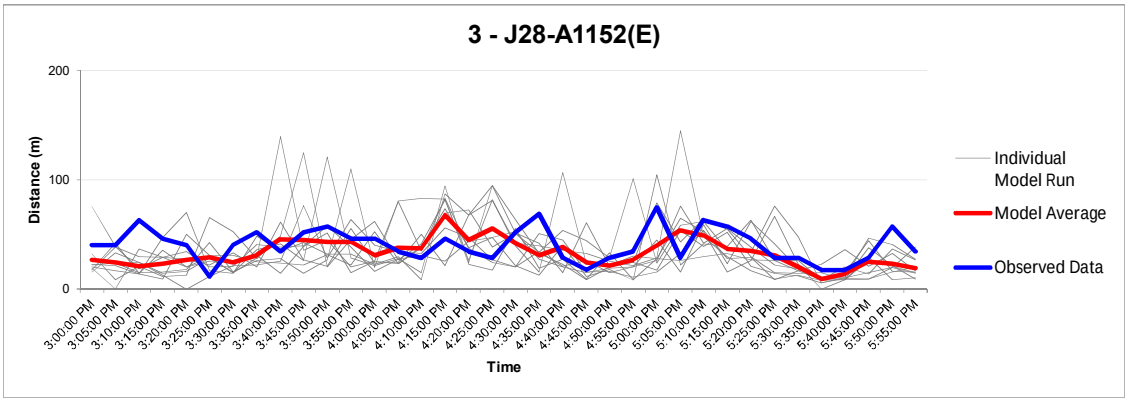


Queue Graphs

Junction Number 1
PM Period

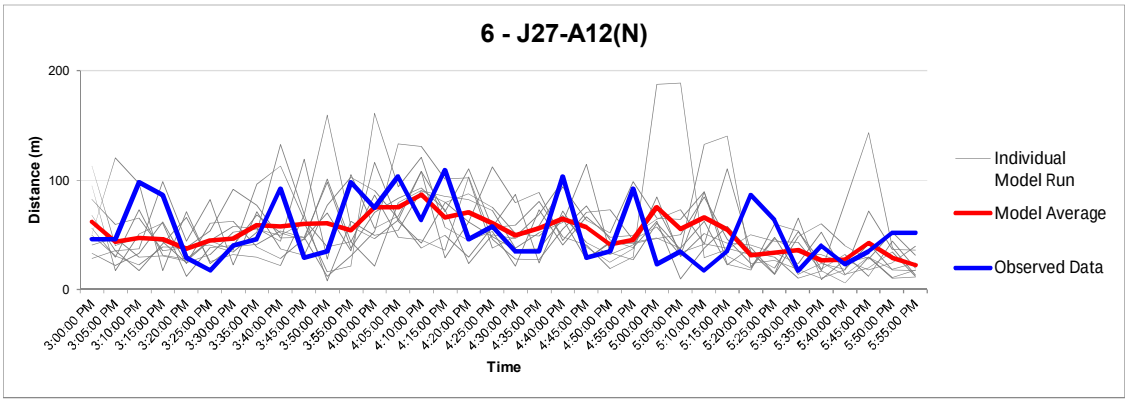


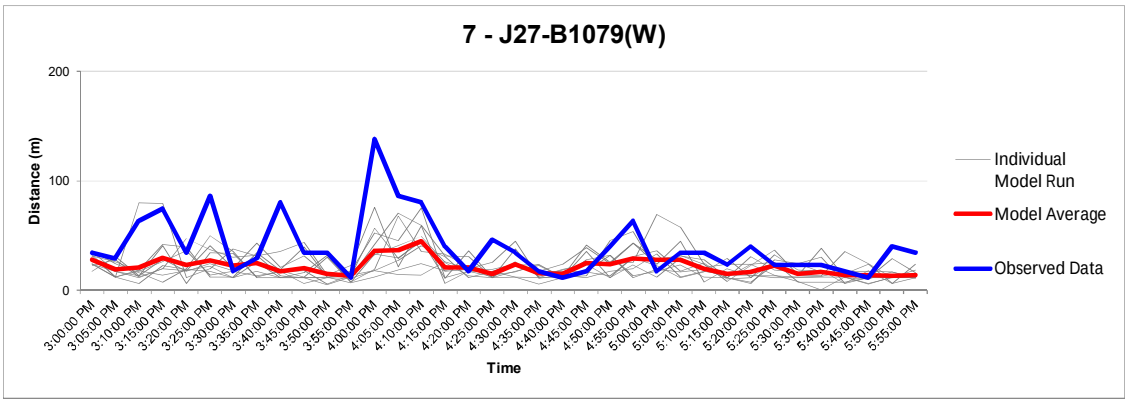


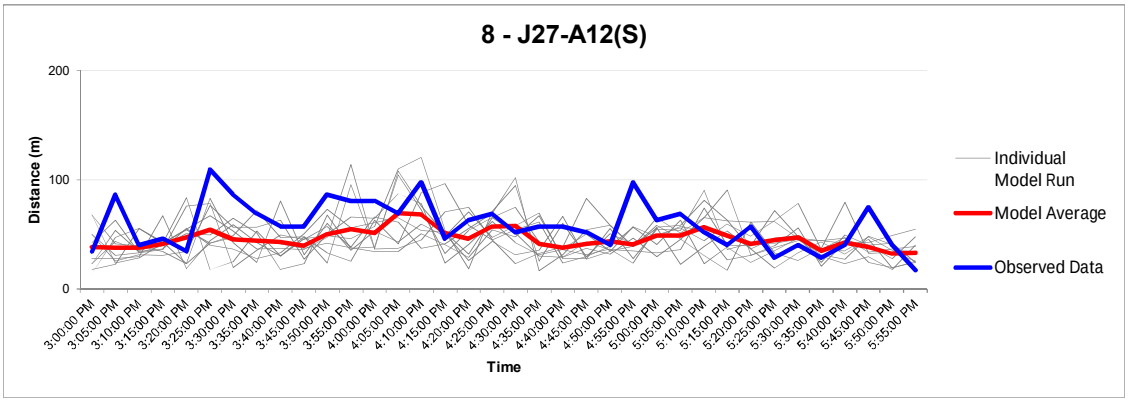


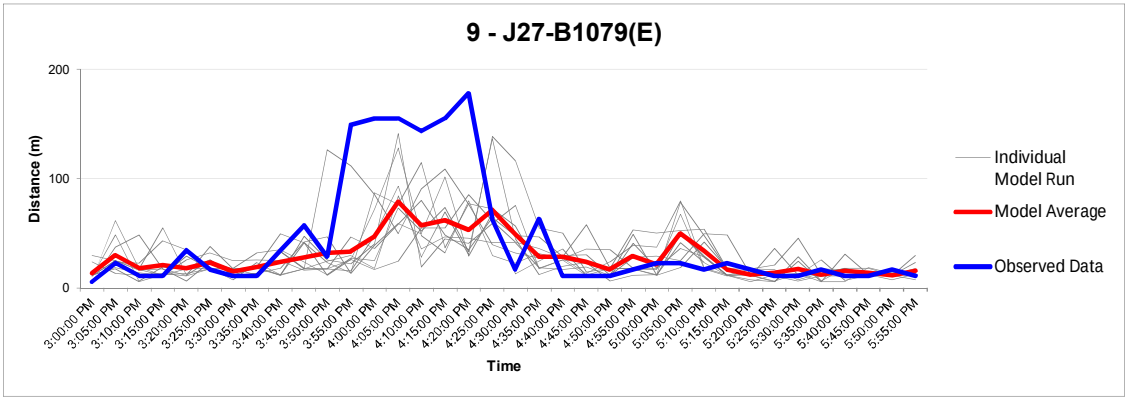
Queue Graphs

Junction Number 2
PM Period



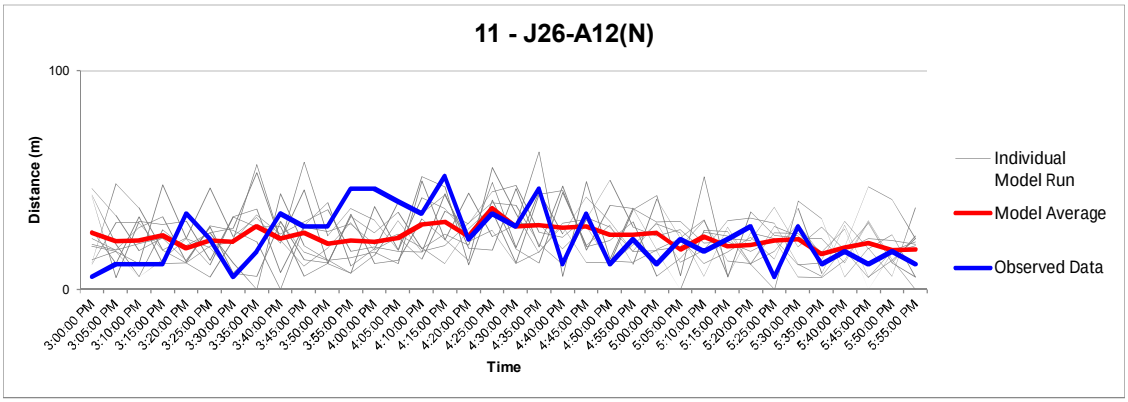


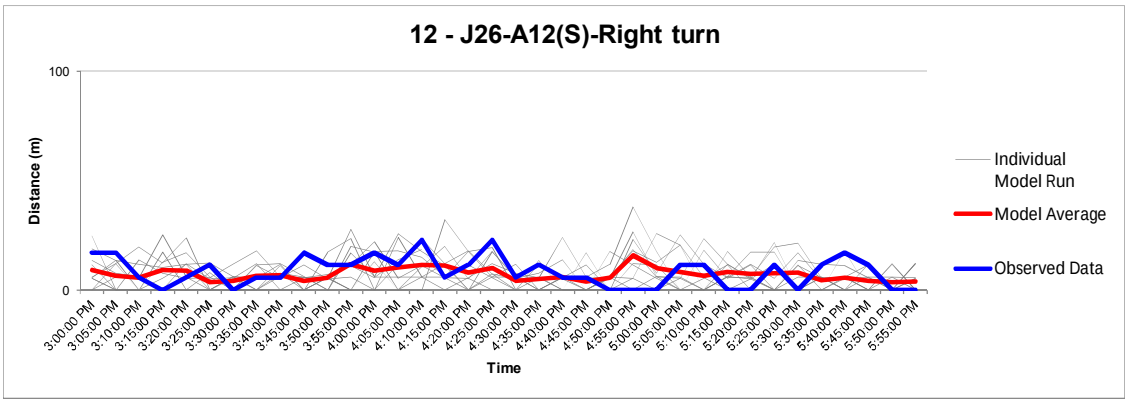


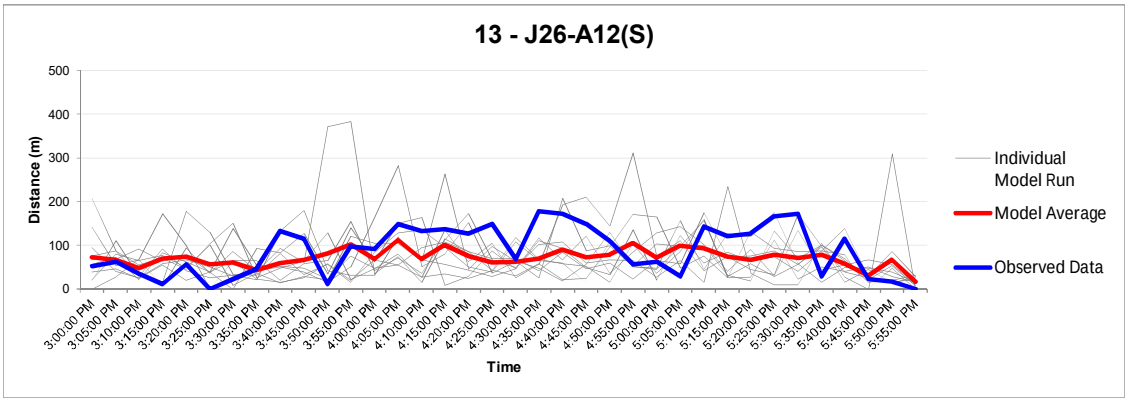


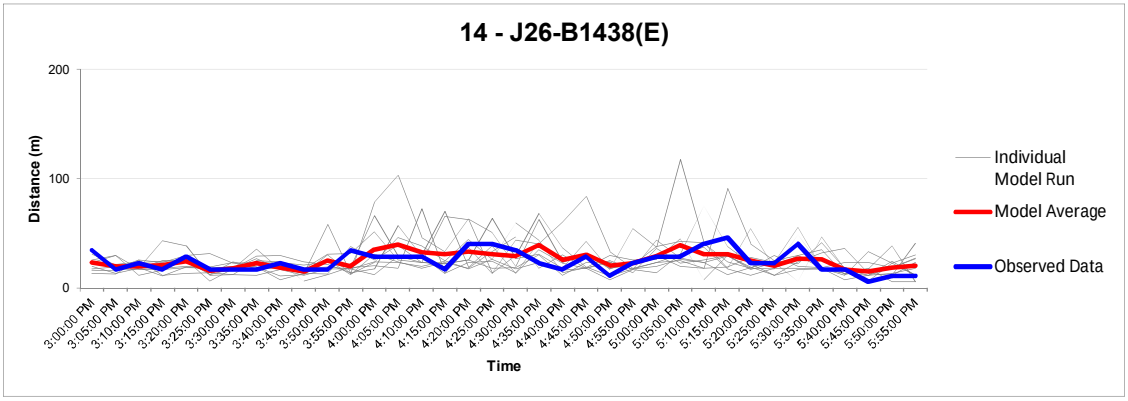
Queue Graphs

Junction Number 3
PM Period



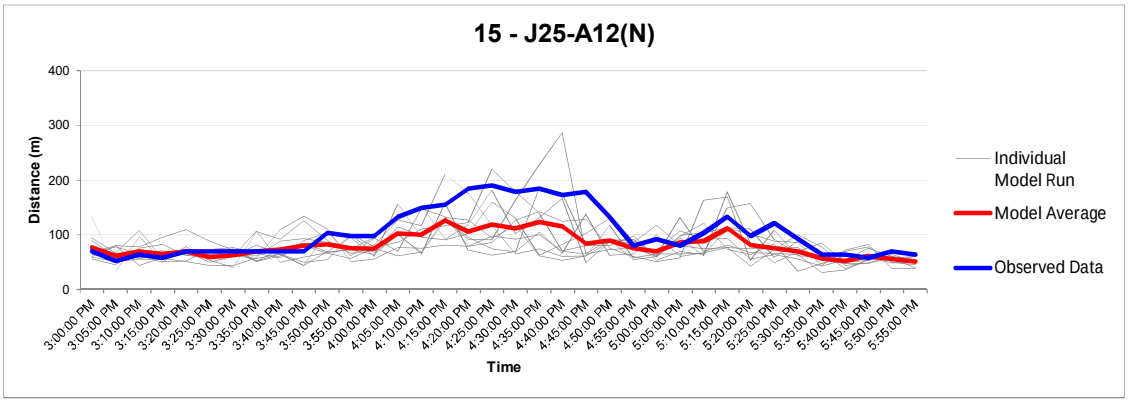


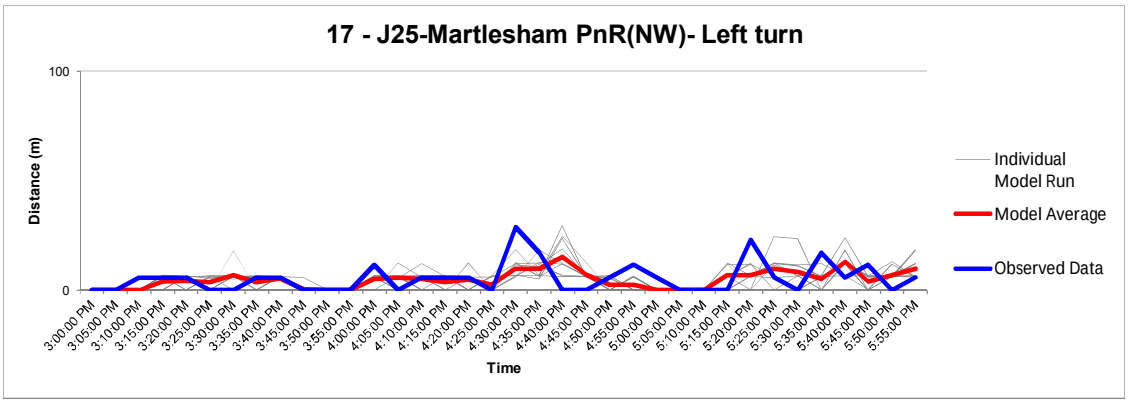


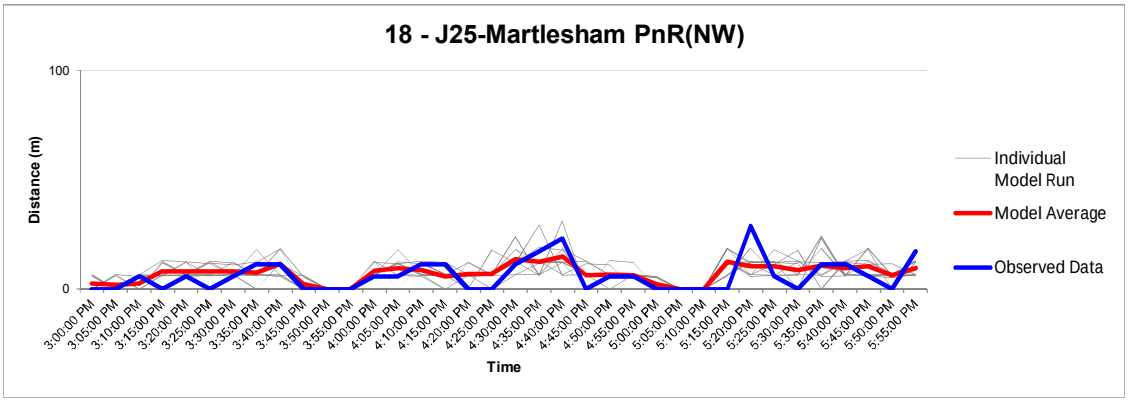


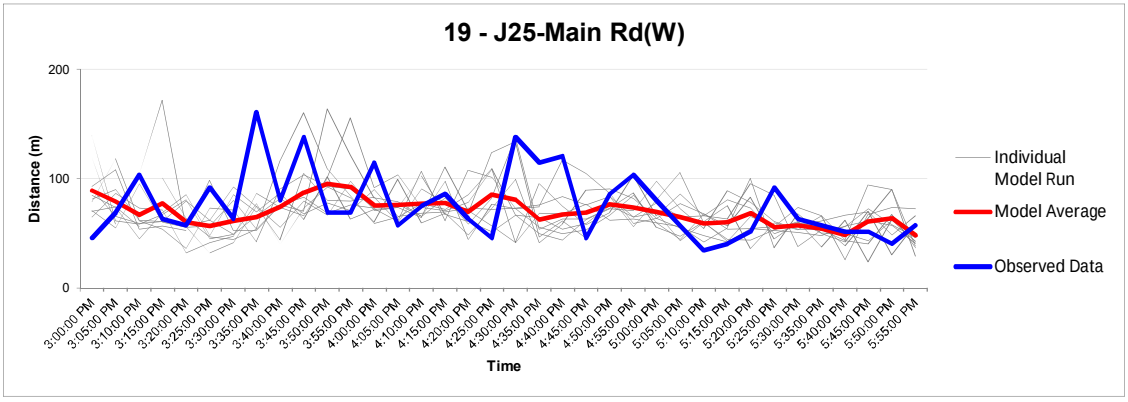
Queue Graphs

Junction Number 4
PM Period



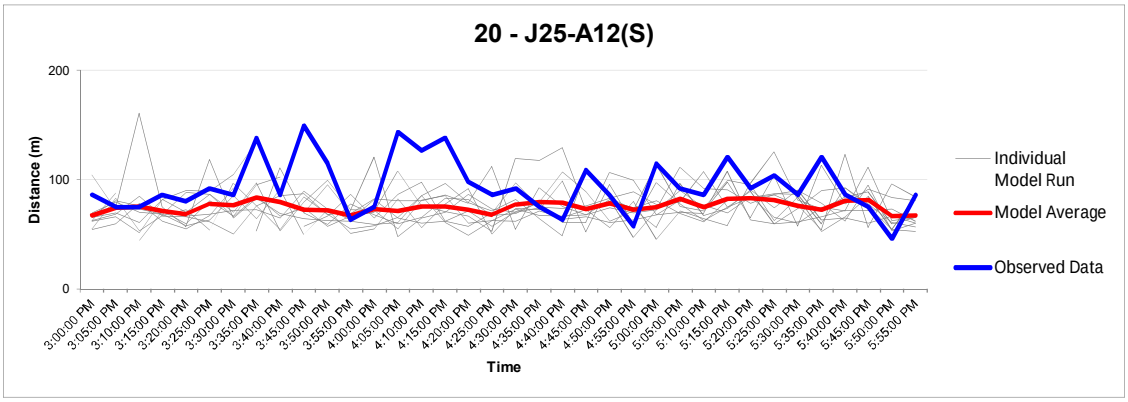


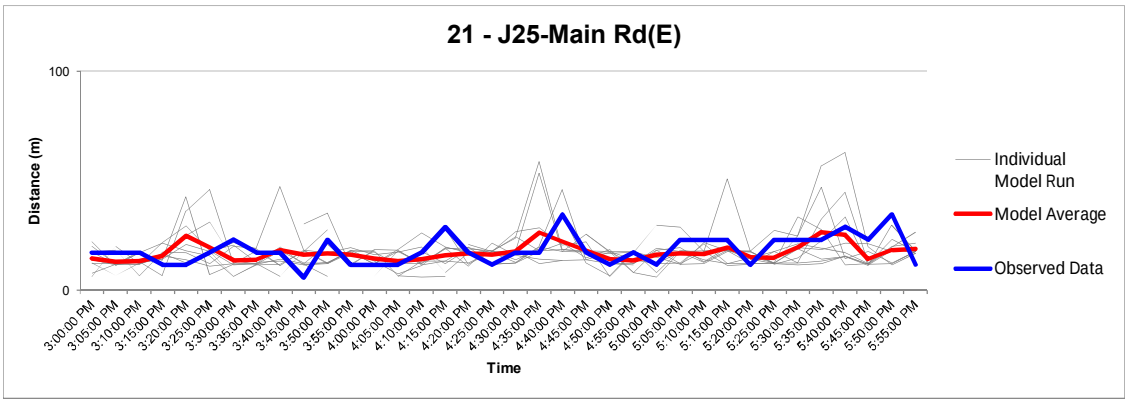




Queue Graphs

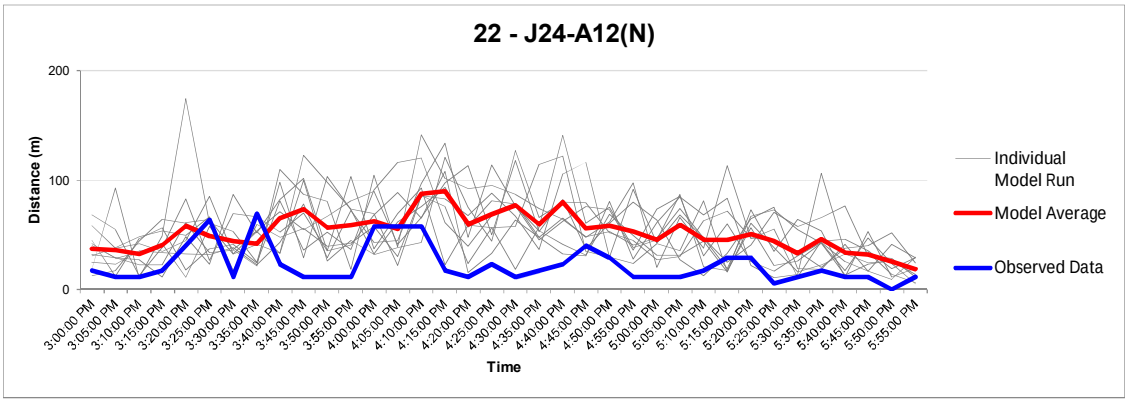
Junction Number 4
PM Period

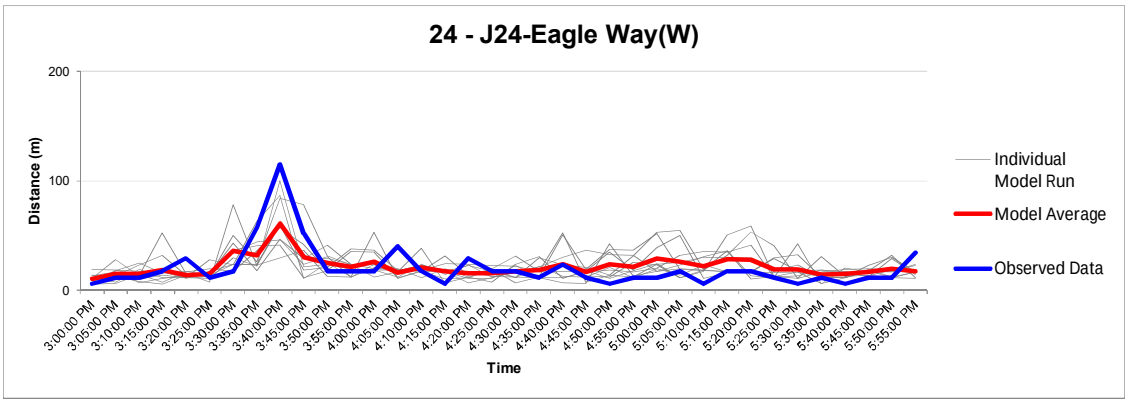


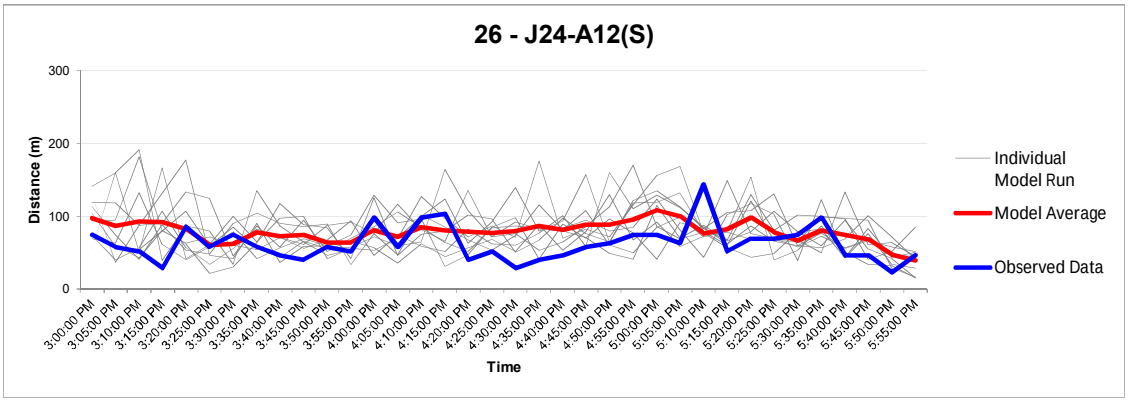


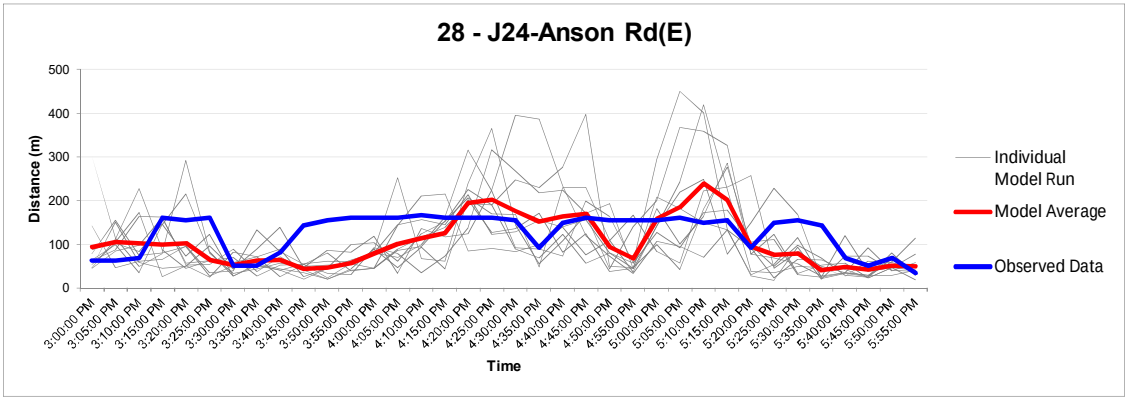
Queue Graphs

Junction Number 5
PM Period



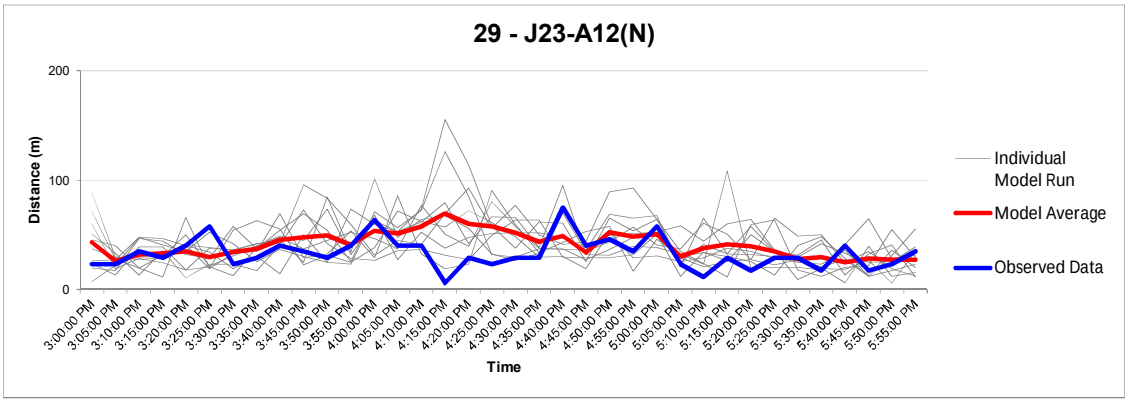


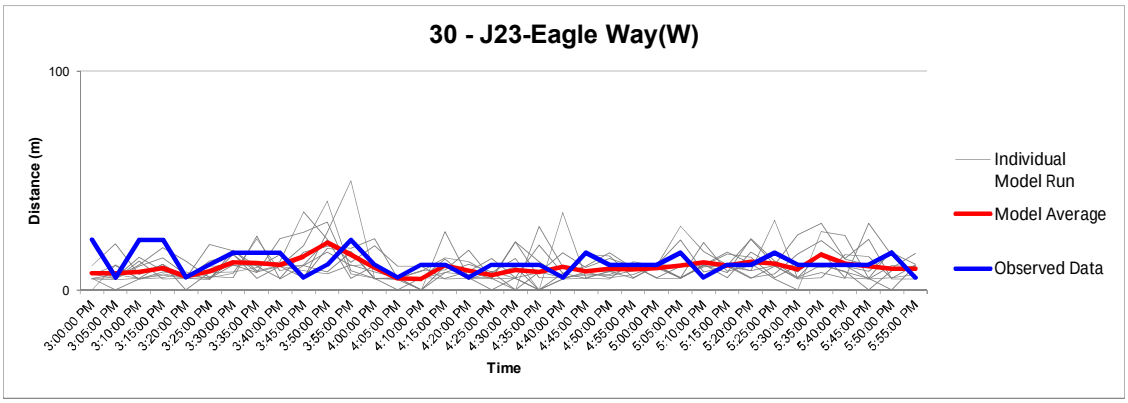


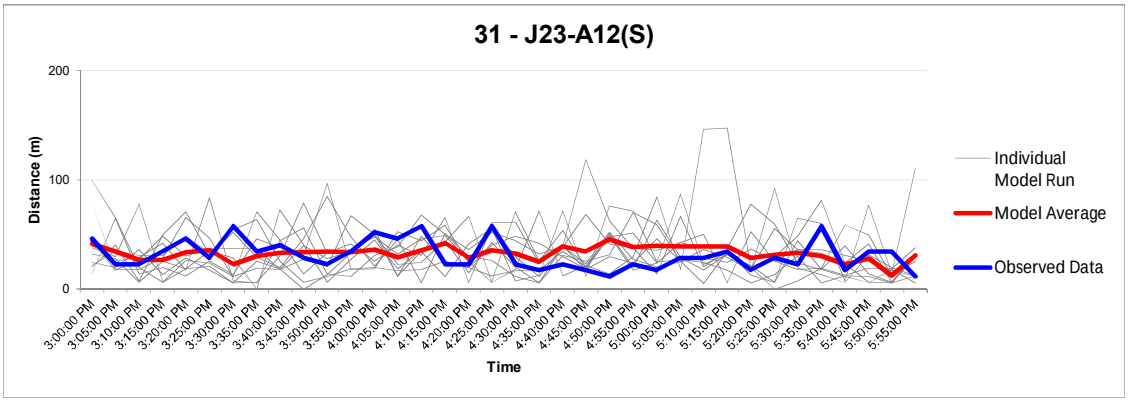


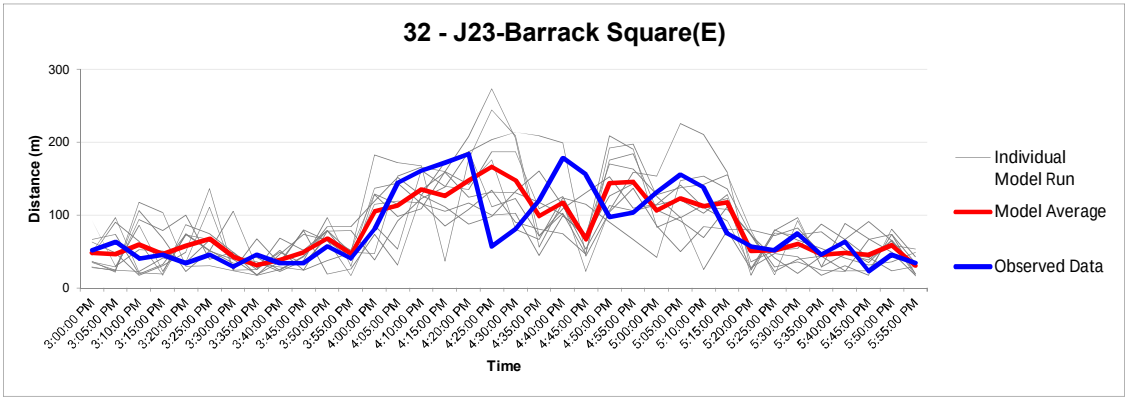
Queue Graphs

Junction Number 6
PM Period



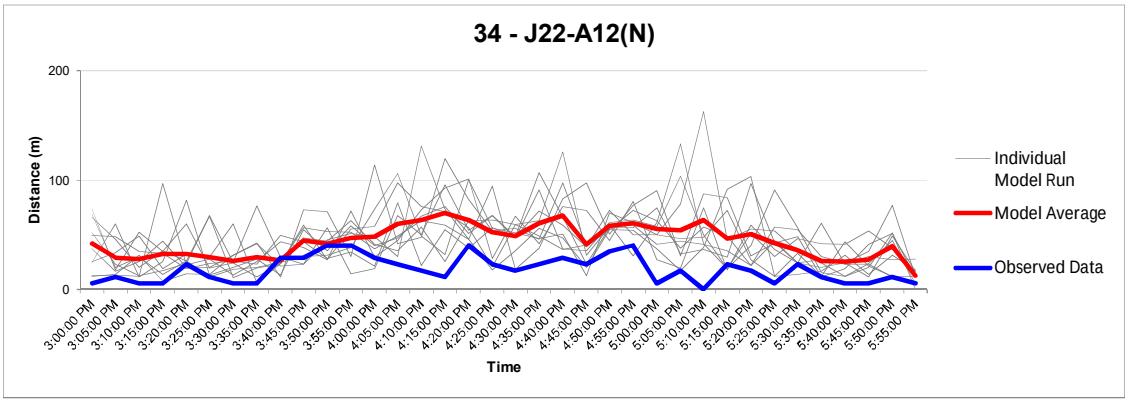


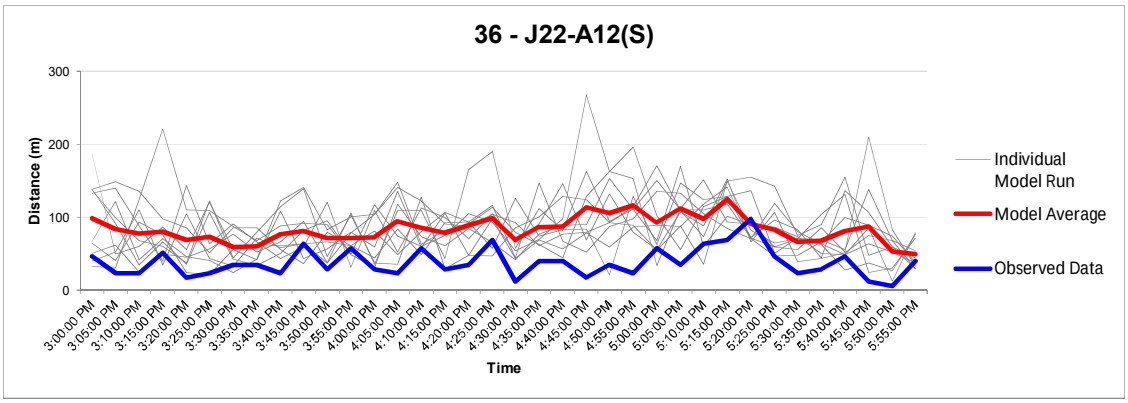


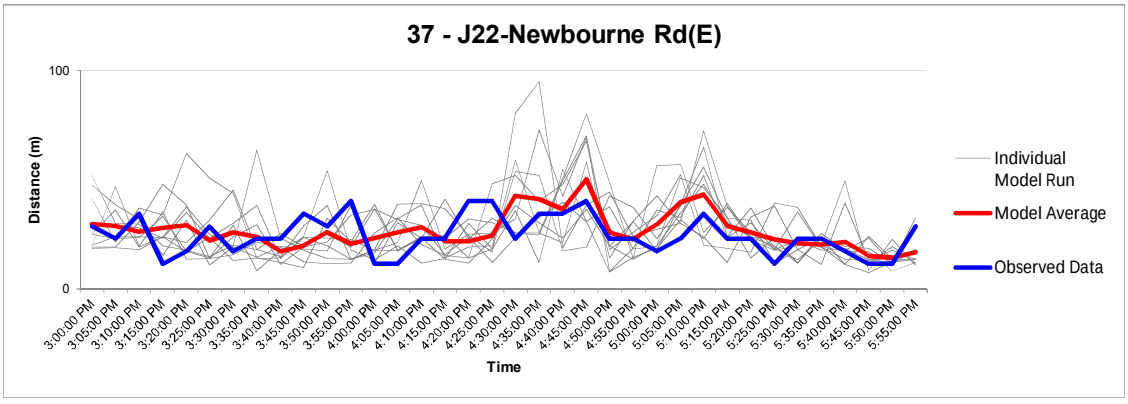


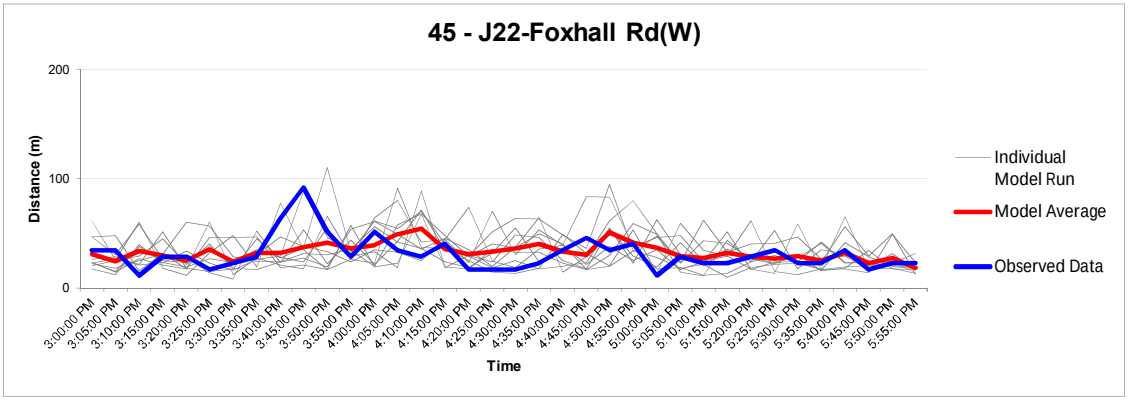
Queue Graphs

Junction Number 7
PM Period



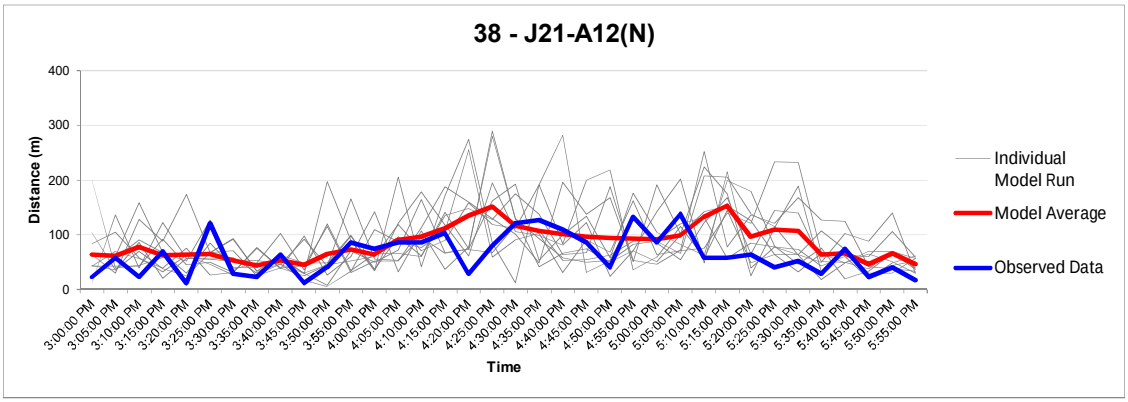


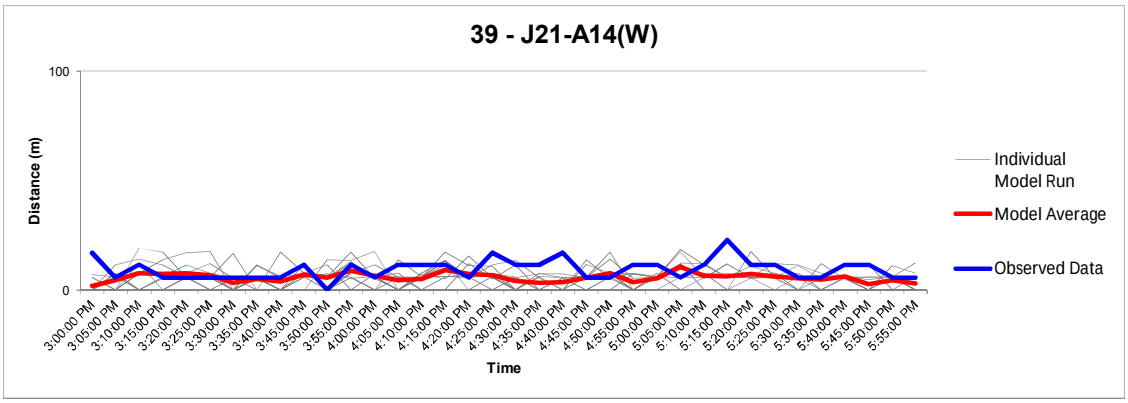


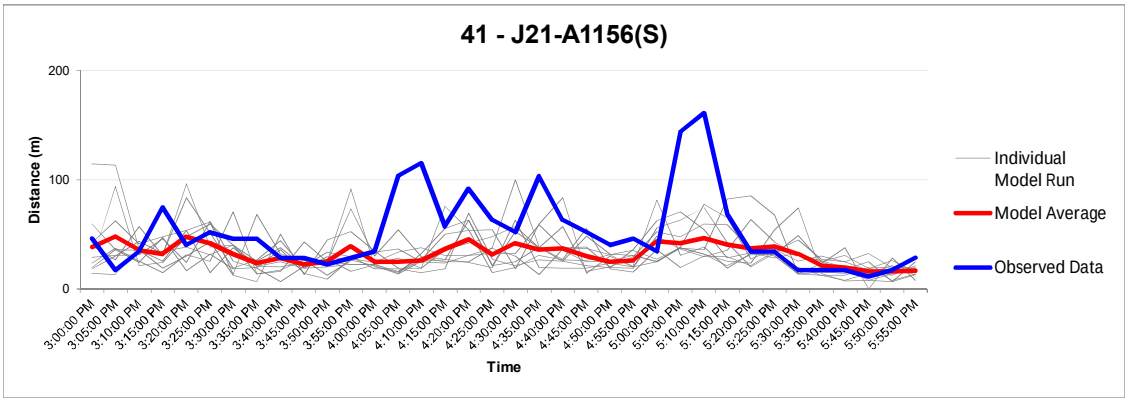


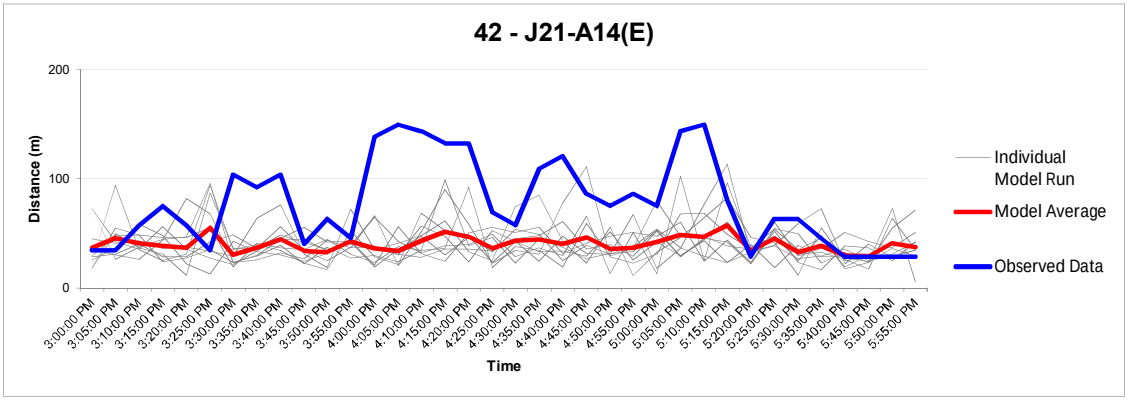
Queue Graphs

Junction Number 8
PM Period



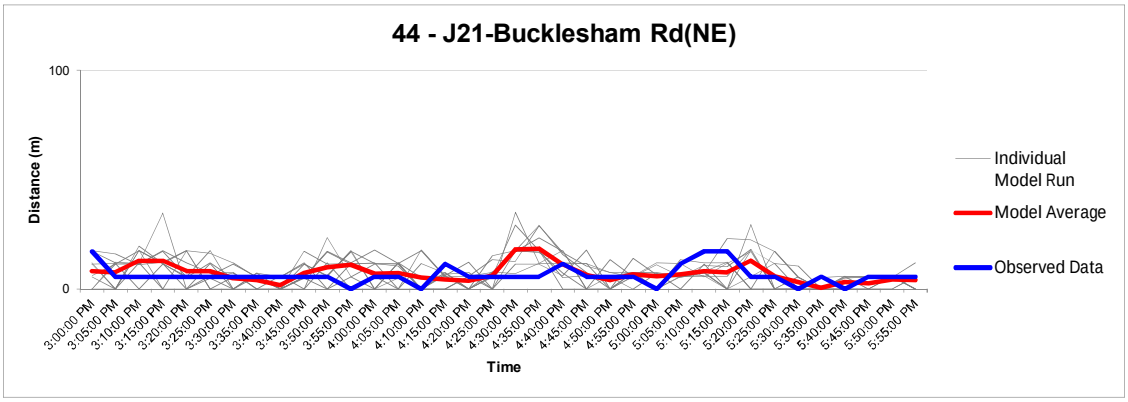






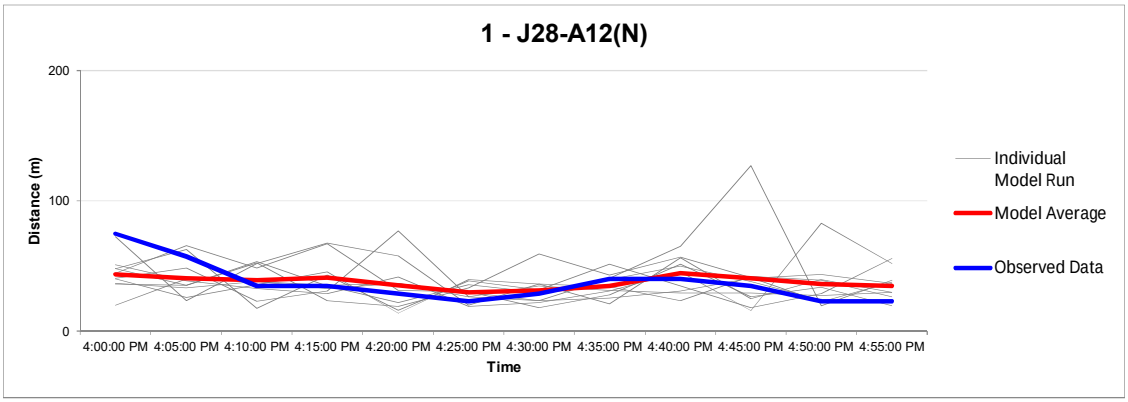
Queue Graphs

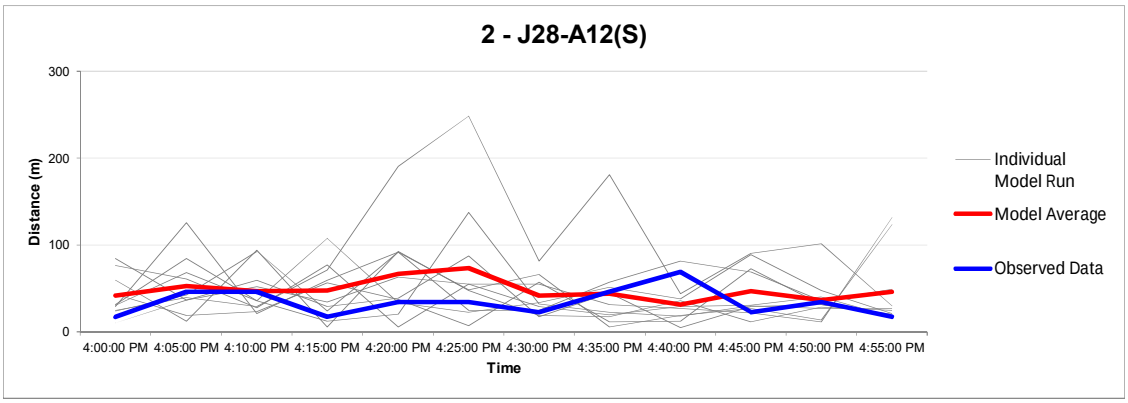
Junction Number 8
PM Period

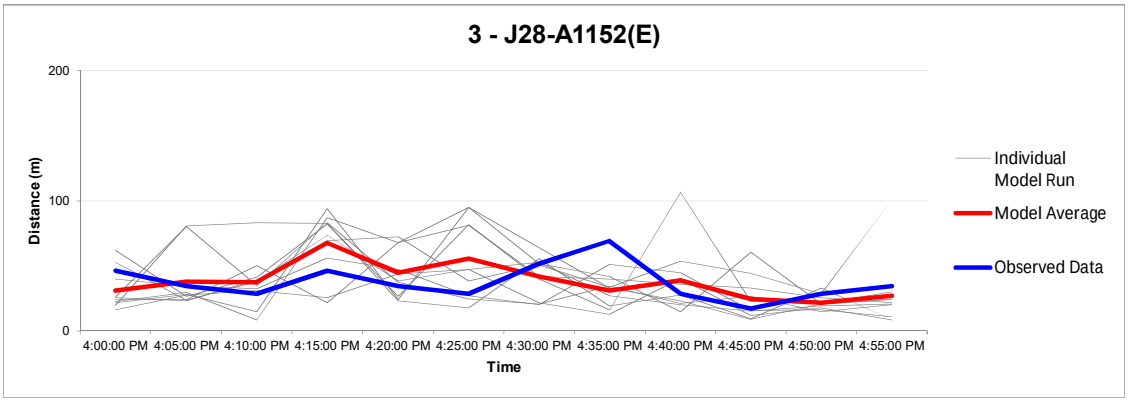


Queue Graphs

Junction Number 1
PM Peak (16:00-17:00)

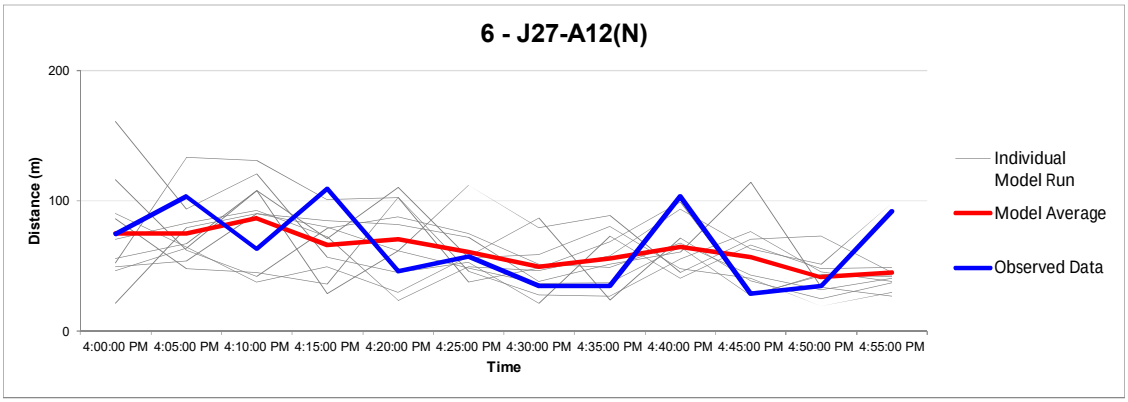


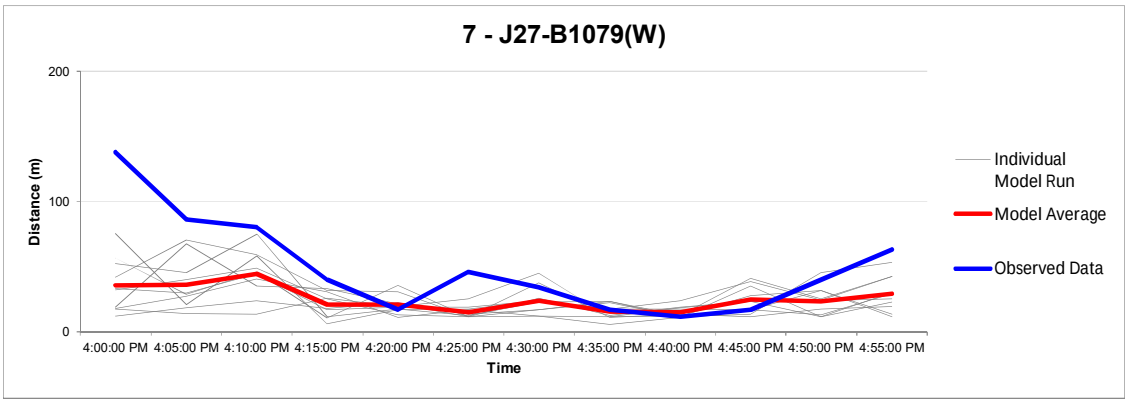


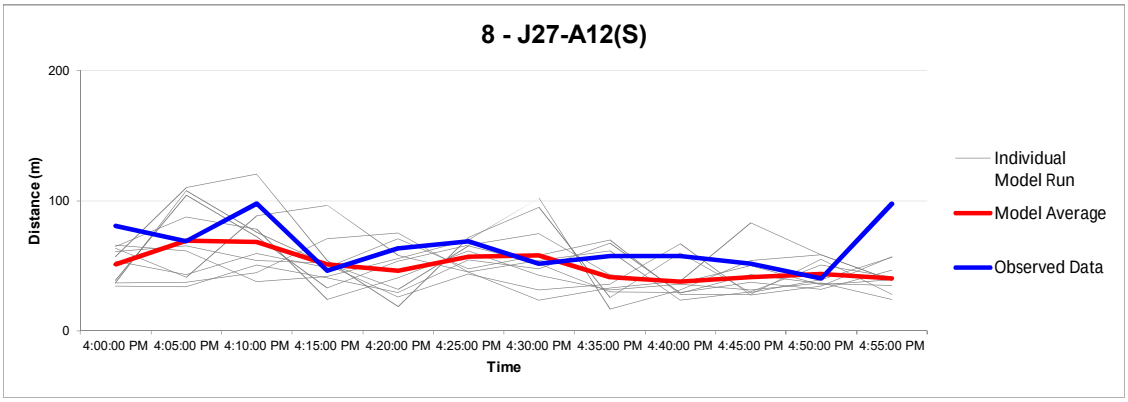


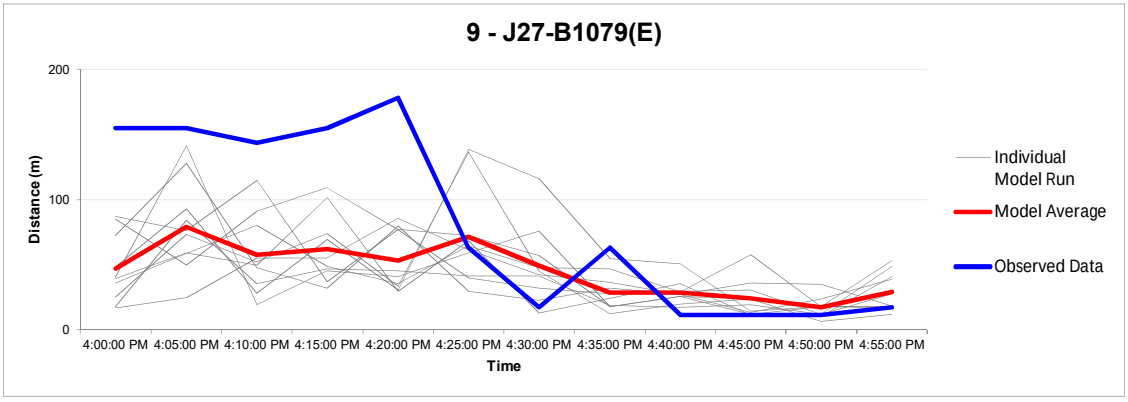
Queue Graphs

Junction Number 2
PM Peak (16:00-17:00)



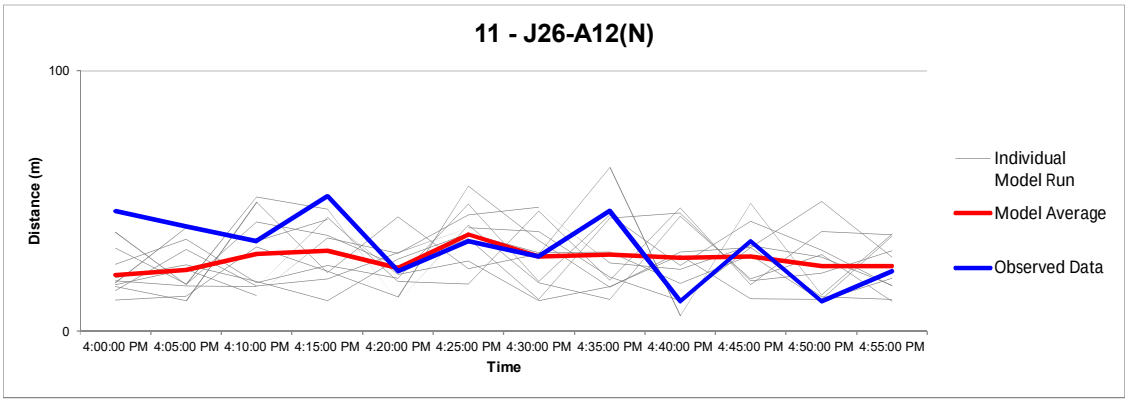


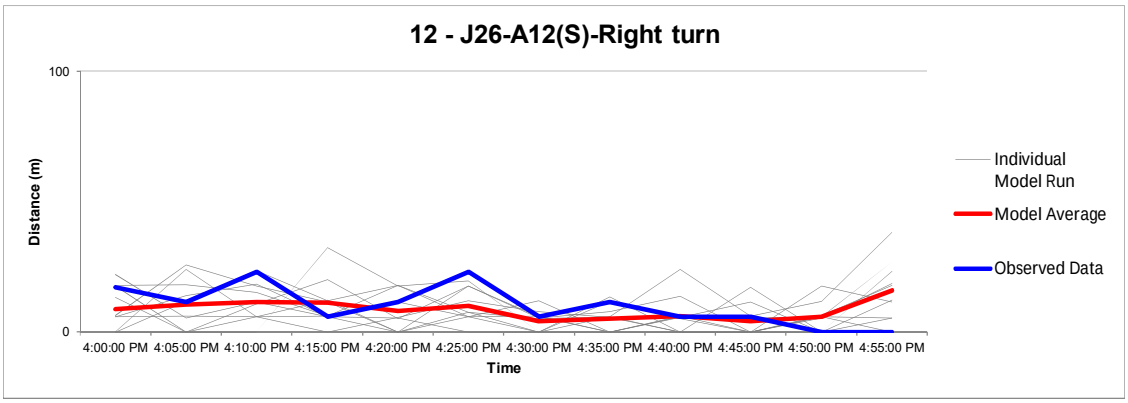


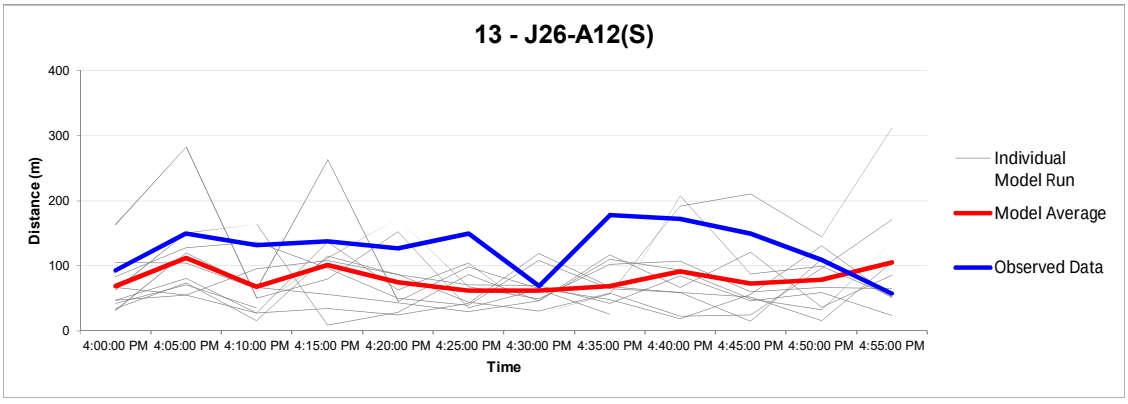


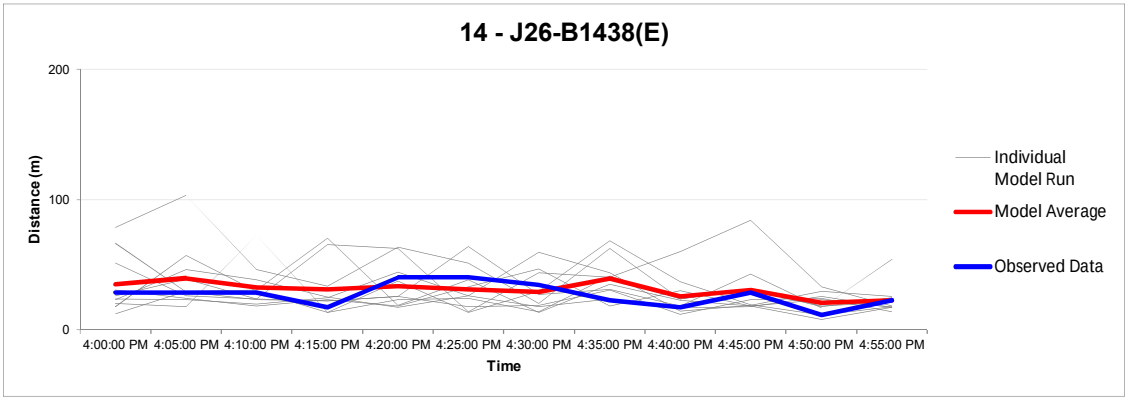
Queue Graphs

Junction Number 3
PM Peak (16:00-17:00)



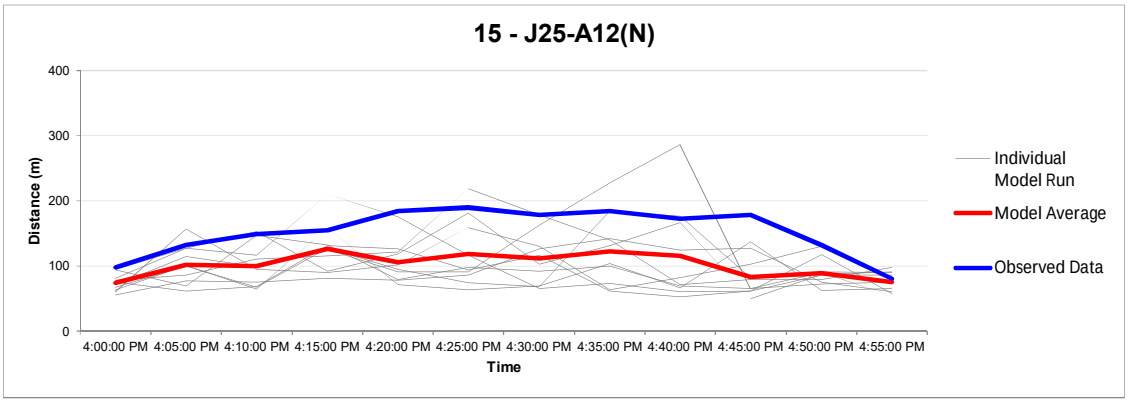


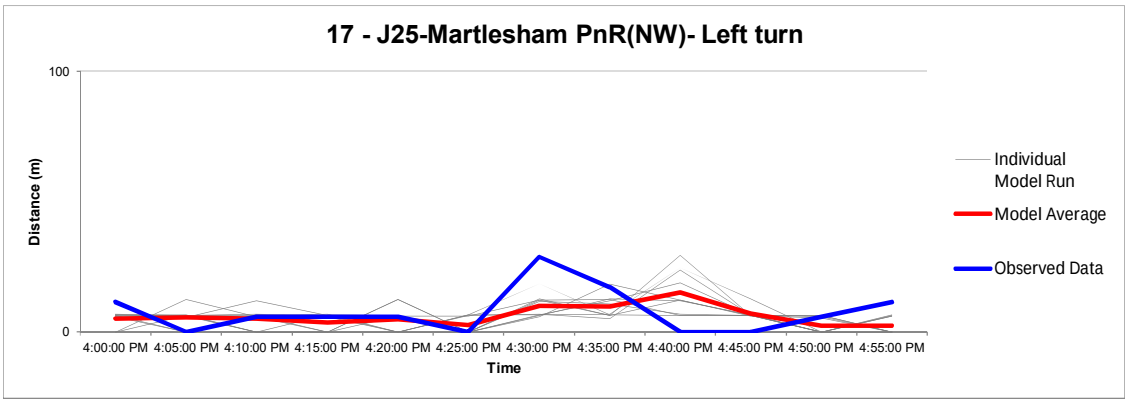


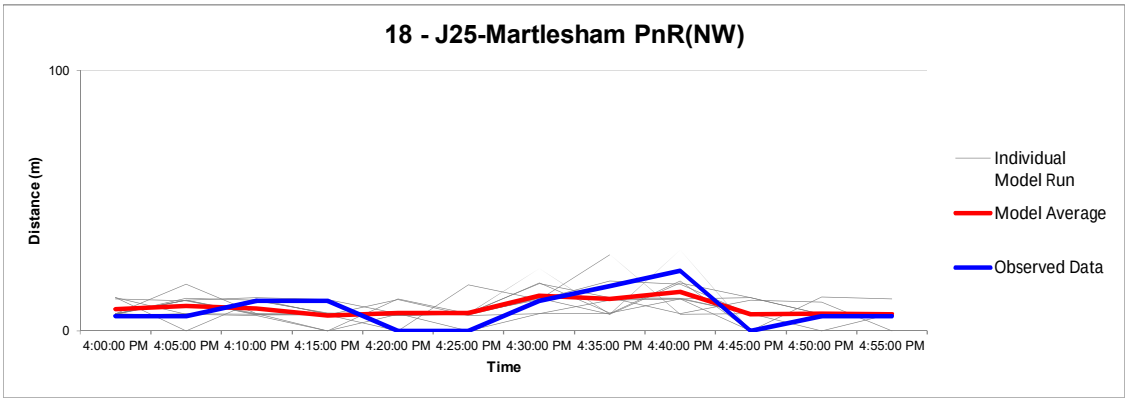


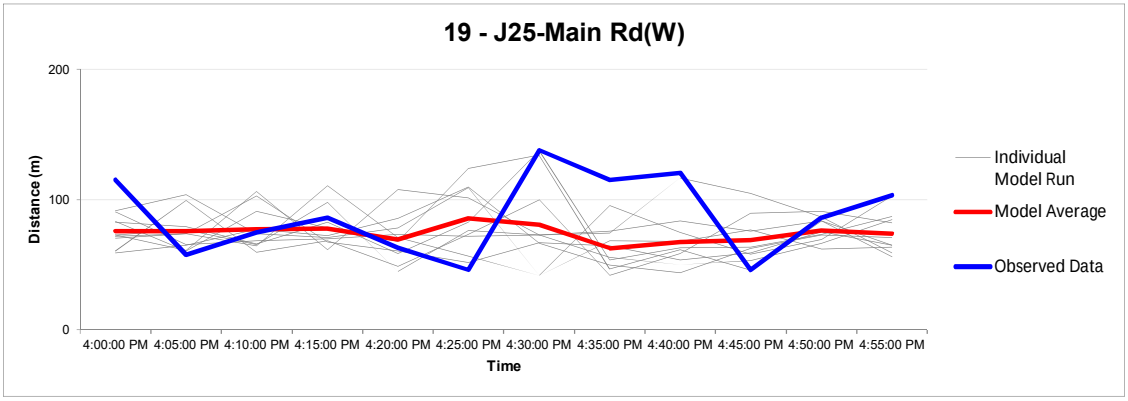
Queue Graphs

Junction Number 4
PM Peak (16:00-17:00)



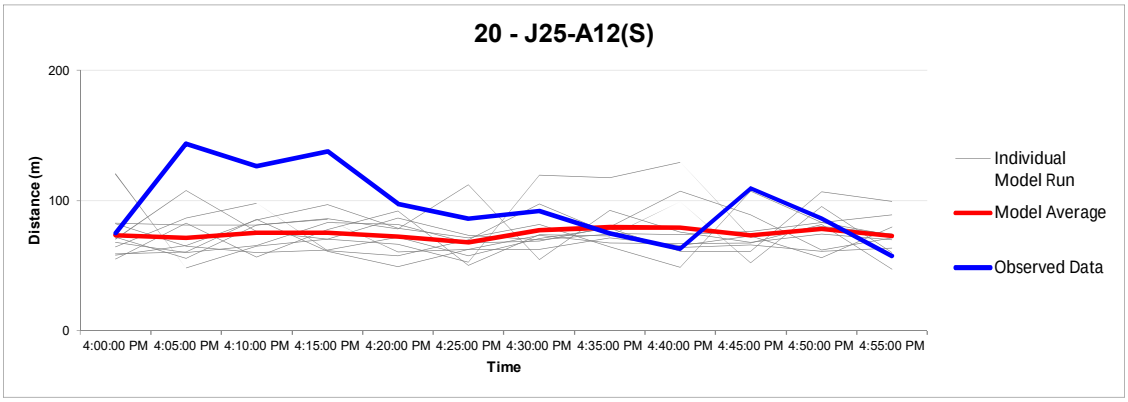


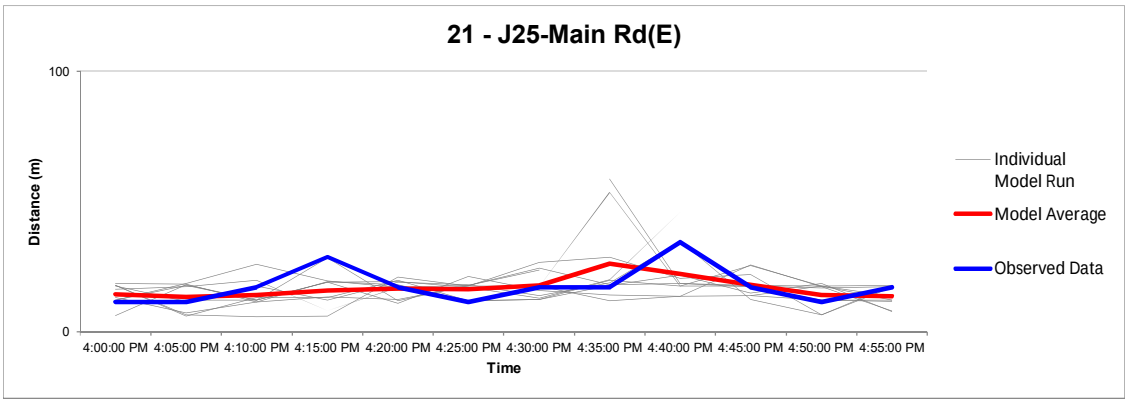




Queue Graphs

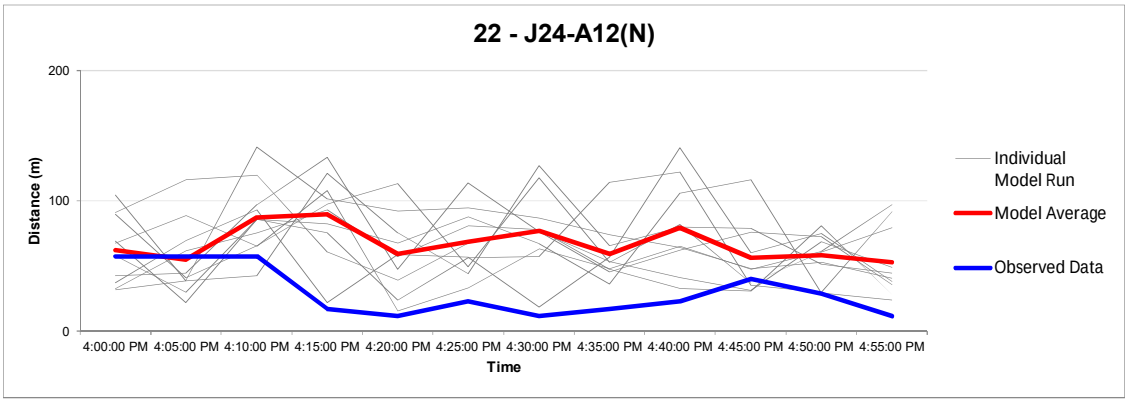
Junction Number 4
PM Peak (16:00-17:00)

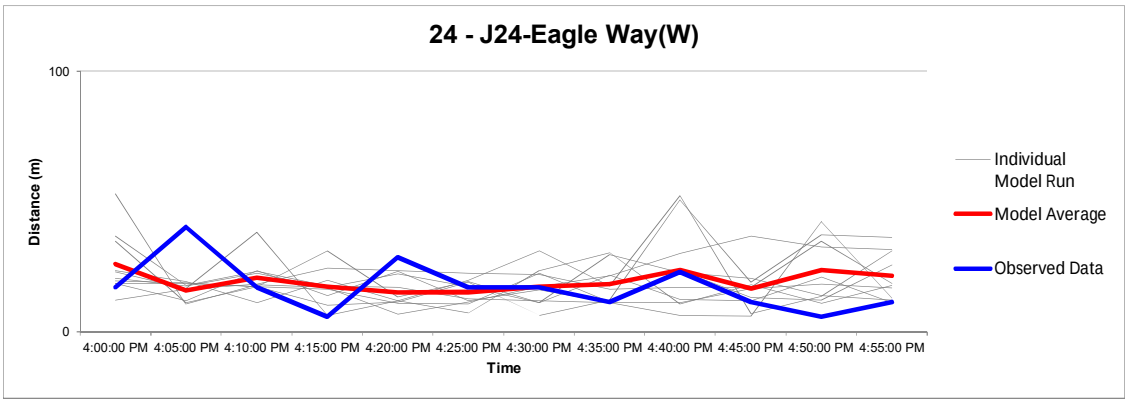


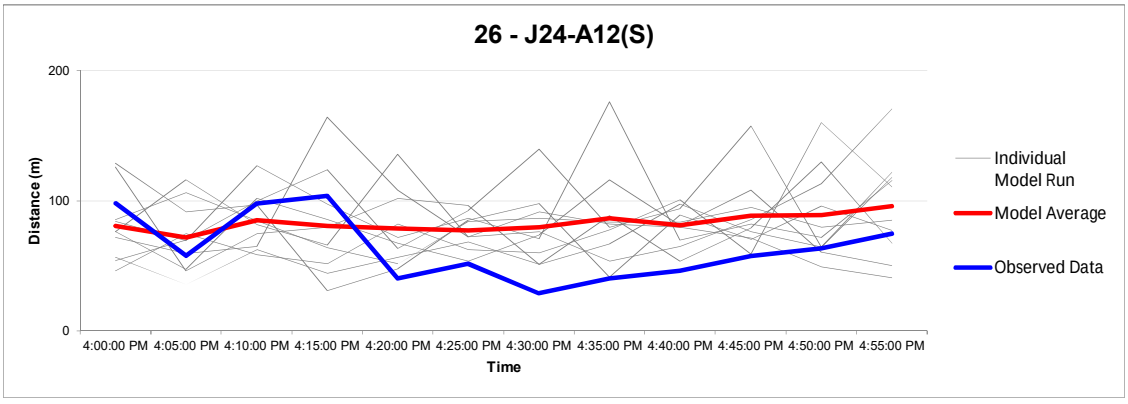


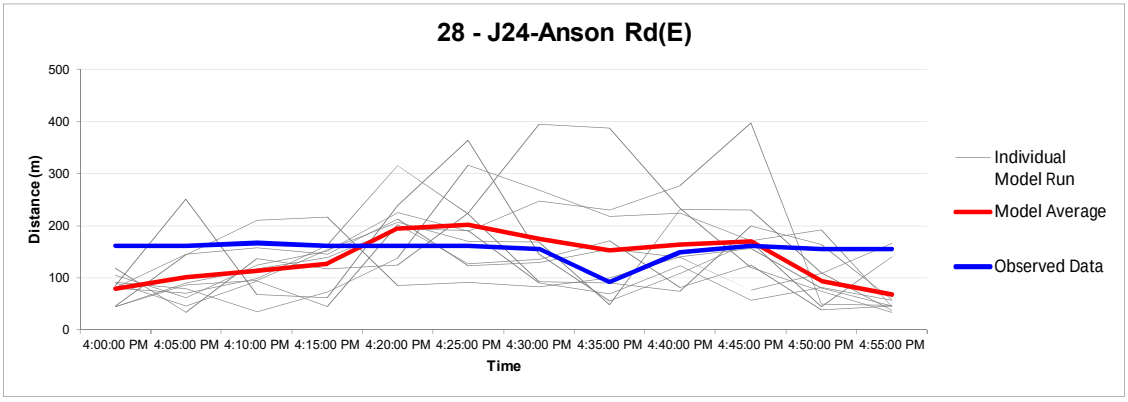
Queue Graphs

Junction Number 5
PM Peak (16:00-17:00)



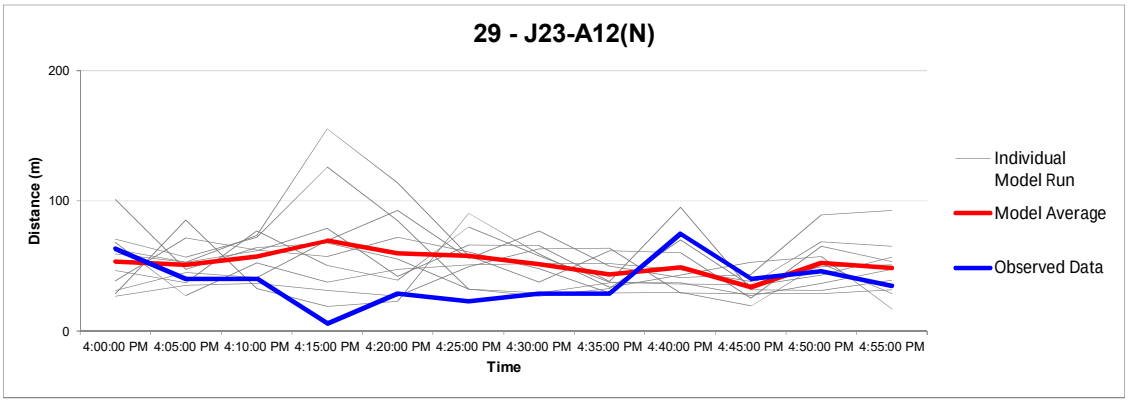


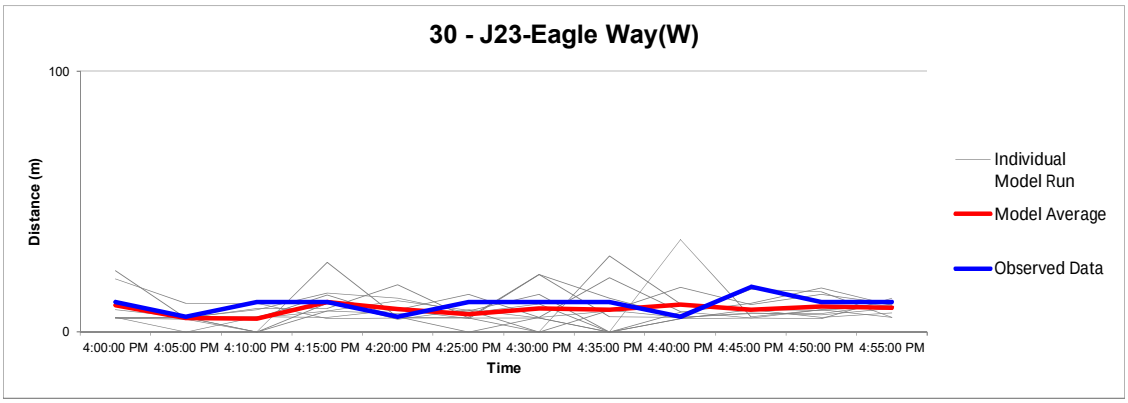


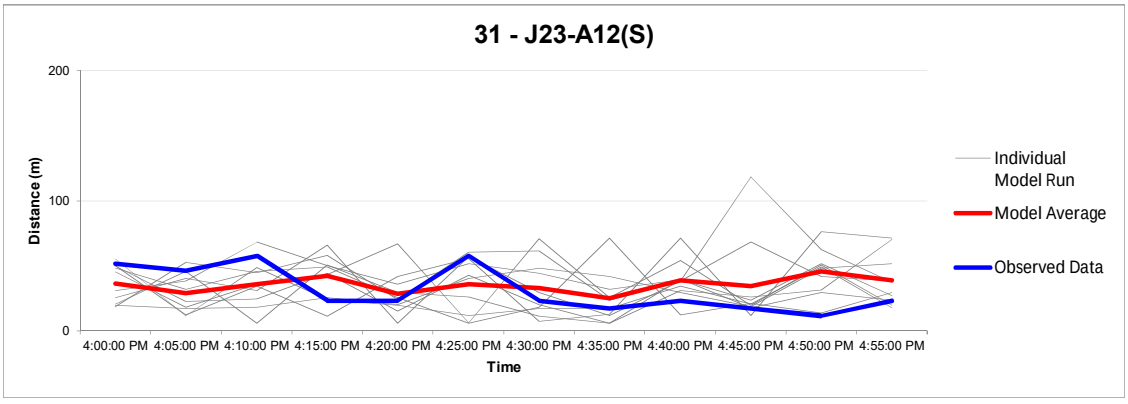


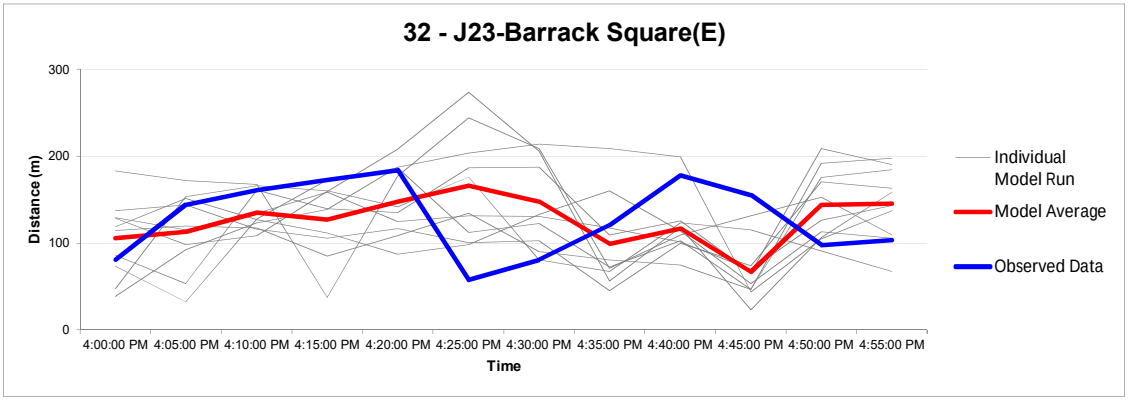
Queue Graphs

Junction Number 6
PM Peak (16:00-17:00)



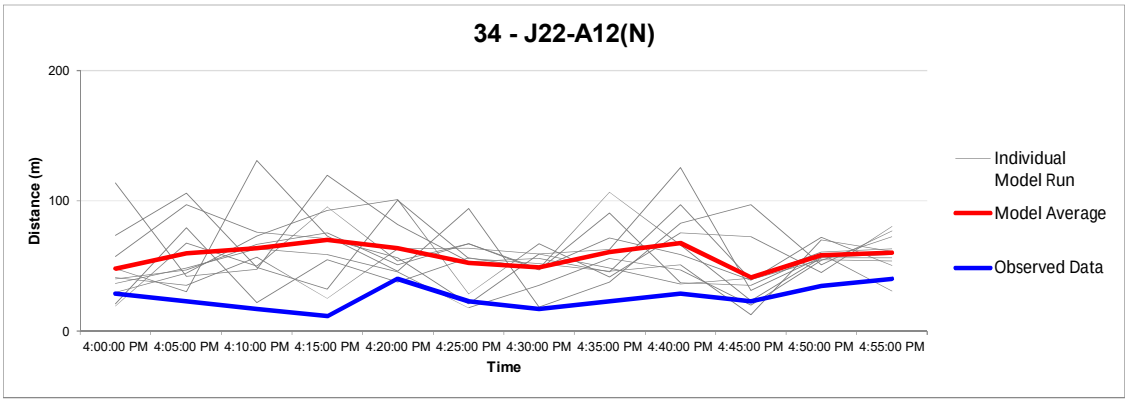


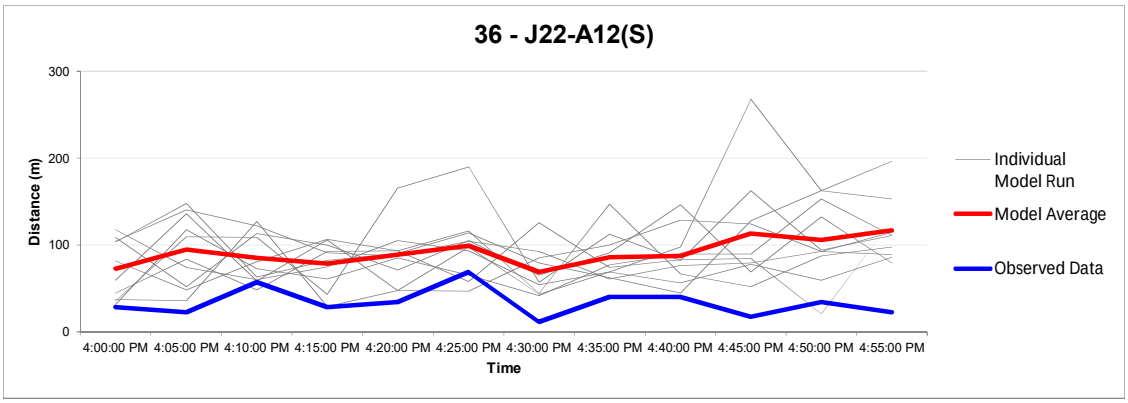


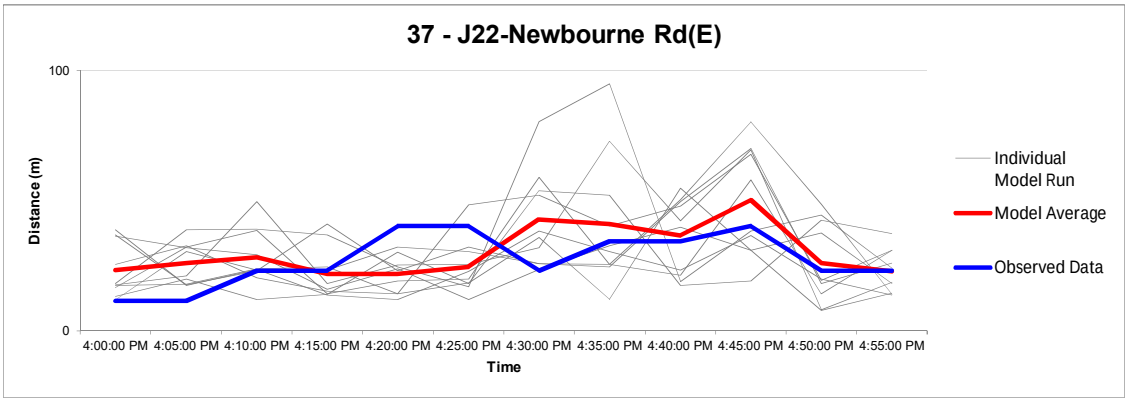


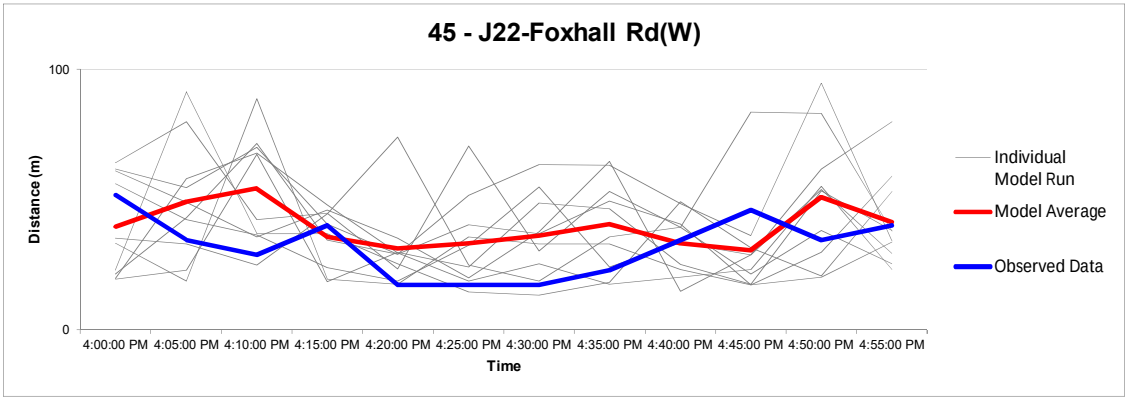
Queue Graphs

Junction Number 7
PM Peak (16:00-17:00)



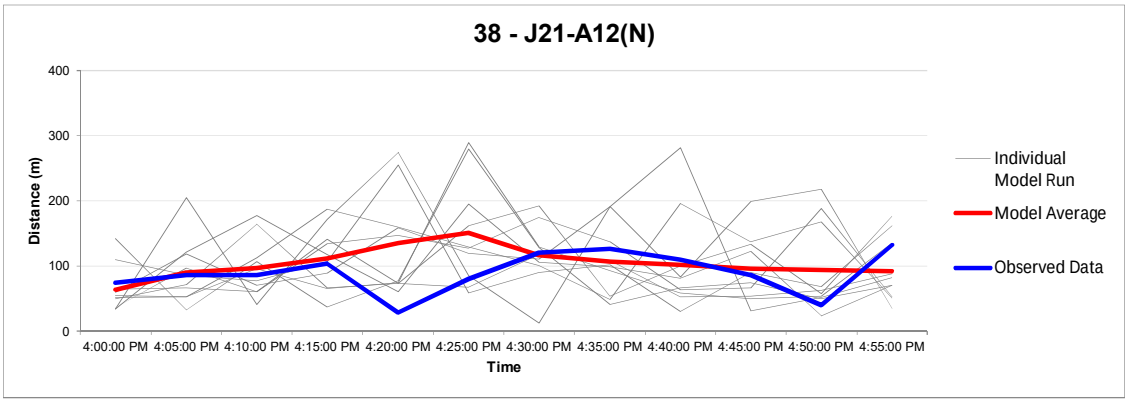


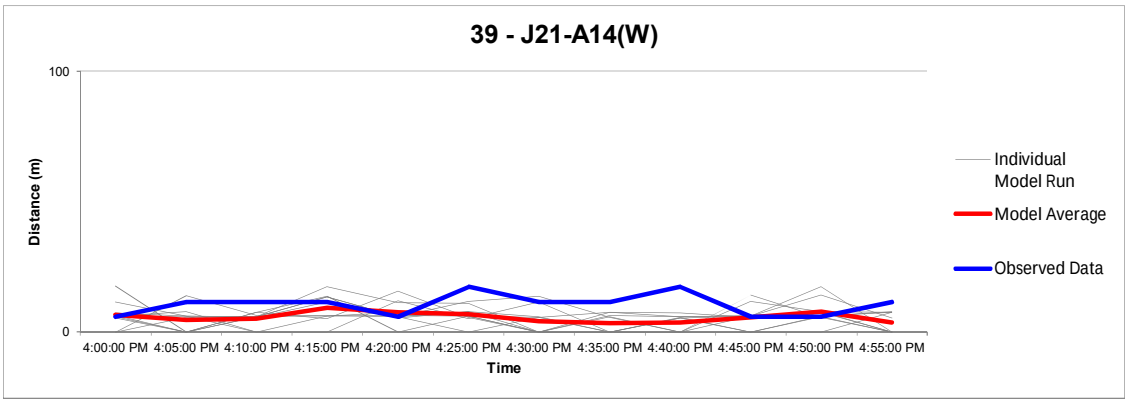


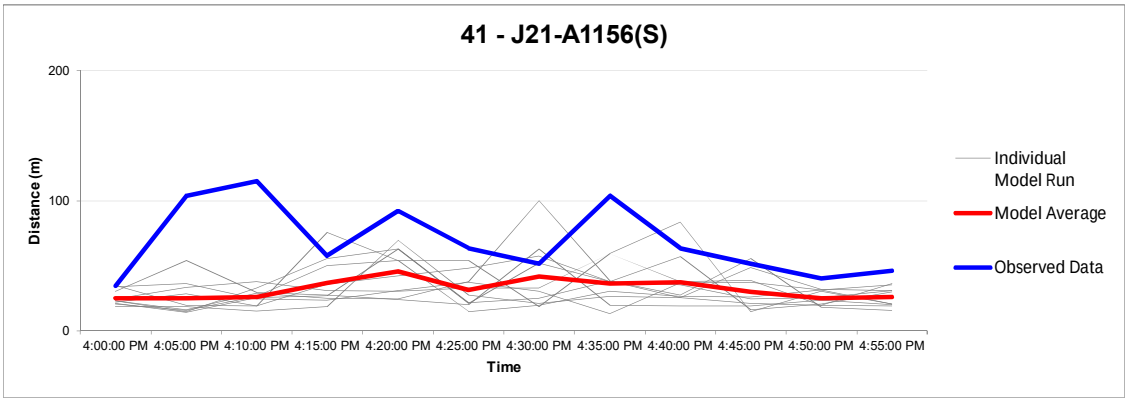


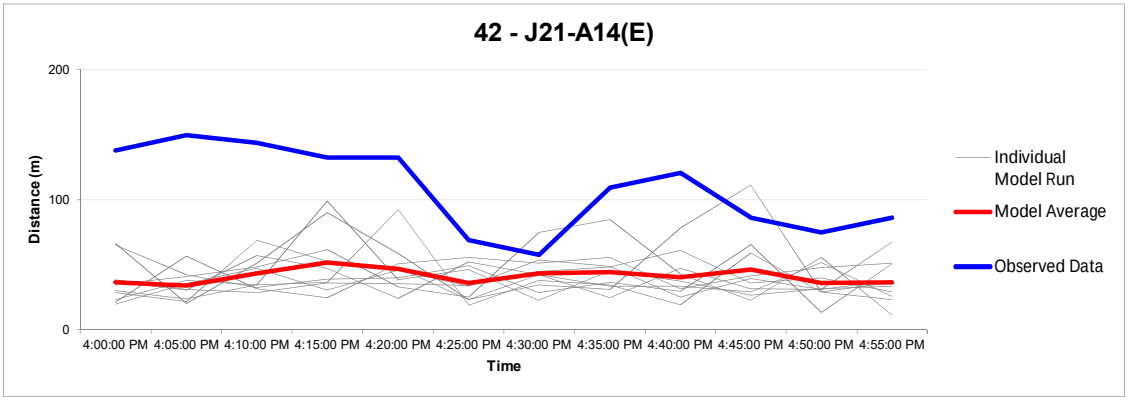
Queue Graphs

Junction Number 8
PM Peak (16:00-17:00)



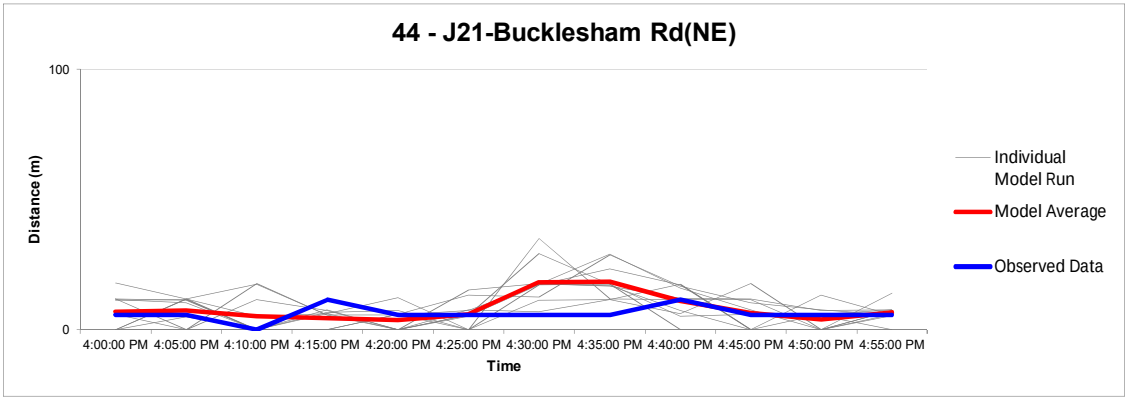






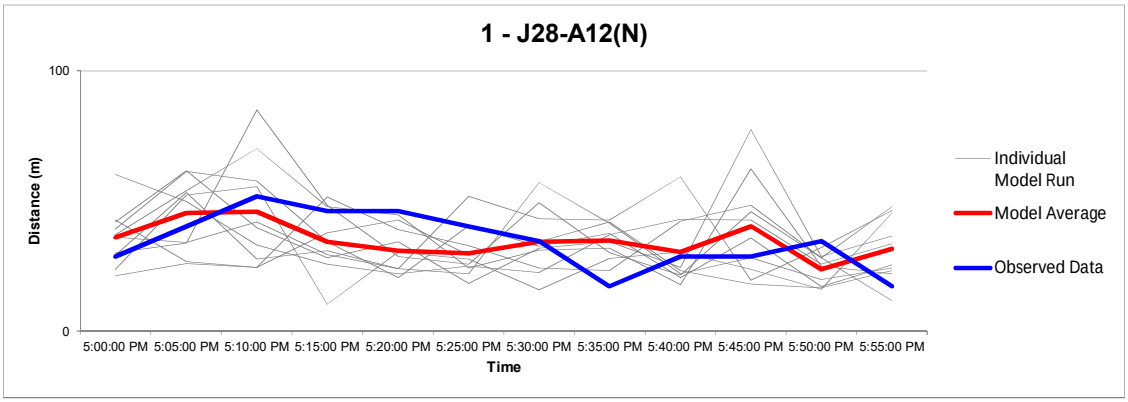
Queue Graphs

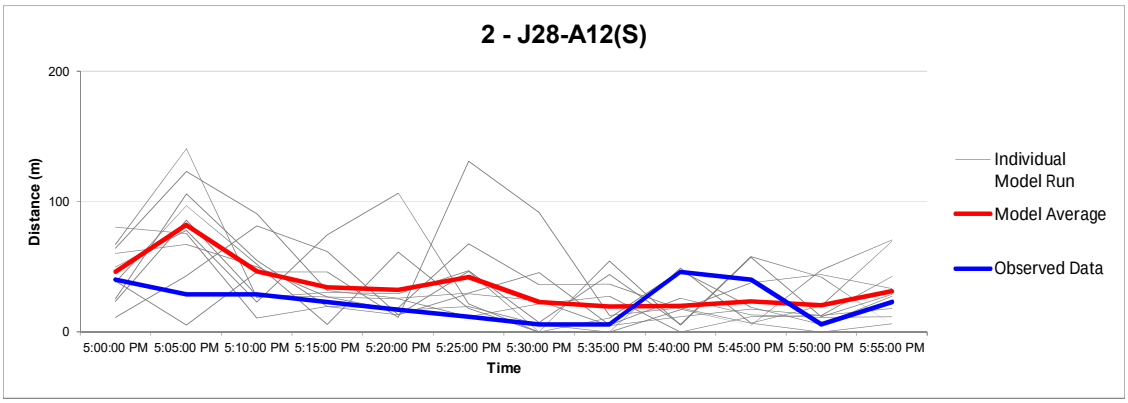
Junction Number 8
PM Peak (16:00-17:00)

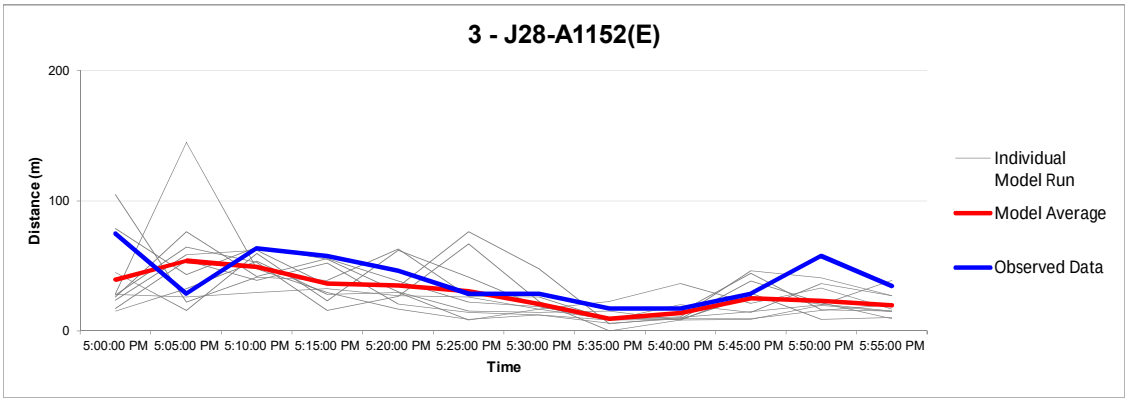


Queue Graphs

Junction Number 1
PM Peak (17:00-18:00)

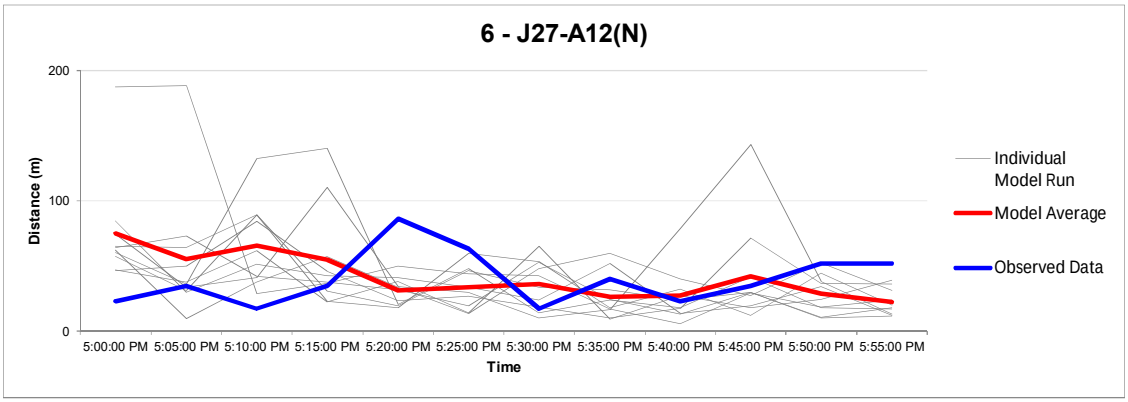


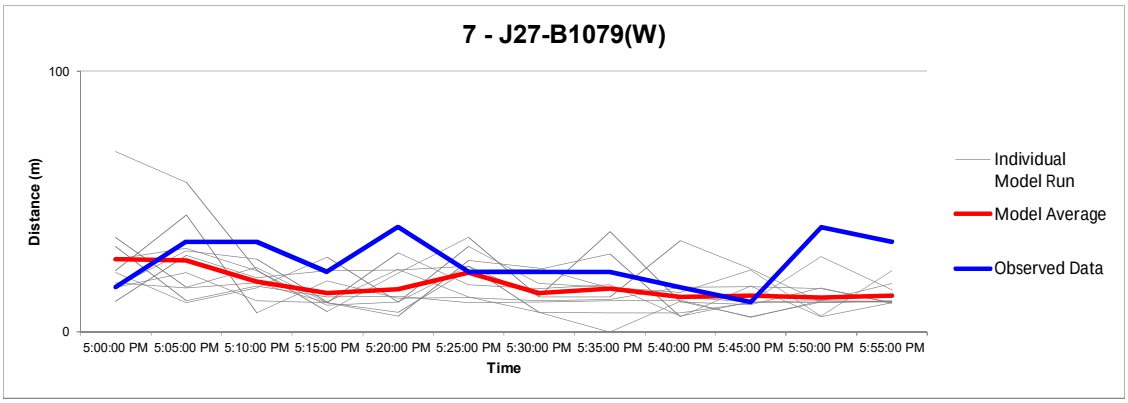


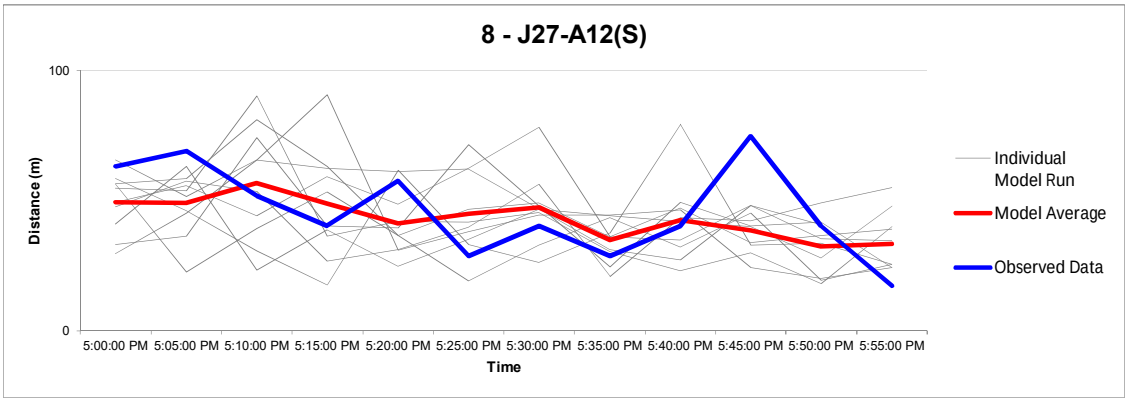


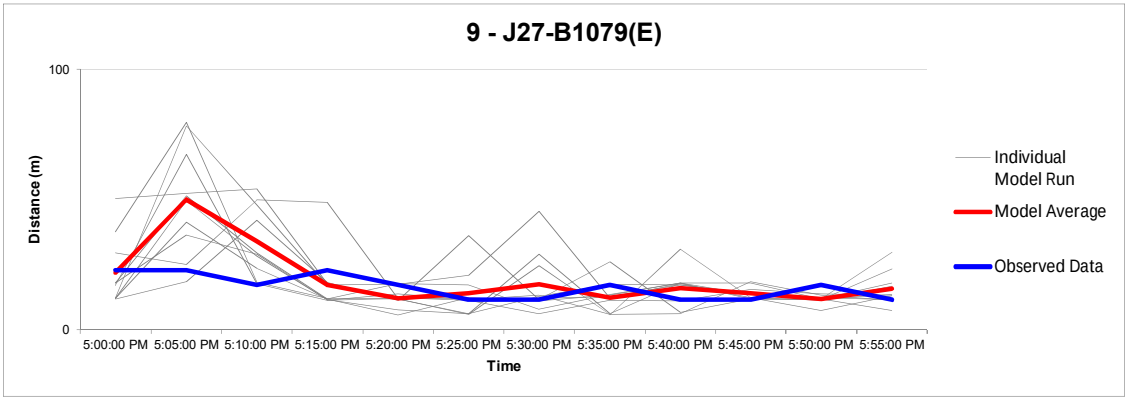
Queue Graphs

Junction Number 2
PM Peak (17:00-18:00)



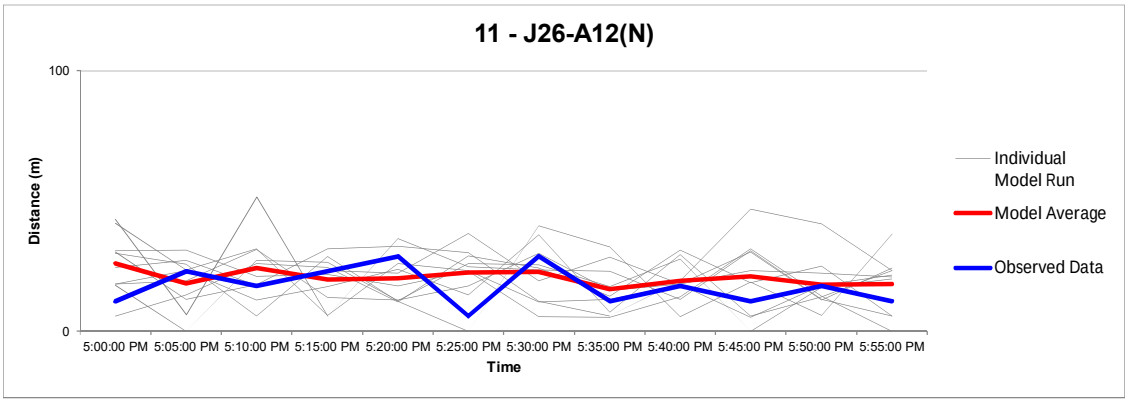


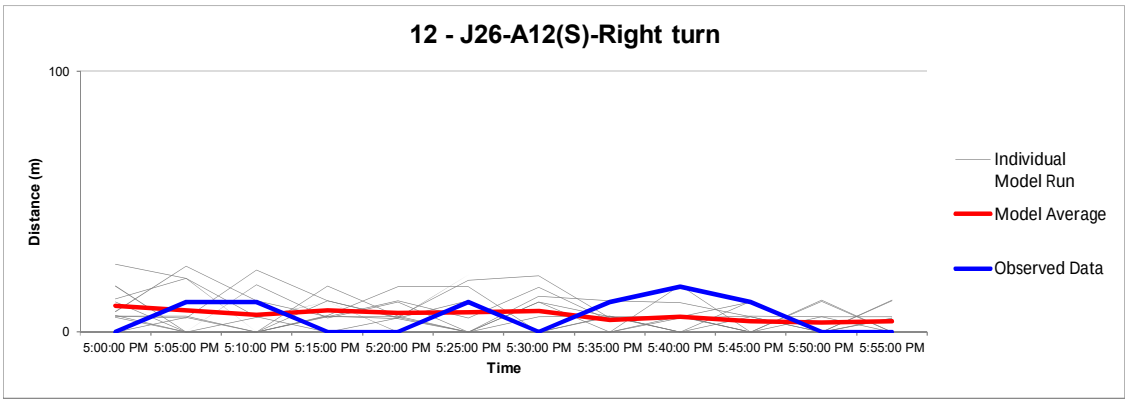


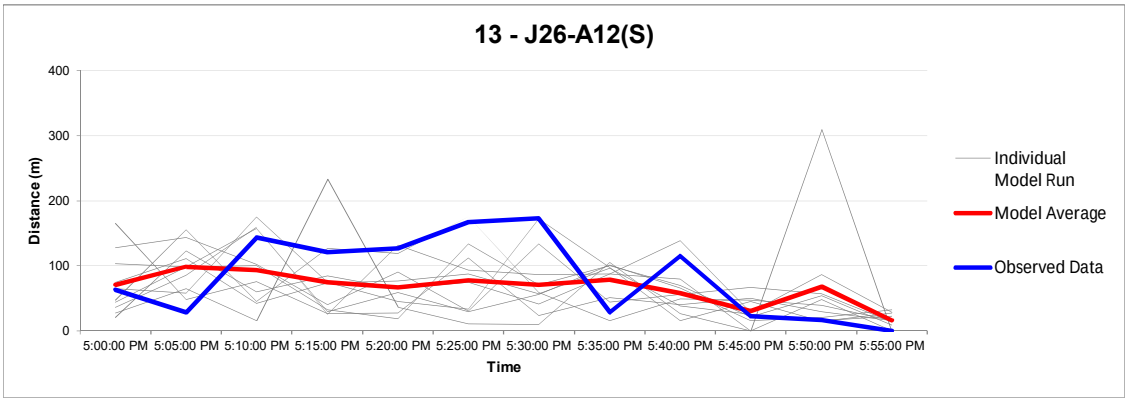


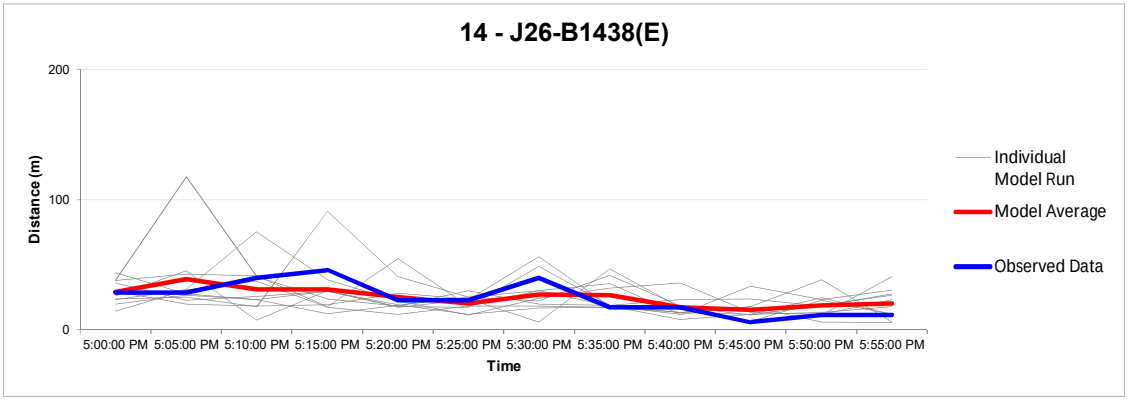
Queue Graphs

Junction Number 3
PM Peak (17:00-18:00)



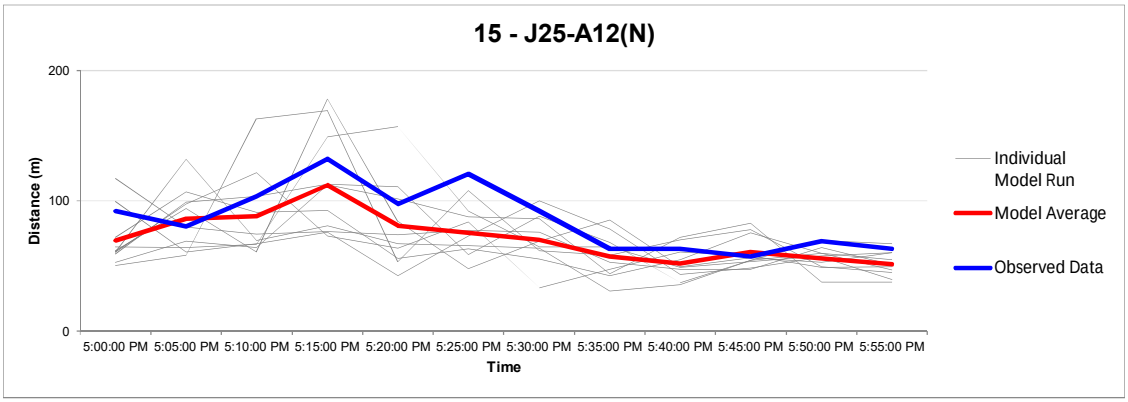


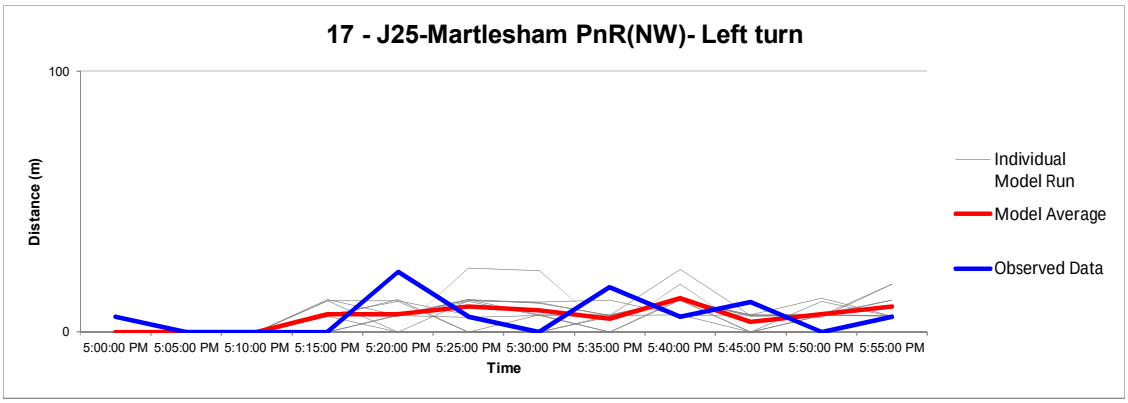


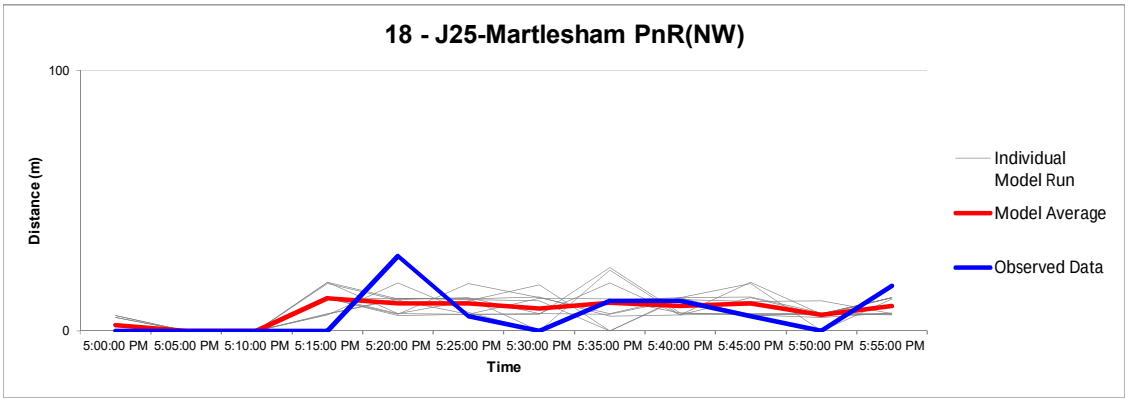


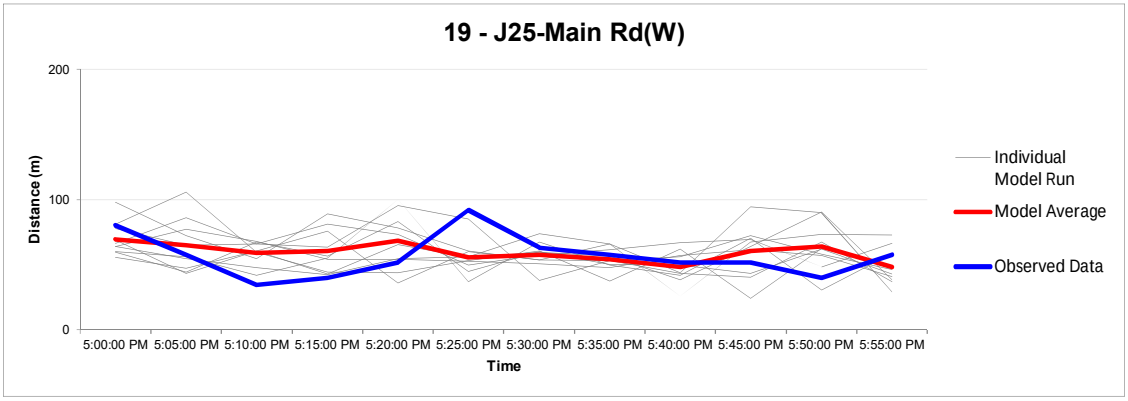
Queue Graphs

Junction Number 4
PM Peak (17:00-18:00)



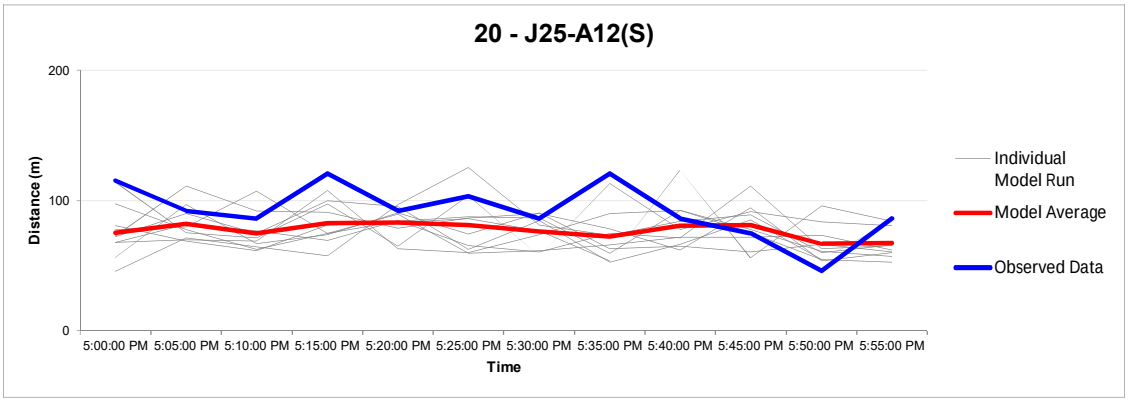


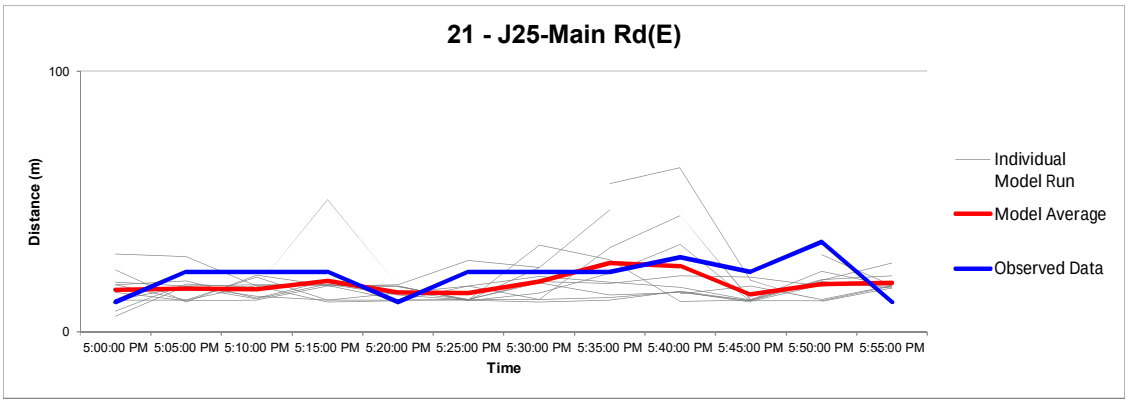




Queue Graphs

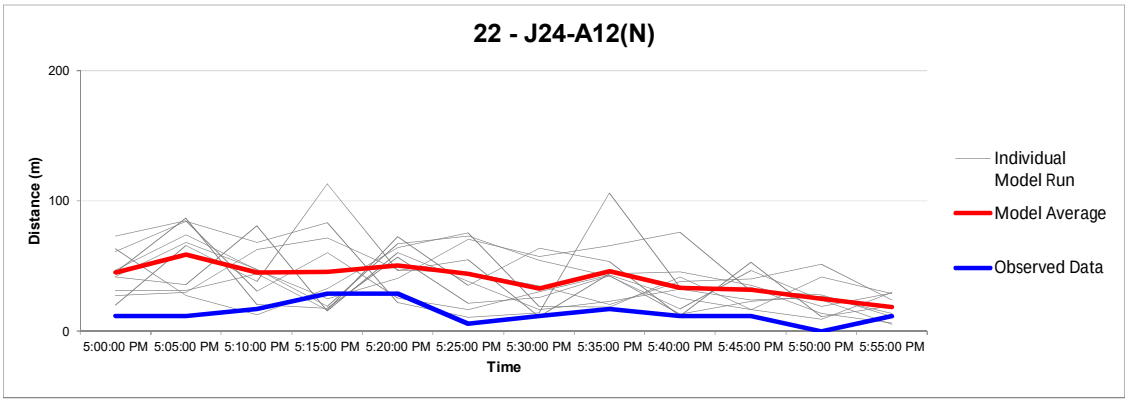
Junction Number 4
PM Peak (17:00-18:00)

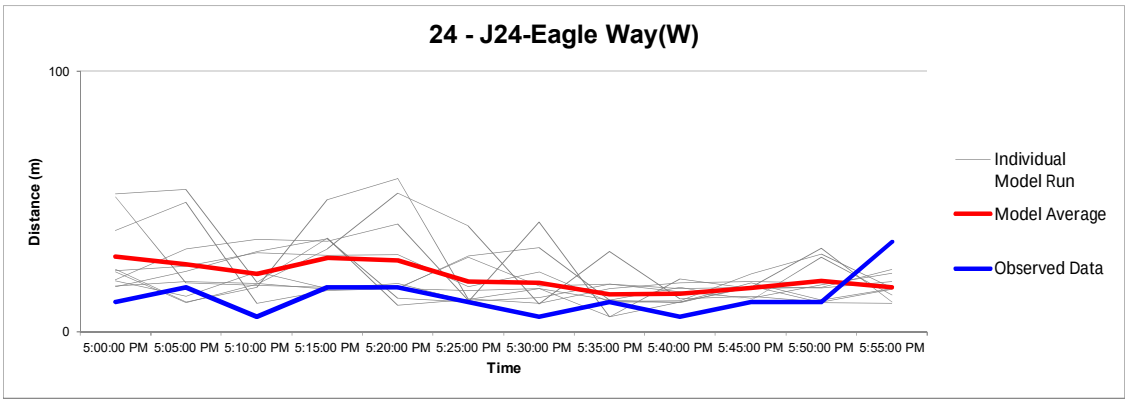


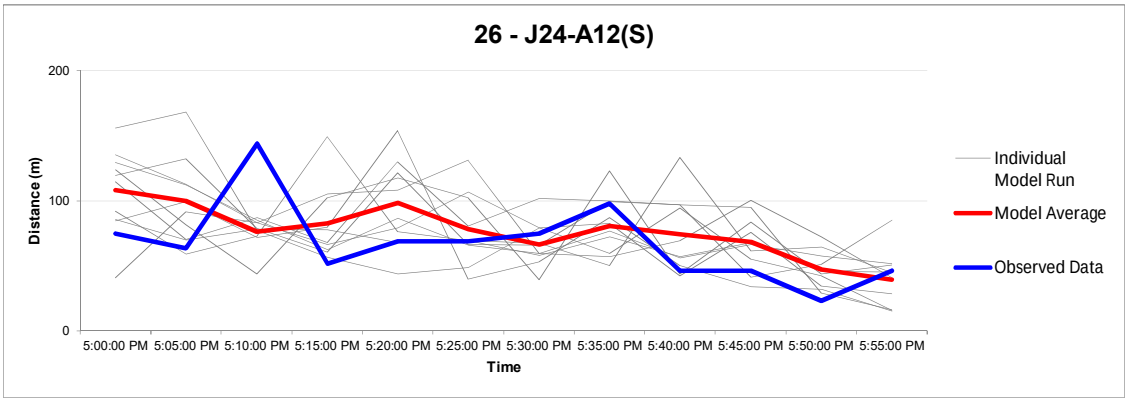


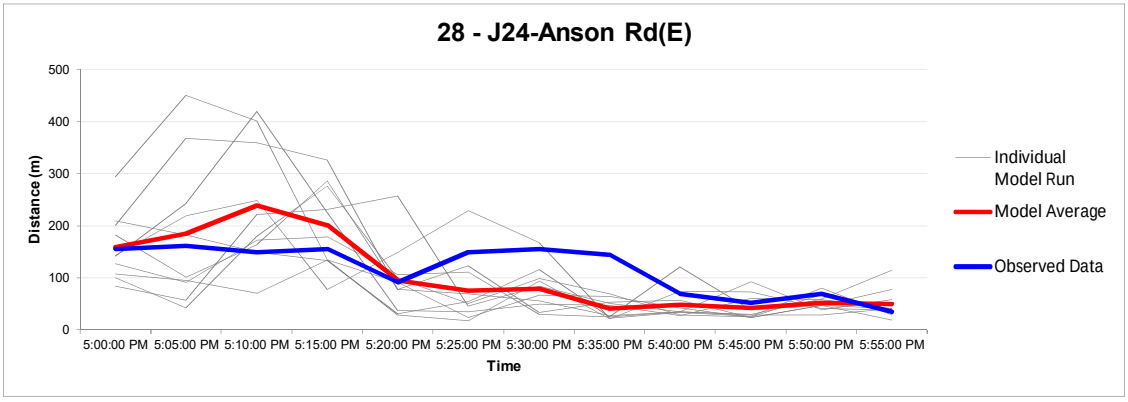
Queue Graphs

Junction Number 5
PM Peak (17:00-18:00)



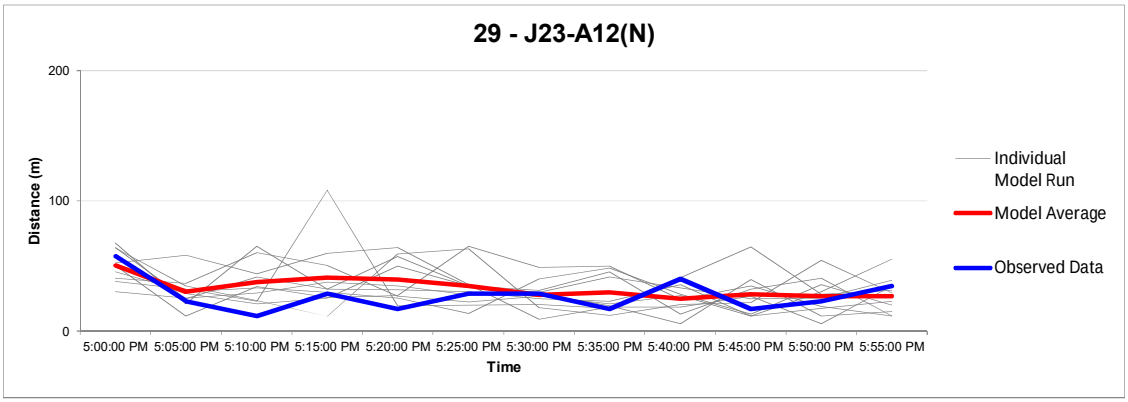


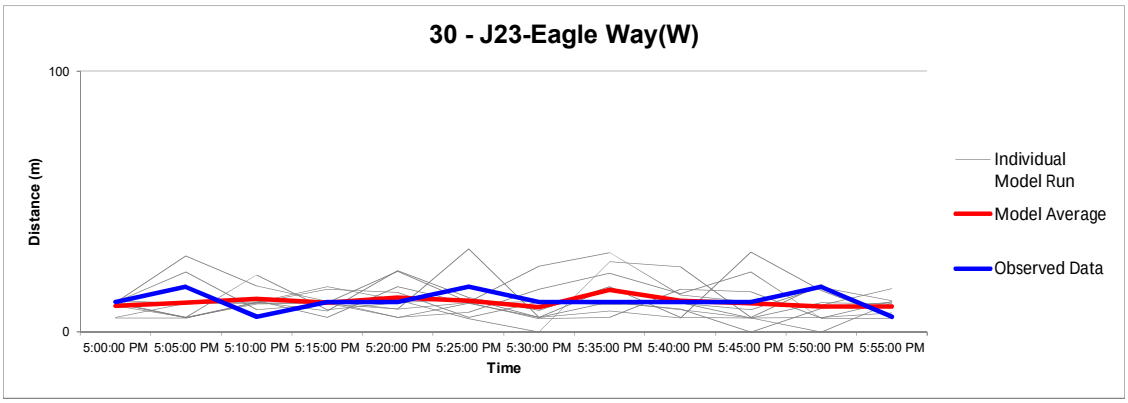


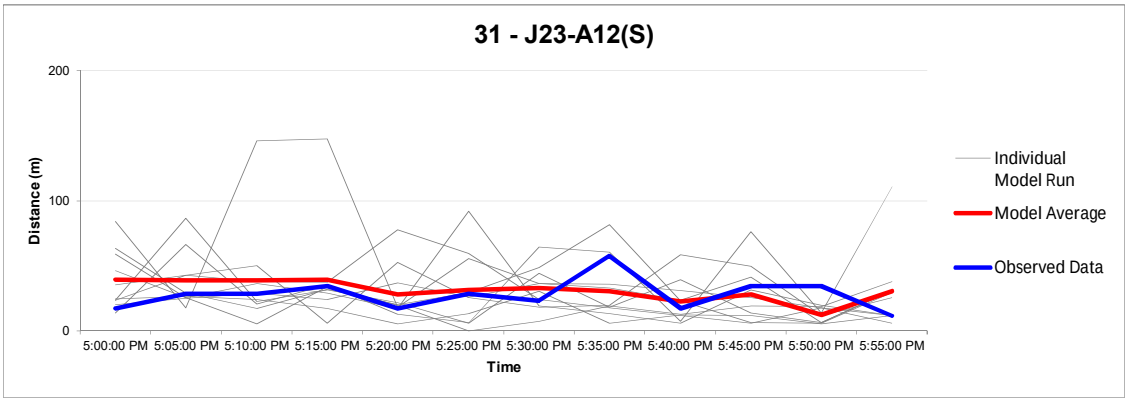


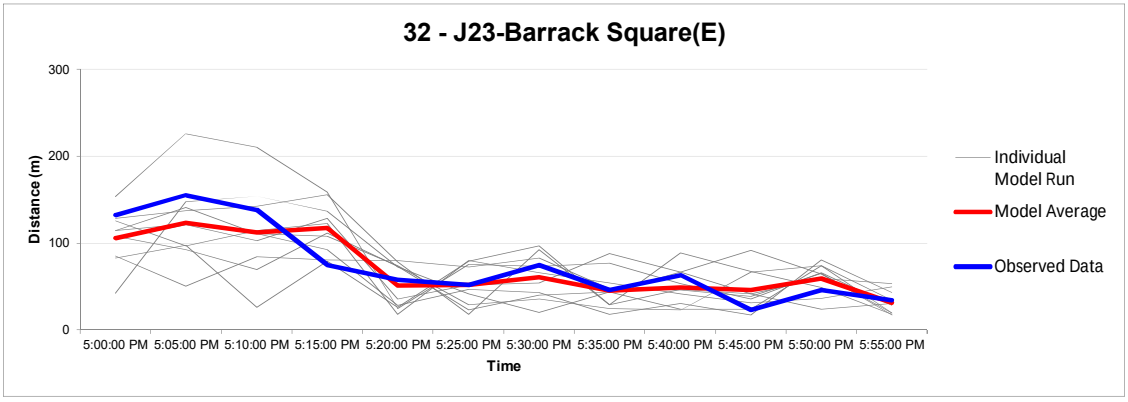
Queue Graphs

Junction Number 6
PM Peak (17:00-18:00)



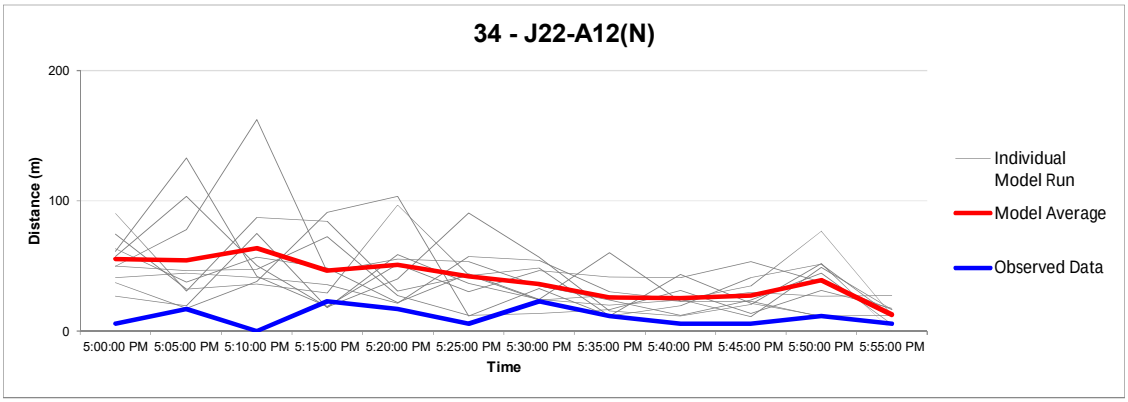


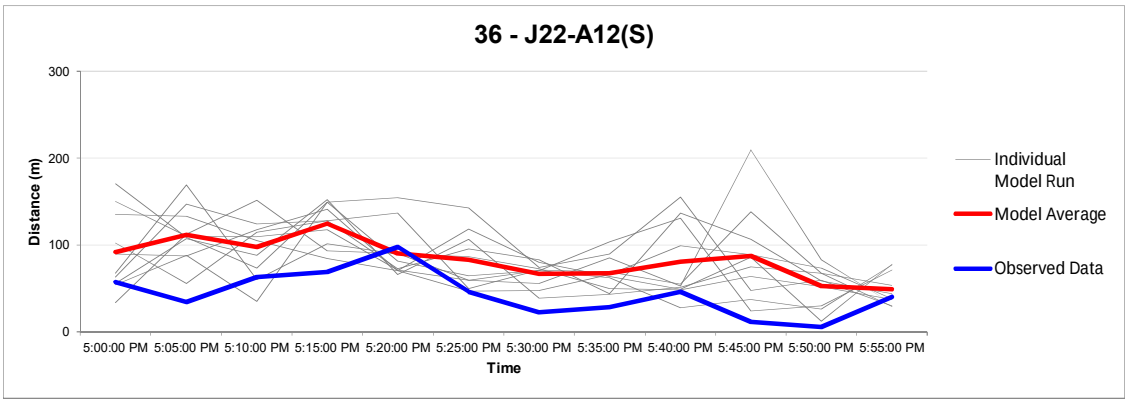


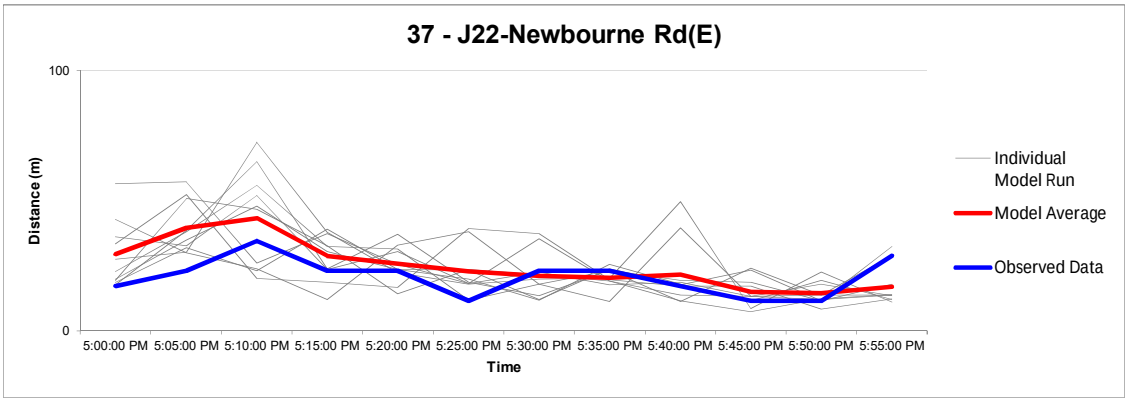


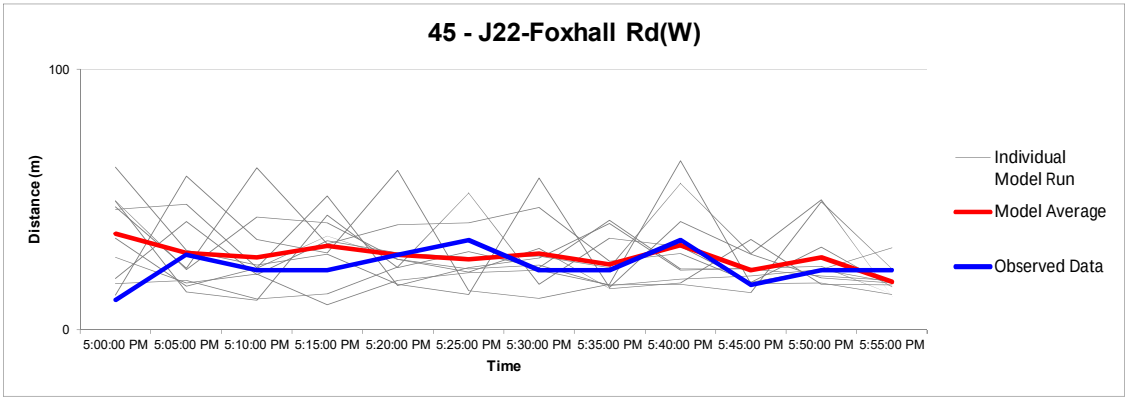
Queue Graphs

Junction Number 7
PM Peak (17:00-18:00)



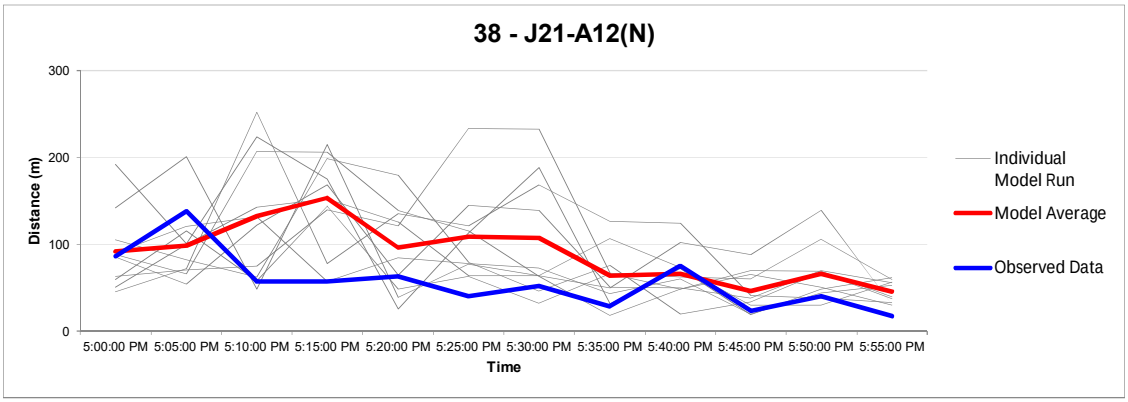


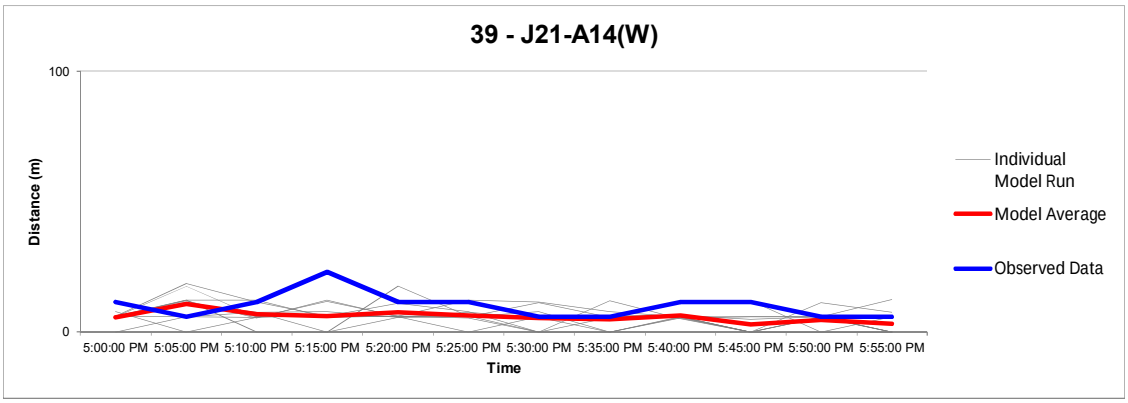


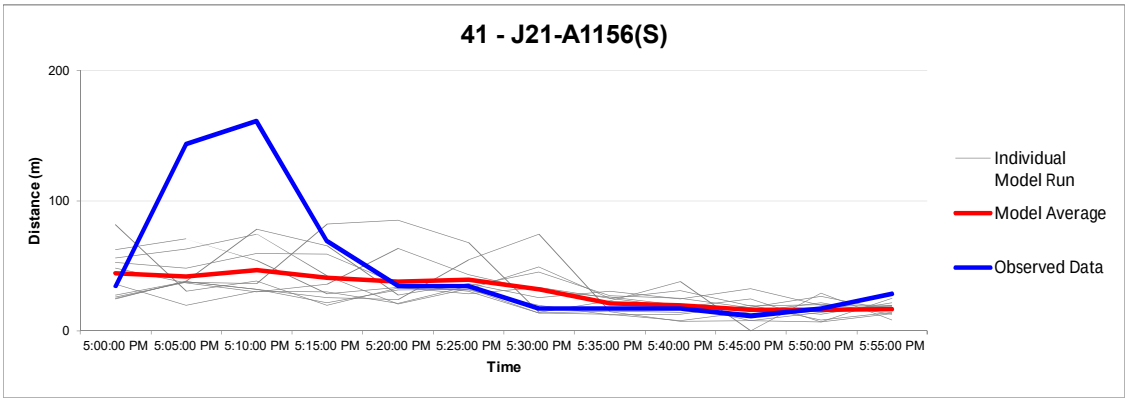


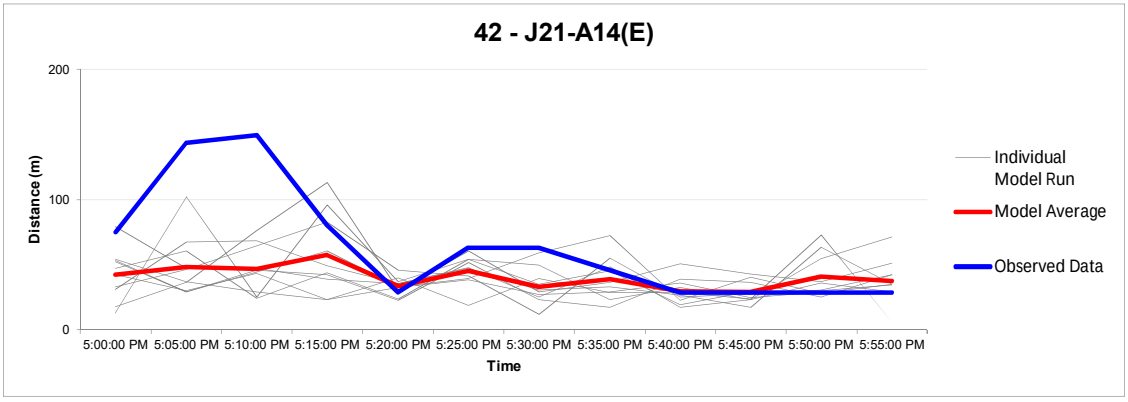
Queue Graphs

Junction Number 8
PM Peak (17:00-18:00)



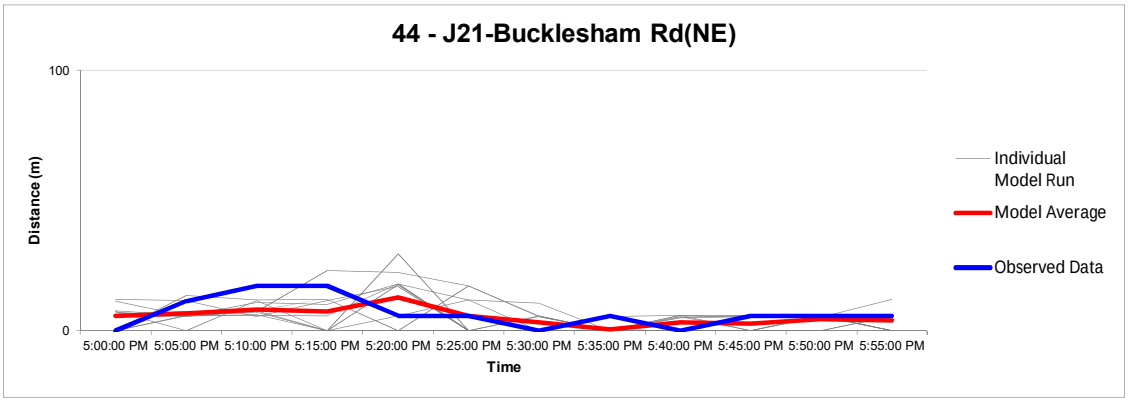






Queue Graphs

Junction Number 8
PM Peak (17:00-18:00)



wsp

Journey Times
Validation Statistics

PM Peak (15:00-16:00)

Route:	Segment	Graph Group	Observed Average	Modelled Average	Modelled 95% Conf	Modelled Var Chk	% Diff	Diff	Conf?	15%	60s	WebTAG	Distance (m)
1 - J21 - J22 - NB	Partial - A	1	110	111	1	TRUE	0.8%	1	FALSE	TRUE	TRUE	TRUE	2695
2 - J22 - J23 - NB	Partial - B	1	73	64	0	TRUE	-12.0%	-9	FALSE	TRUE	TRUE	TRUE	1406
3 - J23 - J24 - NB	Partial - C	1	49	46	1	TRUE	-7.6%	-4	FALSE	TRUE	TRUE	TRUE	646
4 - J24 - J25 - NB	Partial - D	1	50	46	0	TRUE	-6.8%	-3	FALSE	TRUE	TRUE	TRUE	598
5 - J25 - J26 - NB	Partial - E	1	115	122	1	TRUE	6.0%	7	FALSE	TRUE	TRUE	TRUE	2509
6 - J26 - J27 - NB	Partial - F	1	97	90	0	TRUE	-7.4%	-7	FALSE	TRUE	TRUE	TRUE	1513
7 - J27 - J28 - NB	Partial - G	1	88	96	0	TRUE	9.4%	8	FALSE	TRUE	TRUE	TRUE	1444
8 - J28 - A12- NB	Partial - H	1	142	136	1	TRUE	-3.9%	-6	FALSE	TRUE	TRUE	TRUE	3240
9 - A12 - J28 - SB	Partial - A	3	133	123	1	TRUE	-7.2%	-10	FALSE	TRUE	TRUE	TRUE	2885
10 - J28 - J27 - SB	Partial - B	3	97	92	1	TRUE	-5.0%	-5	FALSE	TRUE	TRUE	TRUE	1455
11 - J27 - J26 - SB	Partial - C	3	82	91	0	TRUE	10.7%	9	FALSE	TRUE	TRUE	TRUE	1518
12 - J26 - J25 - SB	Partial - D	3	126	118	0	TRUE	-6.3%	-8	FALSE	TRUE	TRUE	TRUE	2490
13 - J25 - J24 - SB	Partial - E	3	44	34	0	TRUE	-21.3%	-9	FALSE	FALSE	TRUE	TRUE	597
14 - J24 - J23 - SB	Partial - F	3	43	39	0	TRUE	-9.1%	-4	FALSE	TRUE	TRUE	TRUE	659
15 - J23 - J22 - SB	Partial - G	3	75	66	0	TRUE	-11.4%	-9	FALSE	TRUE	TRUE	TRUE	1429
16 - J22 - J21 - SB	Partial - H	3	120	122	0	TRUE	2.3%	3	FALSE	TRUE	TRUE	TRUE	2859
17 - A14 WB upto Offslip	Full	5	126	136	1	TRUE	7.7%	10	FALSE	TRUE	TRUE	TRUE	3168
18 - A14 EB from Onslip	Full	6	120	119	0	TRUE	-1.2%	-1	FALSE	TRUE	TRUE	TRUE	3161
19 - A14 WB from Onslip	Full	7	77	83	0	TRUE	7.3%	6	FALSE	TRUE	TRUE	TRUE	1968
20 - A14 EB upto Offslip	Full	8	82	88	1	TRUE	8.2%	7	FALSE	TRUE	TRUE	TRUE	1976
21 - Felixstowe - SB	Full	9	94	97	1	TRUE	3.3%	3	FALSE	TRUE	TRUE	TRUE	1712
22 - Felixstowe - NB	Full	10	98	104	1	TRUE	6.5%	6	FALSE	TRUE	TRUE	TRUE	1656
23 - Bucklesham Road - NB	Full	11	58	61	1	TRUE	5.6%	3	FALSE	TRUE	TRUE	TRUE	780
24 - Bucklesham Road - SB	Full	12	71	66	1	TRUE	-7.0%	-5	FALSE	TRUE	TRUE	TRUE	780
25 - Foxhall road - EB	Full	13	98	93	1	TRUE	-4.8%	-5	FALSE	TRUE	TRUE	TRUE	1470
26 - Foxhall road - WB	Full	14	88	88	1	TRUE	0.2%	0	FALSE	TRUE	TRUE	TRUE	1481
27 - Newbourne Road -EB	Full	15	49	43	0	TRUE	-13.4%	-7	FALSE	TRUE	TRUE	TRUE	774
28 - Newbourne Road -WB	Full	16	65	55	1	TRUE	-15.0%	-10	FALSE	FALSE	TRUE	TRUE	778
29 - Eagle Way - EB	Full	17	18	16	1	TRUE	-9.3%	-2	FALSE	TRUE	TRUE	TRUE	139
30 - Eagle Way - WB	Full	18	12	14	0	TRUE	20.9%	2	FALSE	FALSE	TRUE	TRUE	125
31 - Gloster Road - NB	Full	19	45	54	0	TRUE	20.6%	9	FALSE	FALSE	TRUE	TRUE	456
32 - Gloster Road - SB	Full	20	60	54	1	TRUE	-10.2%	-6	FALSE	TRUE	TRUE	TRUE	447
33 - Barrack Square - SB	Full	21	87	84	1	TRUE	-3.4%	-3	FALSE	TRUE	TRUE	TRUE	559
34 - Barrack Square - NB	Full	22	109	101	1	TRUE	-6.9%	-8	FALSE	TRUE	TRUE	TRUE	544
35 - Anson Road - WB	Full	23	74	49	1	TRUE	-33.9%	-25	FALSE	FALSE	TRUE	TRUE	407
36 - Anson Road - EB	Full	24	55	45	0	TRUE	-17.9%	-10	FALSE	FALSE	TRUE	TRUE	418
37 - Eagle Way (J24) - EB	Full	25	46	60	3	FALSE	30.7%	14	FALSE	FALSE	TRUE	TRUE	576
38 - Eagle Way (J24) - WB	Full	26	43	44	0	TRUE	2.2%	1	FALSE	TRUE	TRUE	TRUE	570
39 - Main Road - EB	Full	27	65	66	0	TRUE	1.3%	1	FALSE	TRUE	TRUE	TRUE	861
40 - Main Road - WB	Full	28	65	76	1	TRUE	17.3%	11	FALSE	FALSE	TRUE	TRUE	847
41 - A1214 Main road - EB	Full	29	56	70	1	TRUE	25.0%	14	FALSE	FALSE	TRUE	TRUE	604
42 - A1214 Main road - WB	Full	30	57	51	0	TRUE	-10.1%	-6	FALSE	TRUE	TRUE	TRUE	614
43 - B1438 - WB	Full	31	58	54	0	TRUE	-7.0%	-4	FALSE	TRUE	TRUE	TRUE	637
44 - B1438 - EB	Full	32	51	50	0	TRUE	-1.6%	-1	FALSE	TRUE	TRUE	TRUE	632
45 - B1079 (East) - WB	Full	33	45	37	1	TRUE	-17.5%	-8	FALSE	FALSE	TRUE	TRUE	373
46 - B1079 (East) - EB	Full	34	38	30	0	TRUE	-22.7%	-9	FALSE	FALSE	TRUE	TRUE	372
47 - B1079 (West)- WB	Full	35	39	33	0	TRUE	-14.1%	-5	FALSE	TRUE	TRUE	TRUE	566
48 - B1079 (West)- EB	Full	36	49	39	1	TRUE	-21.1%	-10	FALSE	FALSE	TRUE	TRUE	564

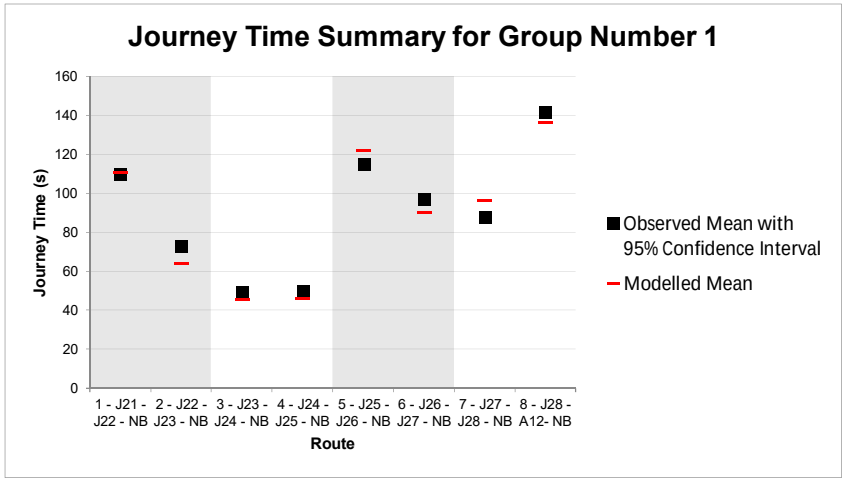
Journey Times
Validation Statistics

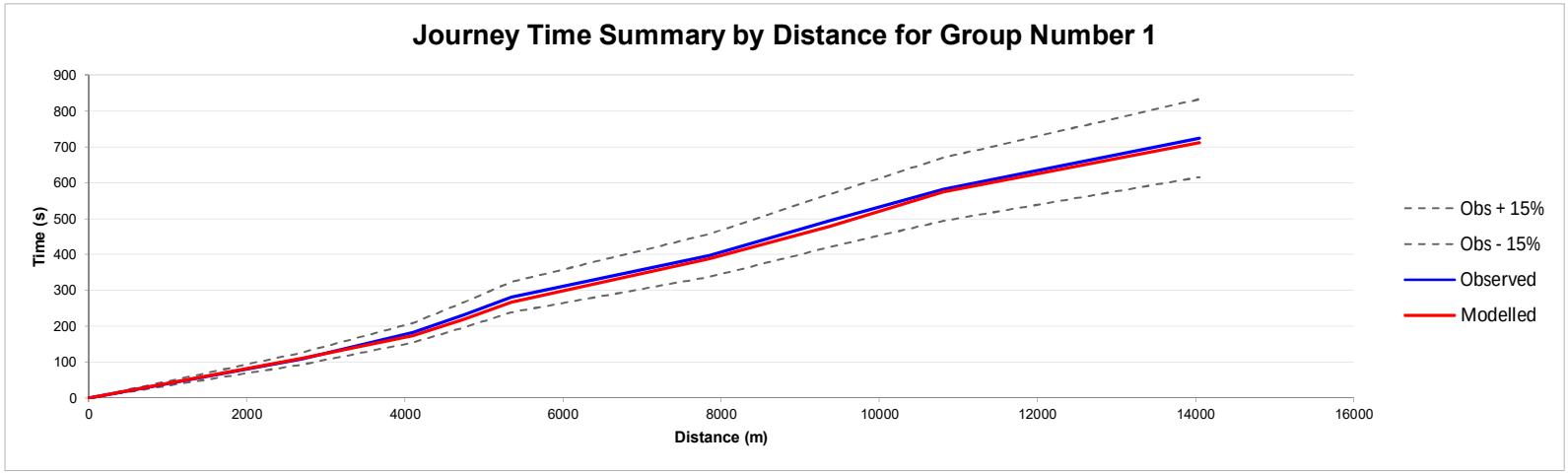
PM Peak (15:00-16:00)

49 - A1152 - WB	Full	37	50	49	0	TRUE	-1.9%	-1	FALSE	TRUE	TRUE	TRUE	592
50 - A1152 - EB	Full	38	44	49	0	TRUE	11.0%	5	FALSE	TRUE	TRUE	TRUE	593
51 - A12 NB	Full	2	724	714	3	TRUE	-1.4%	-10	FALSE	TRUE	TRUE	TRUE	13695
52 - A12 SB	Full	4	720	687	1	TRUE	-4.5%	-33	FALSE	TRUE	TRUE	TRUE	13295

Journey Times
Validation Statistics

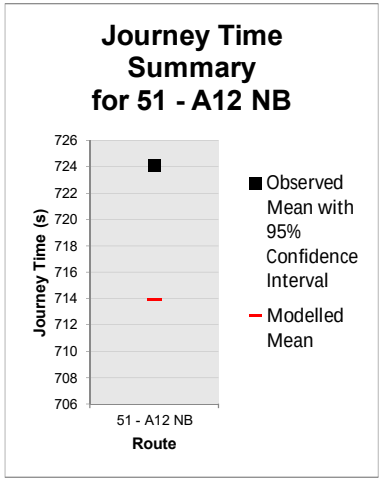
PM Peak (15:00-16:00)

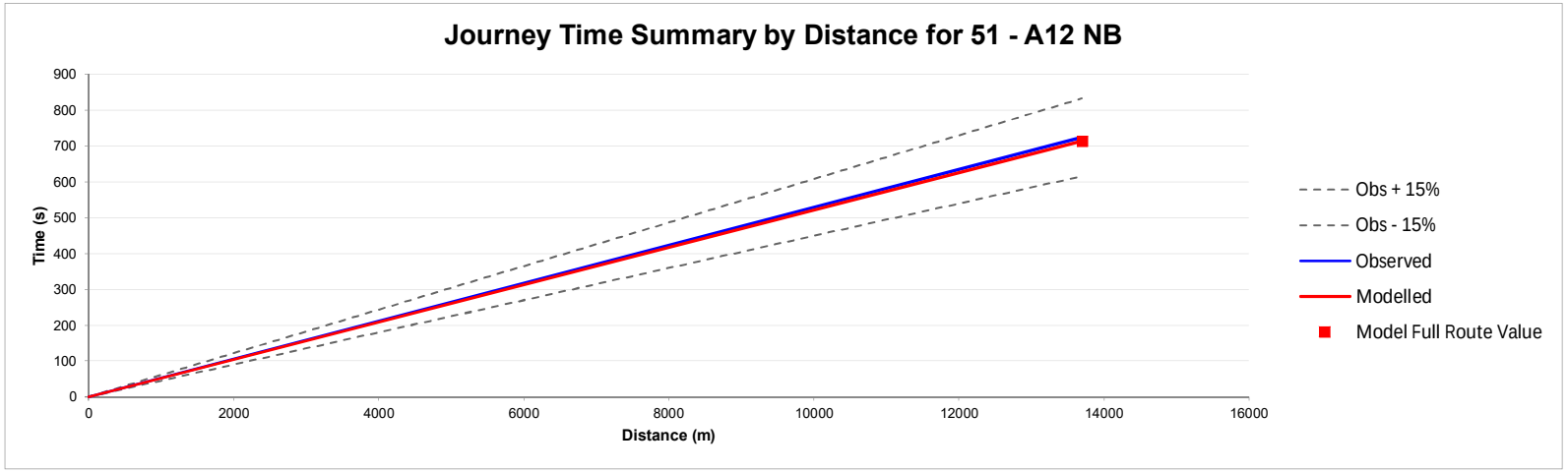




Journey Times
Validation Statistics

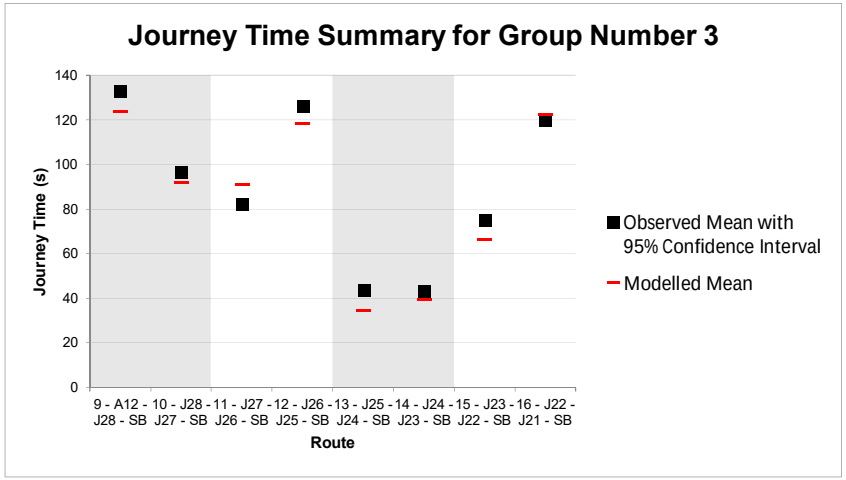
PM Peak (15:00-16:00)

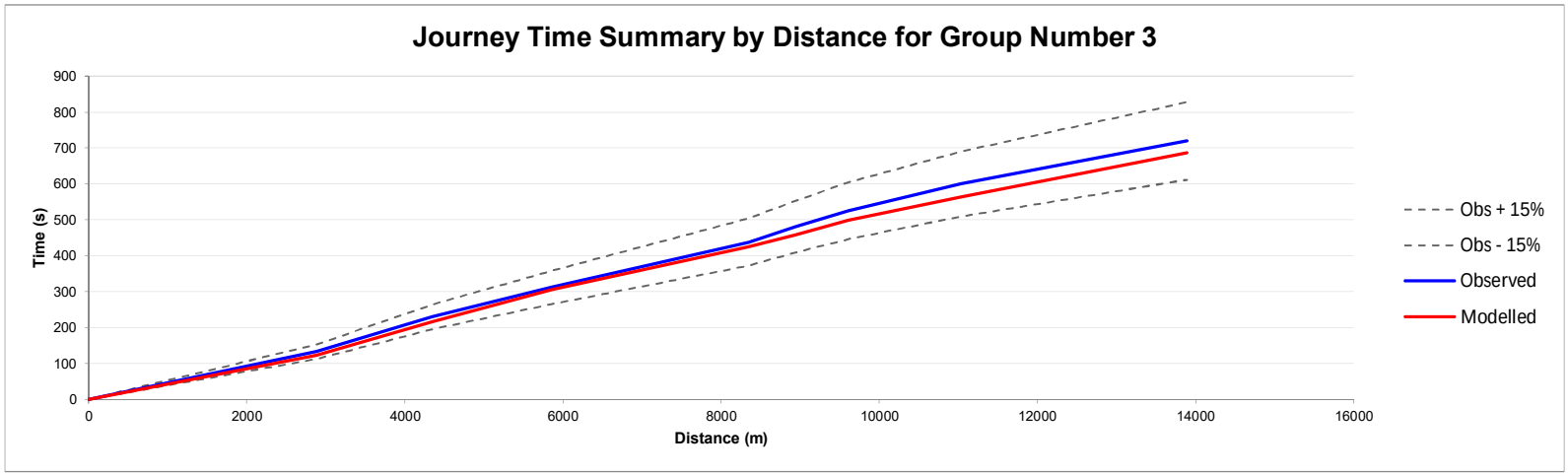




Journey Times
Validation Statistics

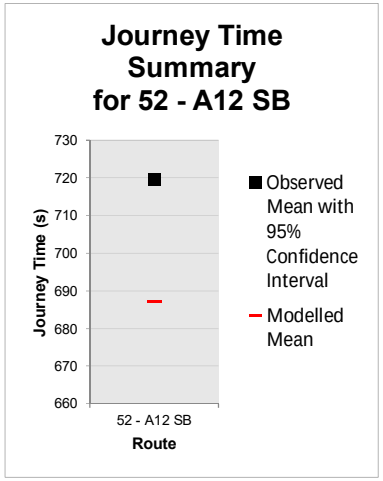
PM Peak (15:00-16:00)

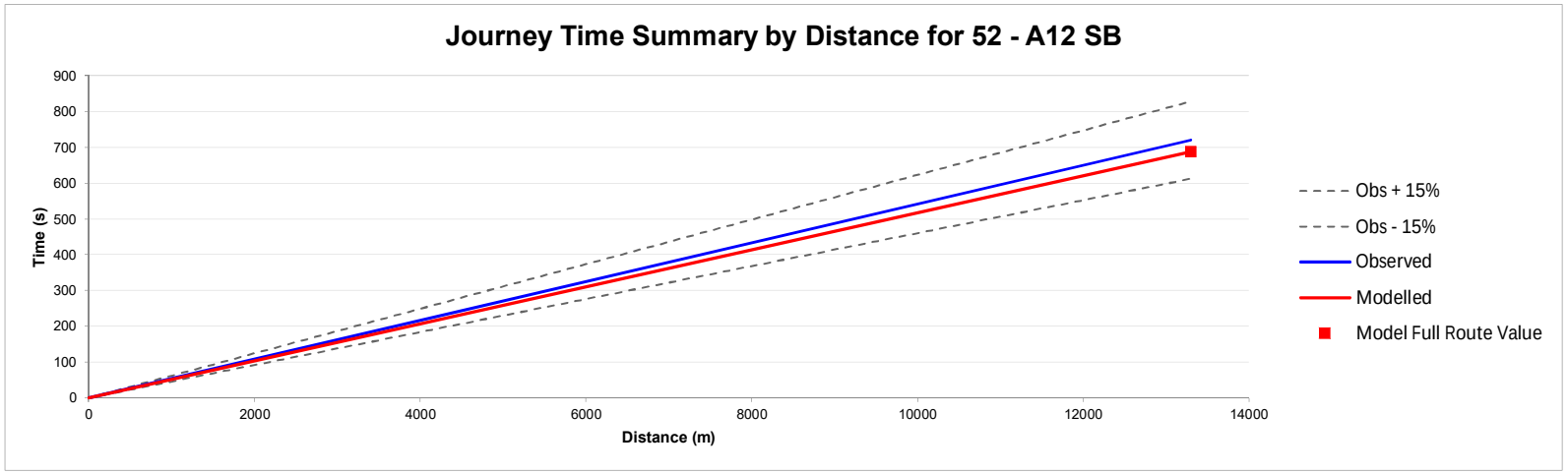




Journey Times
Validation Statistics

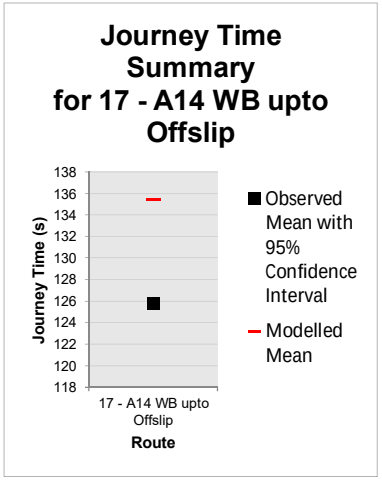
PM Peak (15:00-16:00)

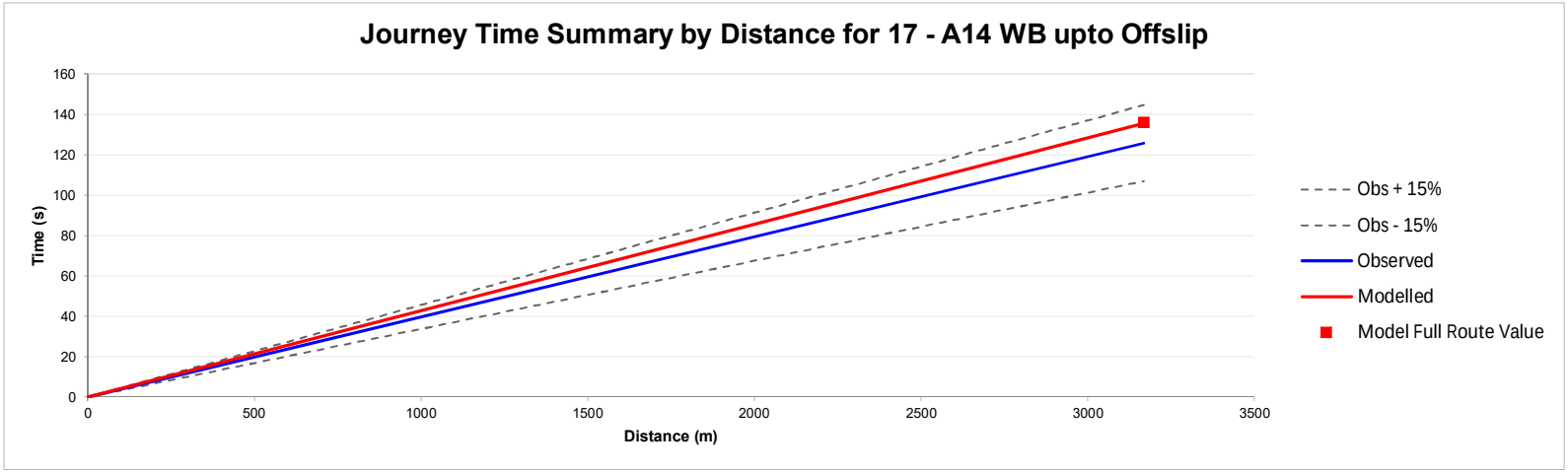




Journey Times
Validation Statistics

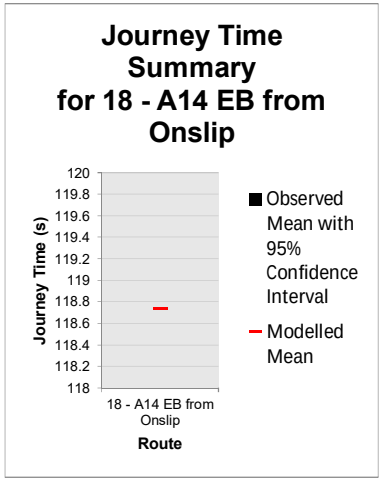
PM Peak (15:00-16:00)

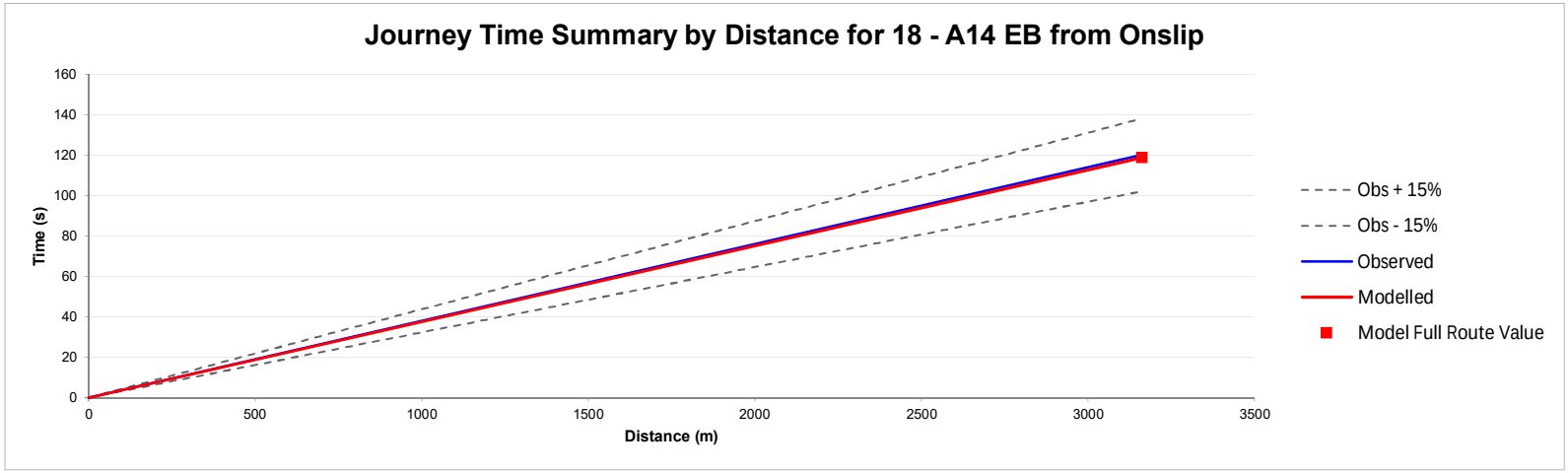




Journey Times
Validation Statistics

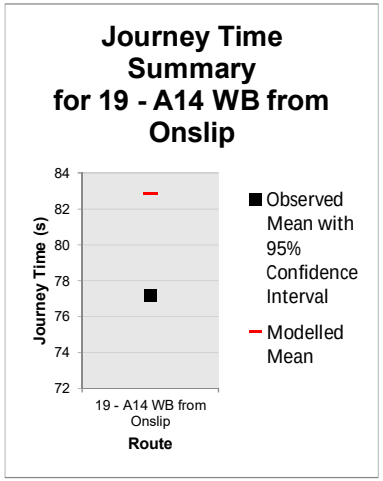
PM Peak (15:00-16:00)

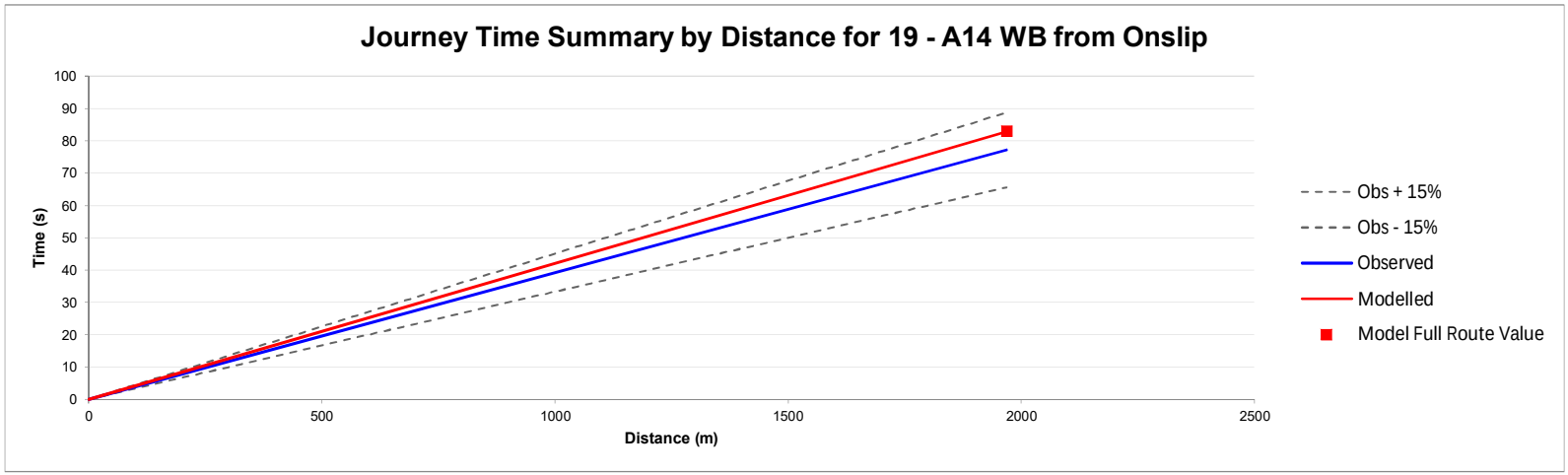




Journey Times
Validation Statistics

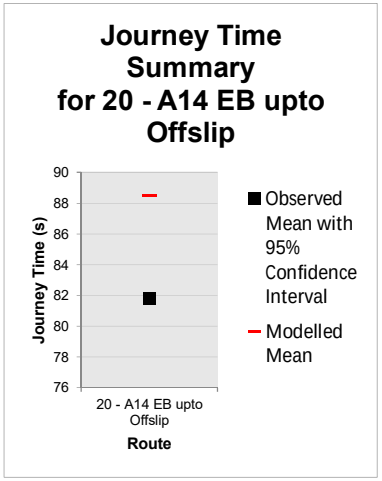
PM Peak (15:00-16:00)

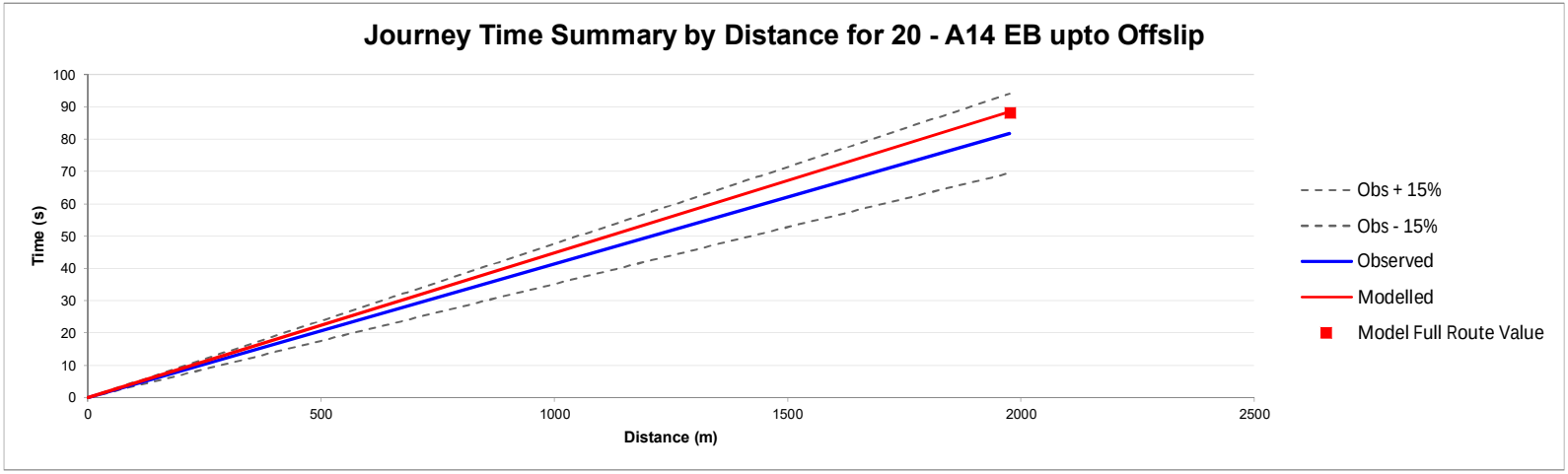




Journey Times
Validation Statistics

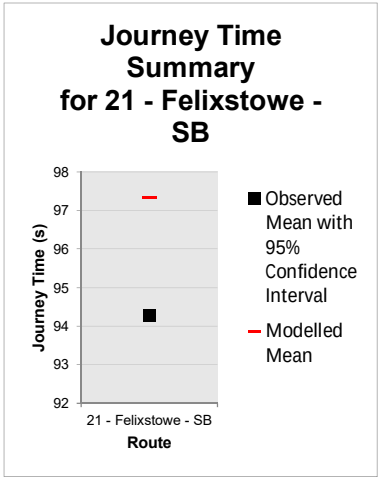
PM Peak (15:00-16:00)

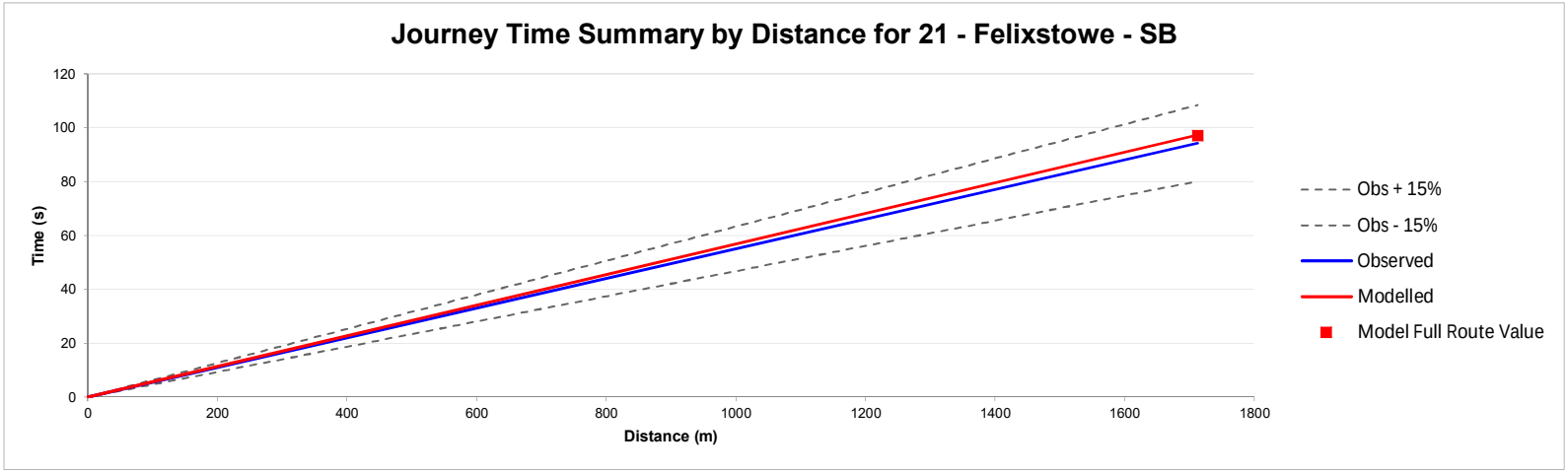




Journey Times
Validation Statistics

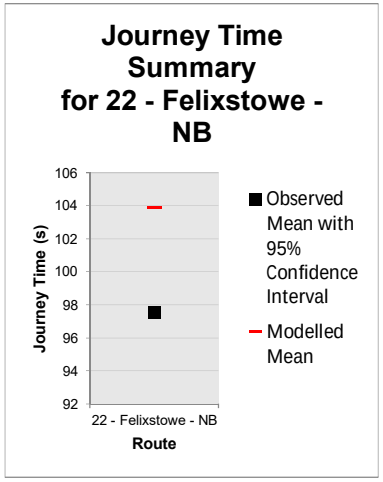
PM Peak (15:00-16:00)

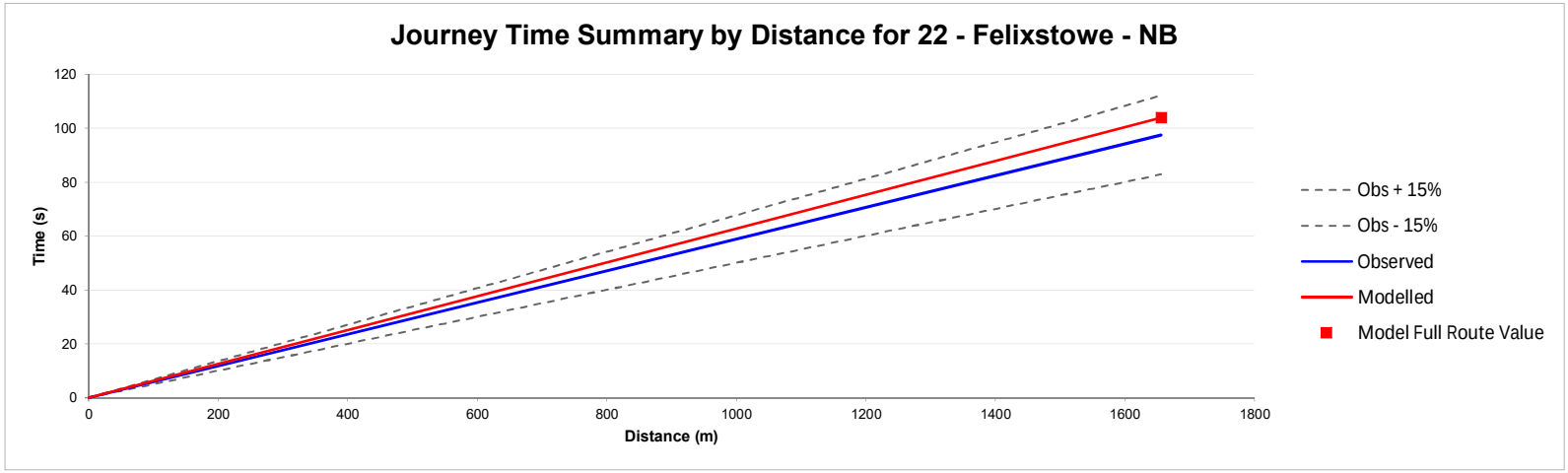




Journey Times
Validation Statistics

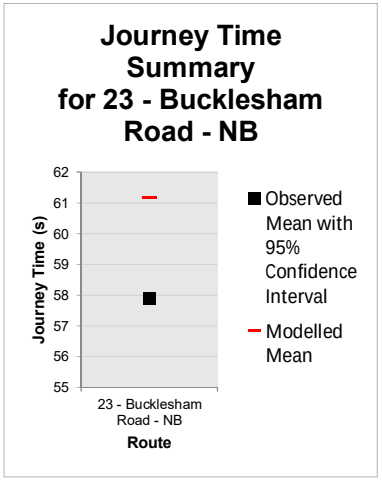
PM Peak (15:00-16:00)

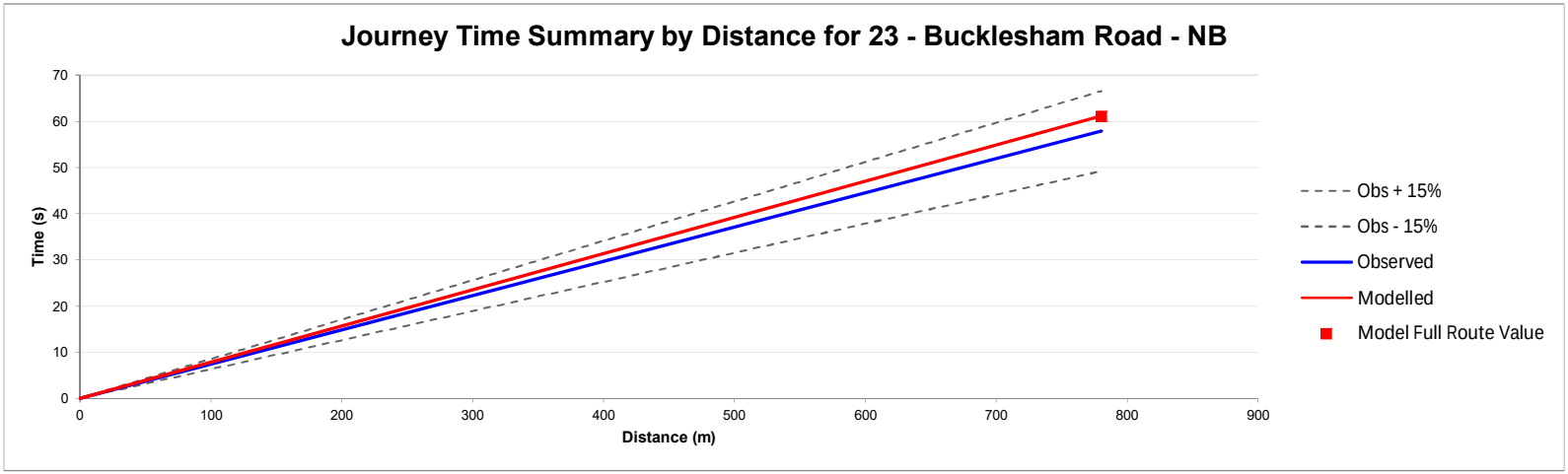




Journey Times
Validation Statistics

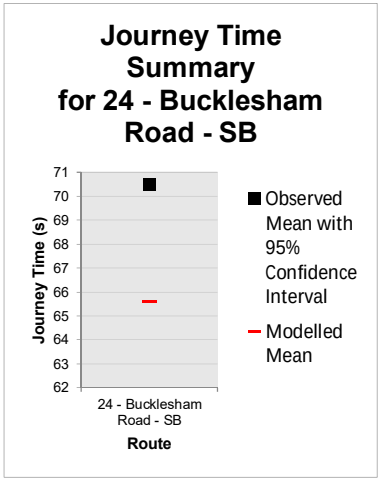
PM Peak (15:00-16:00)

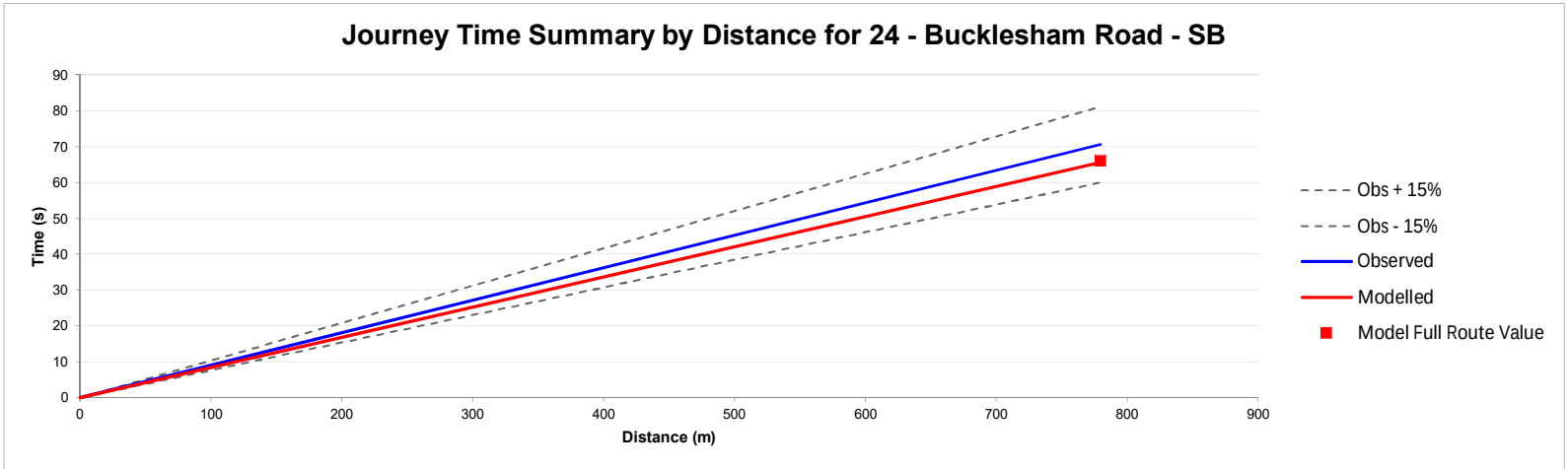




Journey Times
Validation Statistics

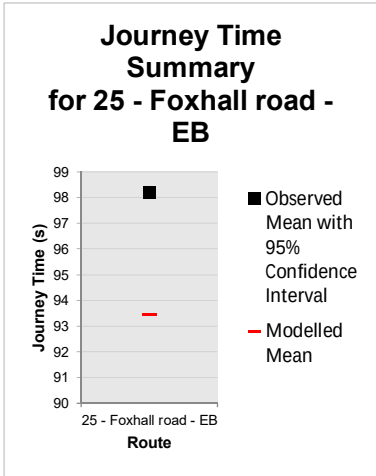
PM Peak (15:00-16:00)

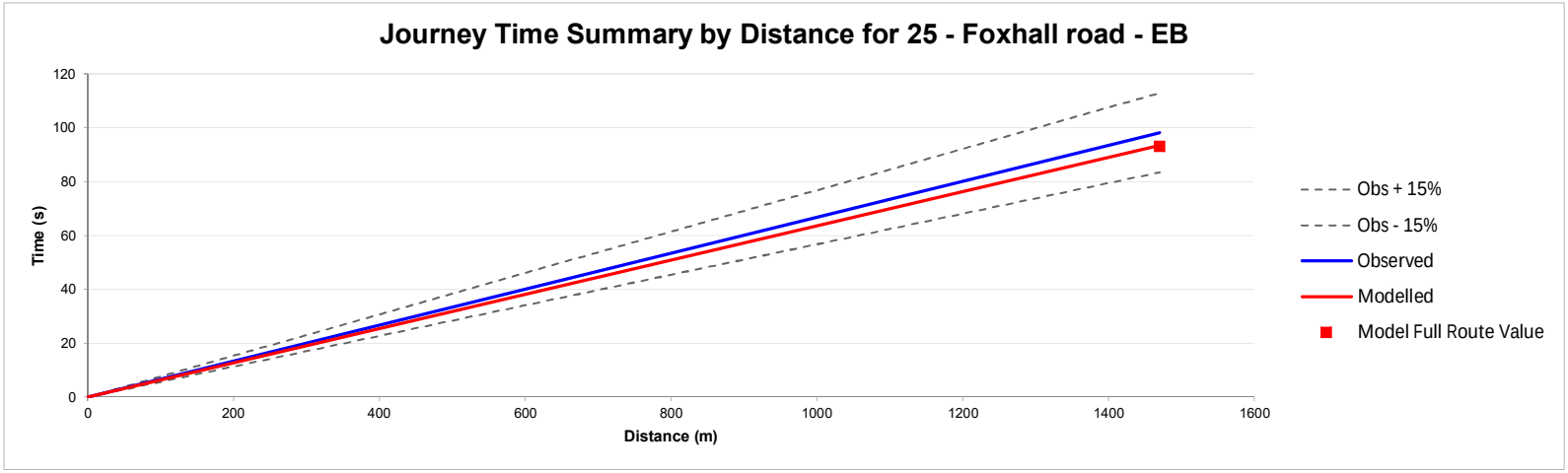




Journey Times
Validation Statistics

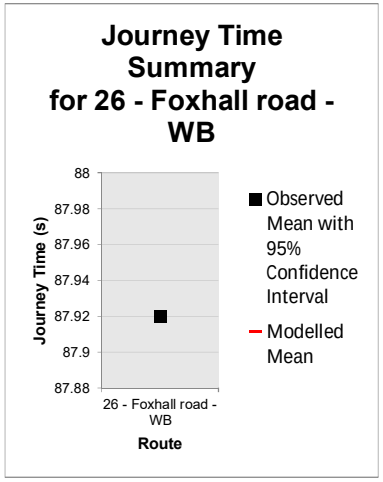
PM Peak (15:00-16:00)

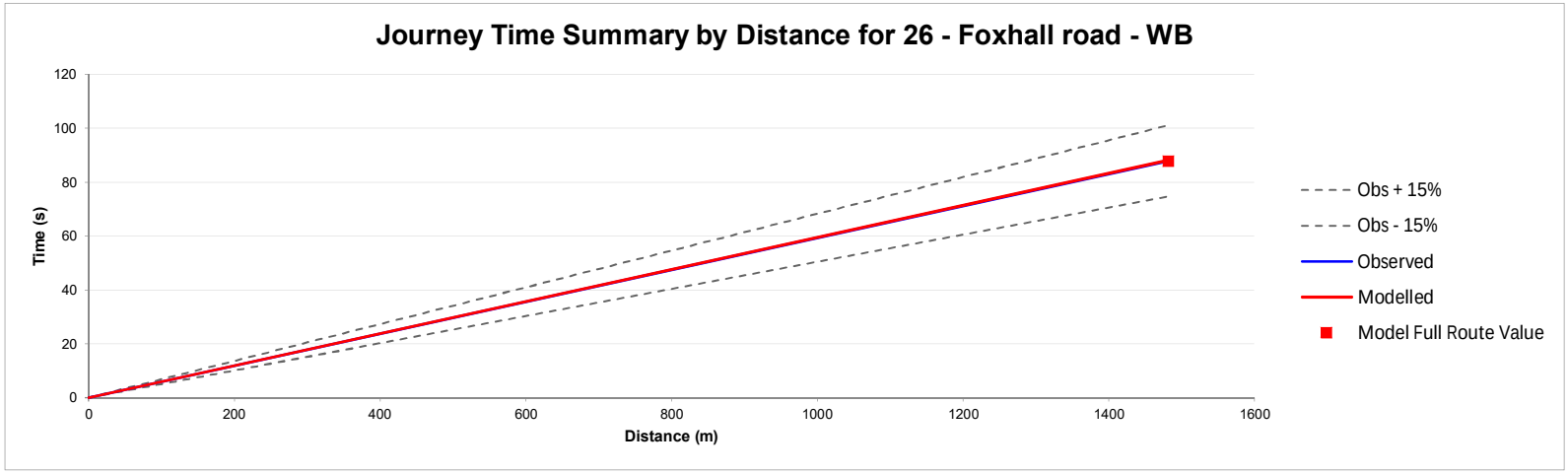




Journey Times
Validation Statistics

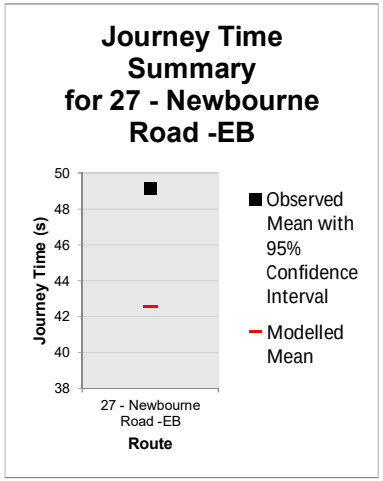
PM Peak (15:00-16:00)

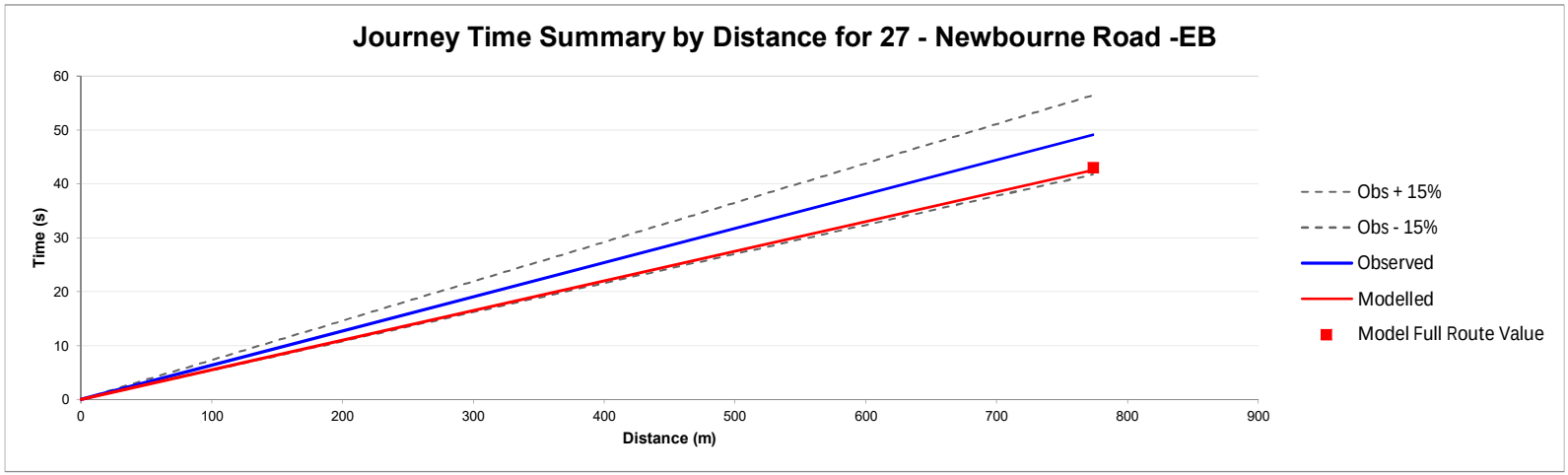




Journey Times
Validation Statistics

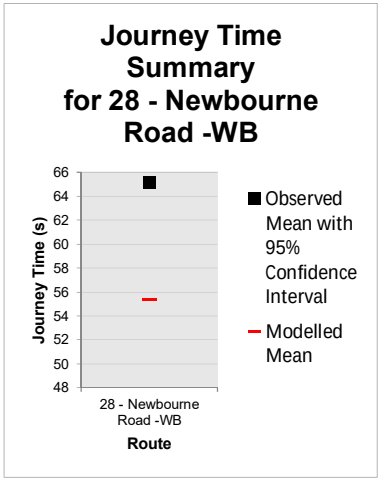
PM Peak (15:00-16:00)

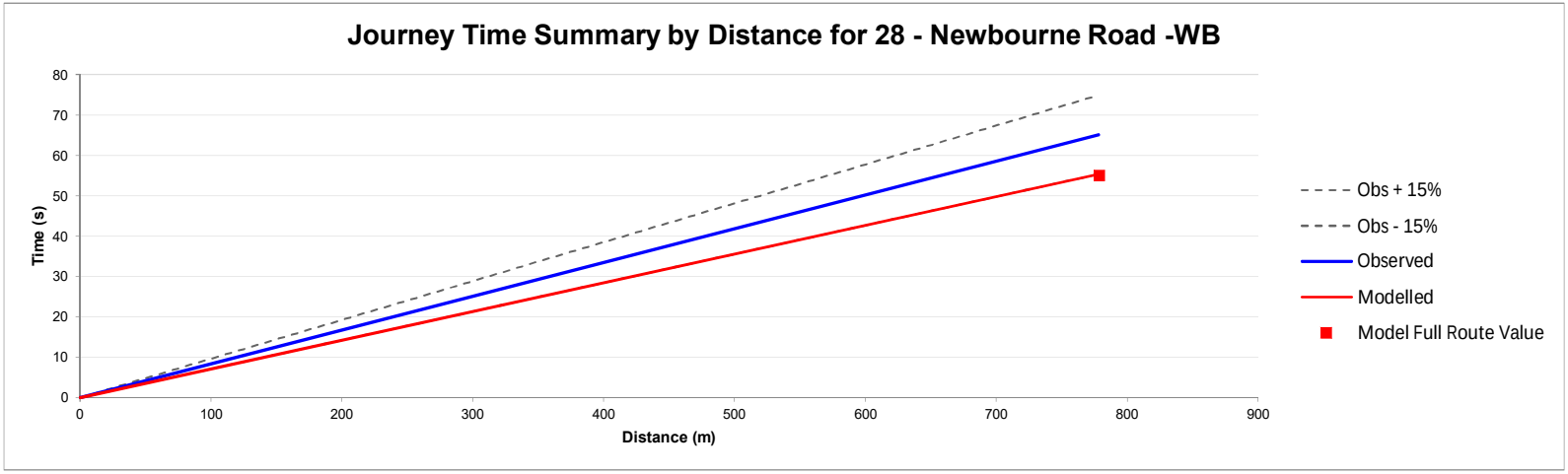




Journey Times
Validation Statistics

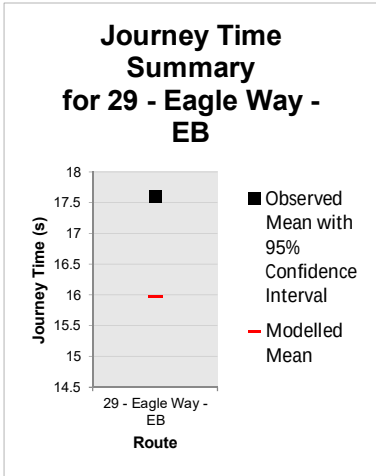
PM Peak (15:00-16:00)

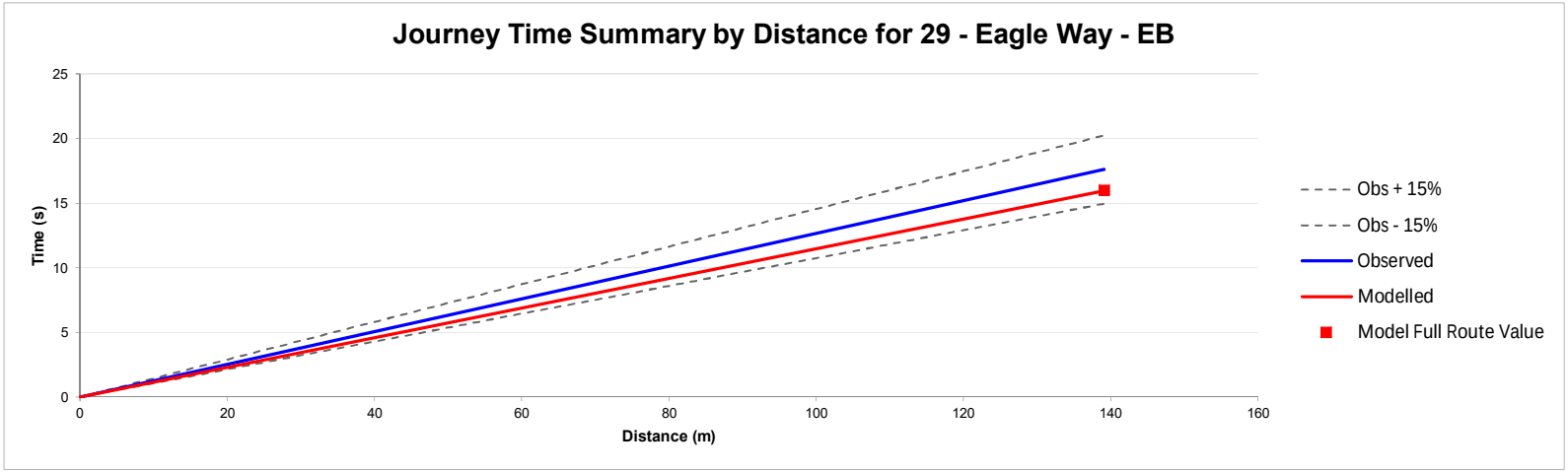




Journey Times
Validation Statistics

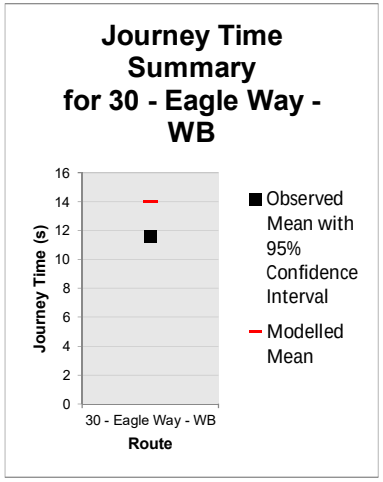
PM Peak (15:00-16:00)

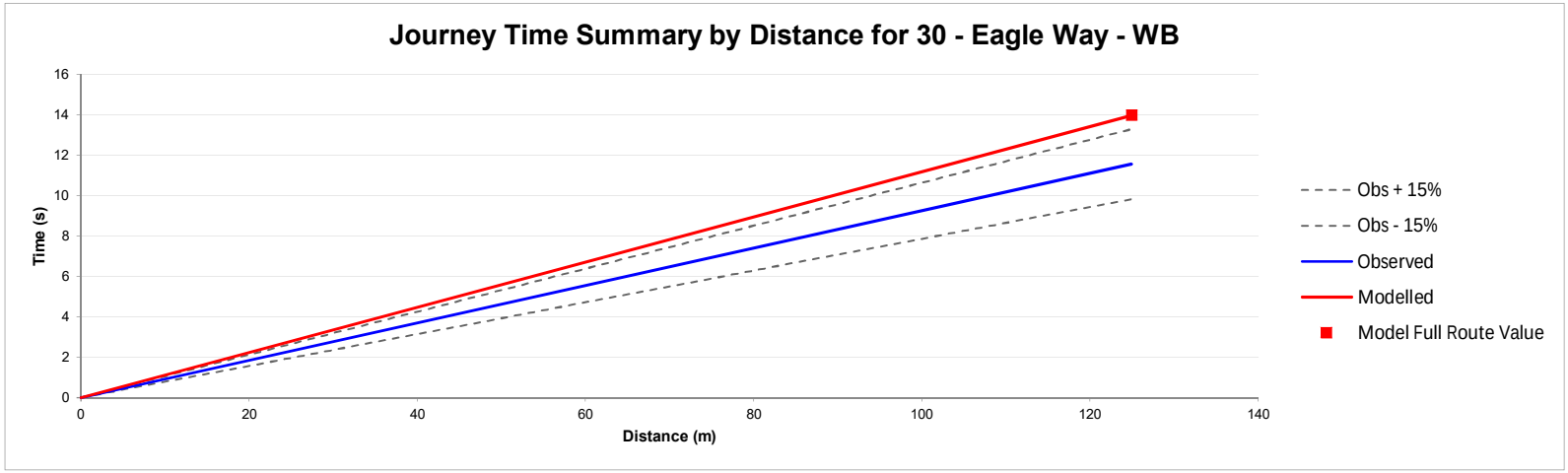




Journey Times
Validation Statistics

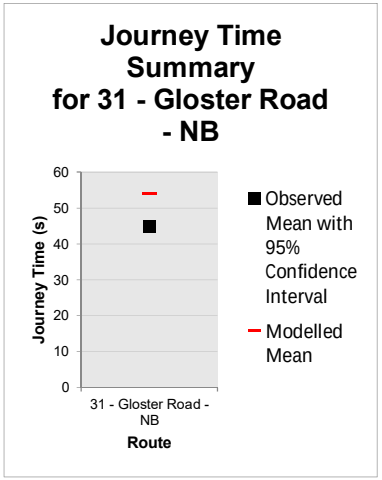
PM Peak (15:00-16:00)

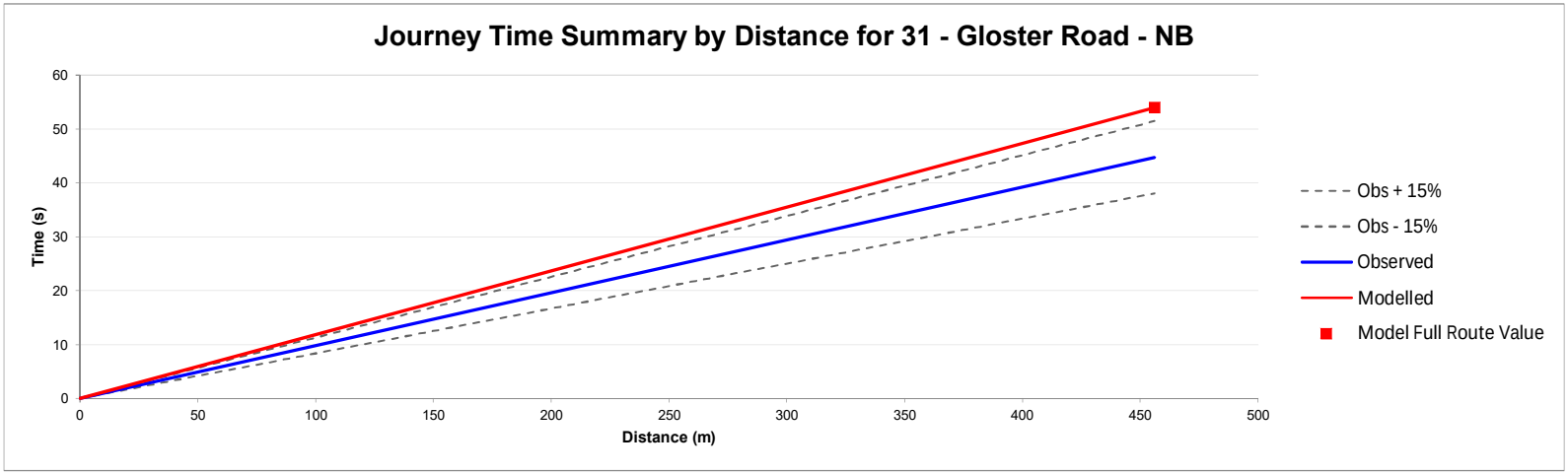




Journey Times
Validation Statistics

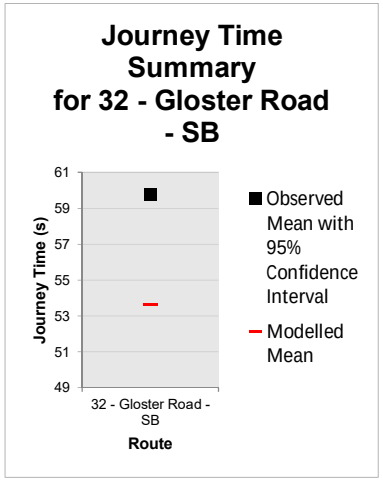
PM Peak (15:00-16:00)

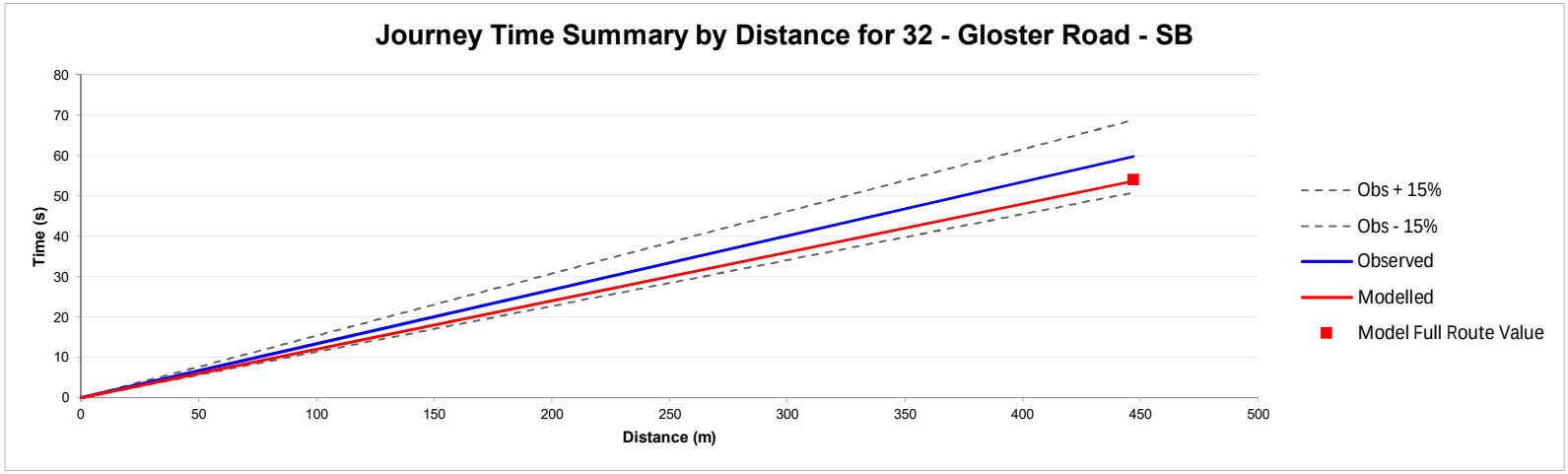




Journey Times
Validation Statistics

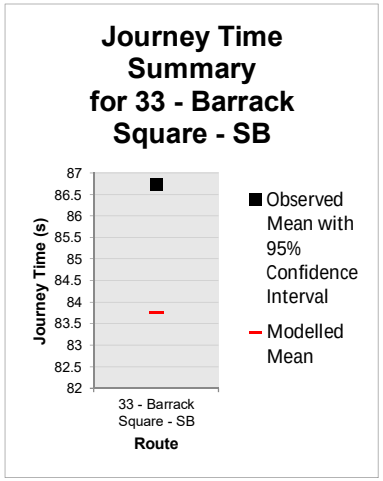
PM Peak (15:00-16:00)

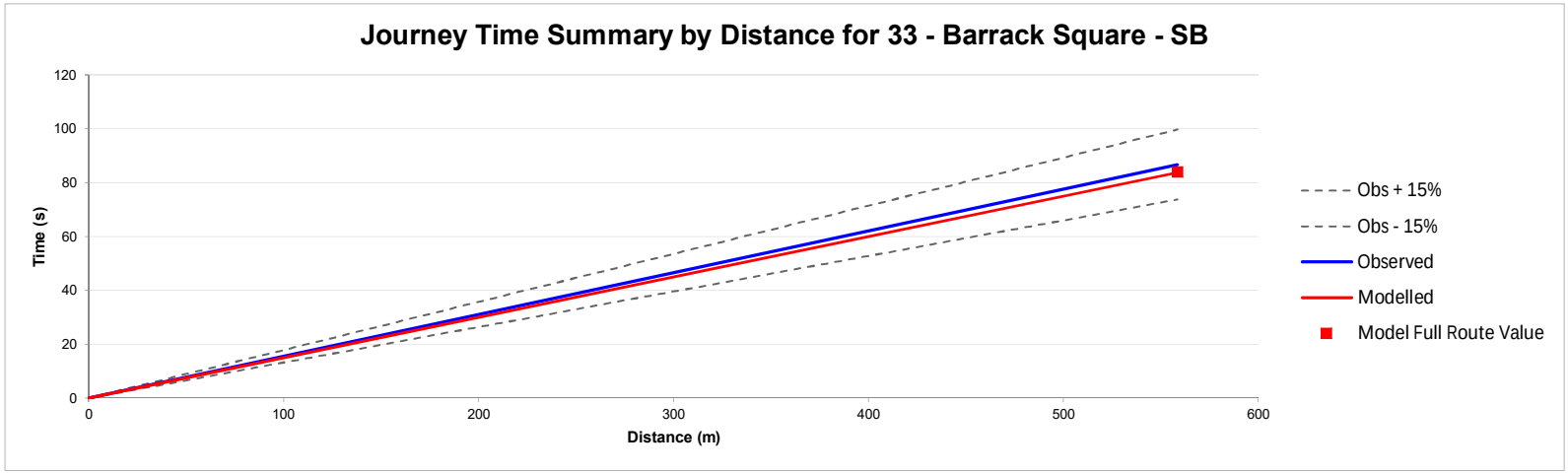




Journey Times
Validation Statistics

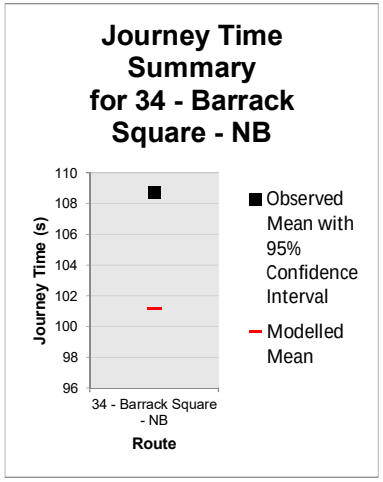
PM Peak (15:00-16:00)

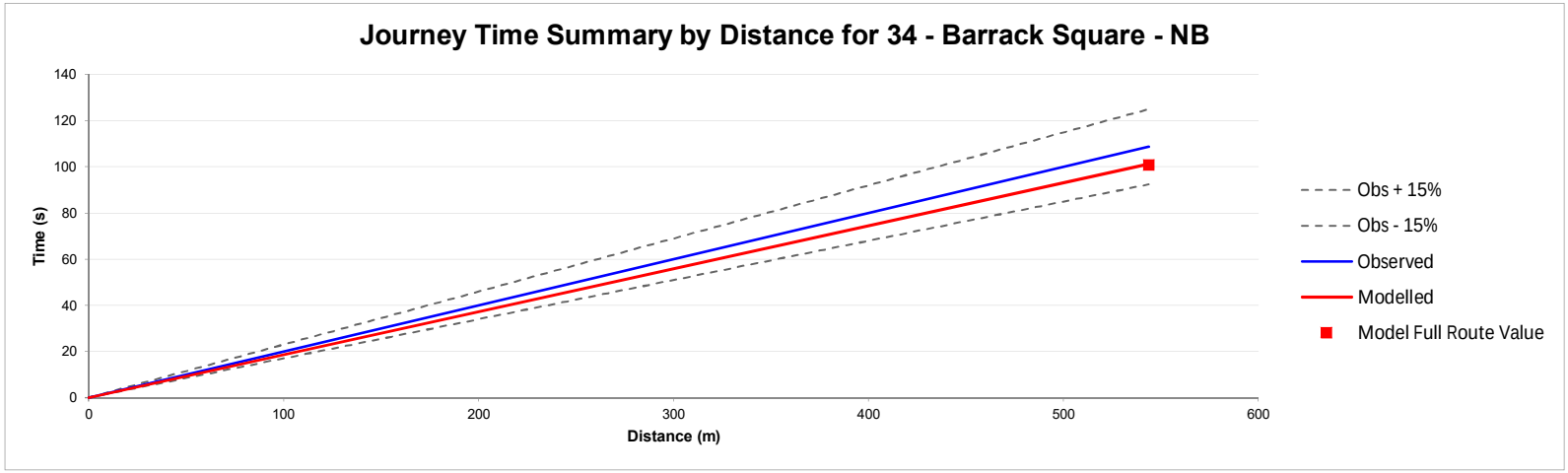




Journey Times
Validation Statistics

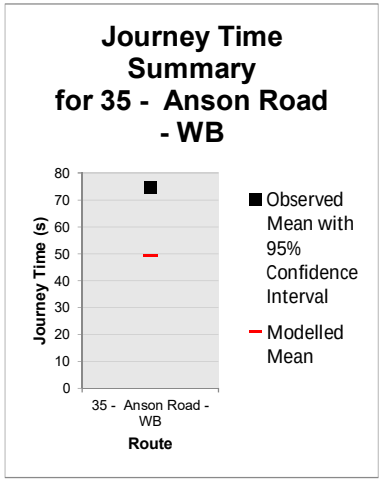
PM Peak (15:00-16:00)

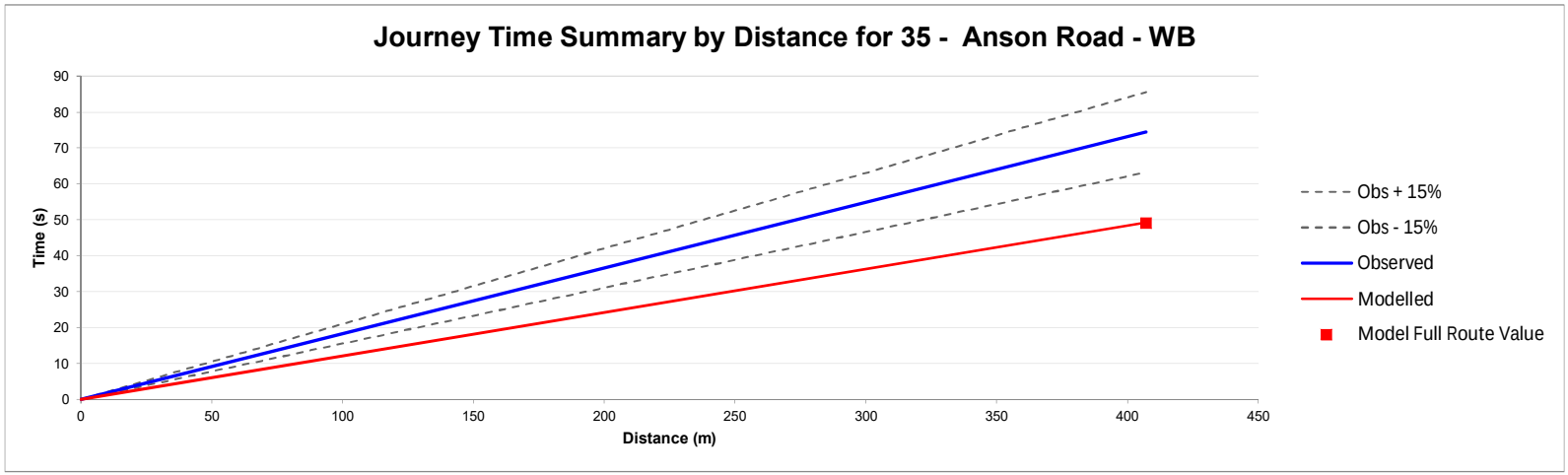




Journey Times
Validation Statistics

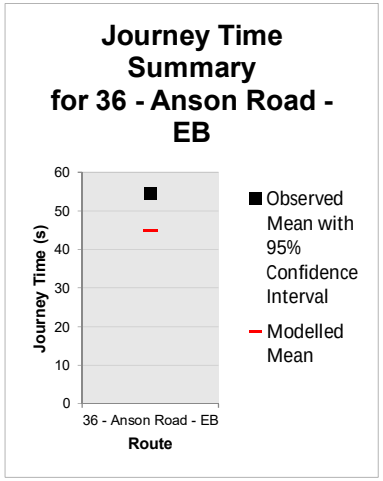
PM Peak (15:00-16:00)

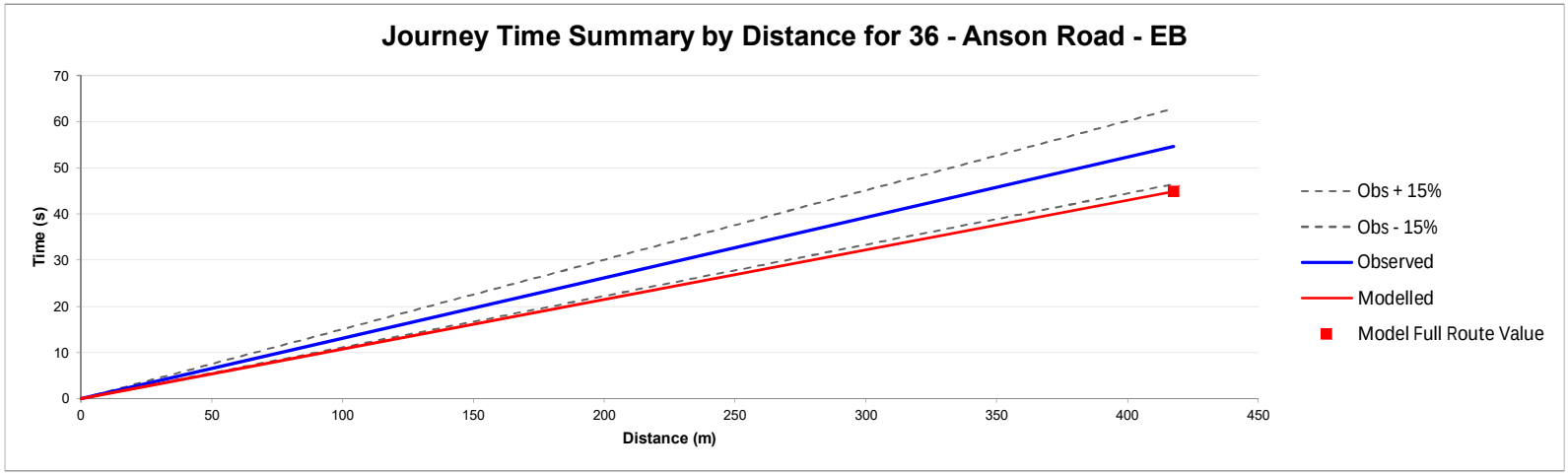




Journey Times
Validation Statistics

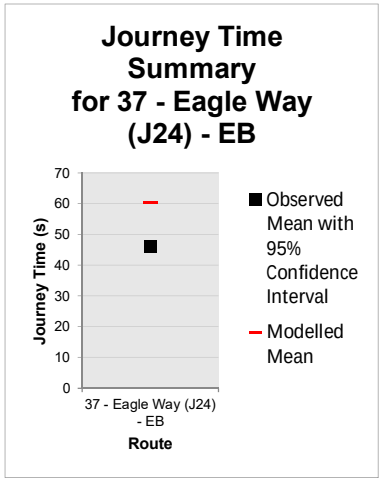
PM Peak (15:00-16:00)

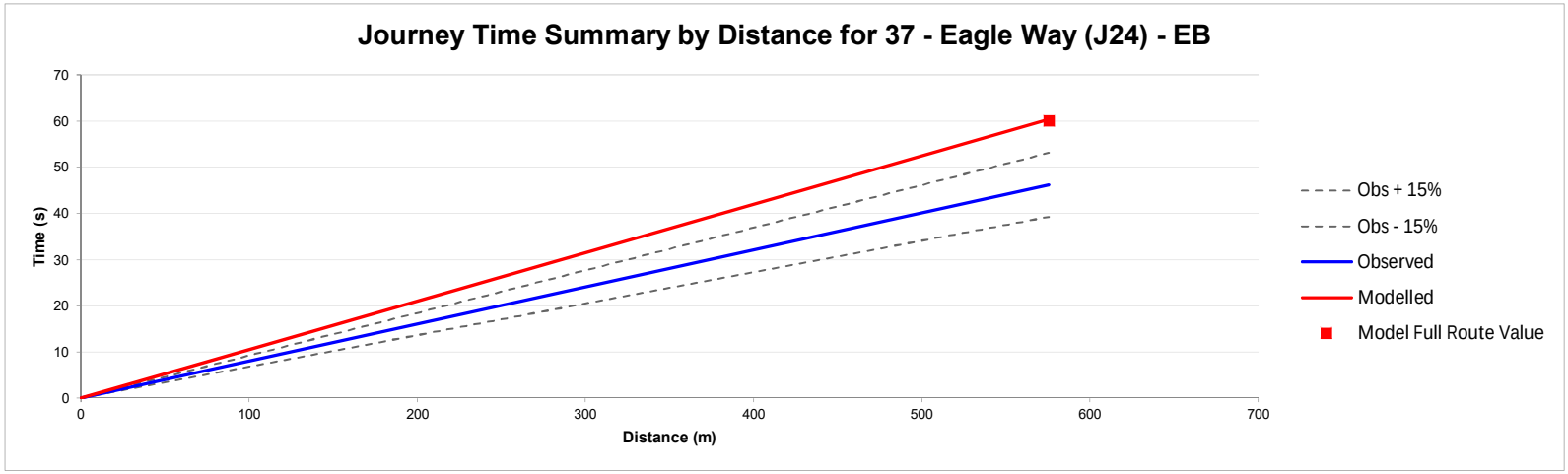




Journey Times
Validation Statistics

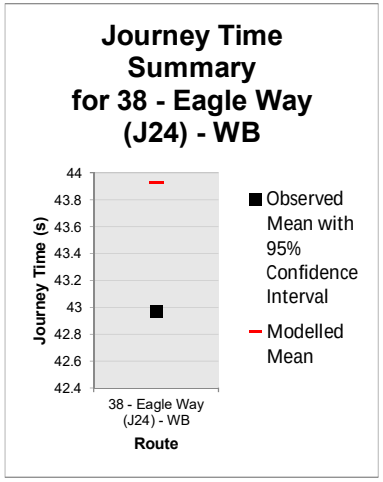
PM Peak (15:00-16:00)

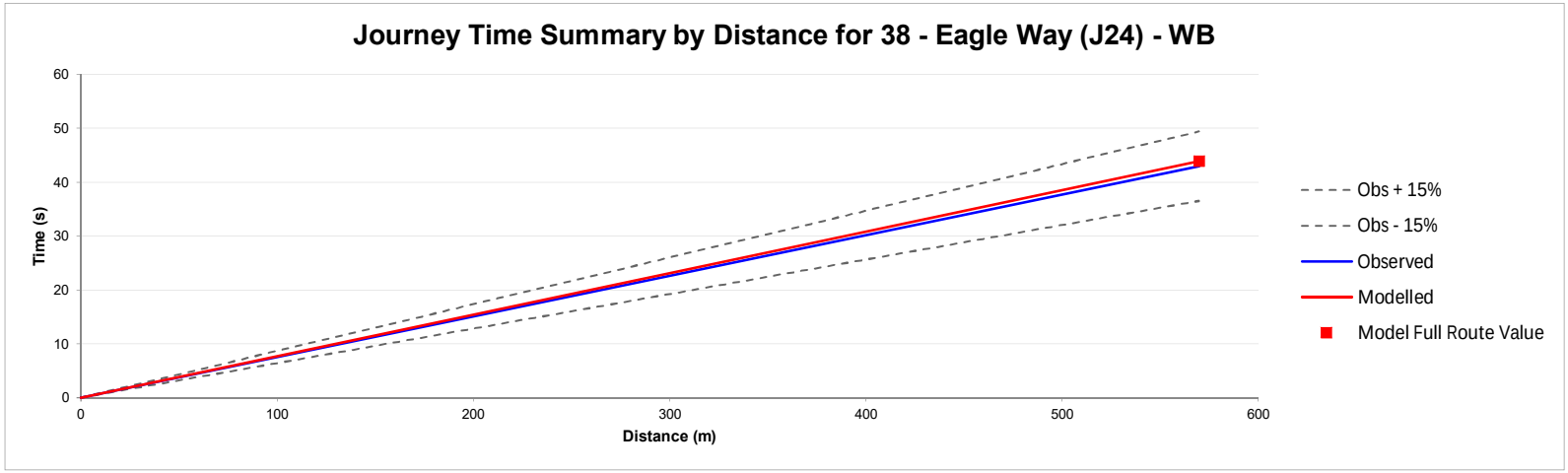




Journey Times
Validation Statistics

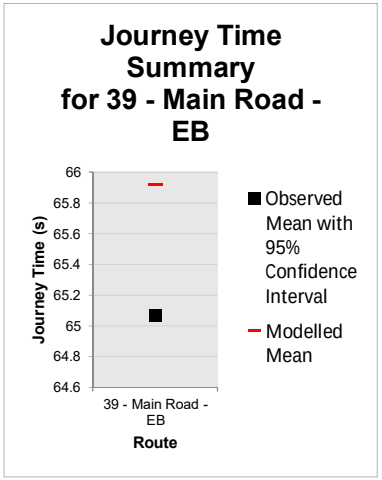
PM Peak (15:00-16:00)

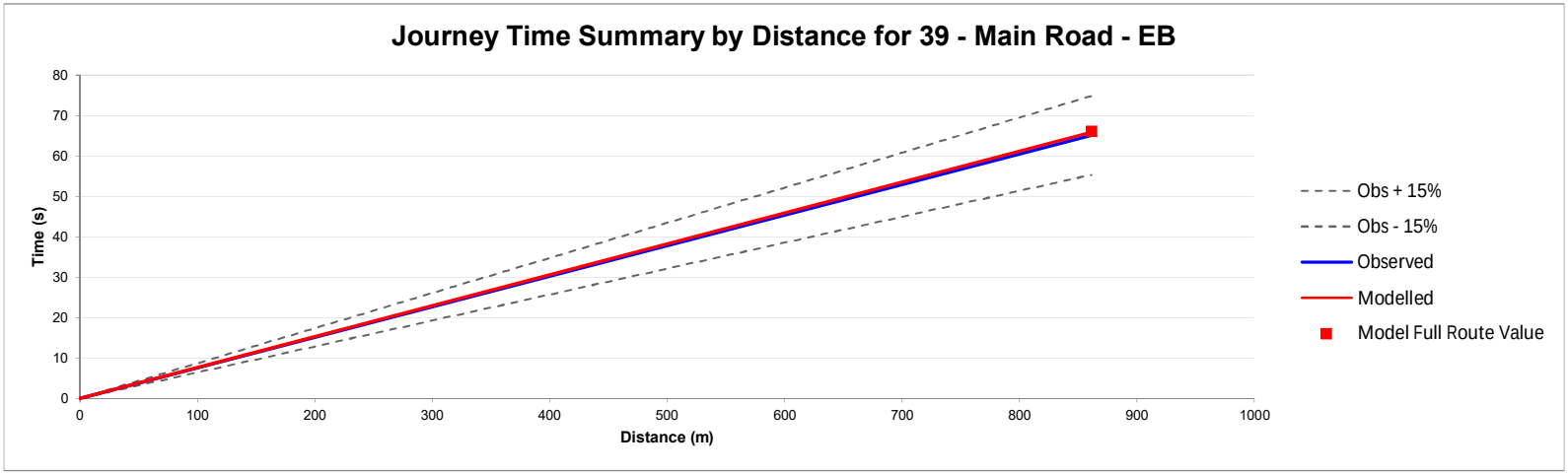




Journey Times
Validation Statistics

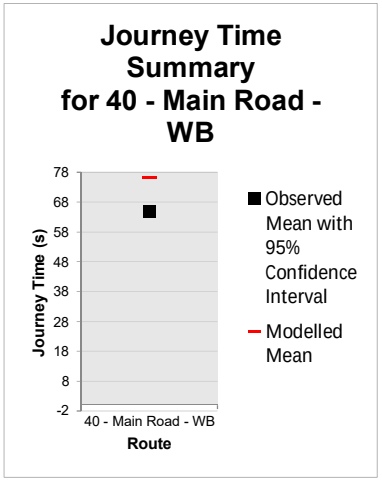
PM Peak (15:00-16:00)

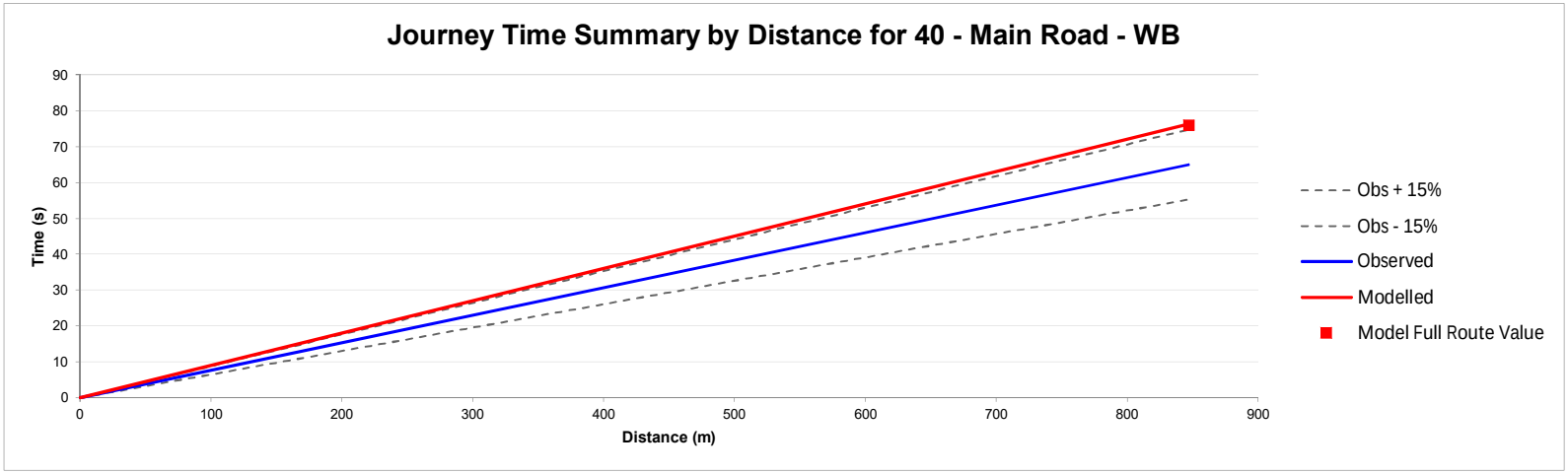




Journey Times
Validation Statistics

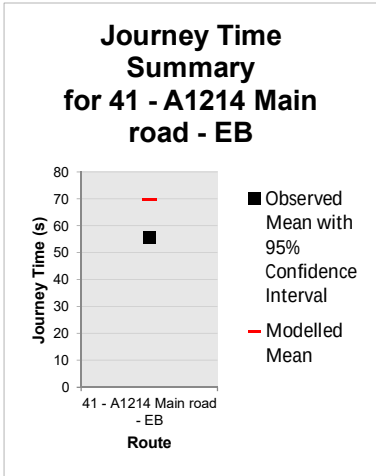
PM Peak (15:00-16:00)

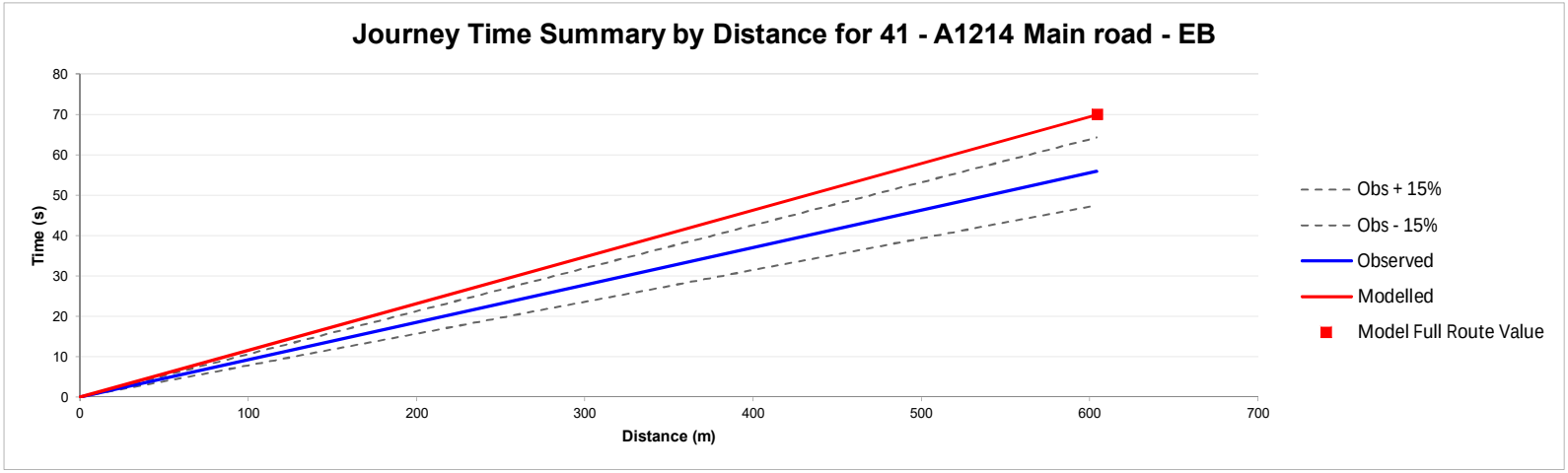




Journey Times
Validation Statistics

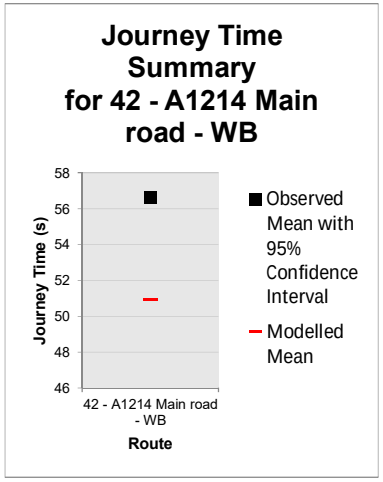
PM Peak (15:00-16:00)

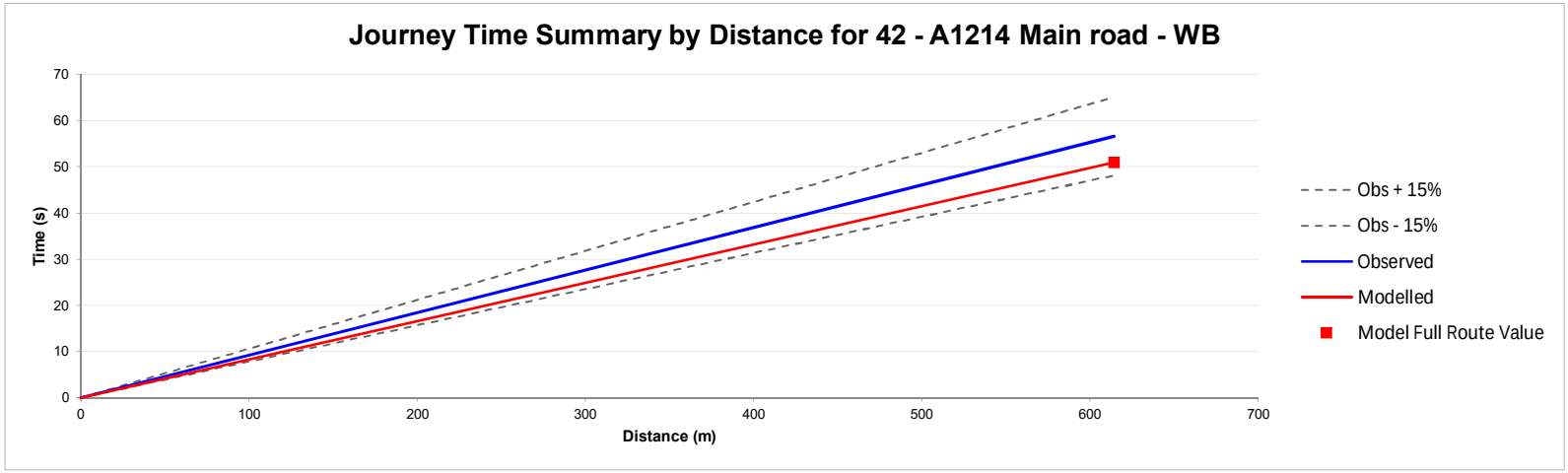




Journey Times
Validation Statistics

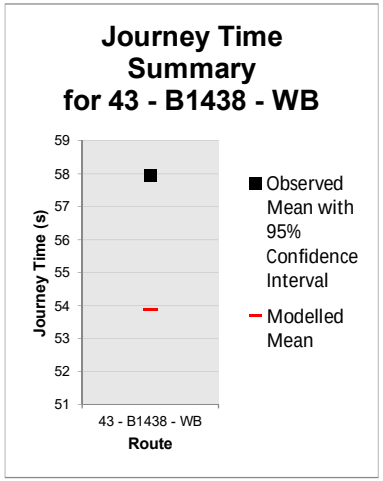
PM Peak (15:00-16:00)

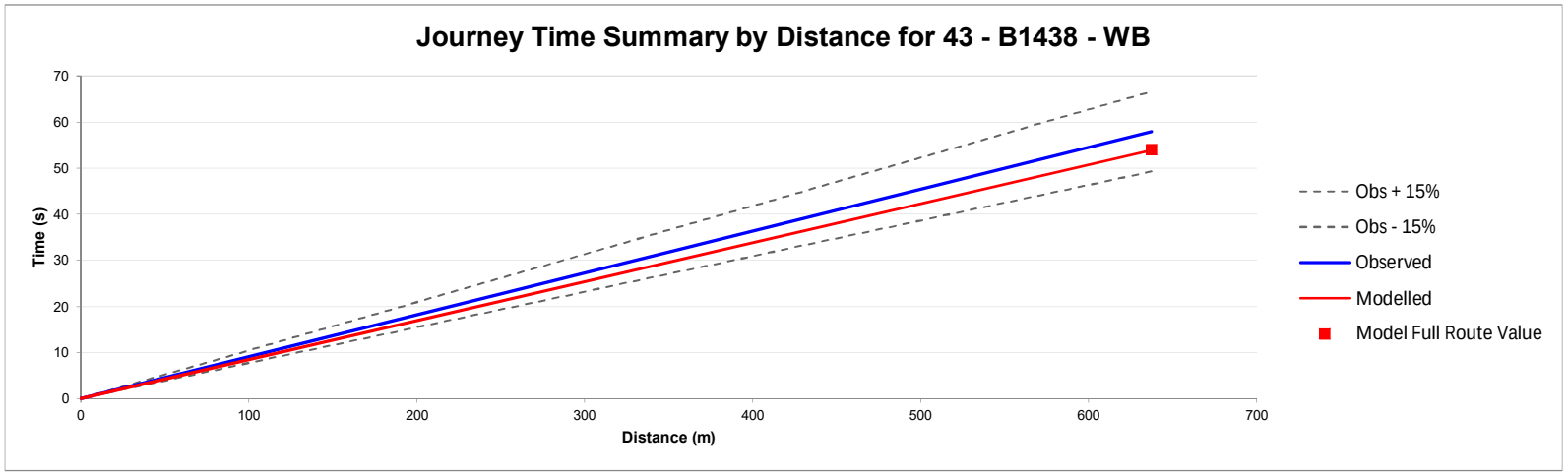




Journey Times
Validation Statistics

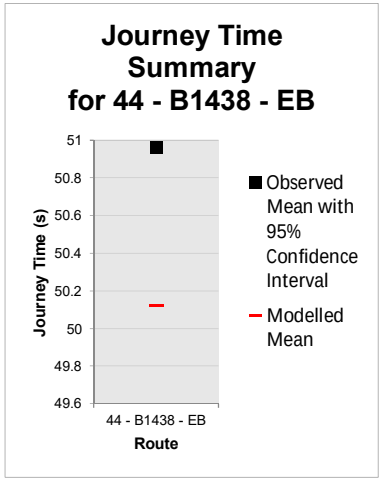
PM Peak (15:00-16:00)

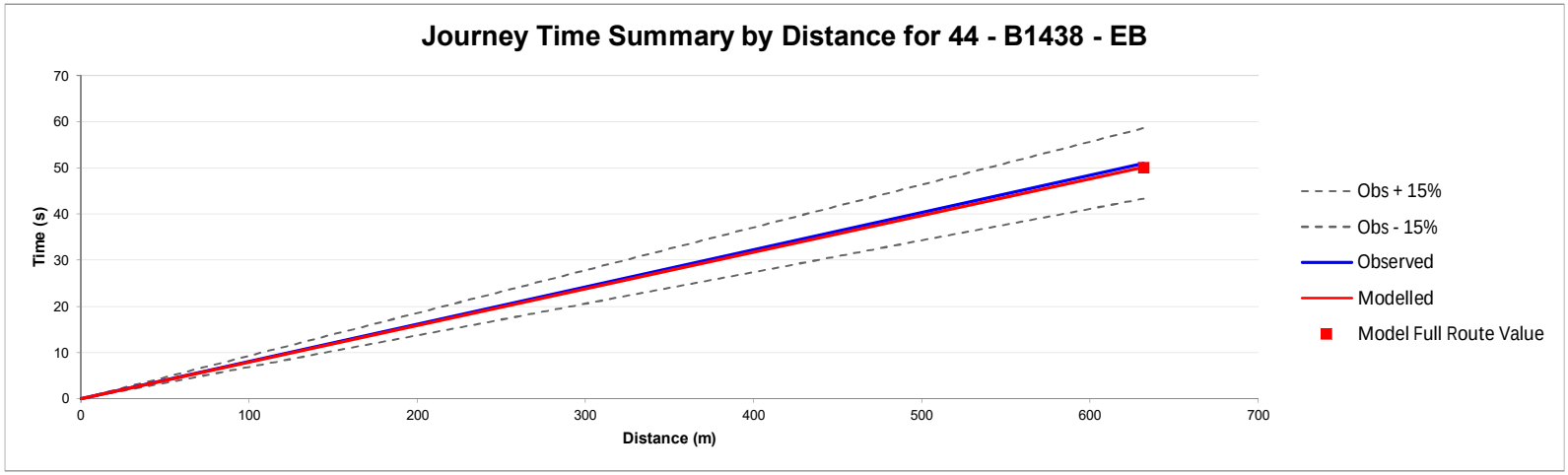




Journey Times
Validation Statistics

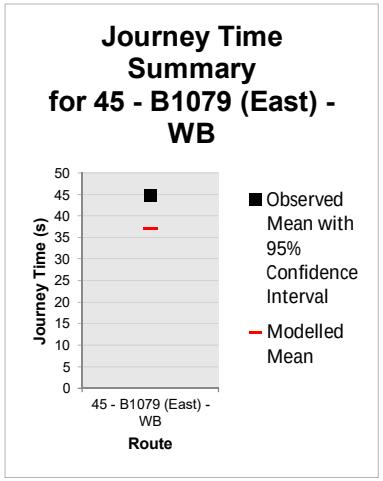
PM Peak (15:00-16:00)

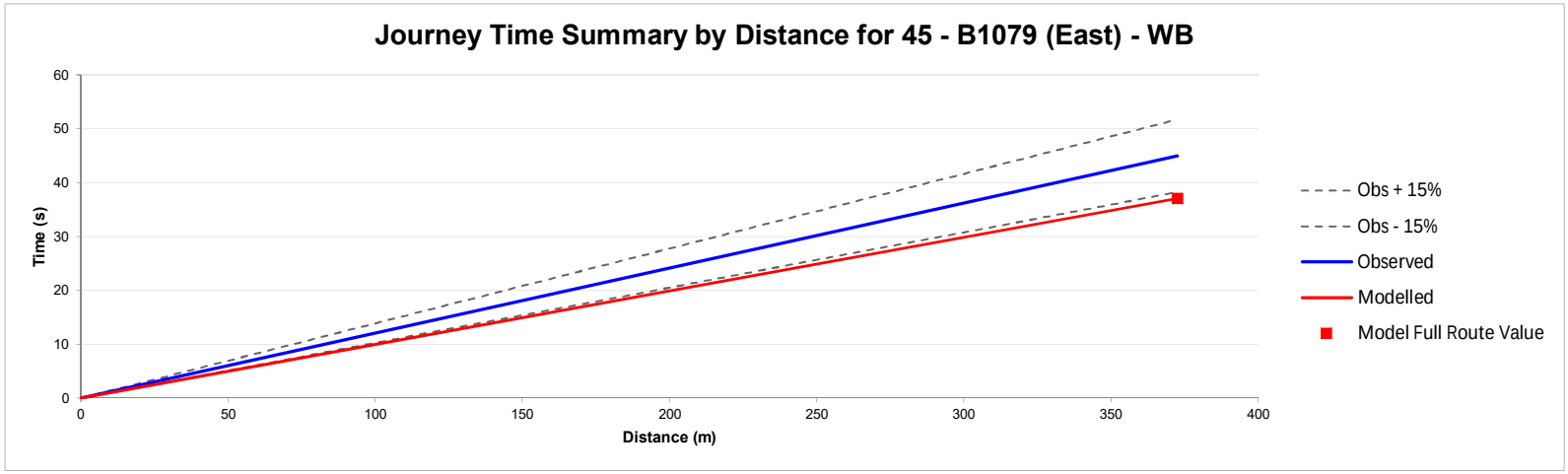




Journey Times
Validation Statistics

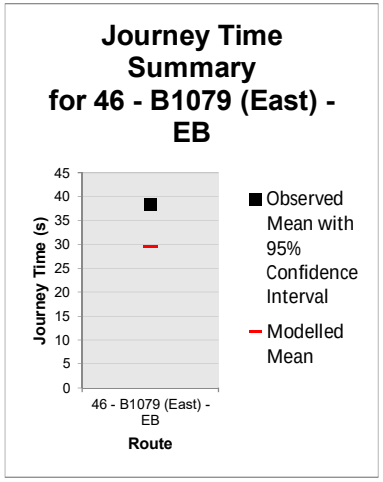
PM Peak (15:00-16:00)

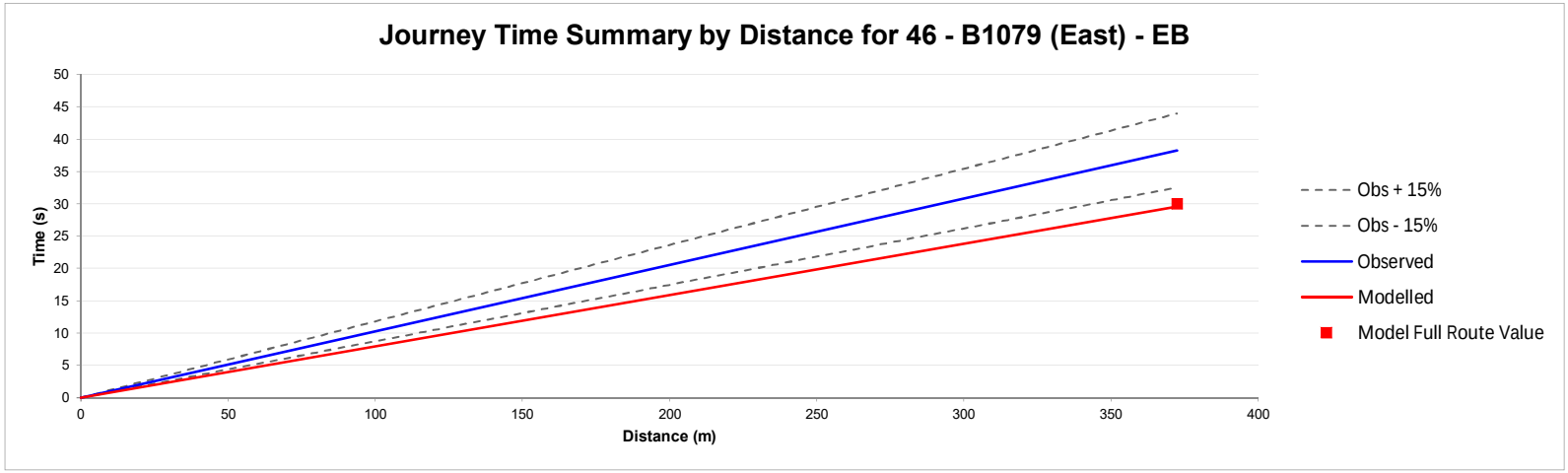




Journey Times
Validation Statistics

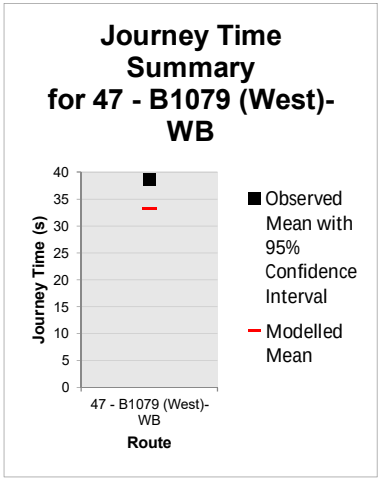
PM Peak (15:00-16:00)

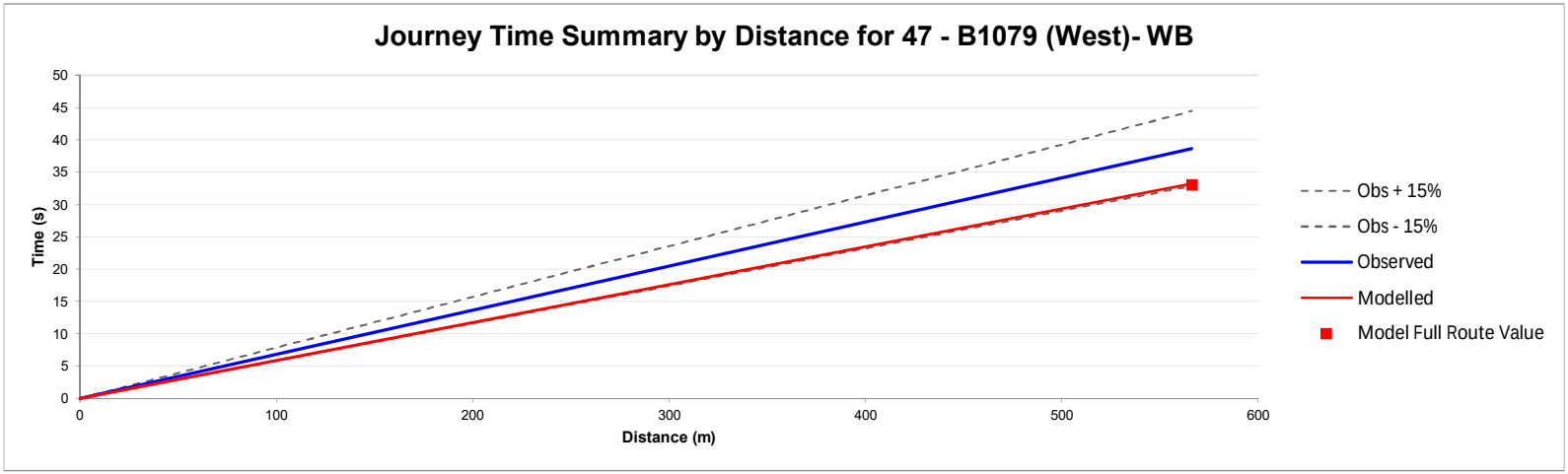




Journey Times
Validation Statistics

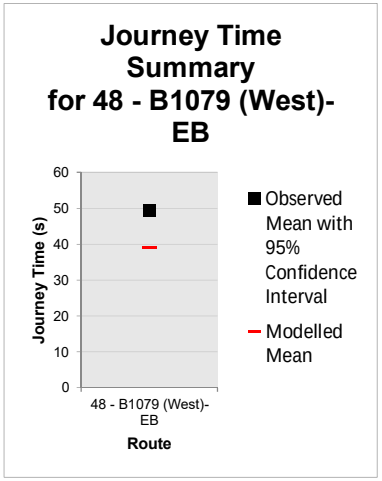
PM Peak (15:00-16:00)

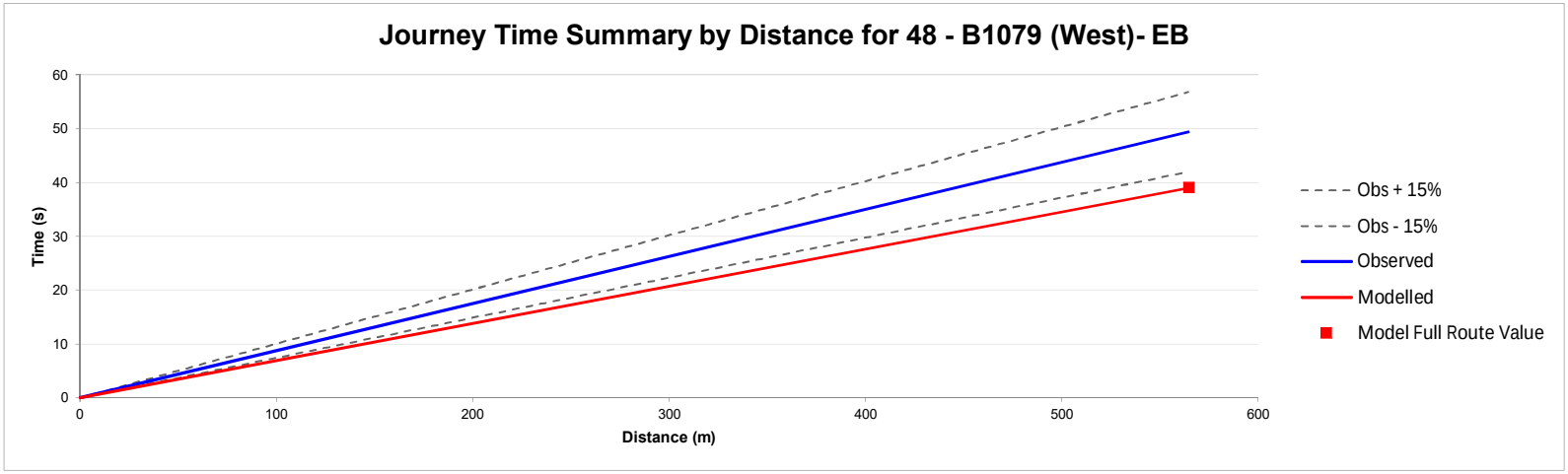




Journey Times
Validation Statistics

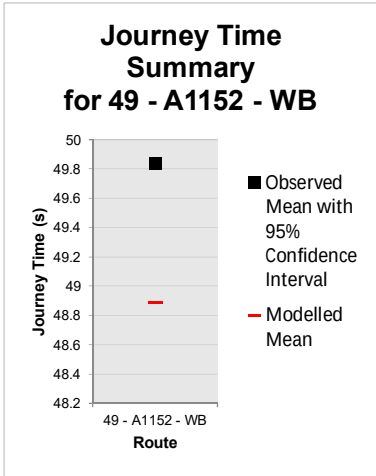
PM Peak (15:00-16:00)

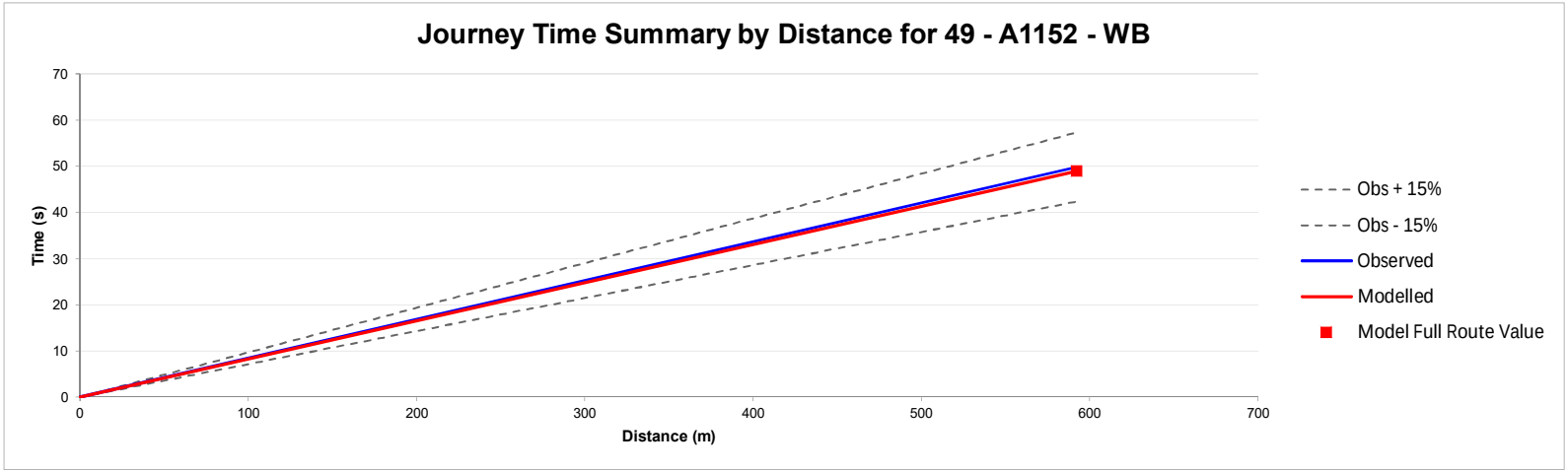




Journey Times
Validation Statistics

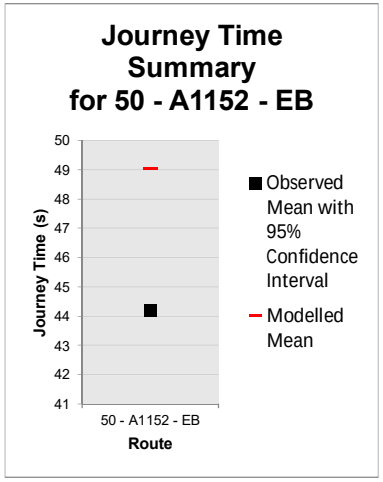
PM Peak (15:00-16:00)

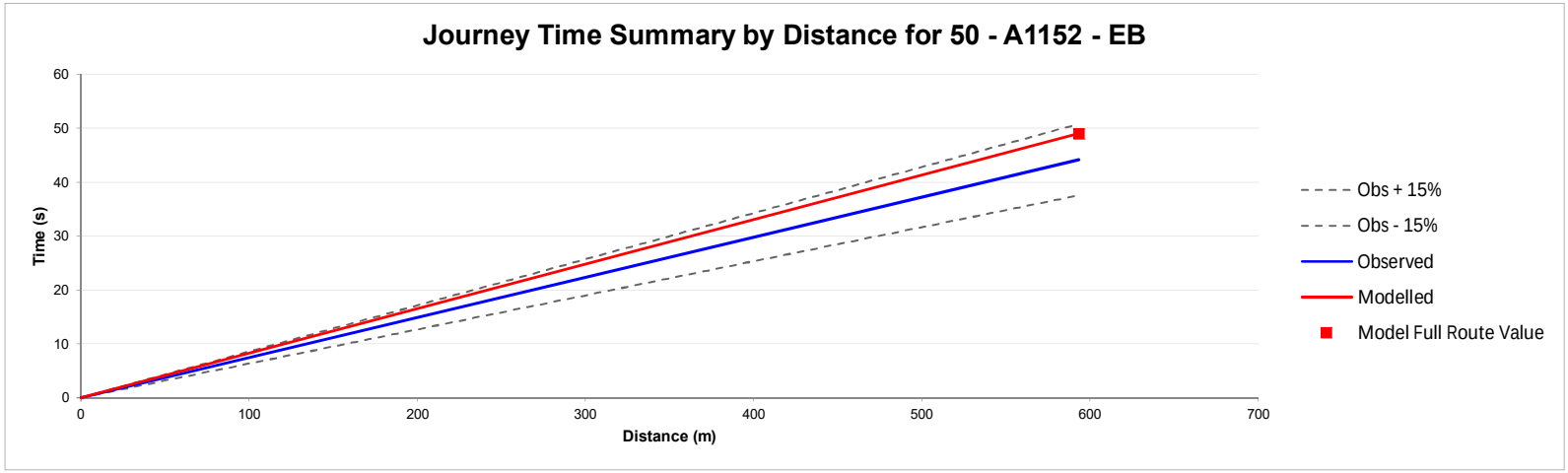




Journey Times
Validation Statistics

PM Peak (15:00-16:00)





Journey Times
Validation Statistics

PM Period

Route:	Segment	Graph Group	Observed		Modelled			% Diff	Diff	Conf?	15%	60s	WebTAG	Distance (m)
			Average	95% Conf	Average	95% Conf	Var Chk							
1 - J21 - J22 - NB	Partial - A	1	115	7	112	1	TRUE	-2.9%	-3	TRUE	TRUE	TRUE	TRUE	2695
2 - J22 - J23 - NB	Partial - B	1	73		64	0	TRUE	-12.0%	-9	FALSE	TRUE	TRUE	TRUE	1406
3 - J23 - J24 - NB	Partial - C	1	49	3	45	1	TRUE	-8.3%	-4	FALSE	TRUE	TRUE	TRUE	646
4 - J24 - J25 - NB	Partial - D	1	50	2	47	0	TRUE	-5.4%	-3	FALSE	TRUE	TRUE	TRUE	598
5 - J25 - J26 - NB	Partial - E	1	116	3	124	0	TRUE	7.6%	9	FALSE	TRUE	TRUE	TRUE	2509
6 - J26 - J27 - NB	Partial - F	1	103	13	90	0	TRUE	-12.8%	-13	FALSE	TRUE	TRUE	TRUE	1513
7 - J27 - J28 - NB	Partial - G	1	88	1	96	0	TRUE	10.0%	9	FALSE	TRUE	TRUE	TRUE	1444
8 - J28 - A12- NB	Partial - H	1	141	2	136	0	TRUE	-3.7%	-5	FALSE	TRUE	TRUE	TRUE	3240
9 - A12 - J28 - SB	Partial - A	3	132	2	123	0	TRUE	-6.7%	-9	FALSE	TRUE	TRUE	TRUE	2885
10 - J28 - J27 - SB	Partial - B	3	95	4	92	0	TRUE	-3.9%	-4	FALSE	TRUE	TRUE	TRUE	1455
11 - J27 - J26 - SB	Partial - C	3	83	4	92	0	TRUE	10.9%	9	FALSE	TRUE	TRUE	TRUE	1518
12 - J26 - J25 - SB	Partial - D	3	128	8	121	1	TRUE	-5.7%	-7	TRUE	TRUE	TRUE	TRUE	2490
13 - J25 - J24 - SB	Partial - E	3	43	1	35	0	TRUE	-19.9%	-9	FALSE	FALSE	TRUE	TRUE	597
14 - J24 - J23 - SB	Partial - F	3	43	1	39	0	TRUE	-9.5%	-4	FALSE	TRUE	TRUE	TRUE	659
15 - J23 - J22 - SB	Partial - G	3	76	2	67	0	TRUE	-11.6%	-9	FALSE	TRUE	TRUE	TRUE	1429
16 - J22 - J21 - SB	Partial - H	3	122	3	125	0	TRUE	2.0%	3	TRUE	TRUE	TRUE	TRUE	2859
17 - A14 WB upto Offslip	Full	5	126	3	136	1	TRUE	8.0%	10	FALSE	TRUE	TRUE	TRUE	3168
18 - A14 EB from Onslip	Full	6	116	5	119	0	TRUE	2.5%	3	TRUE	TRUE	TRUE	TRUE	3161
19 - A14 WB from Onslip	Full	7	77	1	82	0	TRUE	7.6%	6	FALSE	TRUE	TRUE	TRUE	1968
20 - A14 EB upto Offslip	Full	8	81	1	89	0	TRUE	10.2%	8	FALSE	TRUE	TRUE	TRUE	1976
21 - Felixstowe - SB	Full	9	94		99	0	TRUE	4.8%	5	FALSE	TRUE	TRUE	TRUE	1712
22 - Felixstowe - NB	Full	10	97	1	105	0	TRUE	7.9%	8	FALSE	TRUE	TRUE	TRUE	1656
23 - Bucklesham Road - NB	Full	11	58	1	61	0	TRUE	5.3%	3	FALSE	TRUE	TRUE	TRUE	780
24 - Bucklesham Road - SB	Full	12	72	3	69	1	TRUE	-4.6%	-3	FALSE	TRUE	TRUE	TRUE	780
25 - Foxhall road - EB	Full	13	94	5	93	1	TRUE	-0.8%	-1	TRUE	TRUE	TRUE	TRUE	1470
26 - Foxhall road - WB	Full	14	86	2	89	0	TRUE	3.7%	3	FALSE	TRUE	TRUE	TRUE	1481
27 - Newbourne Road -EB	Full	15	48	1	42	0	TRUE	-12.4%	-6	FALSE	TRUE	TRUE	TRUE	774
28 - Newbourne Road -WB	Full	16	65	3	60	1	TRUE	-7.5%	-5	FALSE	TRUE	TRUE	TRUE	778
29 - Eagle Way - EB	Full	17	17	1	16	0	TRUE	-6.9%	-1	FALSE	TRUE	TRUE	TRUE	139
30 - Eagle Way - WB	Full	18	12	1	14	0	TRUE	21.9%	3	FALSE	FALSE	TRUE	TRUE	125
31 - Gloster Road - NB	Full	19	47	3	54	0	TRUE	14.5%	7	FALSE	TRUE	TRUE	TRUE	456
32 - Gloster Road - SB	Full	20	124	79	71	5	FALSE	-42.3%	-52	TRUE	FALSE	TRUE	TRUE	447
33 - Barrack Square - SB	Full	21	87	1	84	0	TRUE	-3.1%	-3	FALSE	TRUE	TRUE	TRUE	559
34 - Barrack Square - NB	Full	22	174	67	116	2	TRUE	-33.1%	-57	TRUE	FALSE	TRUE	TRUE	544
35 - Anson Road - WB	Full	23	82	11	57	1	TRUE	-31.0%	-25	FALSE	FALSE	TRUE	TRUE	407
36 - Anson Road - EB	Full	24	55	1	45	0	TRUE	-17.9%	-10	FALSE	FALSE	TRUE	TRUE	418
37 - Eagle Way (J24) - EB	Full	25	46		60	2	TRUE	30.6%	14	FALSE	FALSE	TRUE	TRUE	576
38 - Eagle Way (J24) - WB	Full	26	43	1	44	0	TRUE	2.6%	1	FALSE	TRUE	TRUE	TRUE	570
39 - Main Road - EB	Full	27	65	1	66	0	TRUE	2.6%	2	FALSE	TRUE	TRUE	TRUE	861
40 - Main Road - WB	Full	28	65		77	1	TRUE	19.5%	13	FALSE	FALSE	TRUE	TRUE	847
41 - A1214 Main road - EB	Full	29	55	2	69	0	TRUE	25.3%	14	FALSE	FALSE	TRUE	TRUE	604
42 - A1214 Main road - WB	Full	30	59	2	51	0	TRUE	-13.1%	-8	FALSE	TRUE	TRUE	TRUE	614
43 - B1438 - WB	Full	31	58	1	55	0	TRUE	-5.0%	-3	FALSE	TRUE	TRUE	TRUE	637
44 - B1438 - EB	Full	32	52	1	50	0	TRUE	-2.7%	-1	FALSE	TRUE	TRUE	TRUE	632
45 - B1079 (East) - WB	Full	33	47	8	41	1	TRUE	-11.8%	-6	TRUE	TRUE	TRUE	TRUE	373
46 - B1079 (East) - EB	Full	34	37	1	29	0	TRUE	-20.9%	-8	FALSE	FALSE	TRUE	TRUE	372
47 - B1079 (West)- WB	Full	35	38	1	33	0	TRUE	-13.4%	-5	FALSE	TRUE	TRUE	TRUE	566
48 - B1079 (West)- EB	Full	36	49	3	39	0	TRUE	-20.3%	-10	FALSE	FALSE	TRUE	TRUE	564

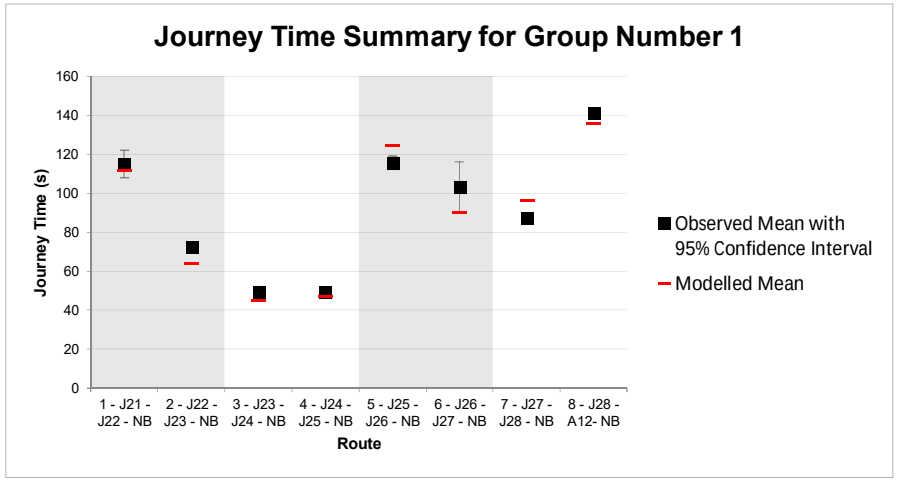
Journey Times
Validation Statistics

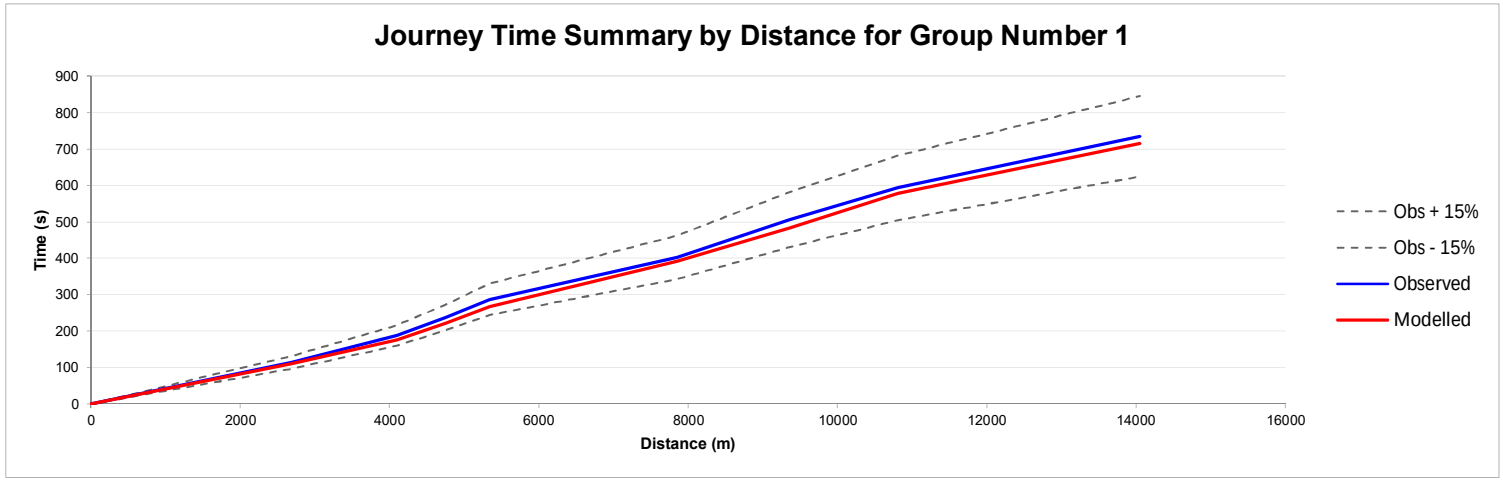
PM Period

49 - A1152 - WB	Full	37	50	2	49	0	TRUE	-0.8%	0	TRUE	TRUE	TRUE	TRUE	592
50 - A1152 - EB	Full	38	44	1	49	0	TRUE	11.3%	5	FALSE	TRUE	TRUE	TRUE	593
51 - A12 NB	Full	2	735	13	719	2	TRUE	-2.2%	-16	FALSE	TRUE	TRUE	TRUE	13695
52 - A12 SB	Full	4	722	22	692	1	TRUE	-4.2%	-30	FALSE	TRUE	TRUE	TRUE	13295

Journey Times
Validation Statistics

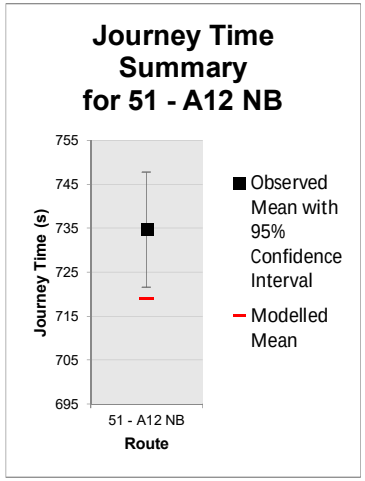
PM Period

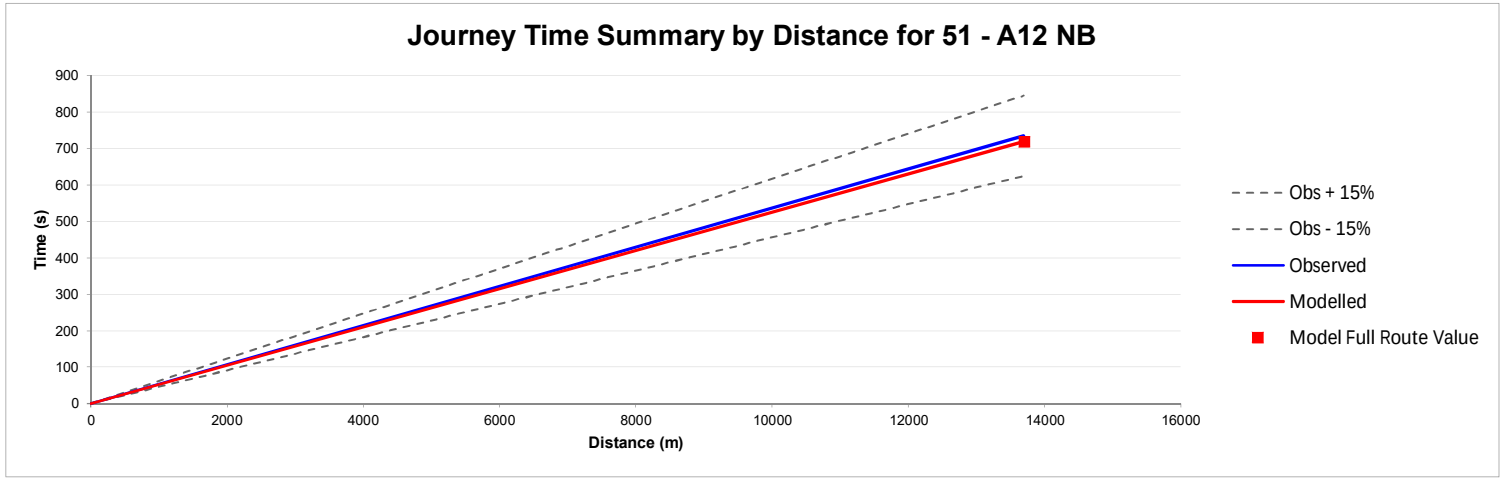




Journey Times
Validation Statistics

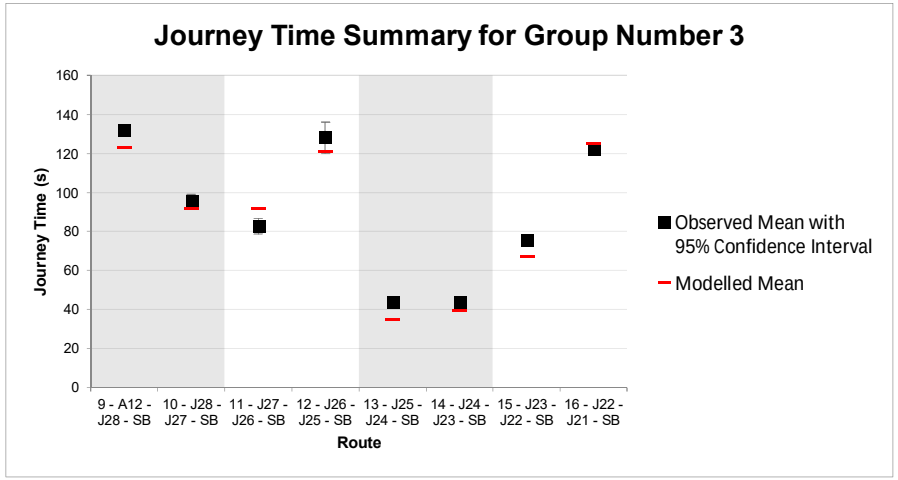
PM Period

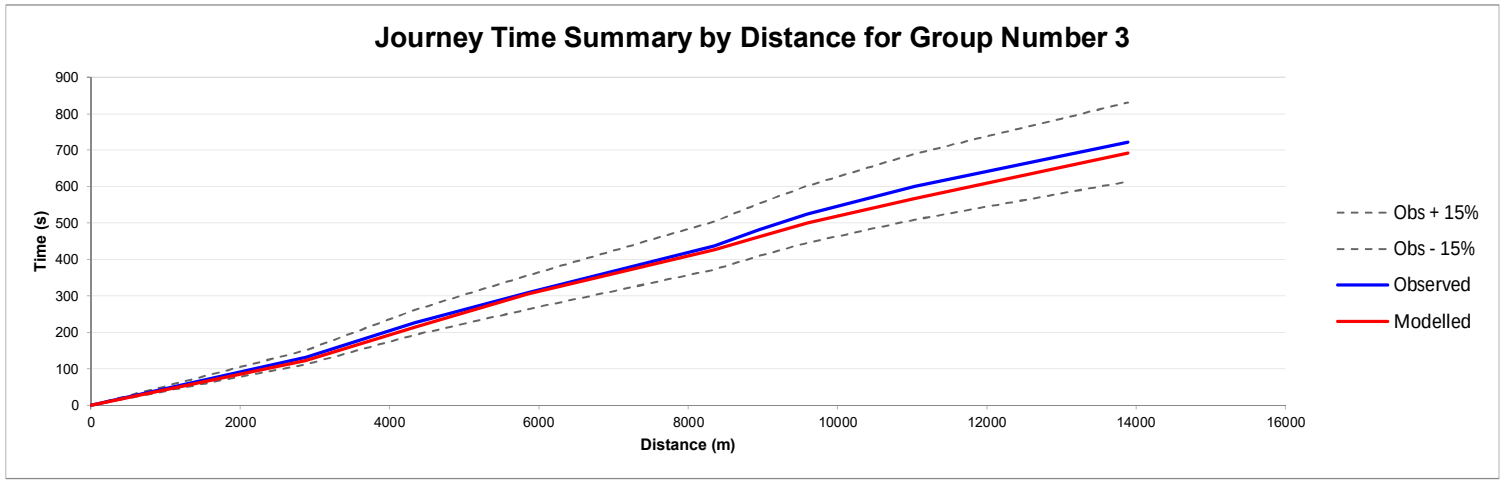




Journey Times
Validation Statistics

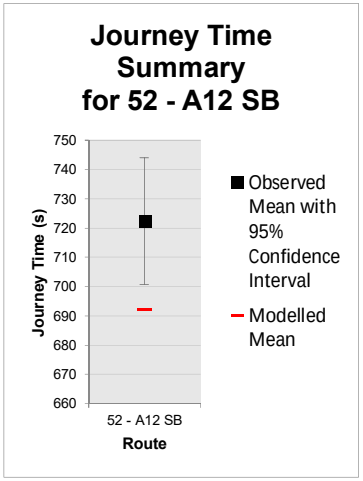
PM Period

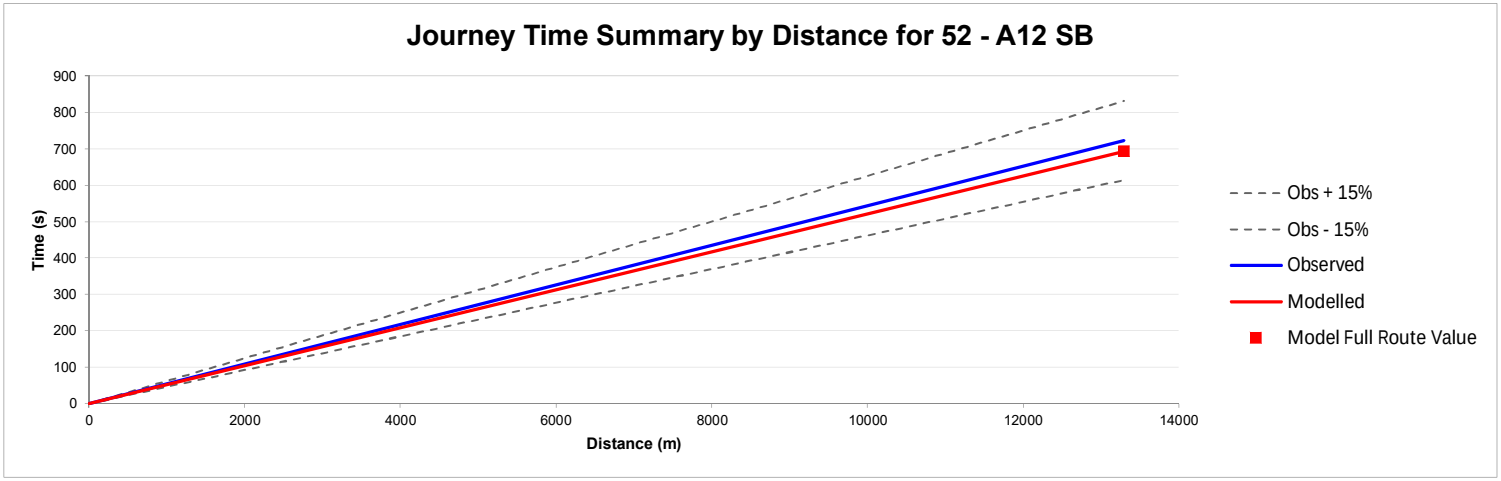




Journey Times
Validation Statistics

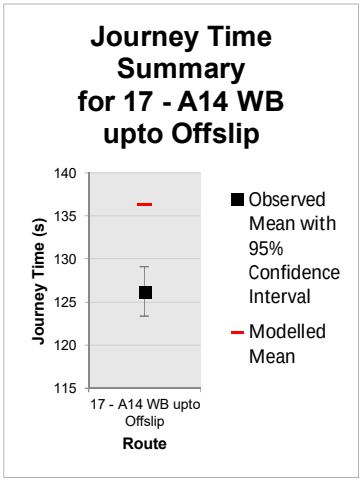
PM Period

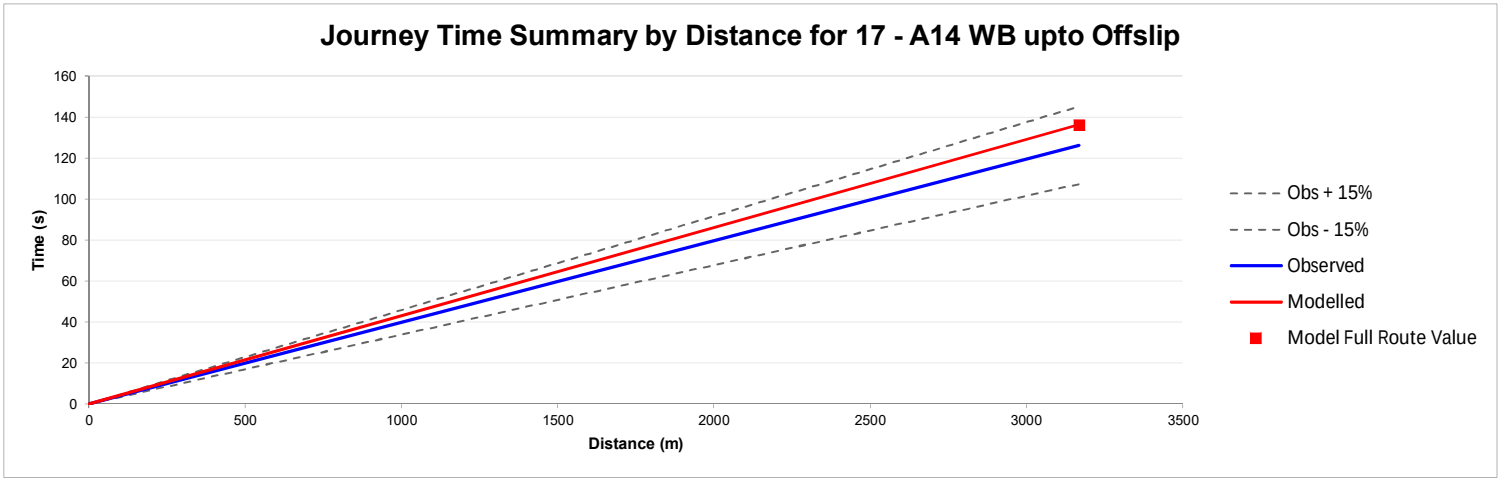




Journey Times
Validation Statistics

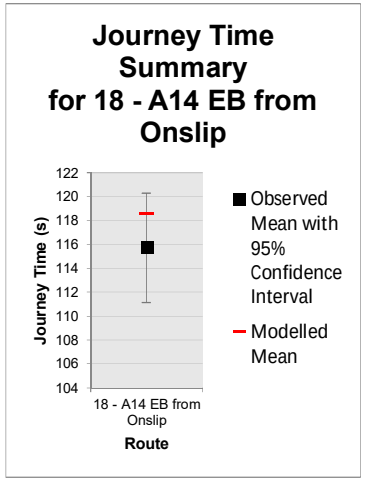
PM Period

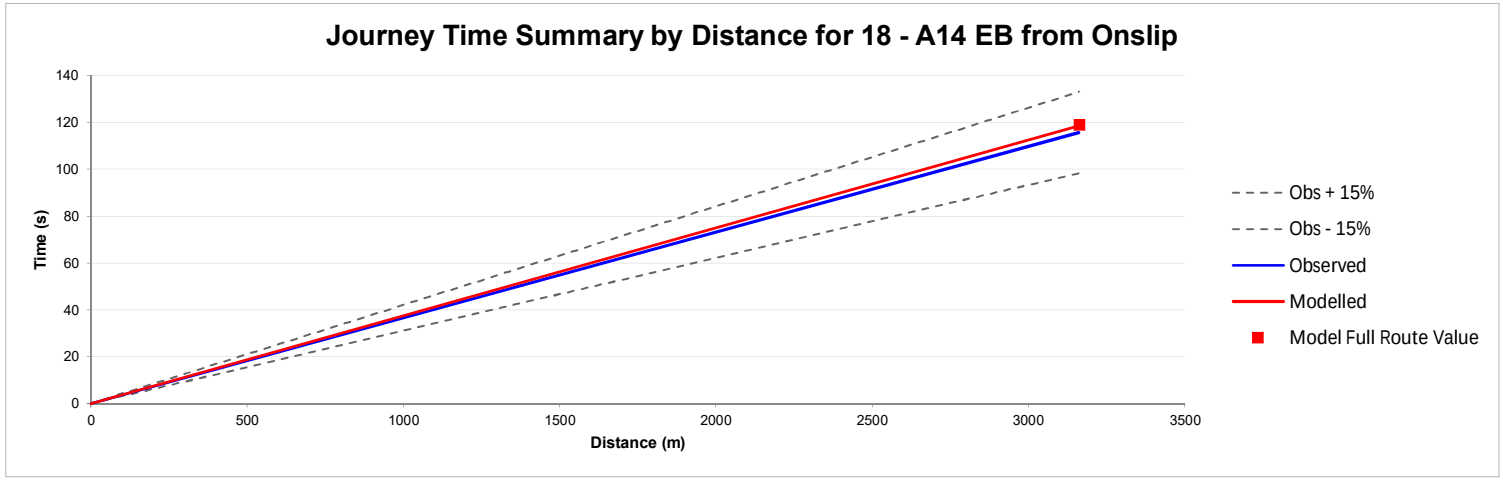




Journey Times
Validation Statistics

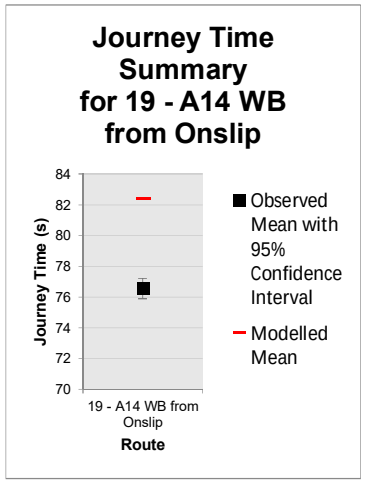
PM Period

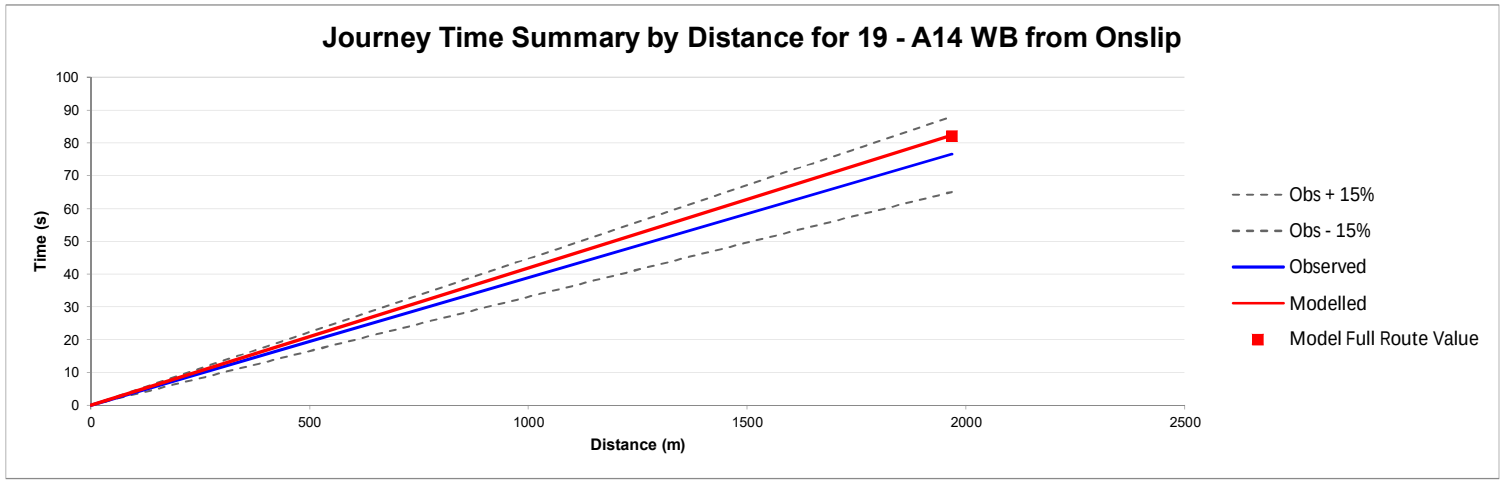




Journey Times
Validation Statistics

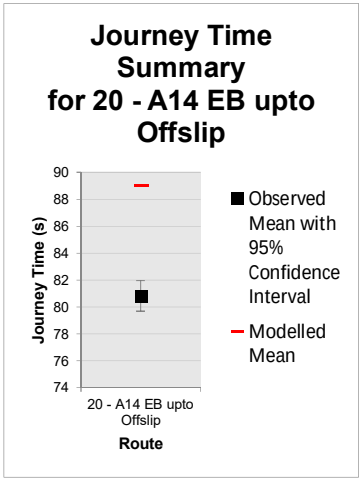
PM Period

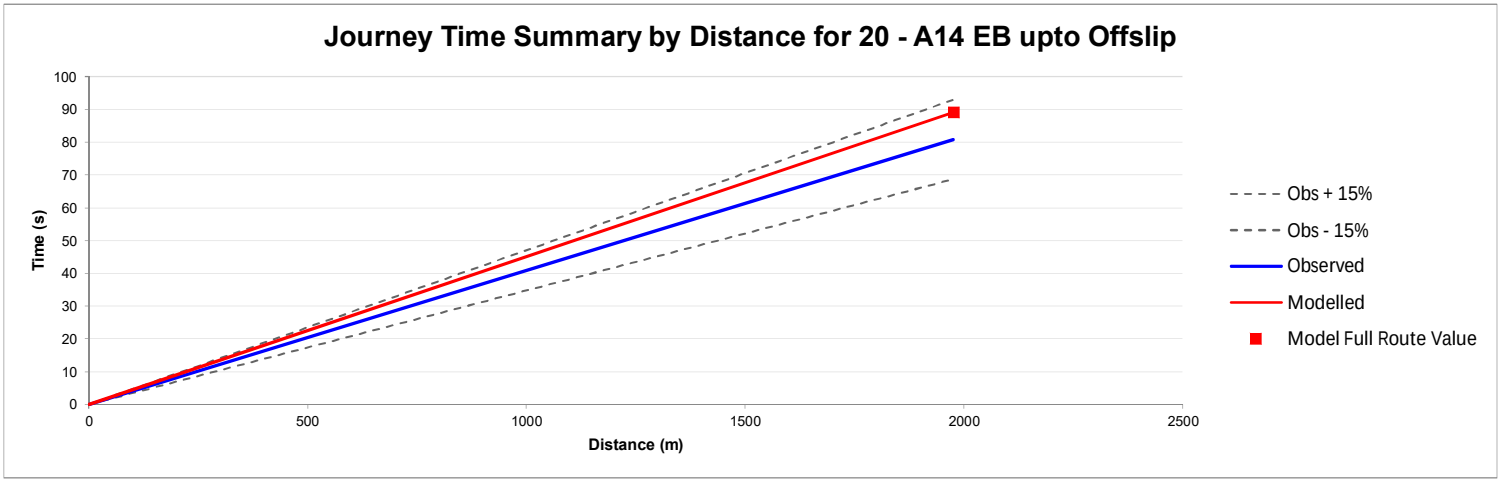




Journey Times
Validation Statistics

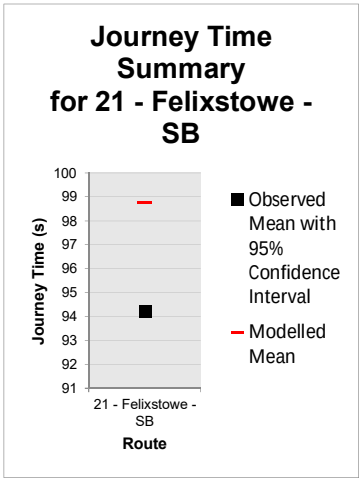
PM Period

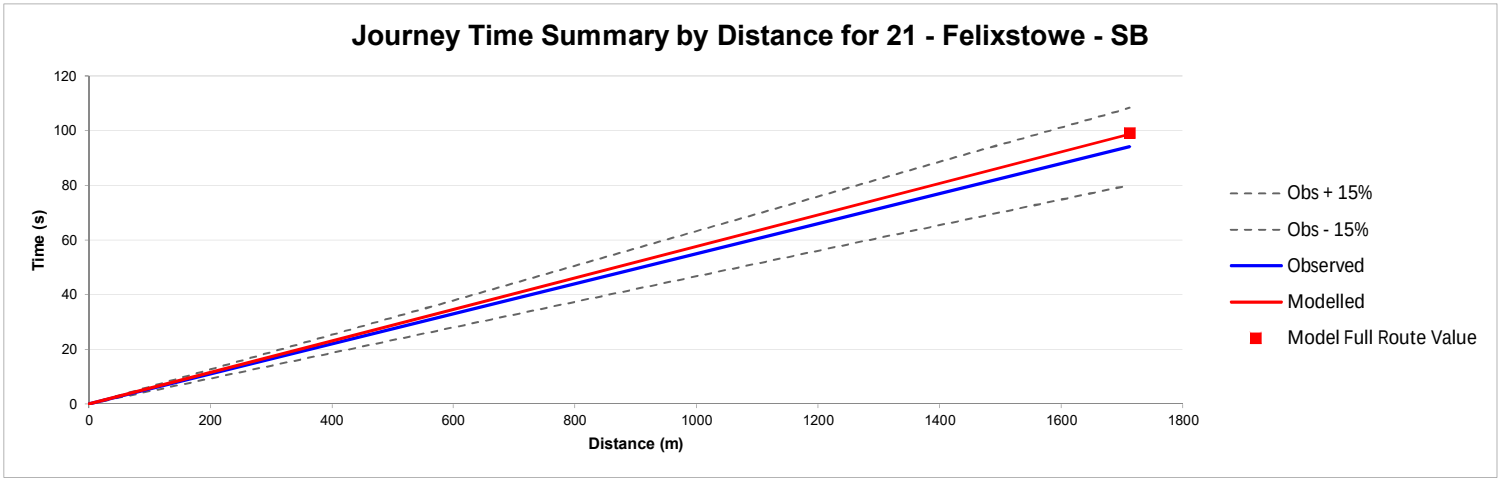




Journey Times
Validation Statistics

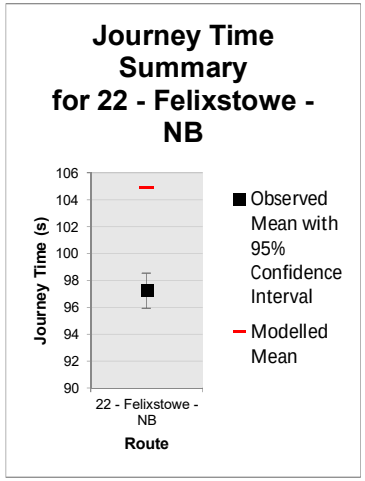
PM Period

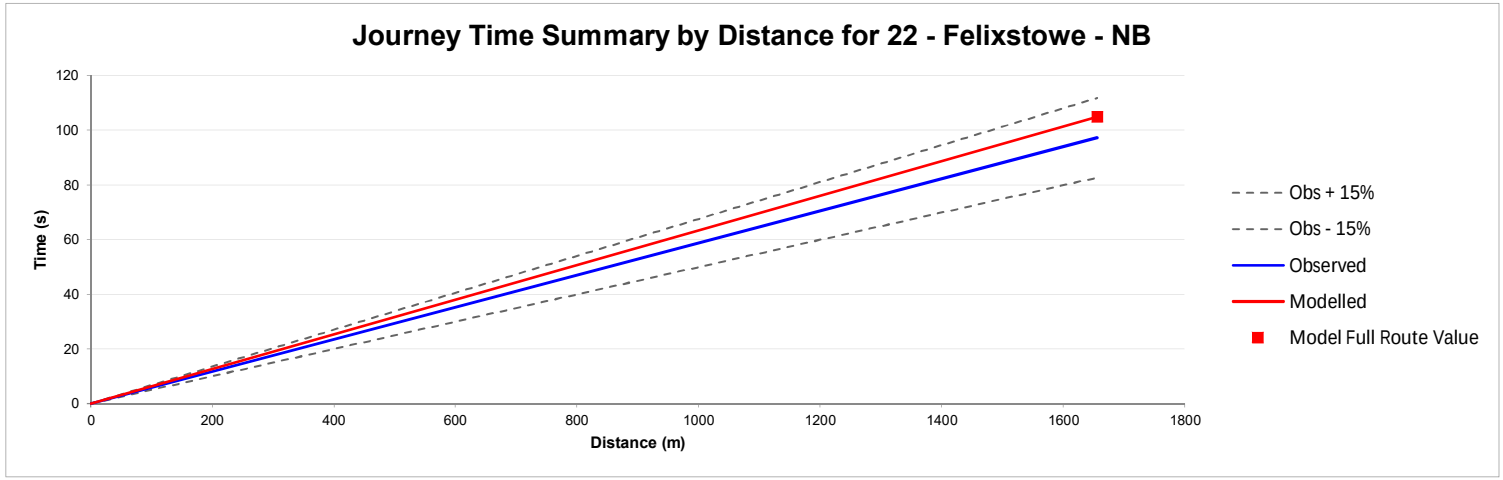




Journey Times
Validation Statistics

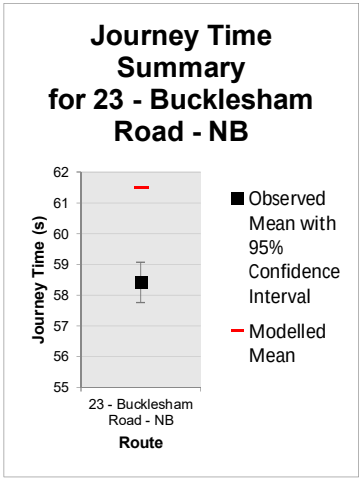
PM Period

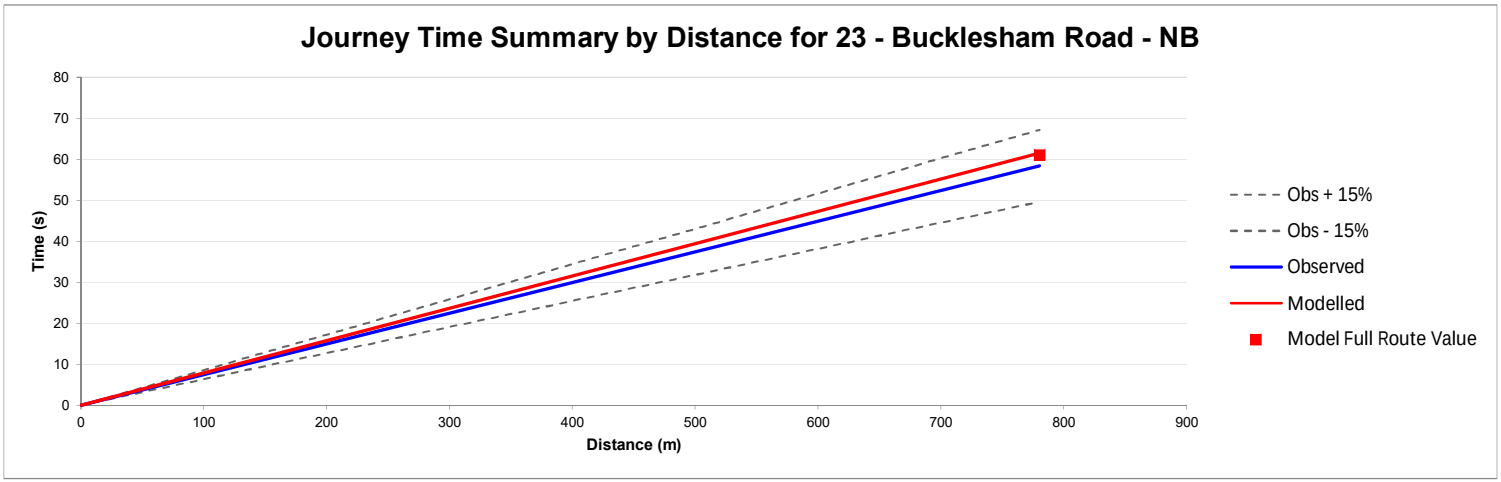




Journey Times
Validation Statistics

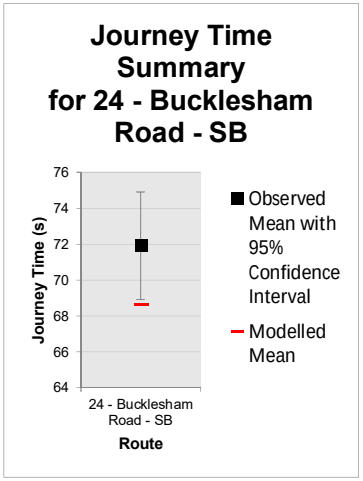
PM Period

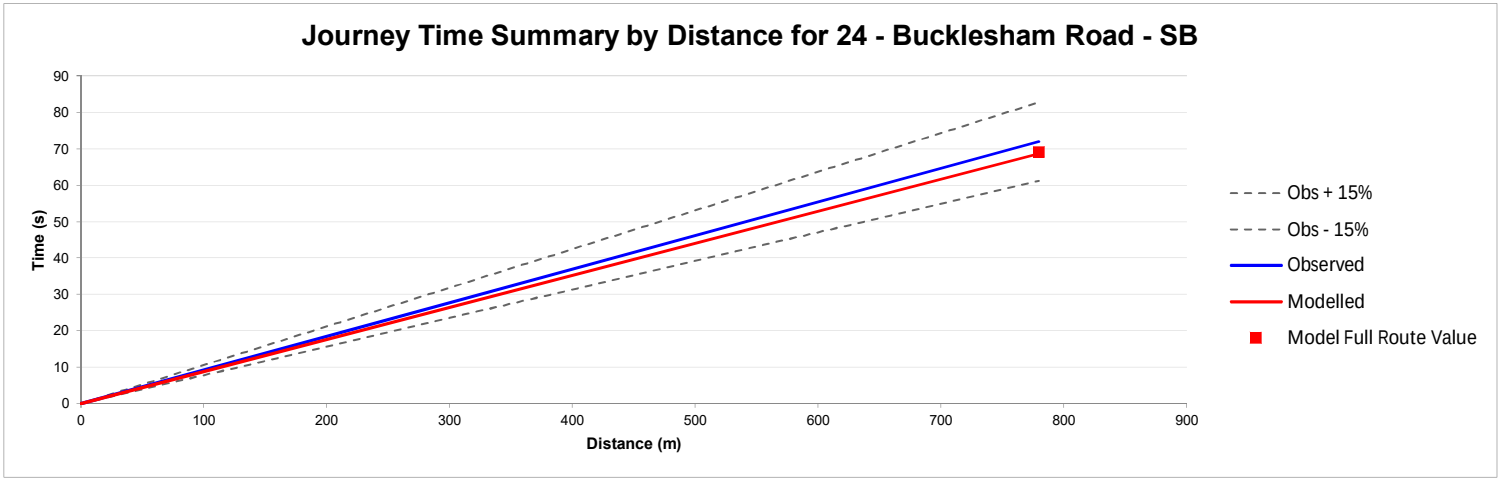




Journey Times
Validation Statistics

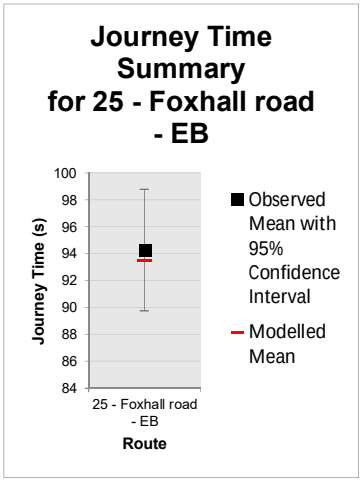
PM Period

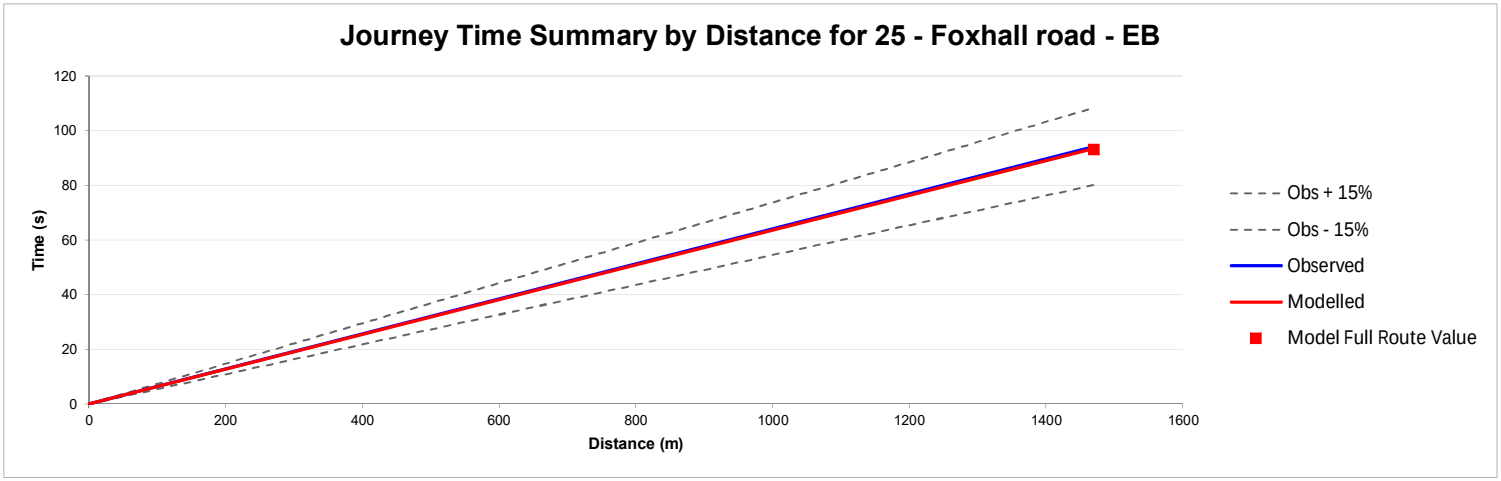




Journey Times
Validation Statistics

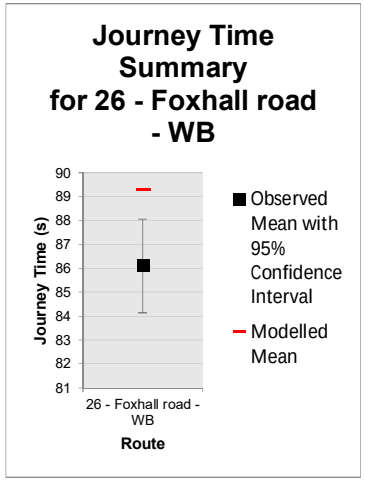
PM Period

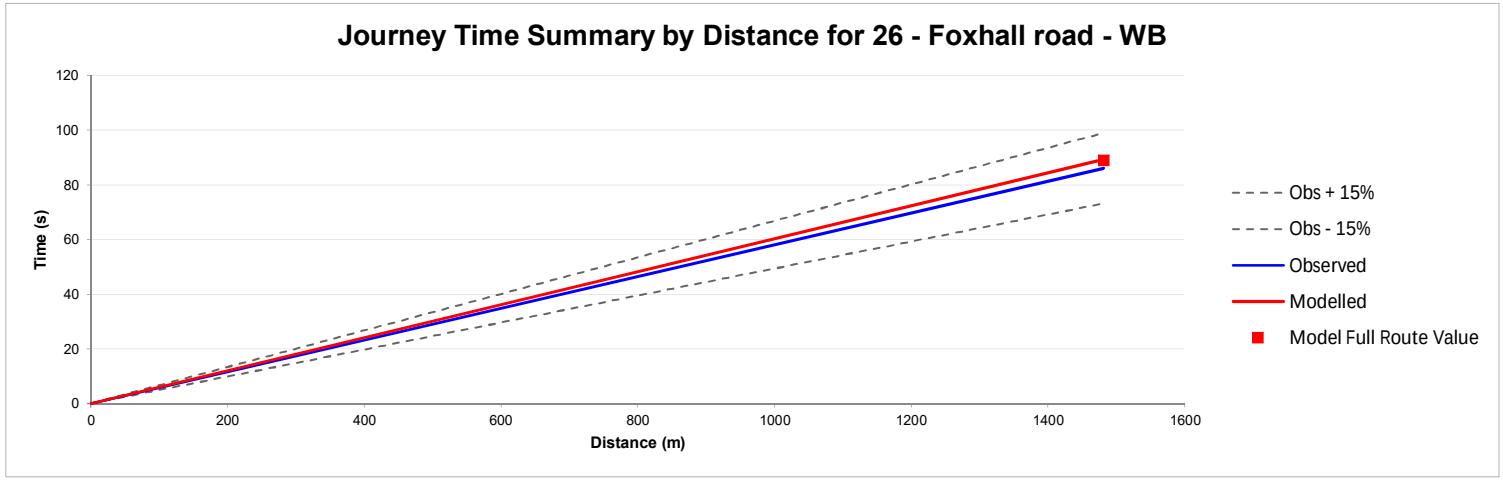




Journey Times
Validation Statistics

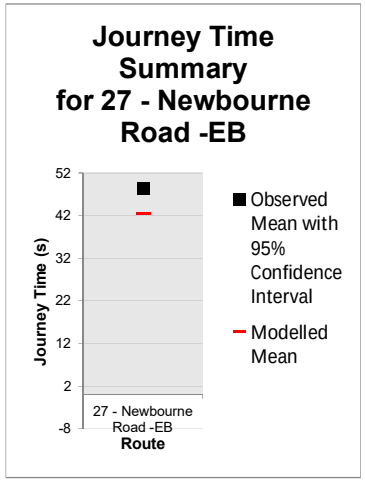
PM Period

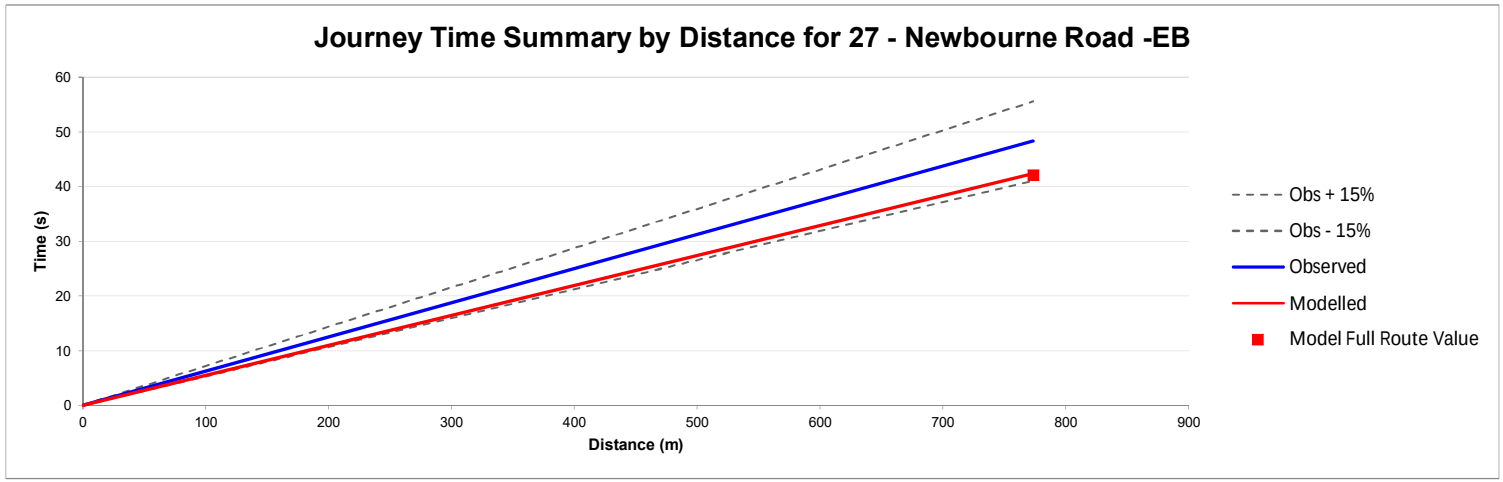




Journey Times
Validation Statistics

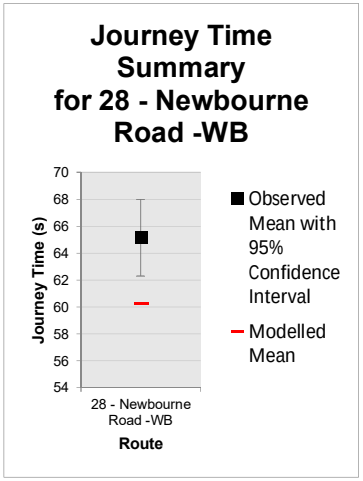
PM Period

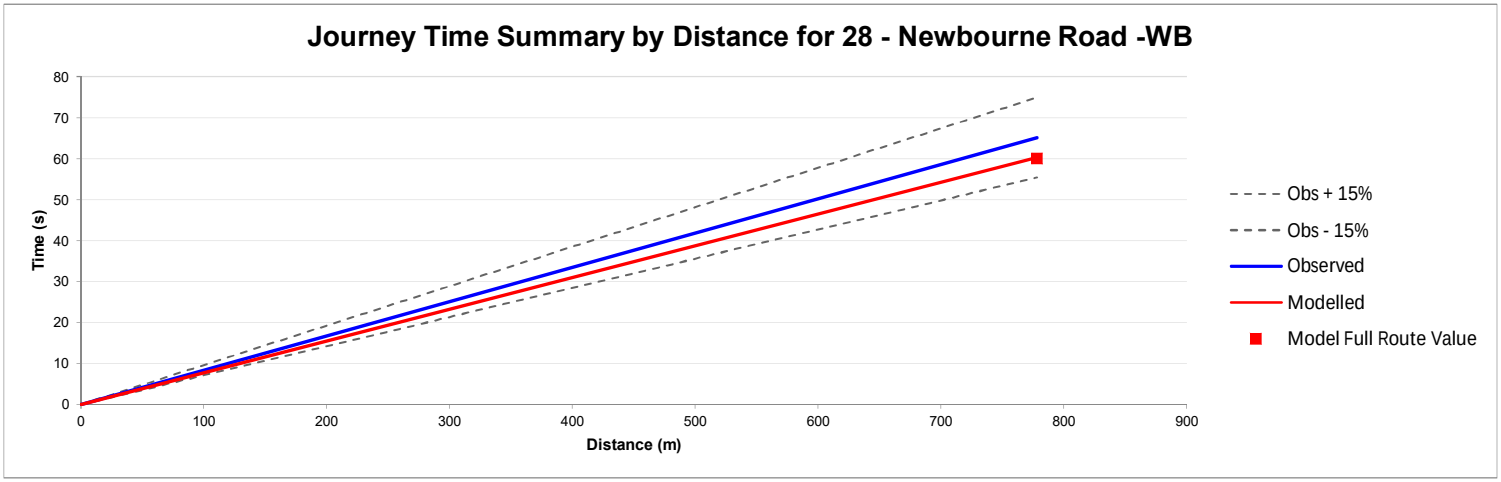




Journey Times
Validation Statistics

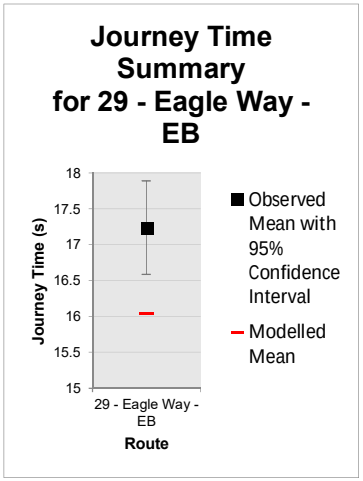
PM Period

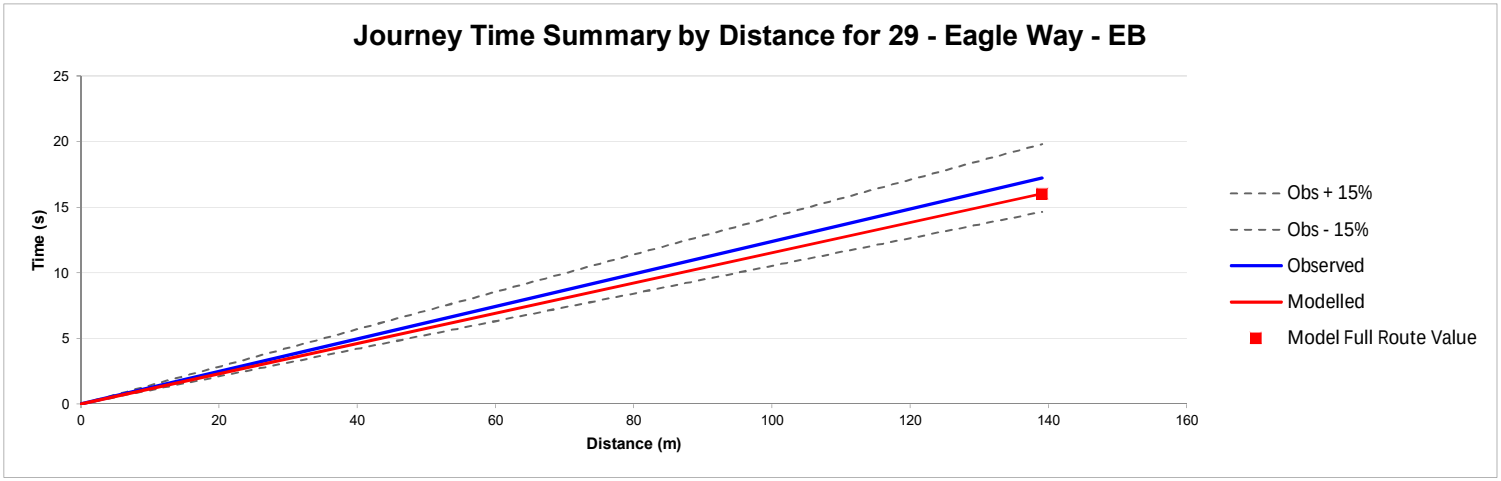




Journey Times
Validation Statistics

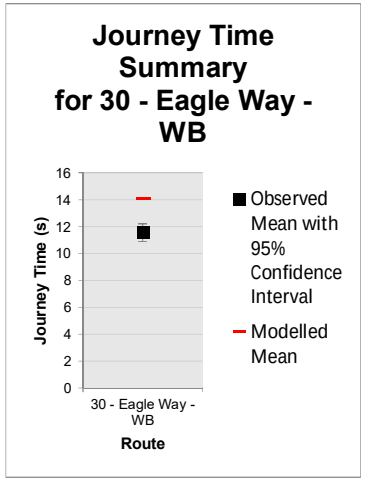
PM Period

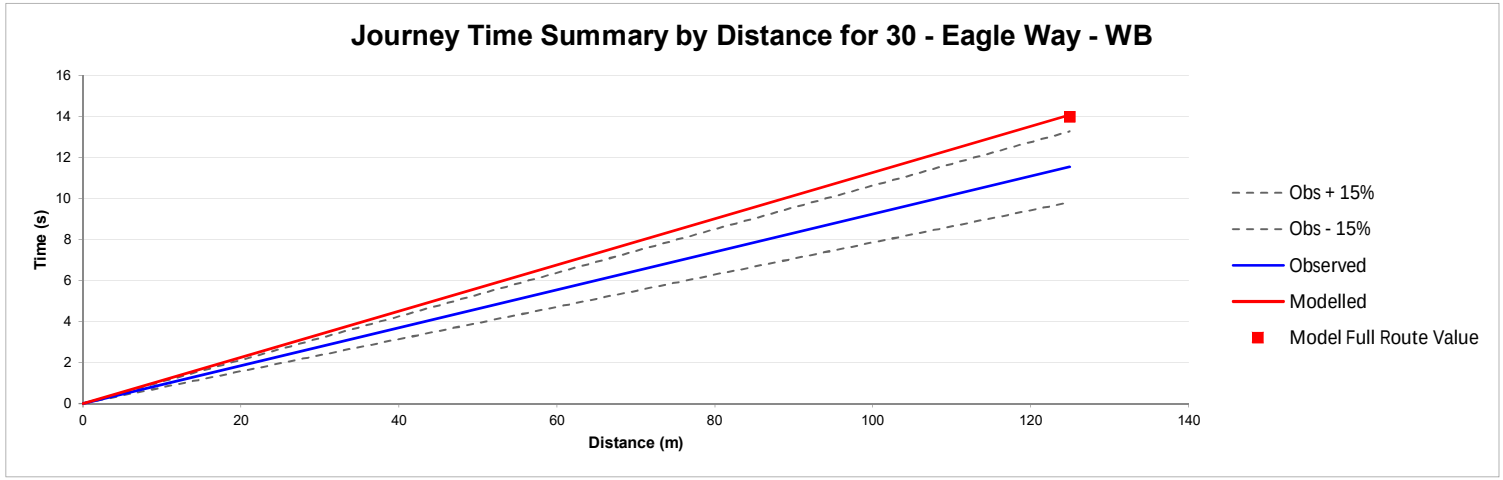




Journey Times
Validation Statistics

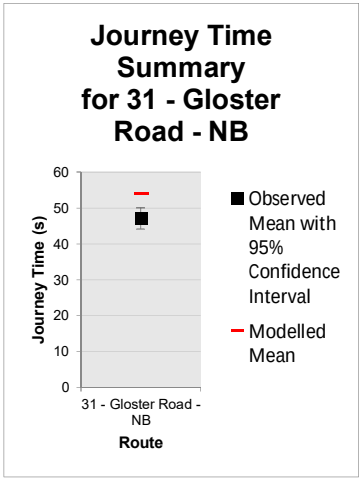
PM Period

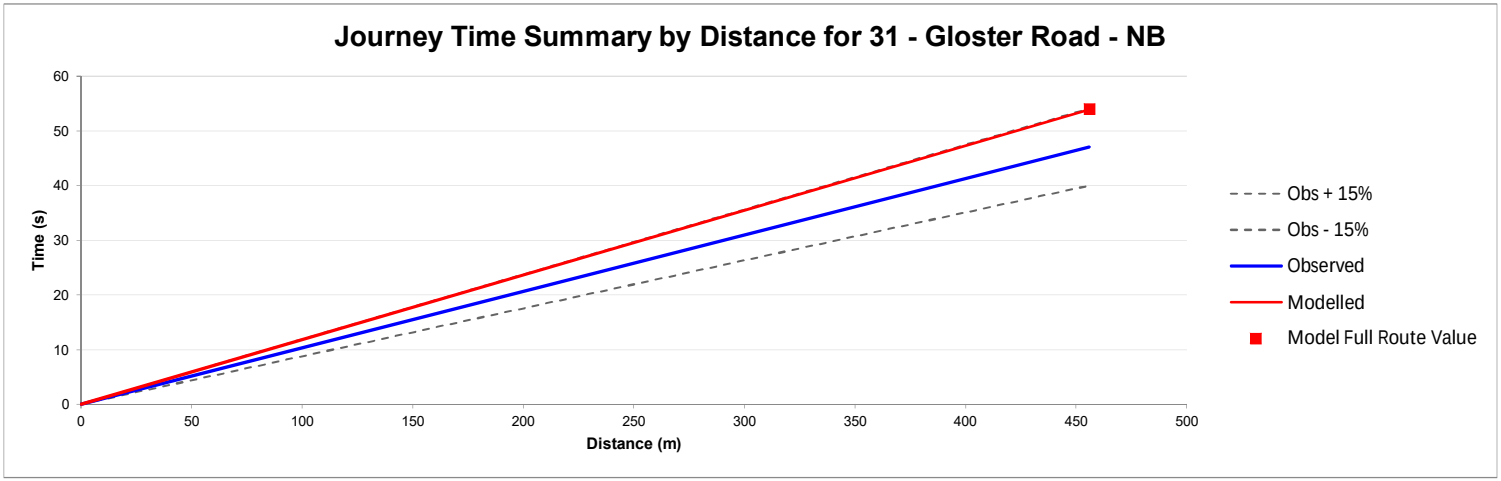




Journey Times
Validation Statistics

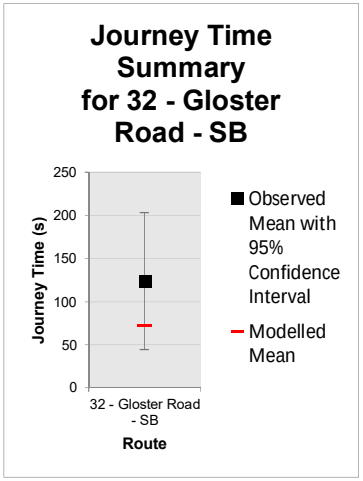
PM Period

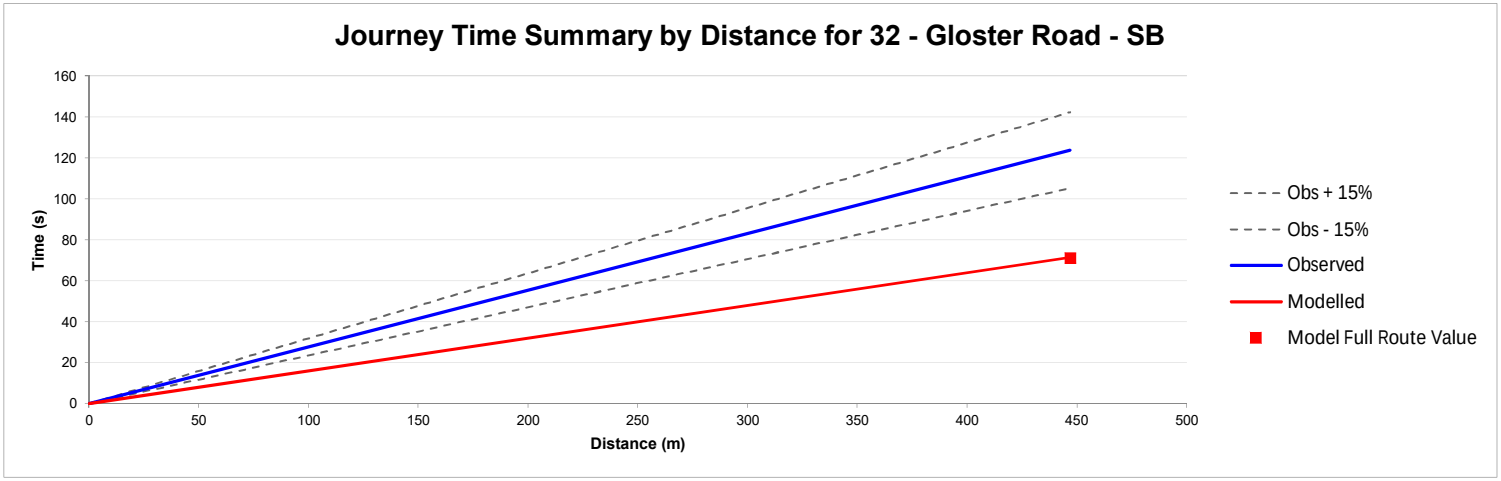




Journey Times
Validation Statistics

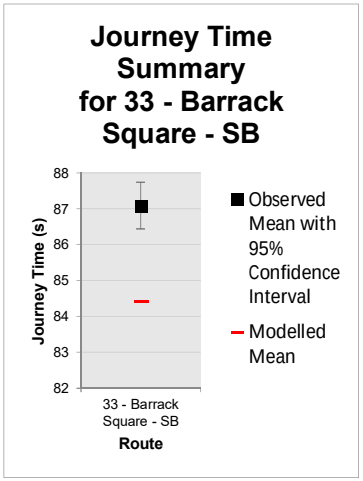
PM Period

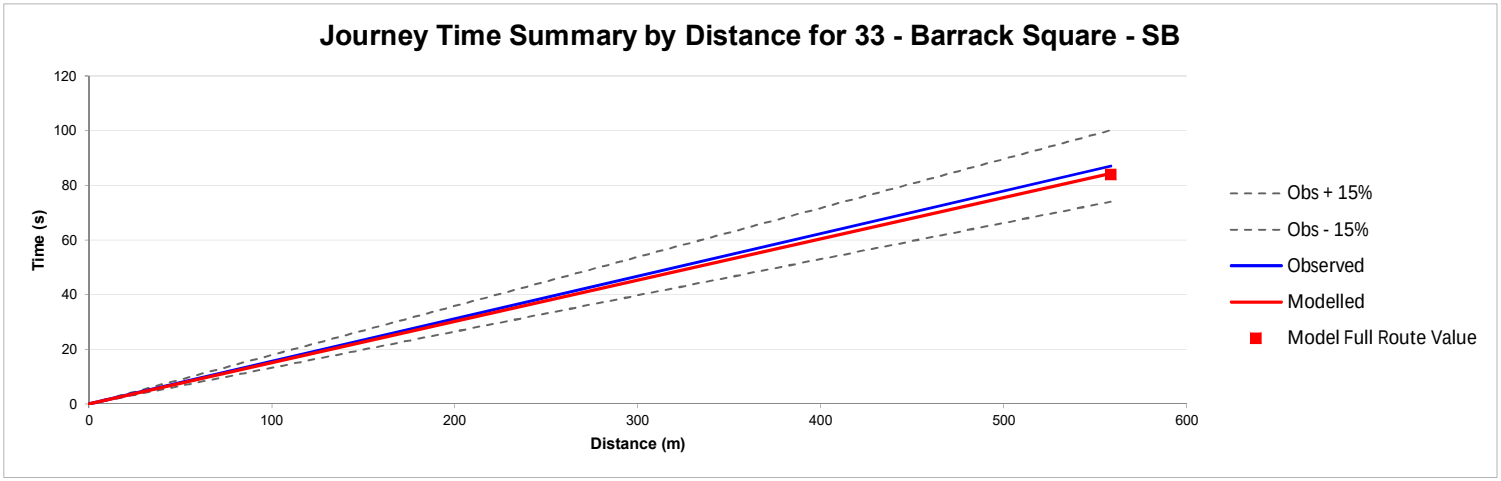




Journey Times
Validation Statistics

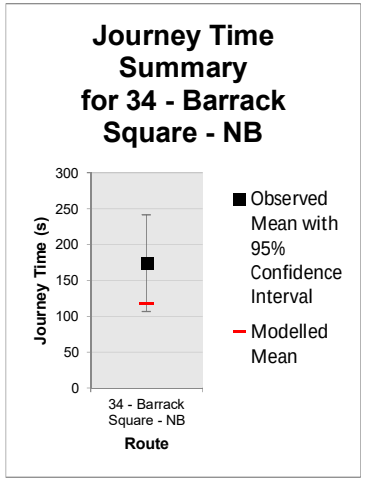
PM Period

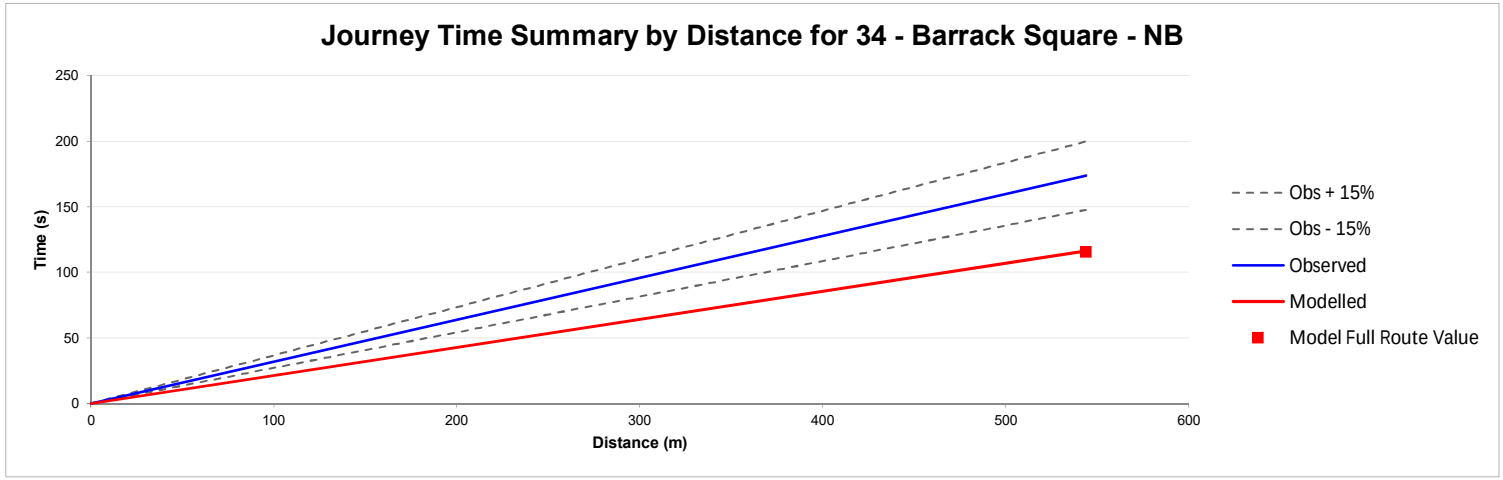




Journey Times
Validation Statistics

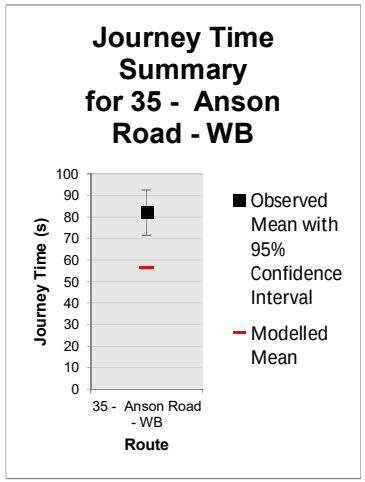
PM Period

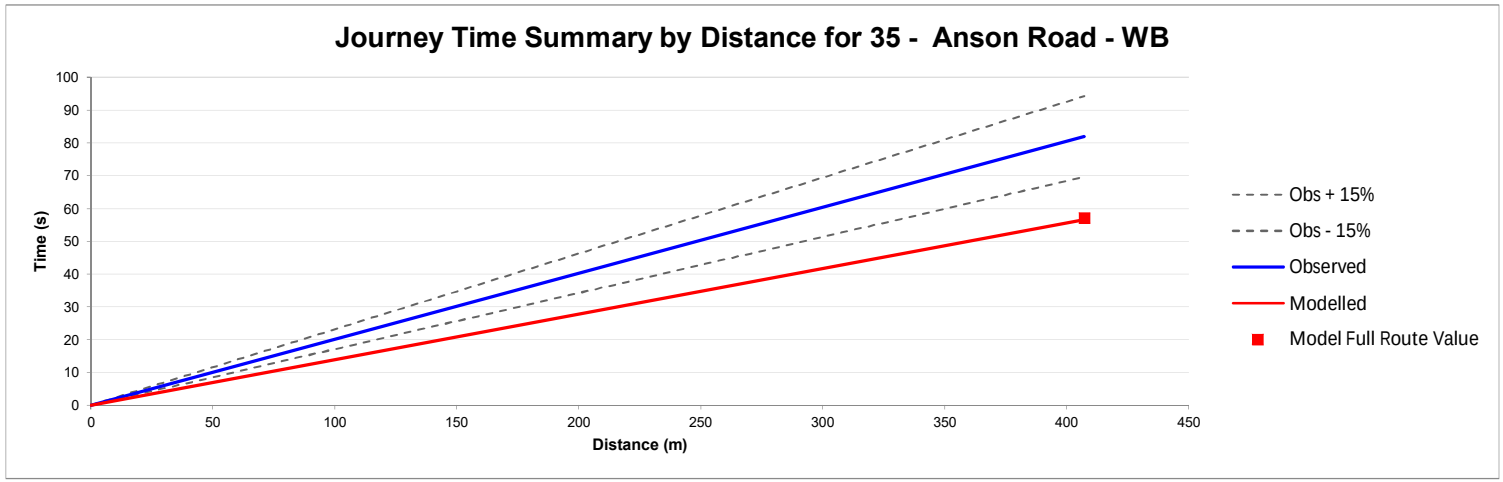




Journey Times
Validation Statistics

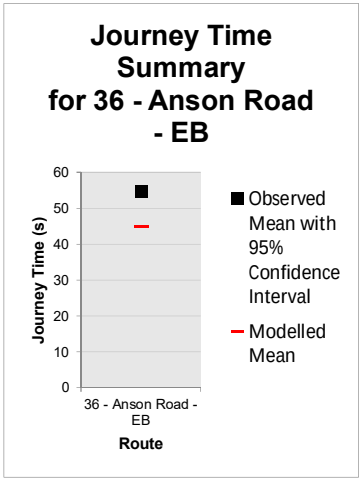
PM Period

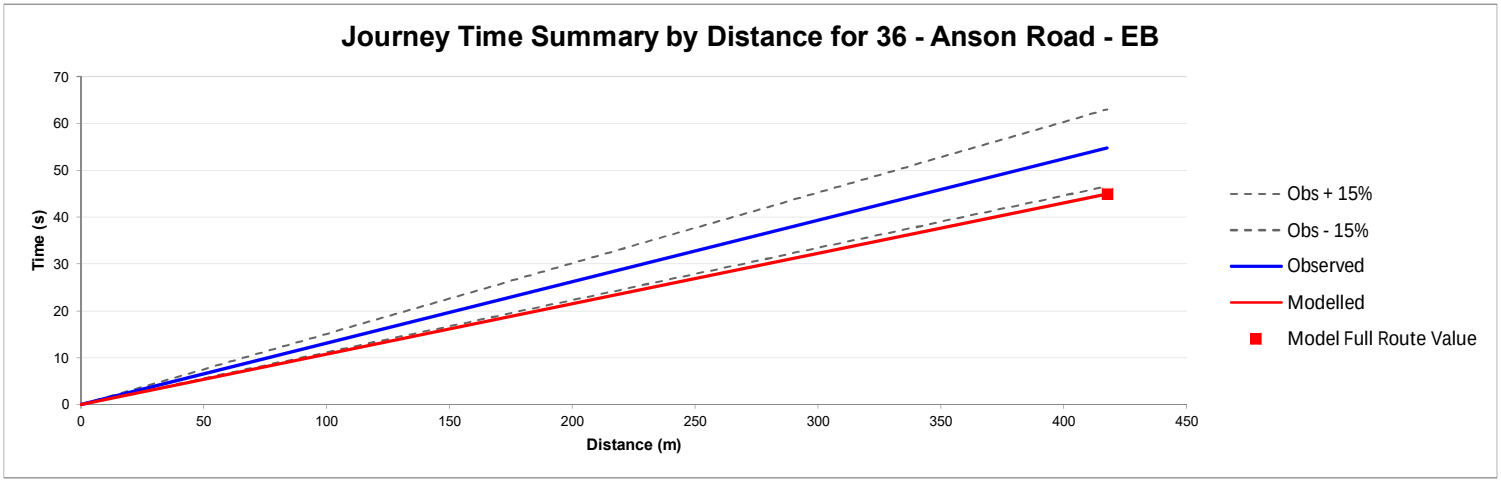




Journey Times
Validation Statistics

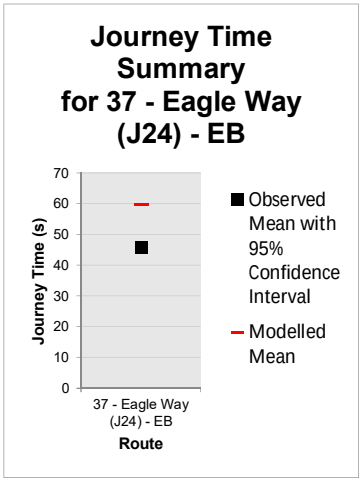
PM Period

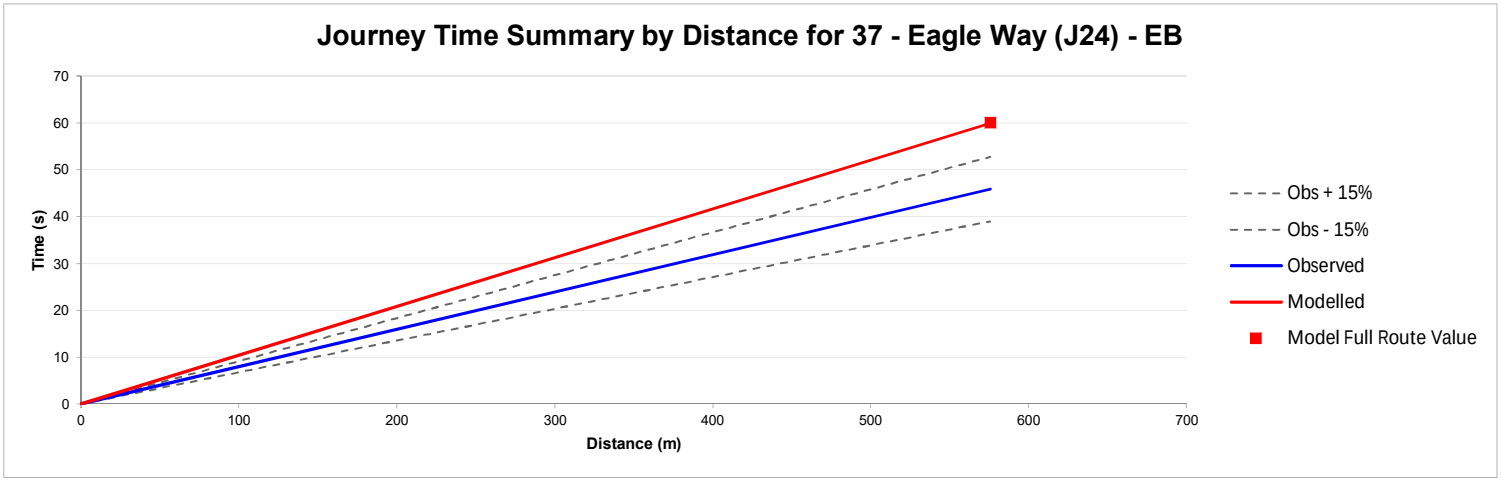




Journey Times
Validation Statistics

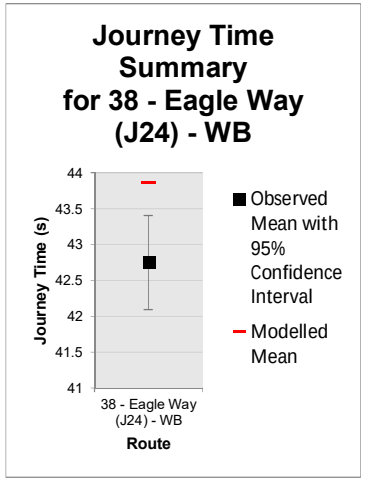
PM Period

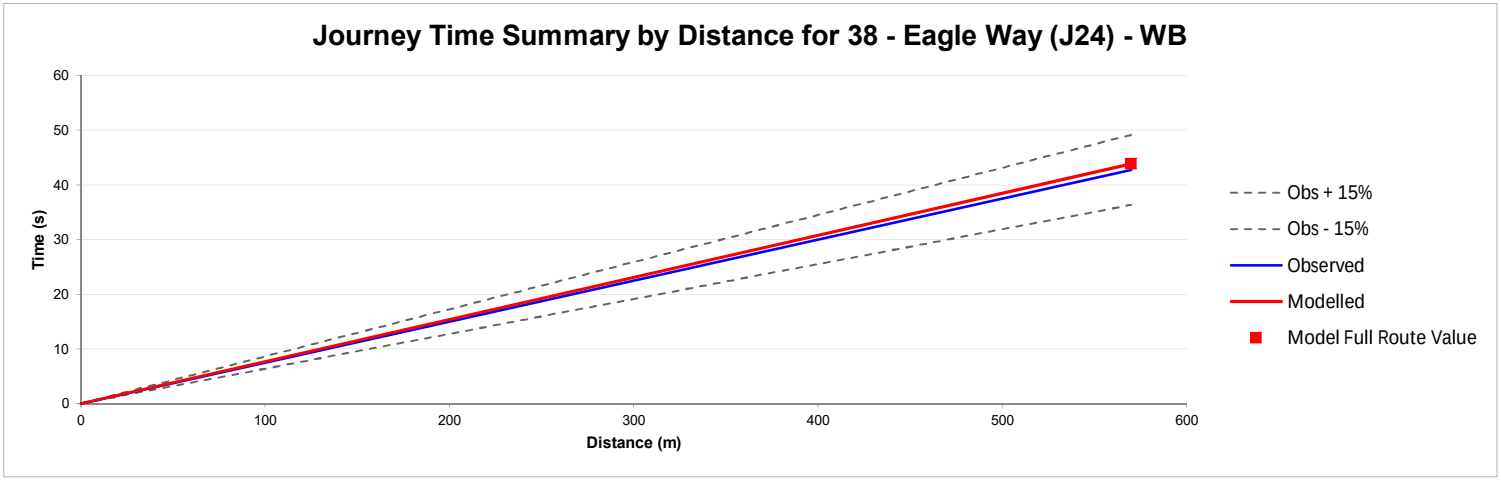




Journey Times
Validation Statistics

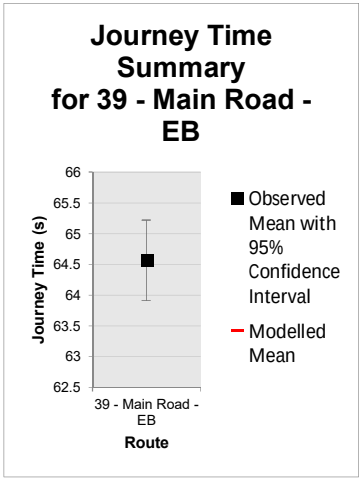
PM Period

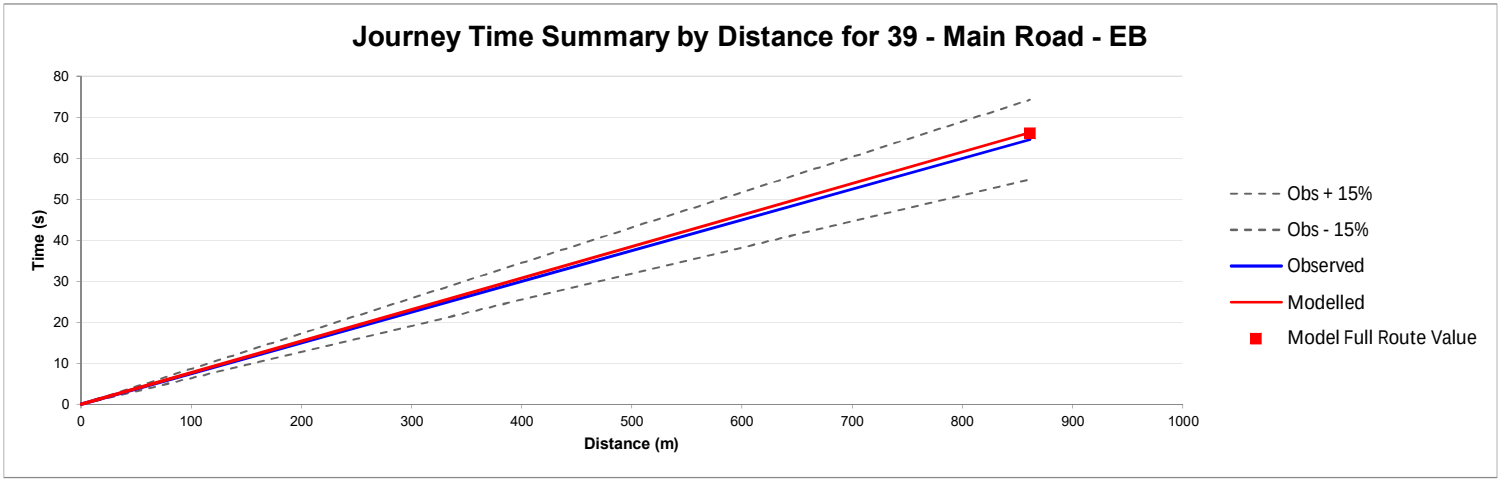




Journey Times
Validation Statistics

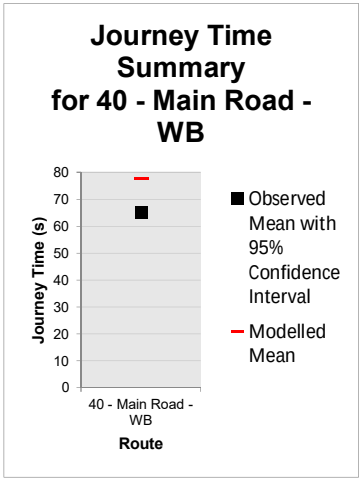
PM Period

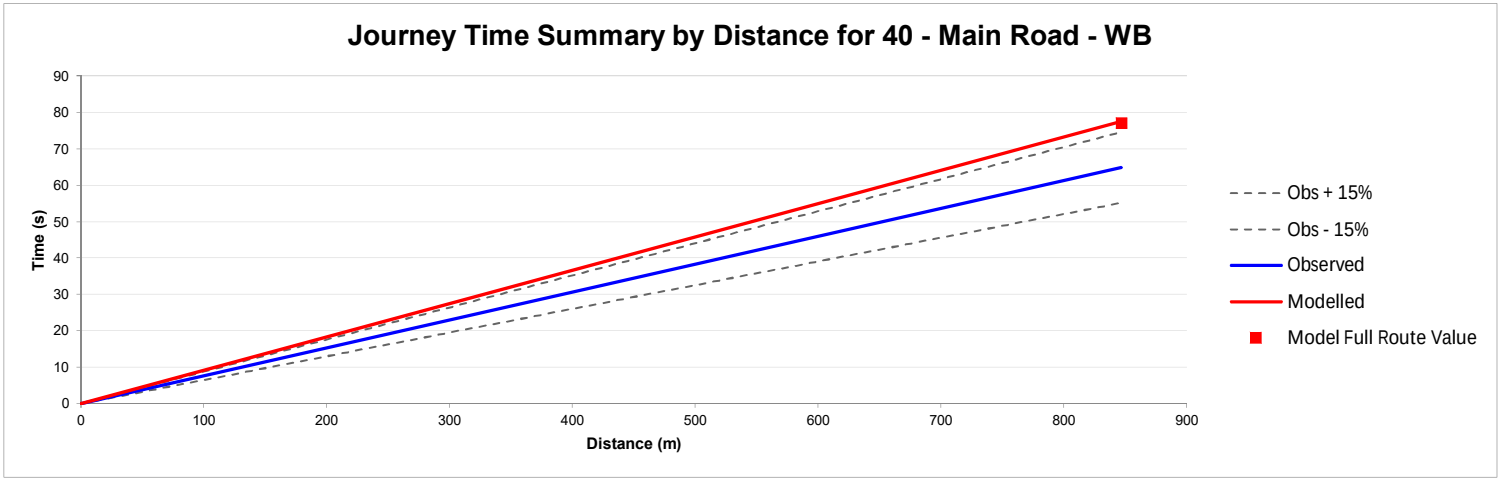




Journey Times
Validation Statistics

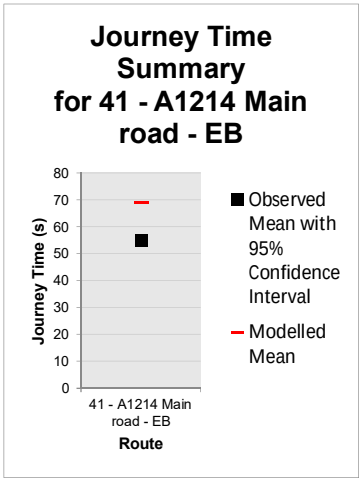
PM Period





Journey Times
Validation Statistics

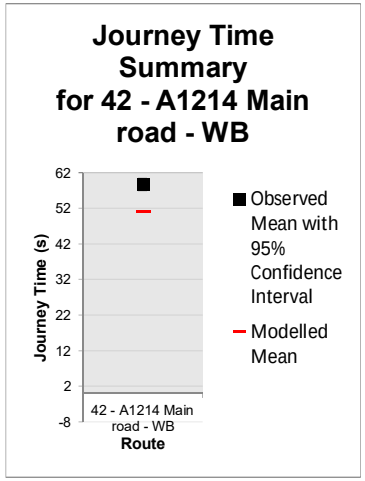
PM Period

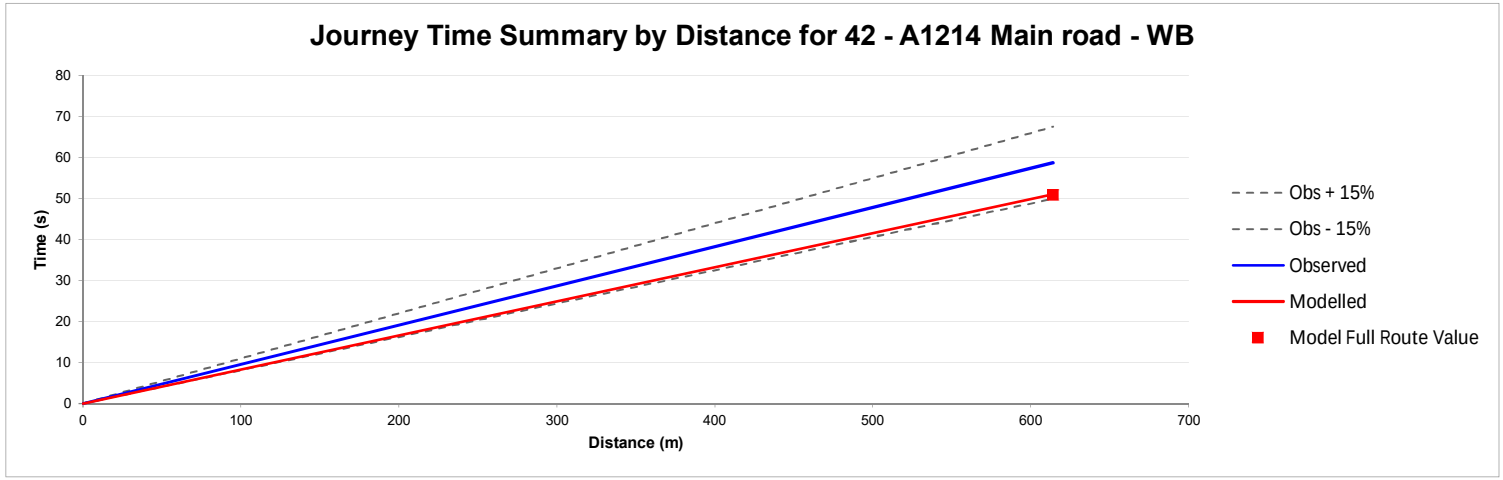




Journey Times
Validation Statistics

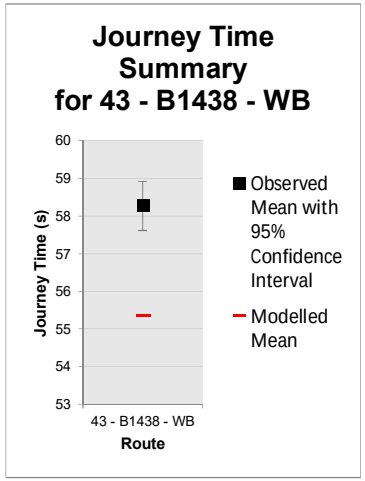
PM Period

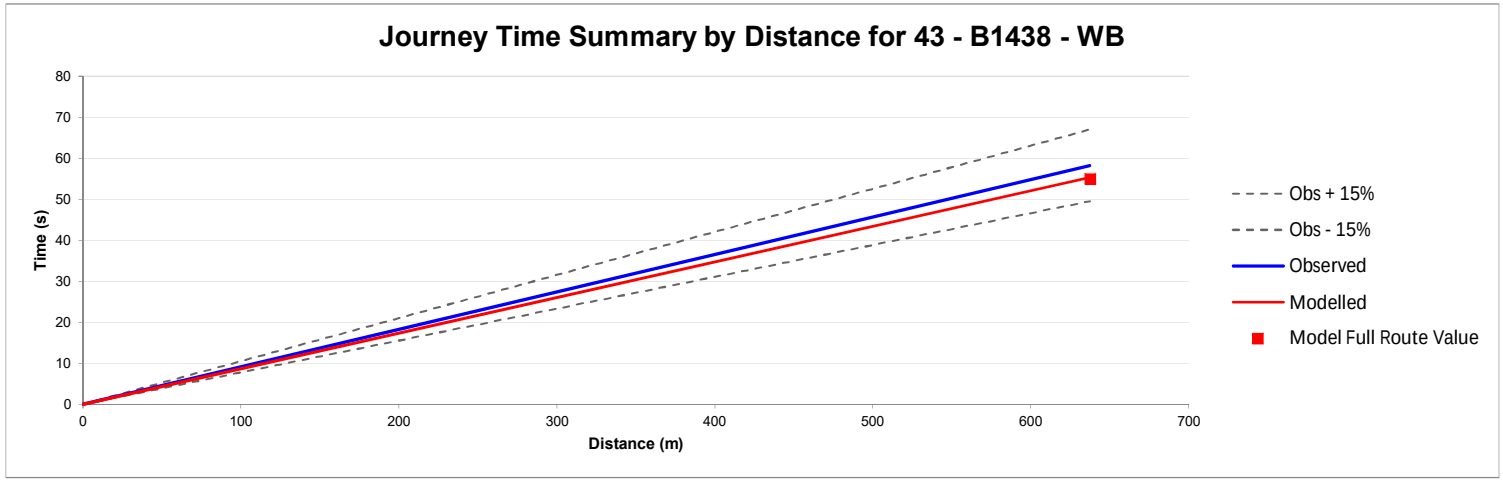




Journey Times
Validation Statistics

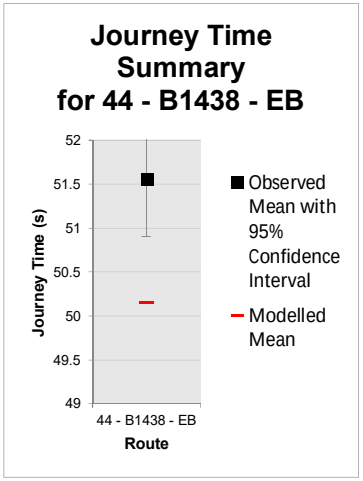
PM Period

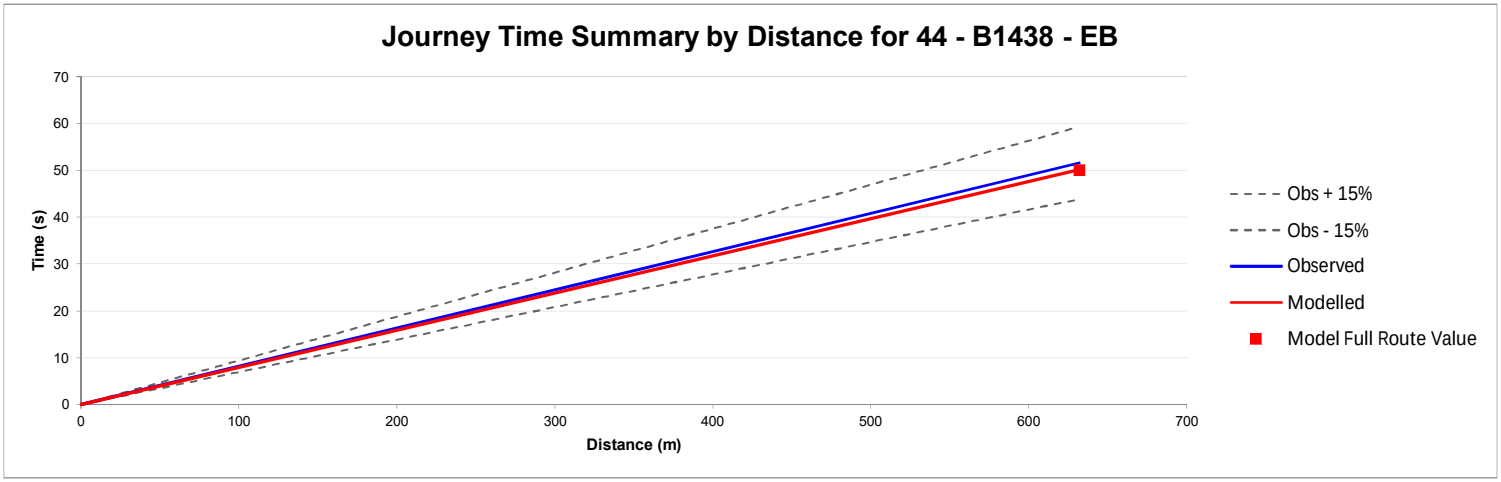




Journey Times
Validation Statistics

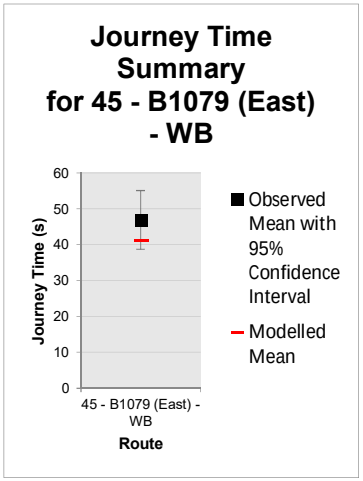
PM Period

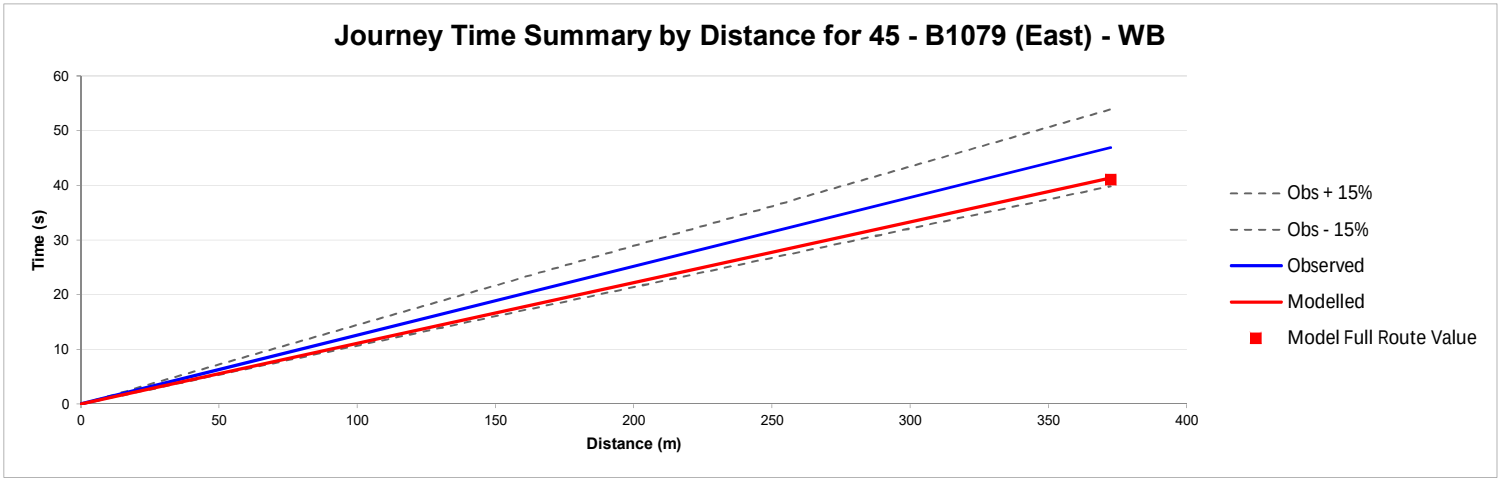




Journey Times
Validation Statistics

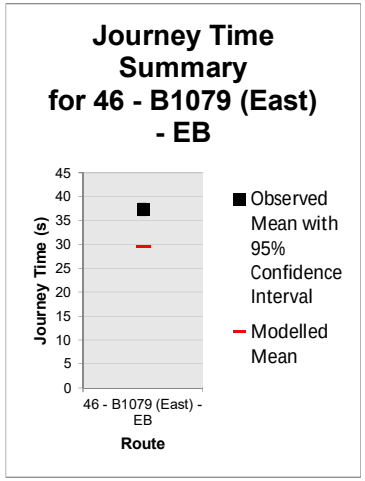
PM Period

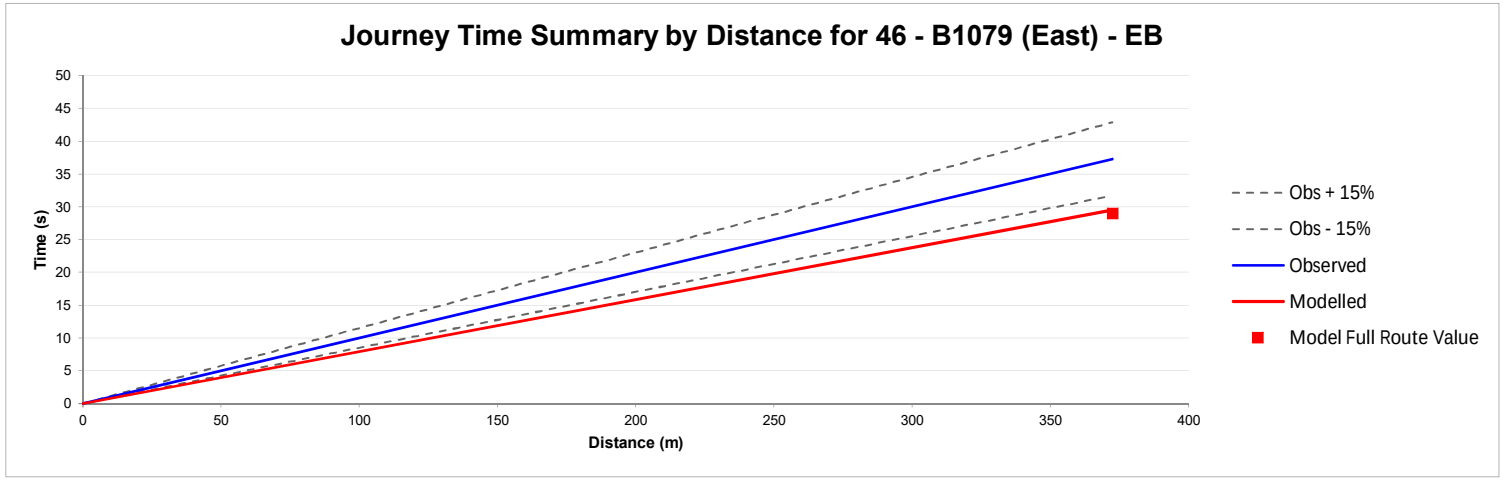




Journey Times
Validation Statistics

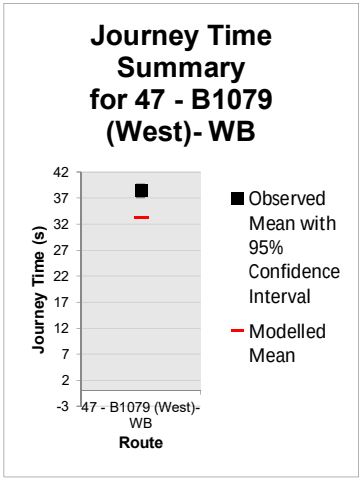
PM Period

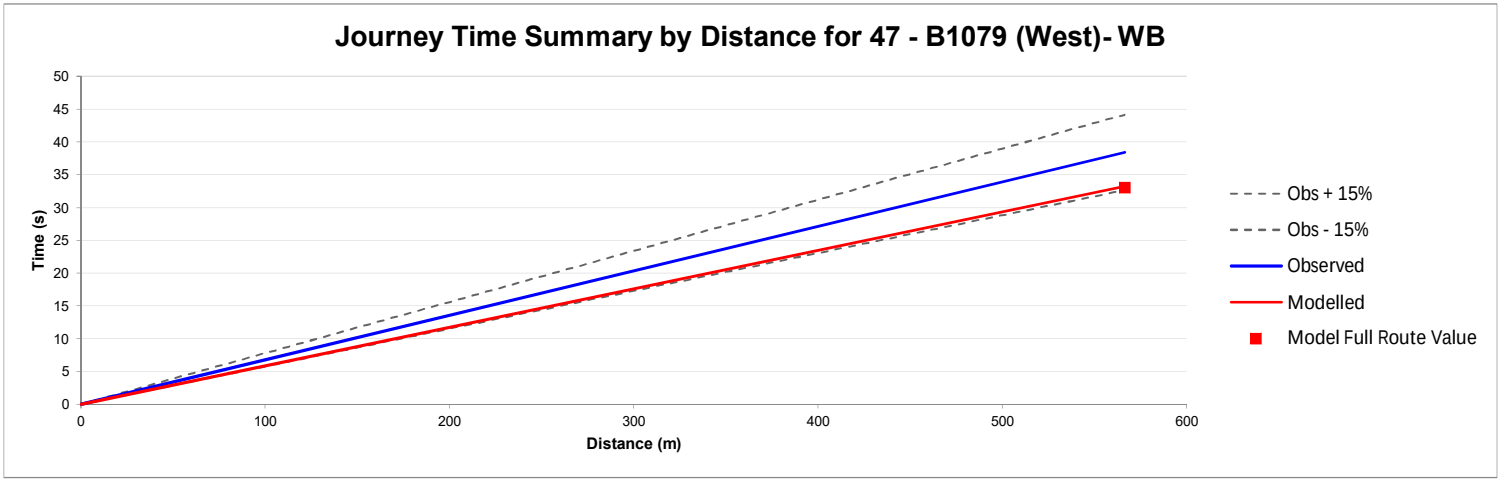




Journey Times
Validation Statistics

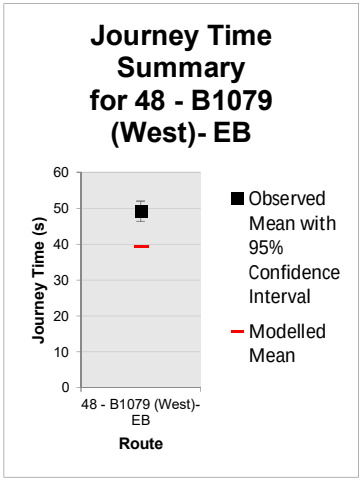
PM Period

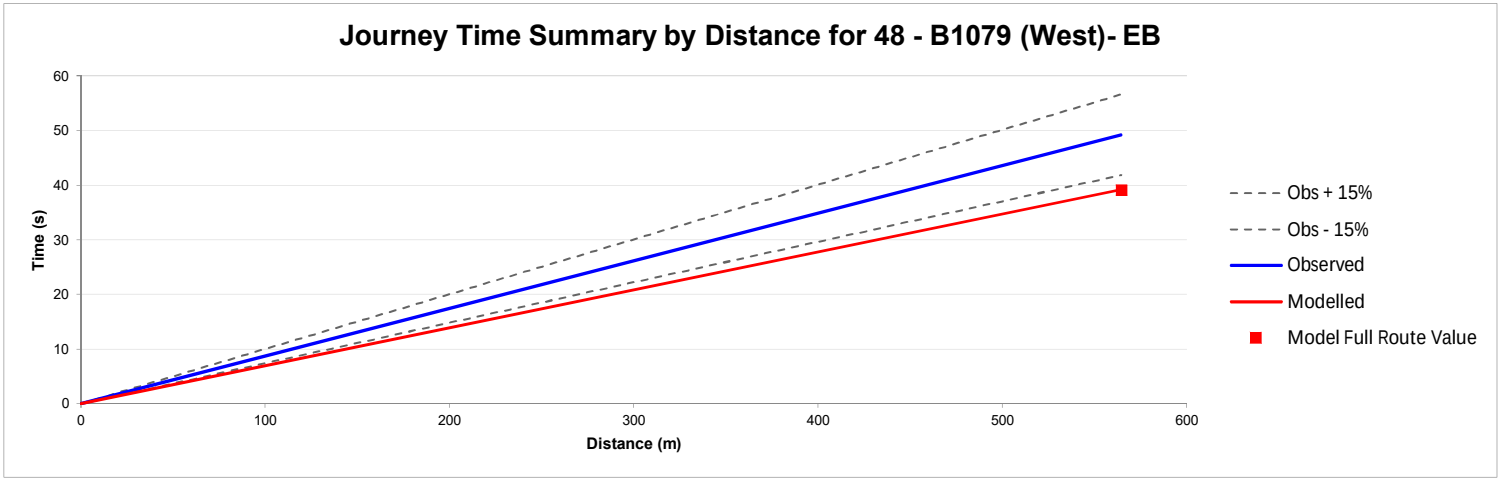




Journey Times
Validation Statistics

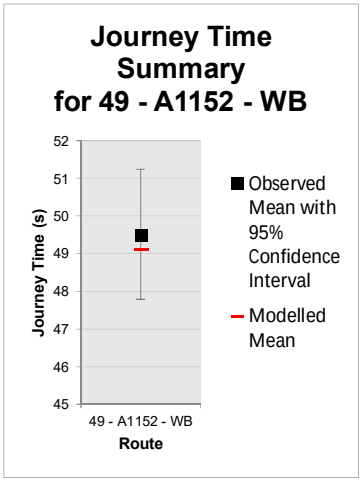
PM Period

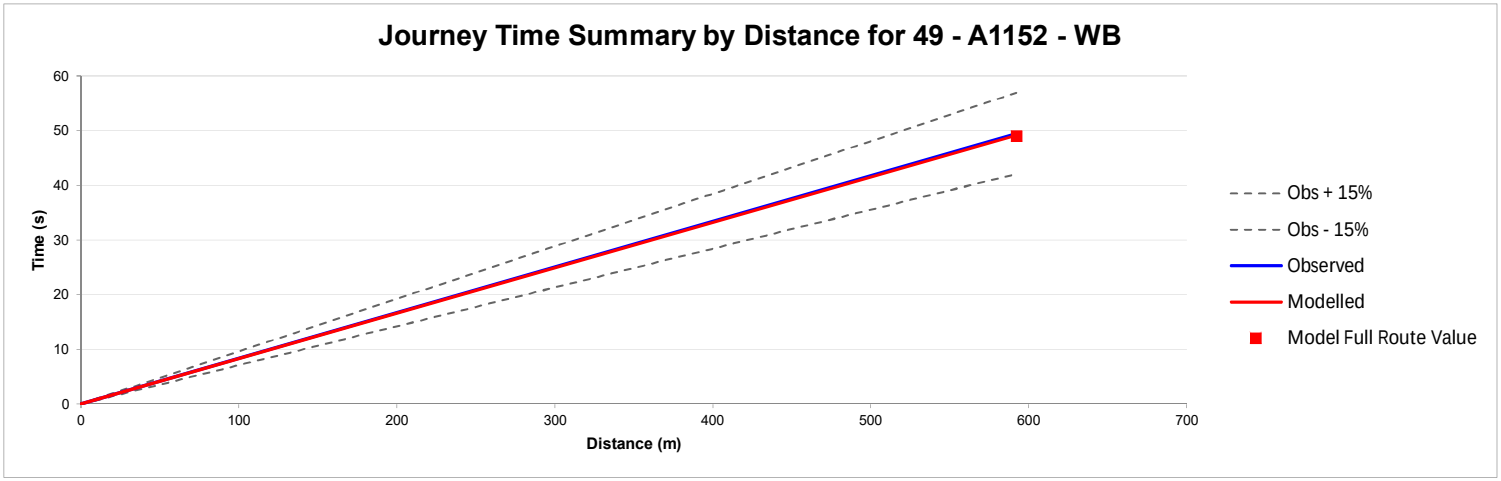




Journey Times
Validation Statistics

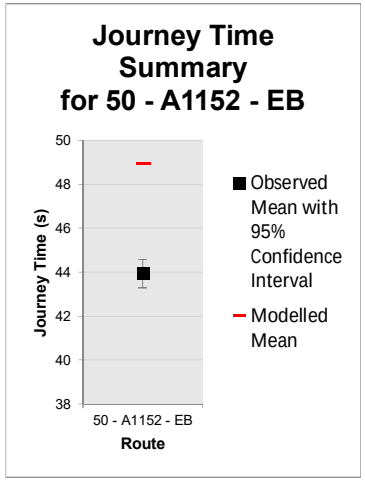
PM Period

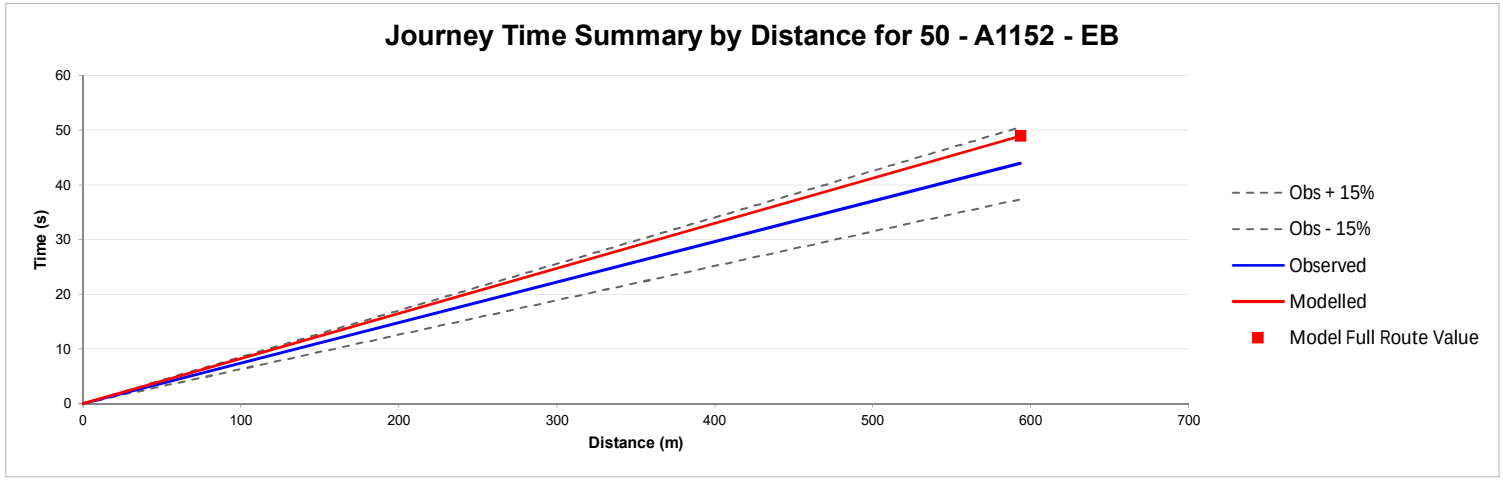




Journey Times
Validation Statistics

PM Period





wsp

Journey Times
Validation Statistics

PM Peak (16:00-17:00)

Route:	Segment	Graph Group	Observed Average	Modelled Average	Modelled 95% Conf	Modelled Var Chk	% Diff	Diff	Conf?	15%	60s	WebTAG	Distance (m)
1 - J21 - J22 - NB	Partial - A	1	113	113	1	TRUE	-0.1%	0	FALSE	TRUE	TRUE	TRUE	2695
2 - J22 - J23 - NB	Partial - B	1	73	64	0	TRUE	-11.4%	-8	FALSE	TRUE	TRUE	TRUE	1406
3 - J23 - J24 - NB	Partial - C	1	47	46	1	TRUE	-1.2%	-1	FALSE	TRUE	TRUE	TRUE	646
4 - J24 - J25 - NB	Partial - D	1	48	48	1	TRUE	-0.9%	0	FALSE	TRUE	TRUE	TRUE	598
5 - J25 - J26 - NB	Partial - E	1	119	128	1	TRUE	7.5%	9	FALSE	TRUE	TRUE	TRUE	2509
6 - J26 - J27 - NB	Partial - F	1	116	91	1	TRUE	-21.6%	-25	FALSE	FALSE	TRUE	TRUE	1513
7 - J27 - J28 - NB	Partial - G	1	88	97	0	TRUE	10.0%	9	FALSE	TRUE	TRUE	TRUE	1444
8 - J28 - A12- NB	Partial - H	1	143	136	0	TRUE	-4.5%	-6	FALSE	TRUE	TRUE	TRUE	3240
9 - A12 - J28 - SB	Partial - A	3	133	123	1	TRUE	-6.9%	-9	FALSE	TRUE	TRUE	TRUE	2885
10 - J28 - J27 - SB	Partial - B	3	98	93	1	TRUE	-5.1%	-5	FALSE	TRUE	TRUE	TRUE	1455
11 - J27 - J26 - SB	Partial - C	3	86	94	1	TRUE	8.3%	7	FALSE	TRUE	TRUE	TRUE	1518
12 - J26 - J25 - SB	Partial - D	3	136	124	1	TRUE	-8.4%	-11	FALSE	TRUE	TRUE	TRUE	2490
13 - J25 - J24 - SB	Partial - E	3	44	36	0	TRUE	-17.8%	-8	FALSE	FALSE	TRUE	TRUE	597
14 - J24 - J23 - SB	Partial - F	3	44	40	0	TRUE	-8.8%	-4	FALSE	TRUE	TRUE	TRUE	659
15 - J23 - J22 - SB	Partial - G	3	78	68	0	TRUE	-12.3%	-10	FALSE	TRUE	TRUE	TRUE	1429
16 - J22 - J21 - SB	Partial - H	3	125	127	1	TRUE	2.4%	3	FALSE	TRUE	TRUE	TRUE	2859
17 - A14 WB upto Offslip	Full	5	129	137	1	TRUE	6.8%	9	FALSE	TRUE	TRUE	TRUE	3168
18 - A14 EB from Onslip	Full	6	115	118	1	TRUE	2.4%	3	FALSE	TRUE	TRUE	TRUE	3161
19 - A14 WB from Onslip	Full	7	77	83	0	TRUE	7.7%	6	FALSE	TRUE	TRUE	TRUE	1968
20 - A14 EB upto Offslip	Full	8	81	89	0	TRUE	10.0%	8	FALSE	TRUE	TRUE	TRUE	1976
21 - Felixstowe - SB	Full	9	94	99	0	TRUE	5.0%	5	FALSE	TRUE	TRUE	TRUE	1712
22 - Felixstowe - NB	Full	10	96	105	1	TRUE	8.8%	9	FALSE	TRUE	TRUE	TRUE	1656
23 - Bucklesham Road - NB	Full	11	58	62	1	TRUE	5.7%	3	FALSE	TRUE	TRUE	TRUE	780
24 - Bucklesham Road - SB	Full	12	70	73	2	TRUE	5.0%	3	FALSE	TRUE	TRUE	TRUE	780
25 - Foxhall road - EB	Full	13	94	95	2	TRUE	1.1%	1	FALSE	TRUE	TRUE	TRUE	1470
26 - Foxhall road - WB	Full	14	85	89	1	TRUE	4.7%	4	FALSE	TRUE	TRUE	TRUE	1481
27 - Newbourne Road -EB	Full	15	49	43	0	TRUE	-12.7%	-6	FALSE	TRUE	TRUE	TRUE	774
28 - Newbourne Road -WB	Full	16	68	67	3	TRUE	-1.4%	-1	FALSE	TRUE	TRUE	TRUE	778
29 - Eagle Way - EB	Full	17	18	16	1	TRUE	-9.5%	-2	FALSE	TRUE	TRUE	TRUE	139
30 - Eagle Way - WB	Full	18	12	14	0	TRUE	21.1%	2	FALSE	FALSE	TRUE	TRUE	125
31 - Gloster Road - NB	Full	19	50	54	0	TRUE	7.4%	4	FALSE	TRUE	TRUE	TRUE	456
32 - Gloster Road - SB	Full	20	199	94	11	FALSE	-52.8%	-105	FALSE	FALSE	FALSE	FALSE	447
33 - Barrack Square - SB	Full	21	88	84	1	TRUE	-3.6%	-3	FALSE	TRUE	TRUE	TRUE	559
34 - Barrack Square - NB	Full	22	226	132	3	TRUE	-41.6%	-94	FALSE	FALSE	FALSE	FALSE	544
35 - Anson Road - WB	Full	23	92	65	4	FALSE	-29.6%	-27	FALSE	FALSE	TRUE	TRUE	407
36 - Anson Road - EB	Full	24	56	45	0	TRUE	-18.6%	-10	FALSE	FALSE	TRUE	TRUE	418
37 - Eagle Way (J24) - EB	Full	25	46	59	2	TRUE	28.1%	13	FALSE	FALSE	TRUE	TRUE	576
38 - Eagle Way (J24) - WB	Full	26	43	44	0	TRUE	3.4%	1	FALSE	TRUE	TRUE	TRUE	570
39 - Main Road - EB	Full	27	64	66	0	TRUE	2.9%	2	FALSE	TRUE	TRUE	TRUE	861
40 - Main Road - WB	Full	28	65	78	1	TRUE	20.0%	13	FALSE	FALSE	TRUE	TRUE	847
41 - A1214 Main road - EB	Full	29	56	70	0	TRUE	24.3%	14	FALSE	FALSE	TRUE	TRUE	604
42 - A1214 Main road - WB	Full	30	59	51	0	TRUE	-13.6%	-8	FALSE	TRUE	TRUE	TRUE	614
43 - B1438 - WB	Full	31	59	57	1	TRUE	-3.1%	-2	FALSE	TRUE	TRUE	TRUE	637
44 - B1438 - EB	Full	32	52	50	0	TRUE	-4.1%	-2	FALSE	TRUE	TRUE	TRUE	632
45 - B1079 (East) - WB	Full	33	55	49	1	TRUE	-9.6%	-5	FALSE	TRUE	TRUE	TRUE	373
46 - B1079 (East) - EB	Full	34	38	29	0	TRUE	-22.6%	-9	FALSE	FALSE	TRUE	TRUE	372
47 - B1079 (West)- WB	Full	35	39	33	0	TRUE	-14.7%	-6	FALSE	TRUE	TRUE	TRUE	566
48 - B1079 (West)- EB	Full	36	52	40	1	TRUE	-22.4%	-12	FALSE	FALSE	TRUE	TRUE	564

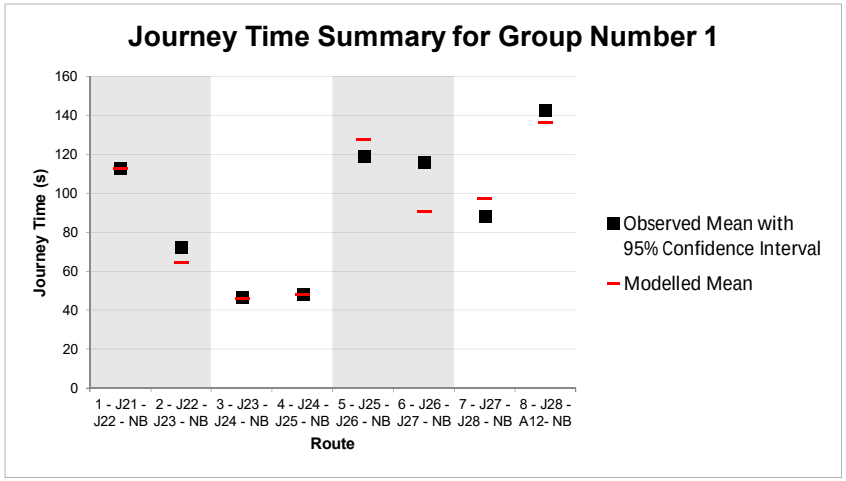
Journey Times
Validation Statistics

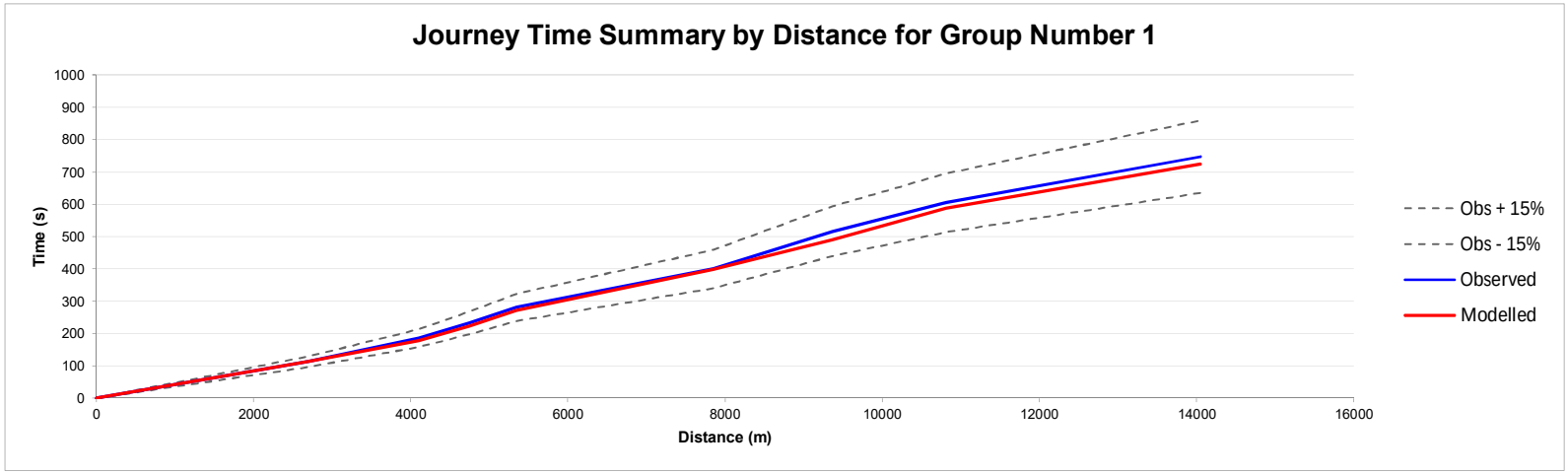
PM Peak (16:00-17:00)

49 - A1152 - WB	Full	37	51	50	0	TRUE	-2.5%	-1	FALSE	TRUE	TRUE	TRUE	592
50 - A1152 - EB	Full	38	44	49	0	TRUE	10.2%	5	FALSE	TRUE	TRUE	TRUE	593
51 - A12 NB	Full	2	747	725	3	TRUE	-3.0%	-22	FALSE	TRUE	TRUE	TRUE	13695
52 - A12 SB	Full	4	743	706	2	TRUE	-5.0%	-37	FALSE	TRUE	TRUE	TRUE	13295

Journey Times
Validation Statistics

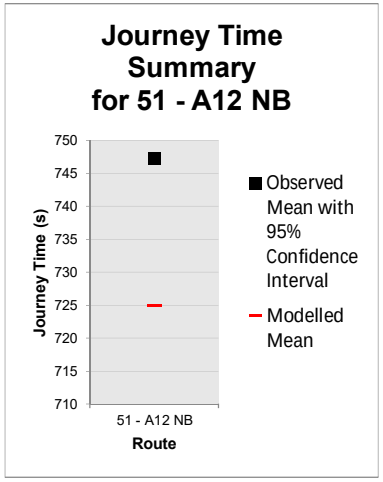
PM Peak (16:00-17:00)

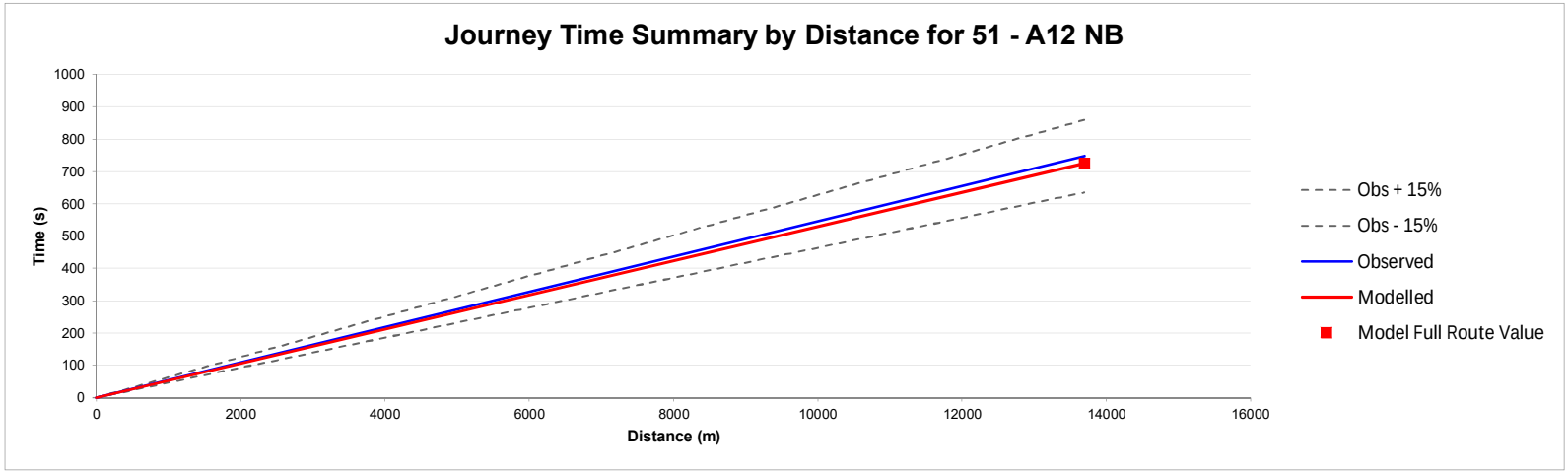




Journey Times
Validation Statistics

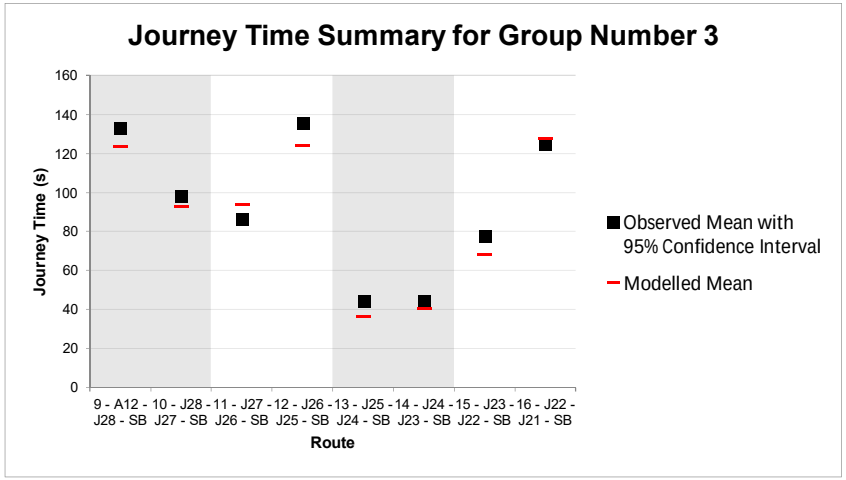
PM Peak (16:00-17:00)

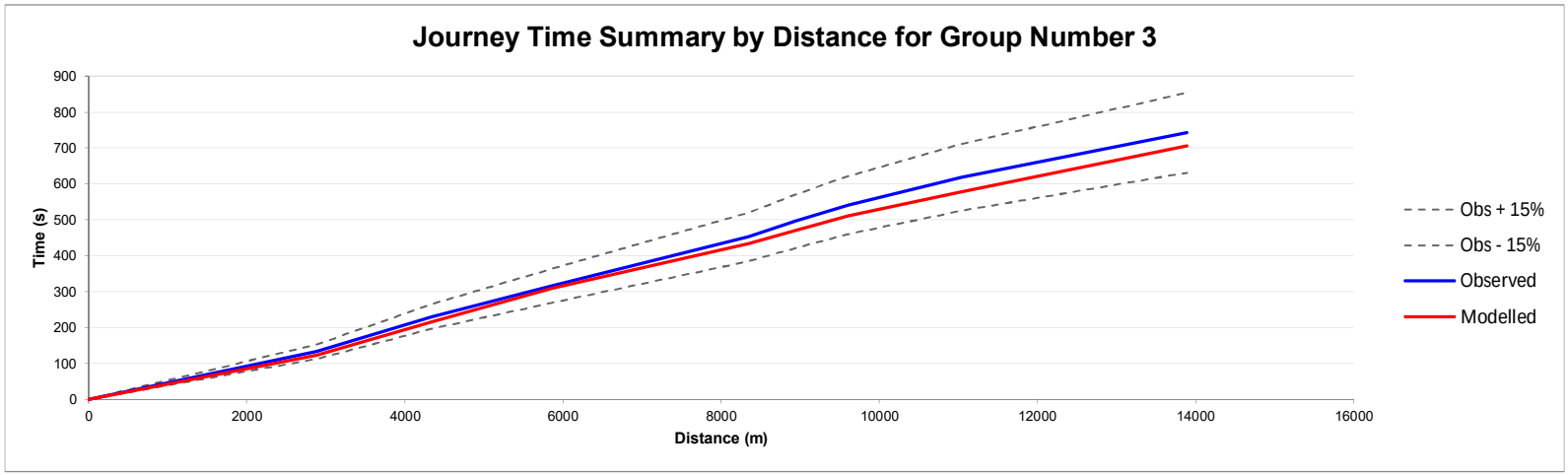




Journey Times
Validation Statistics

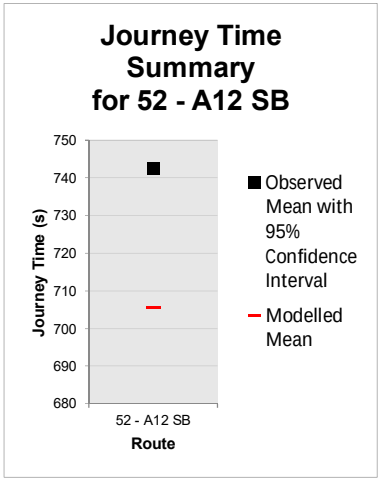
PM Peak (16:00-17:00)

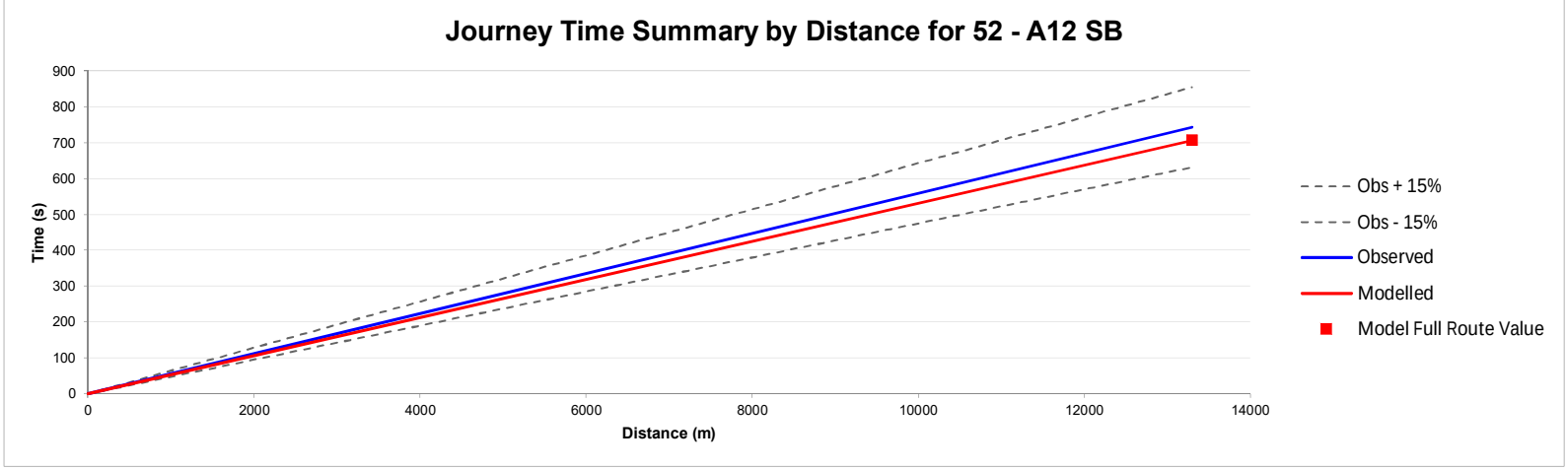




Journey Times
Validation Statistics

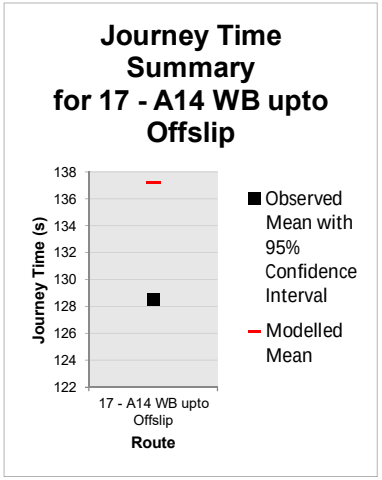
PM Peak (16:00-17:00)

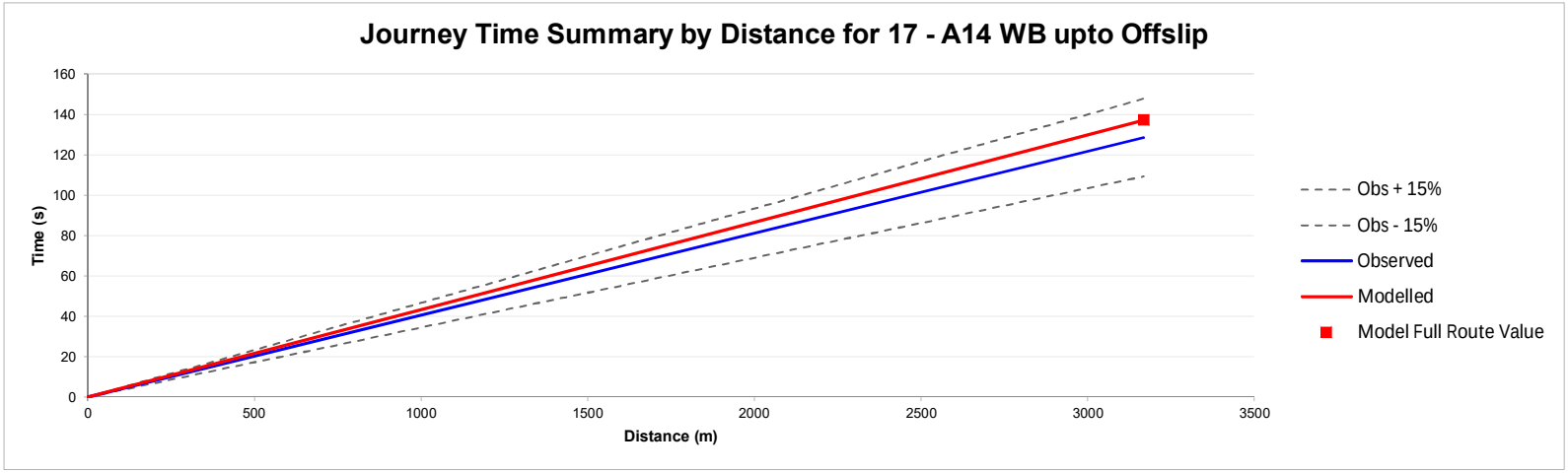




Journey Times
Validation Statistics

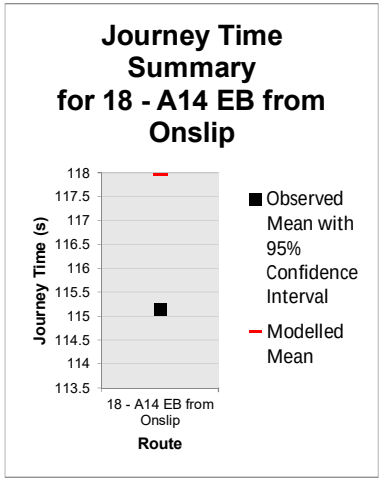
PM Peak (16:00-17:00)

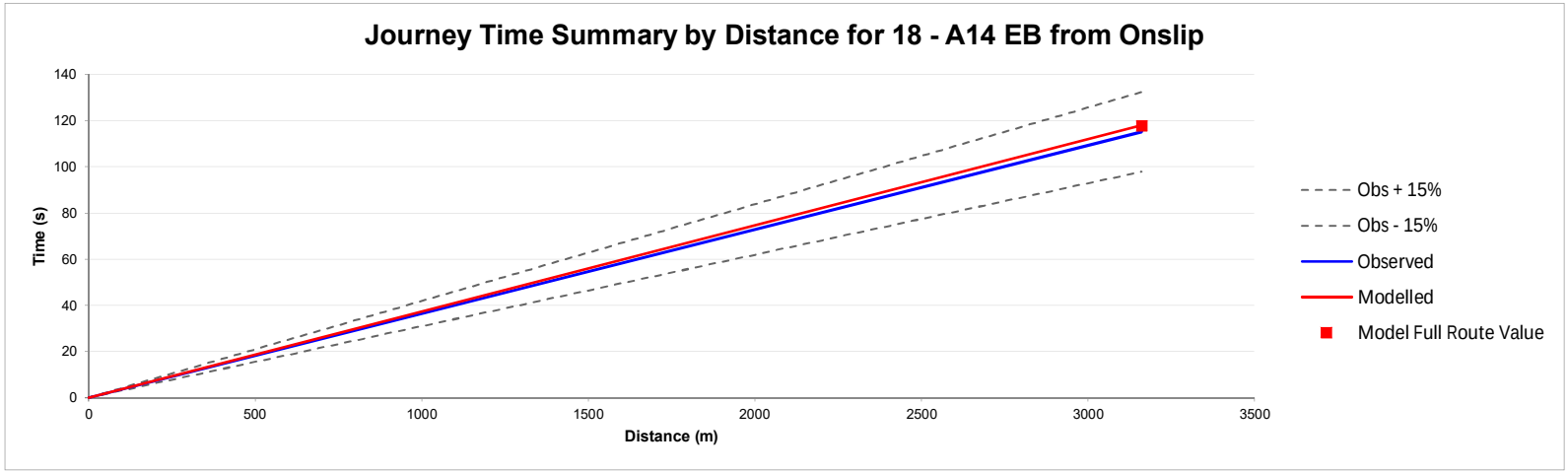




Journey Times
Validation Statistics

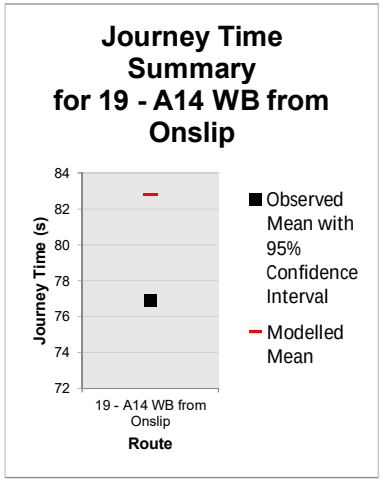
PM Peak (16:00-17:00)

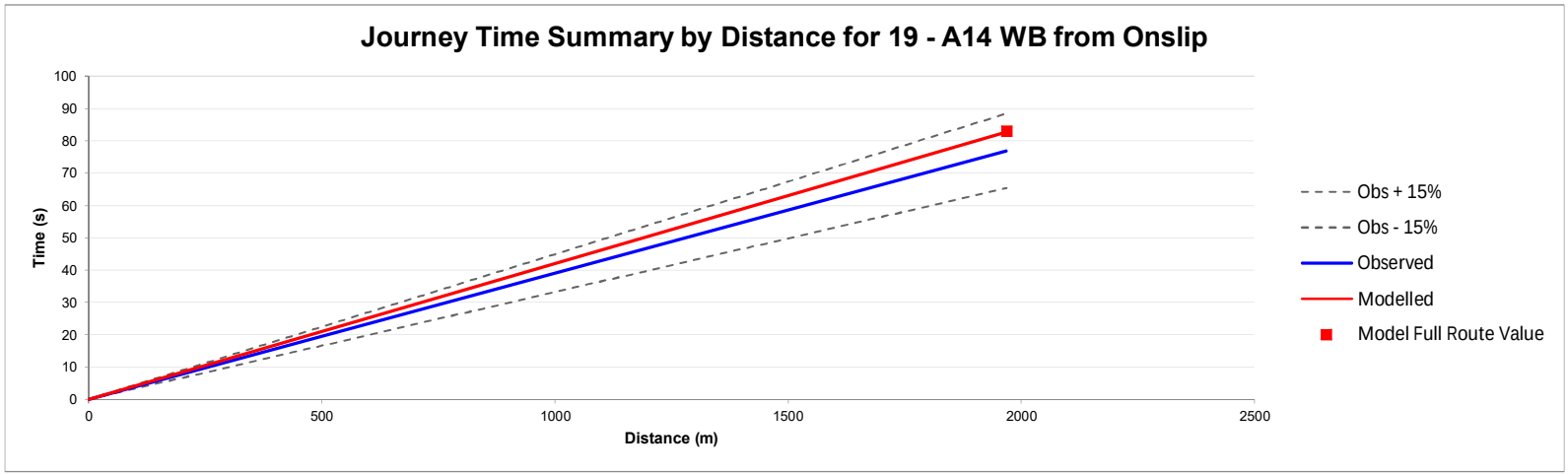




Journey Times
Validation Statistics

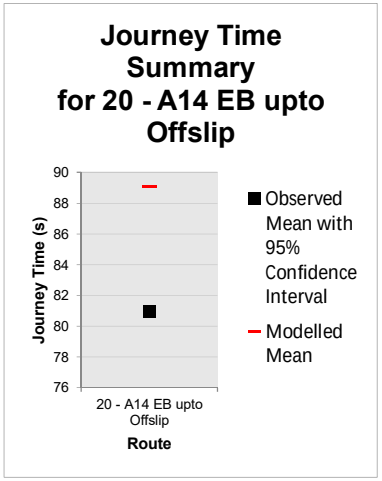
PM Peak (16:00-17:00)

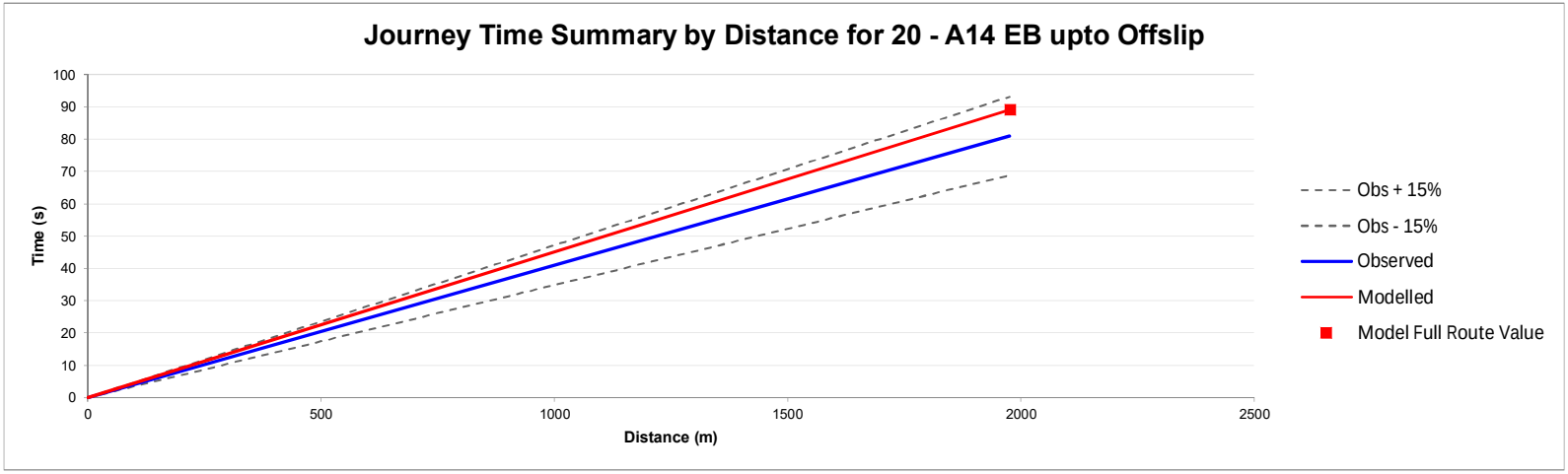




Journey Times
Validation Statistics

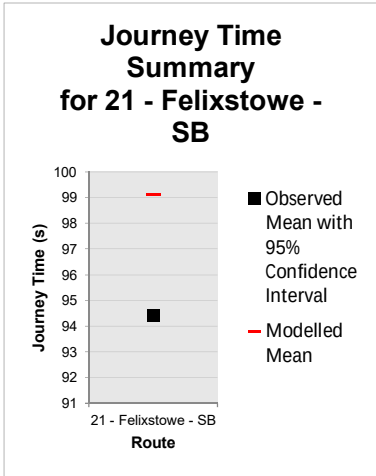
PM Peak (16:00-17:00)

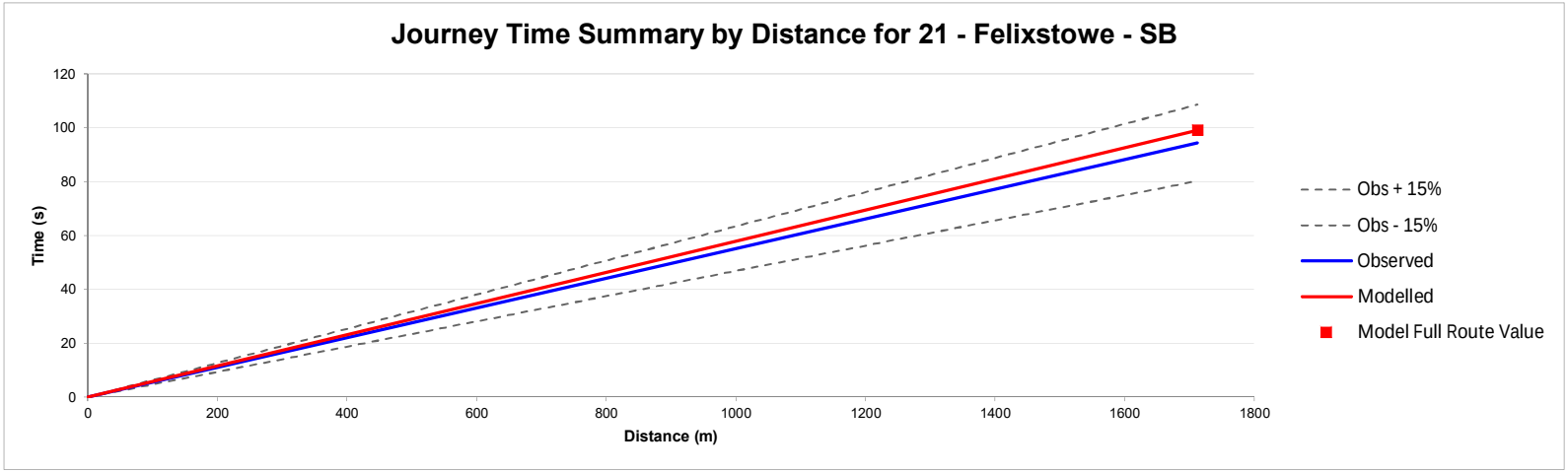




Journey Times
Validation Statistics

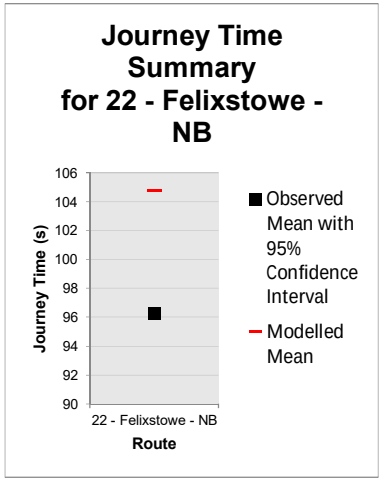
PM Peak (16:00-17:00)

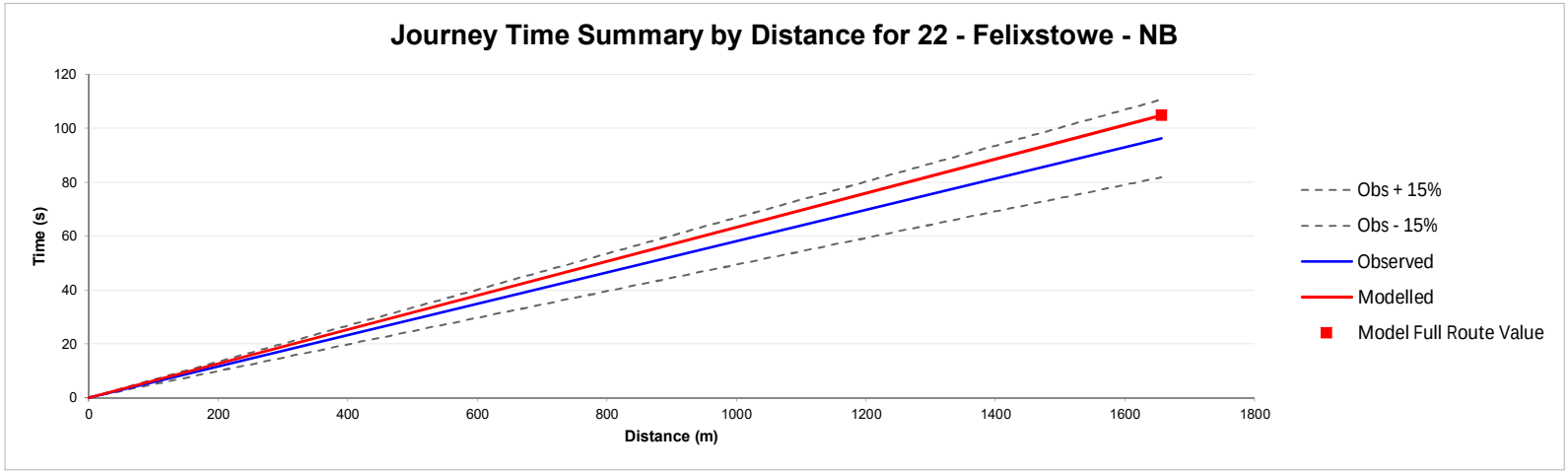




Journey Times
Validation Statistics

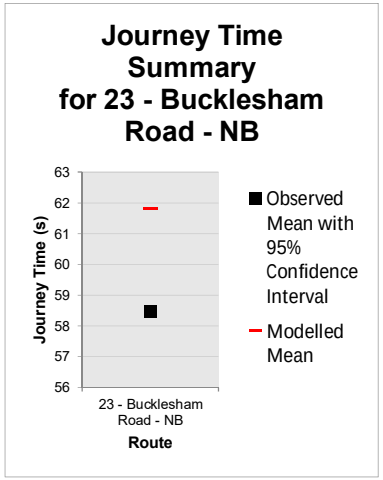
PM Peak (16:00-17:00)

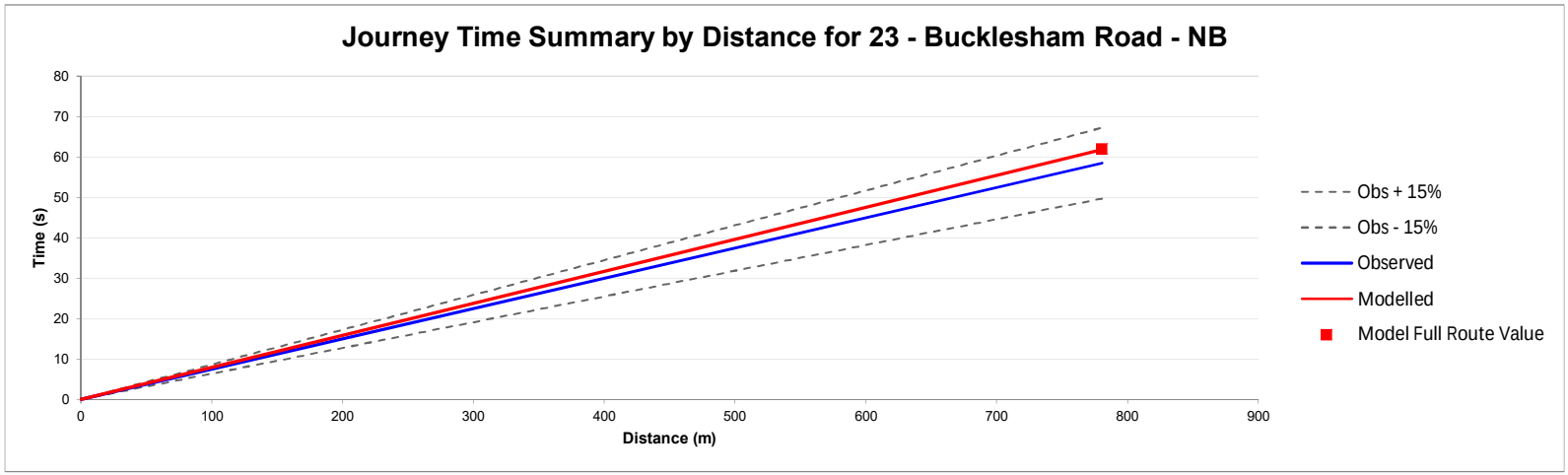




Journey Times
Validation Statistics

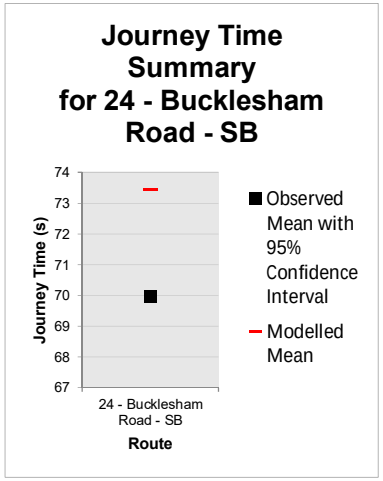
PM Peak (16:00-17:00)

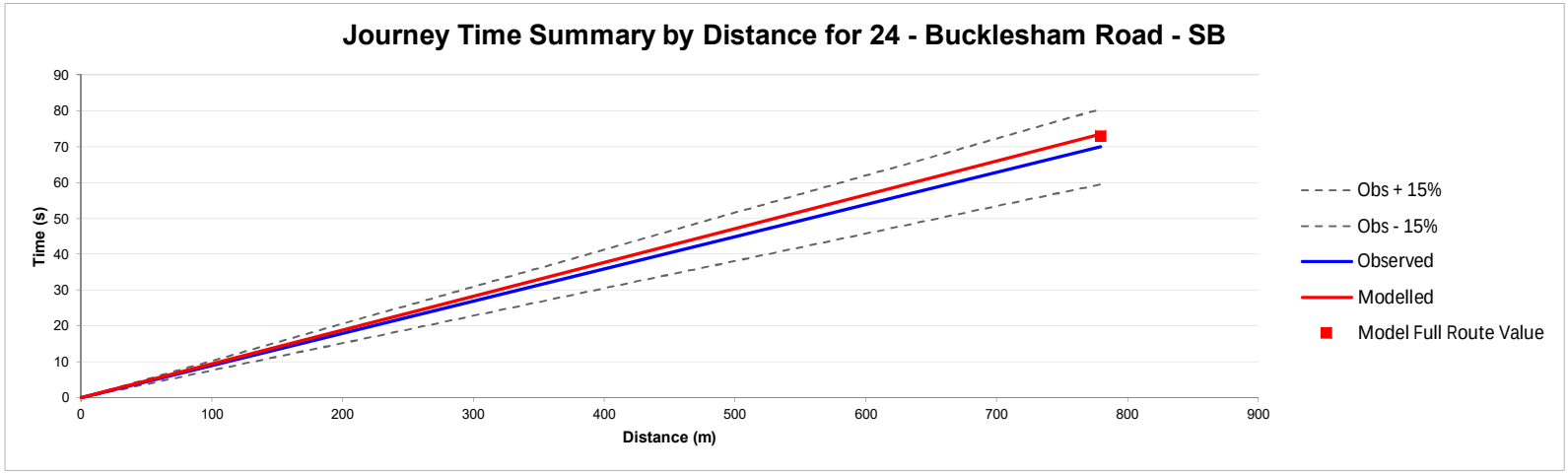




Journey Times
Validation Statistics

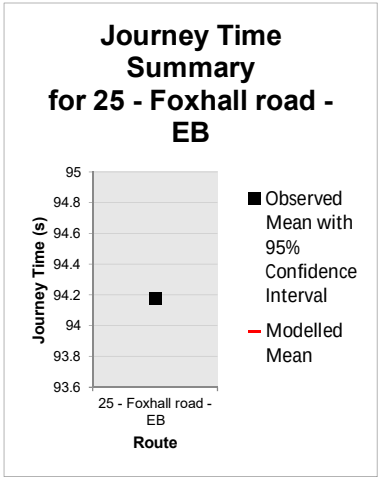
PM Peak (16:00-17:00)

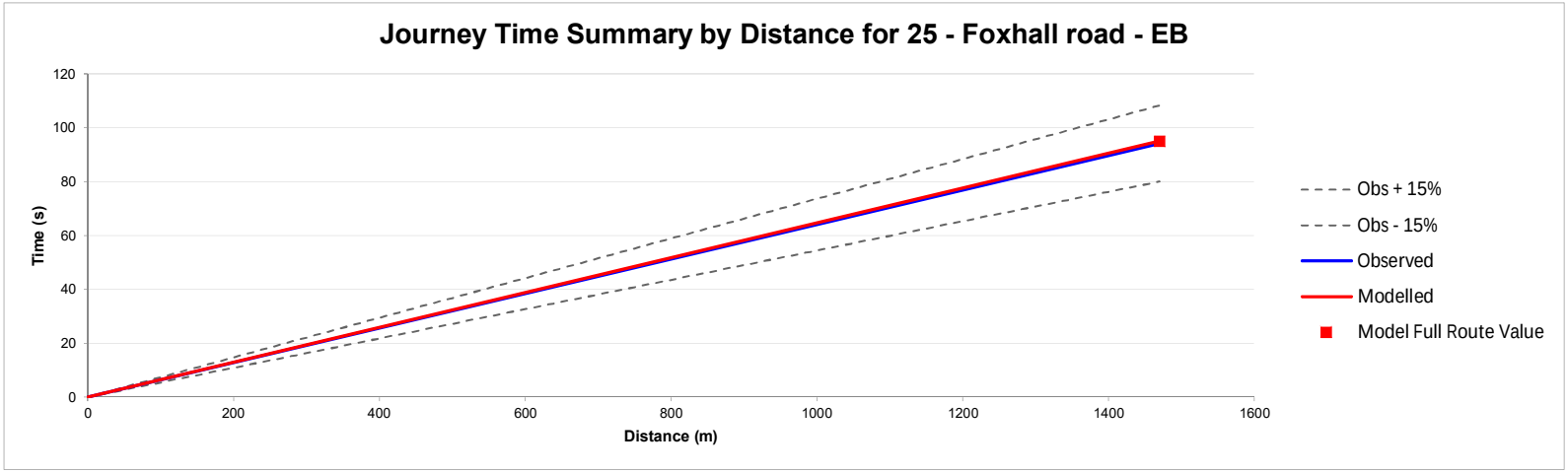




Journey Times
Validation Statistics

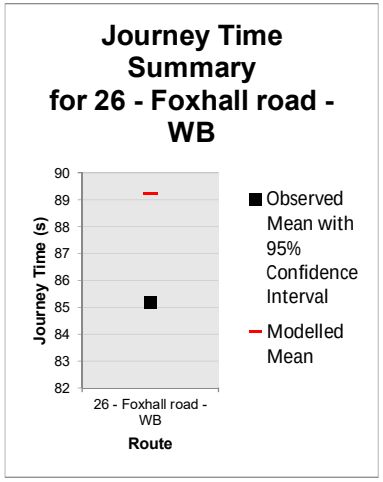
PM Peak (16:00-17:00)

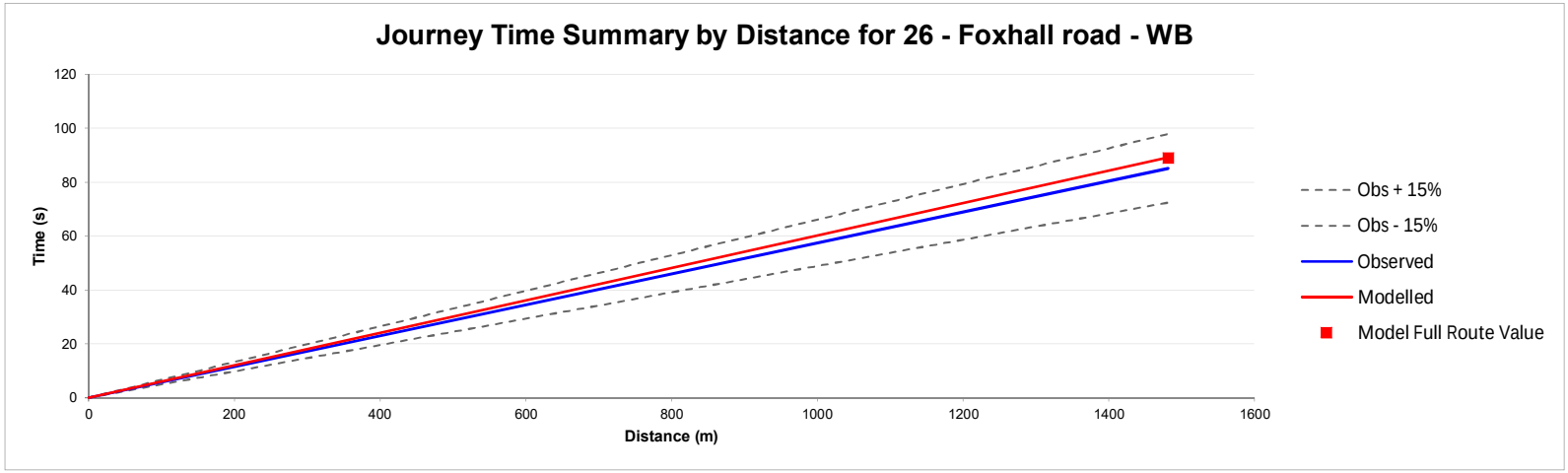




Journey Times
Validation Statistics

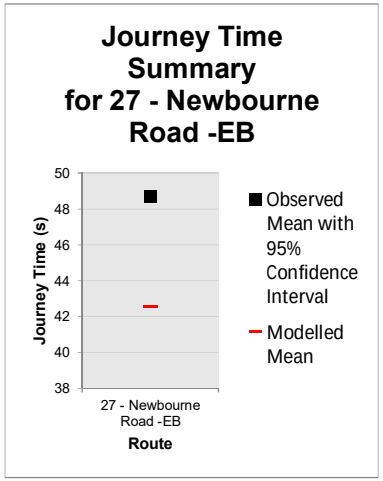
PM Peak (16:00-17:00)

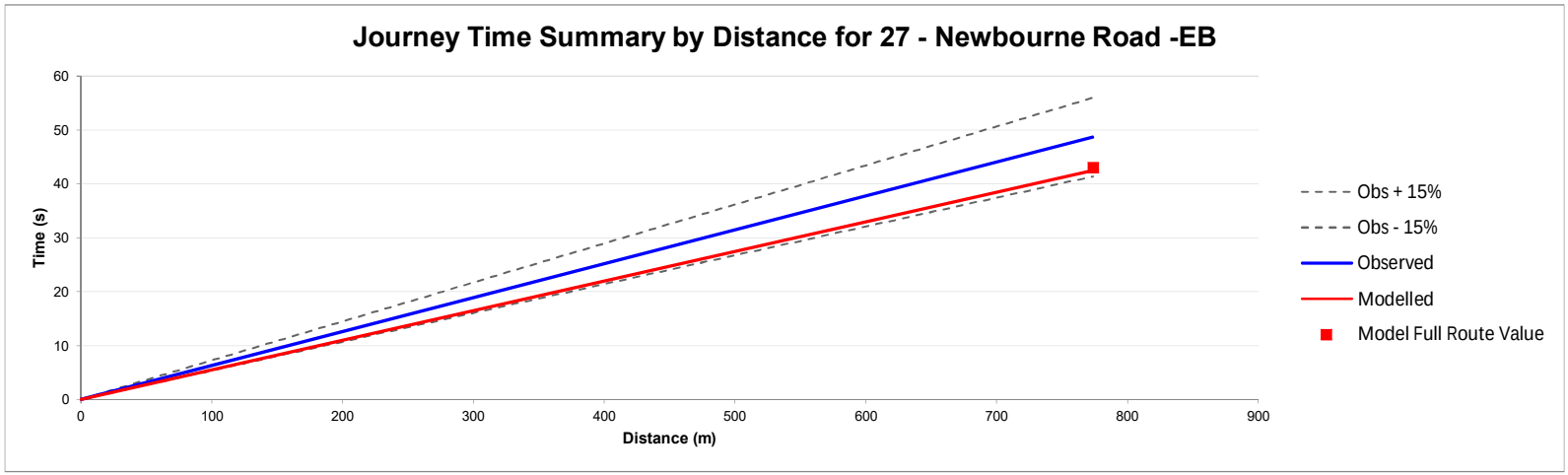




Journey Times
Validation Statistics

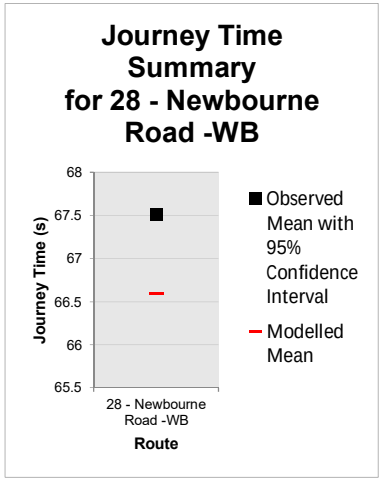
PM Peak (16:00-17:00)

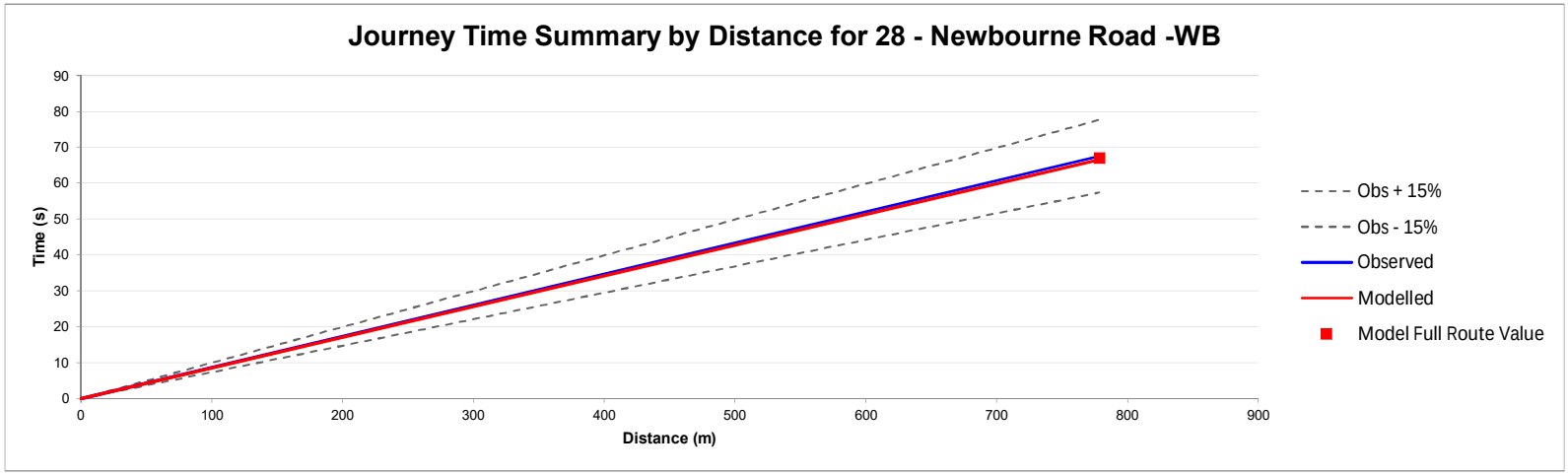




Journey Times
Validation Statistics

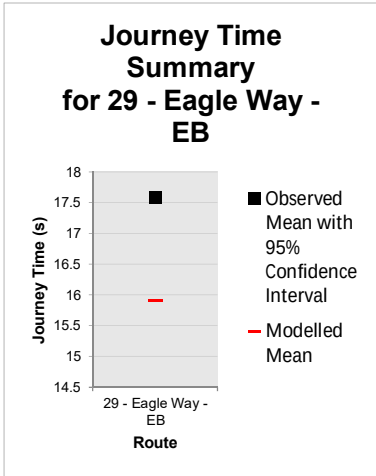
PM Peak (16:00-17:00)

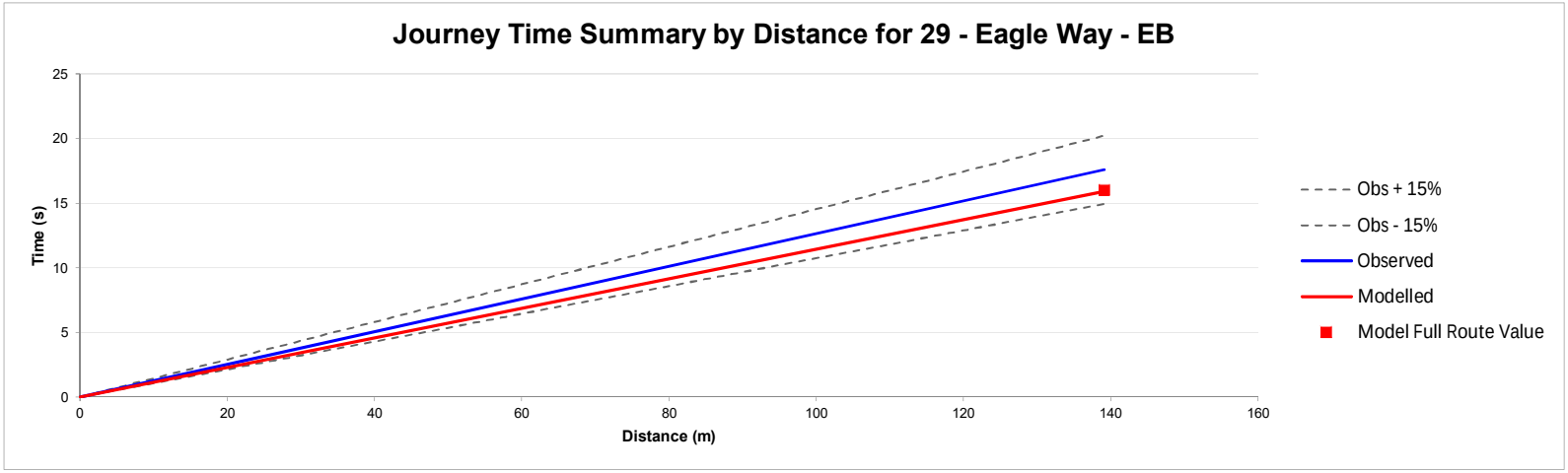




Journey Times
Validation Statistics

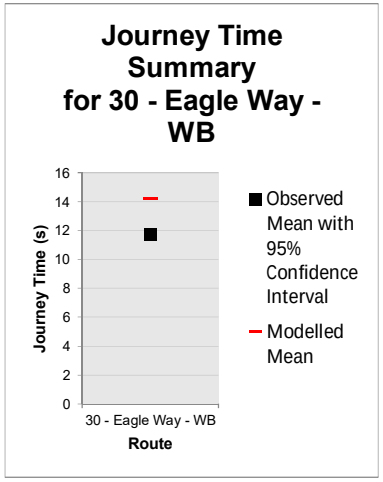
PM Peak (16:00-17:00)

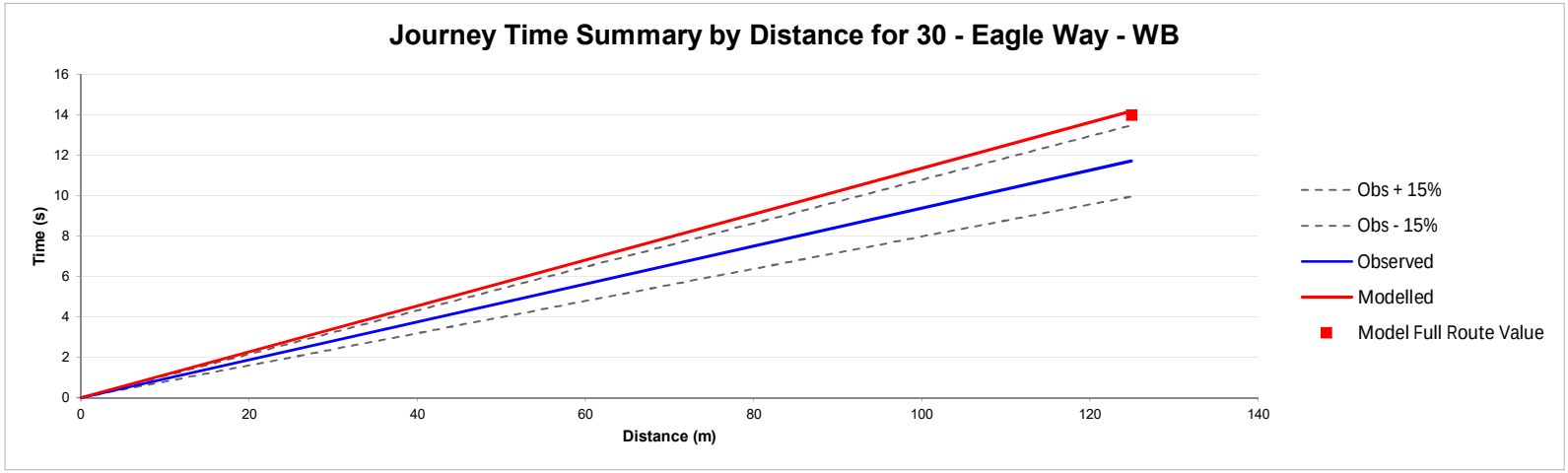




Journey Times
Validation Statistics

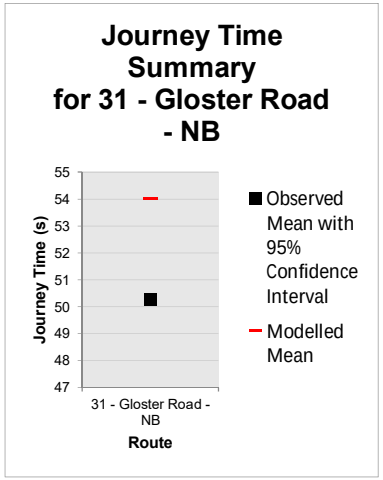
PM Peak (16:00-17:00)

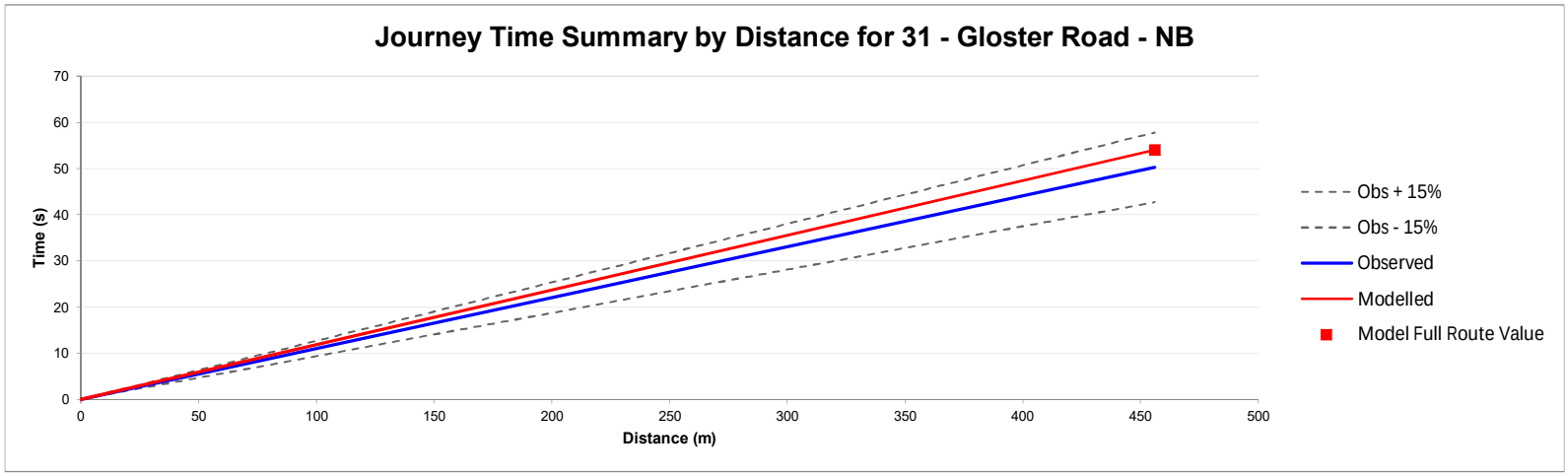




Journey Times
Validation Statistics

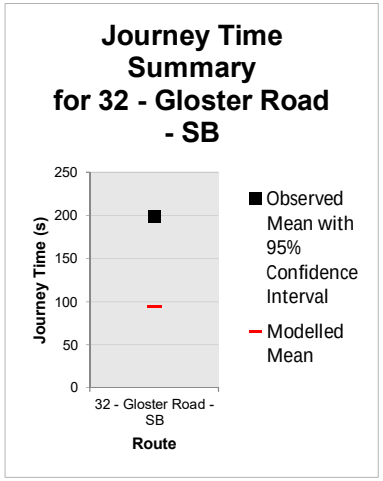
PM Peak (16:00-17:00)

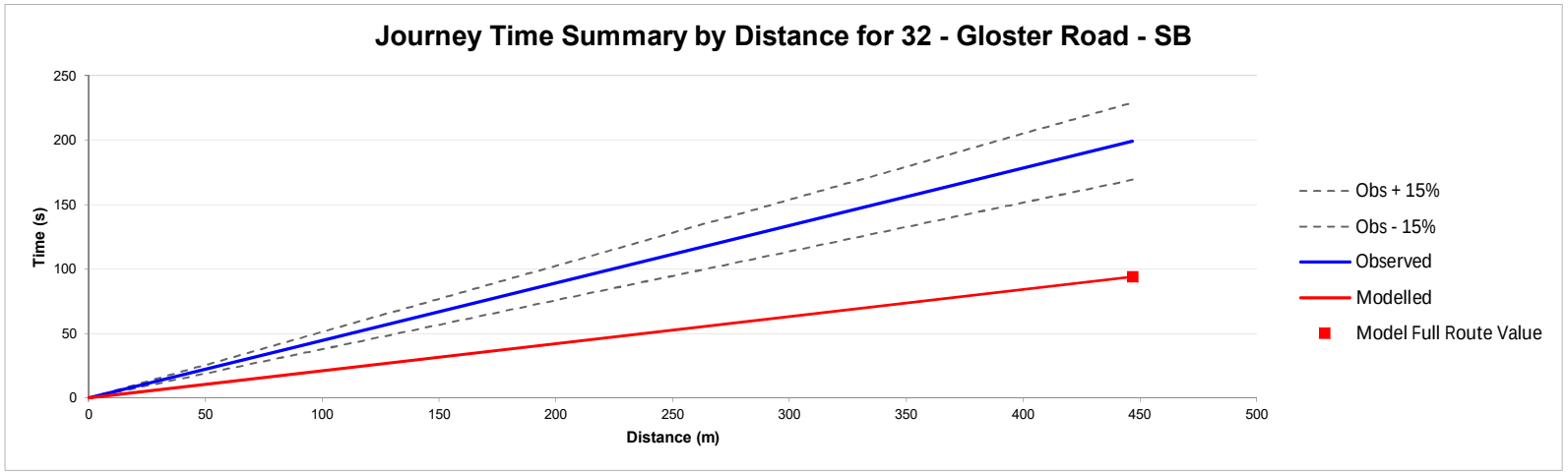




Journey Times
Validation Statistics

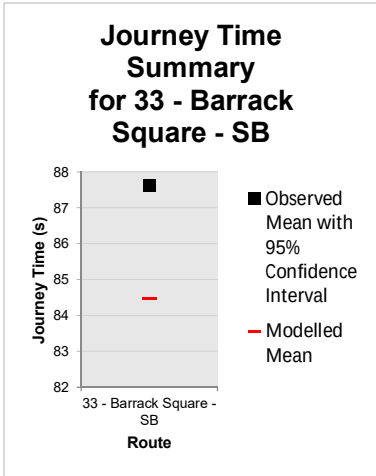
PM Peak (16:00-17:00)

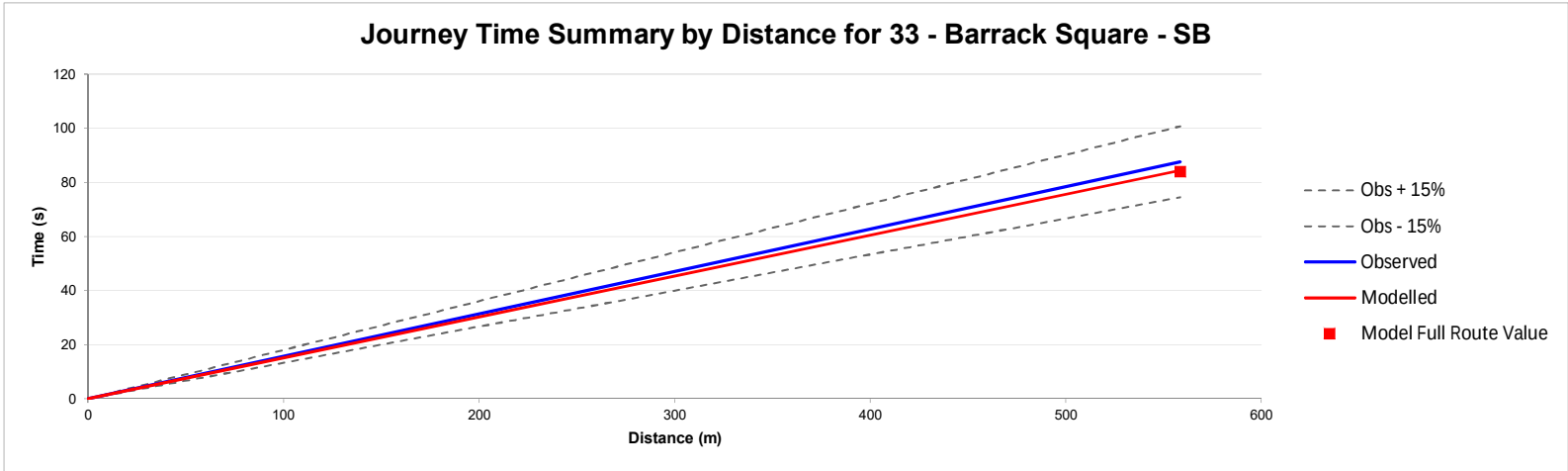




Journey Times
Validation Statistics

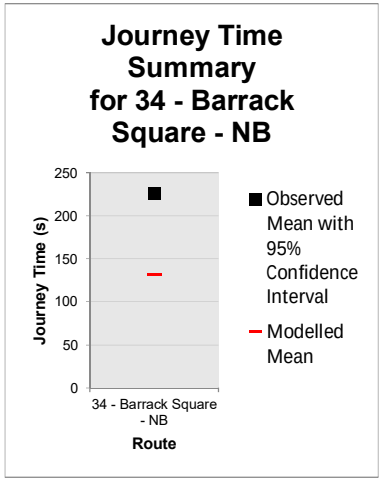
PM Peak (16:00-17:00)

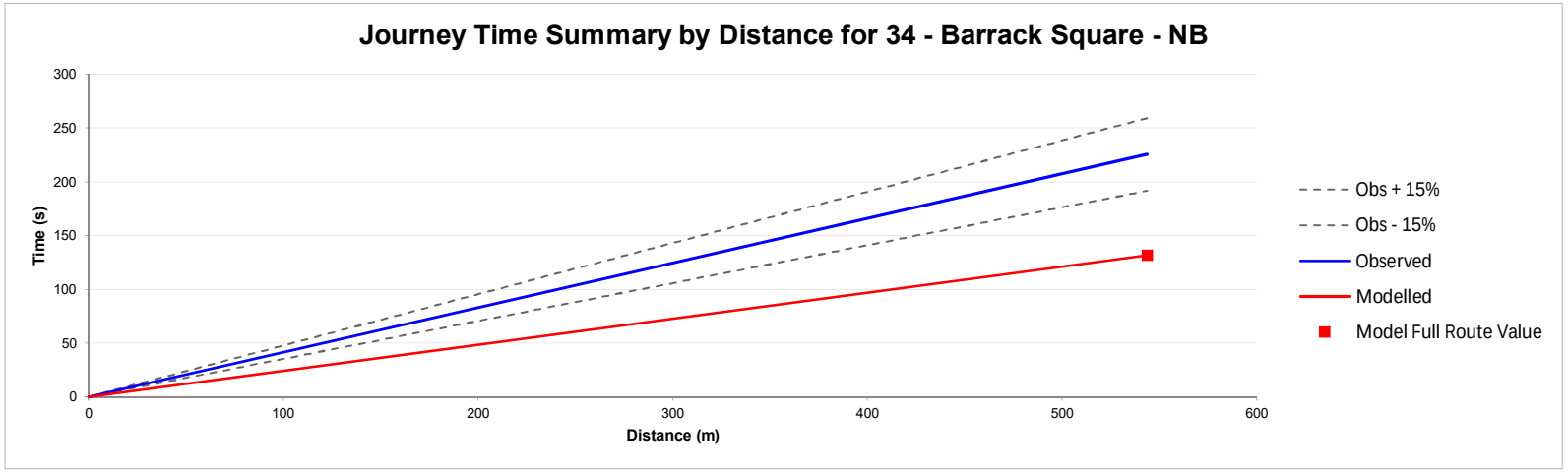




Journey Times
Validation Statistics

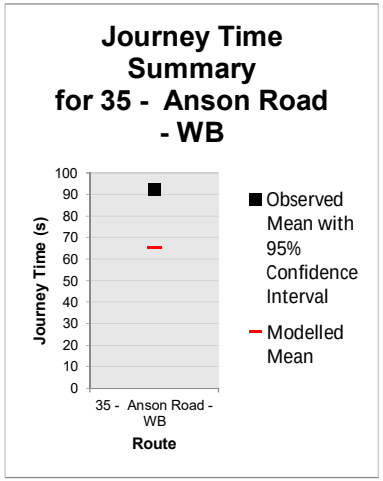
PM Peak (16:00-17:00)

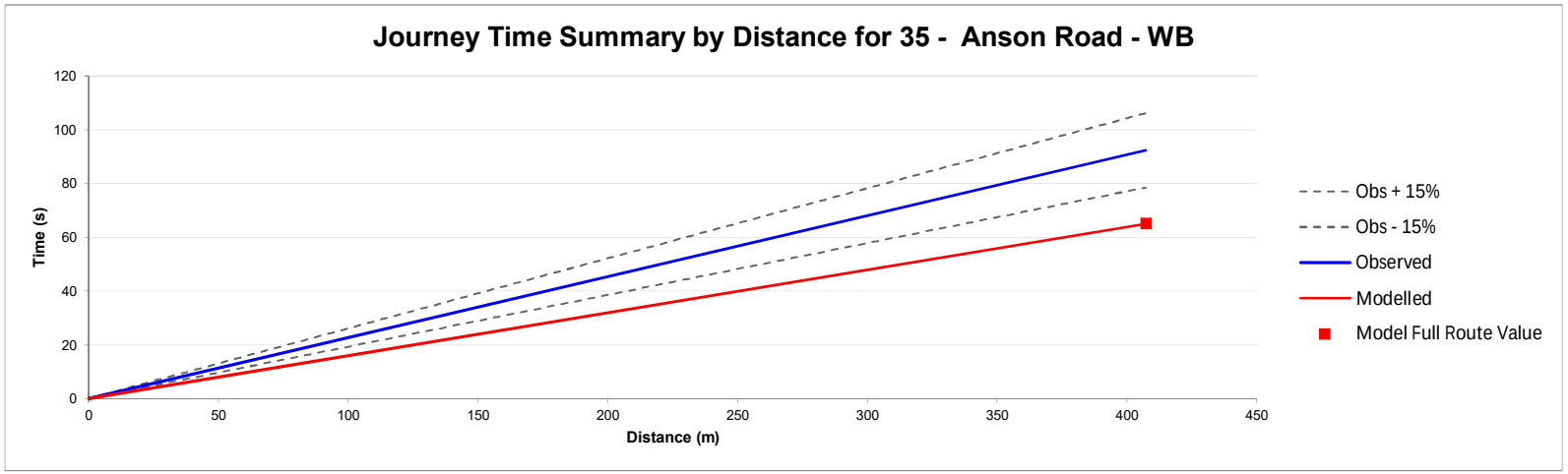




Journey Times
Validation Statistics

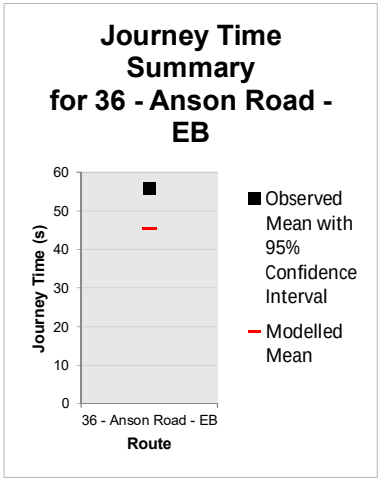
PM Peak (16:00-17:00)

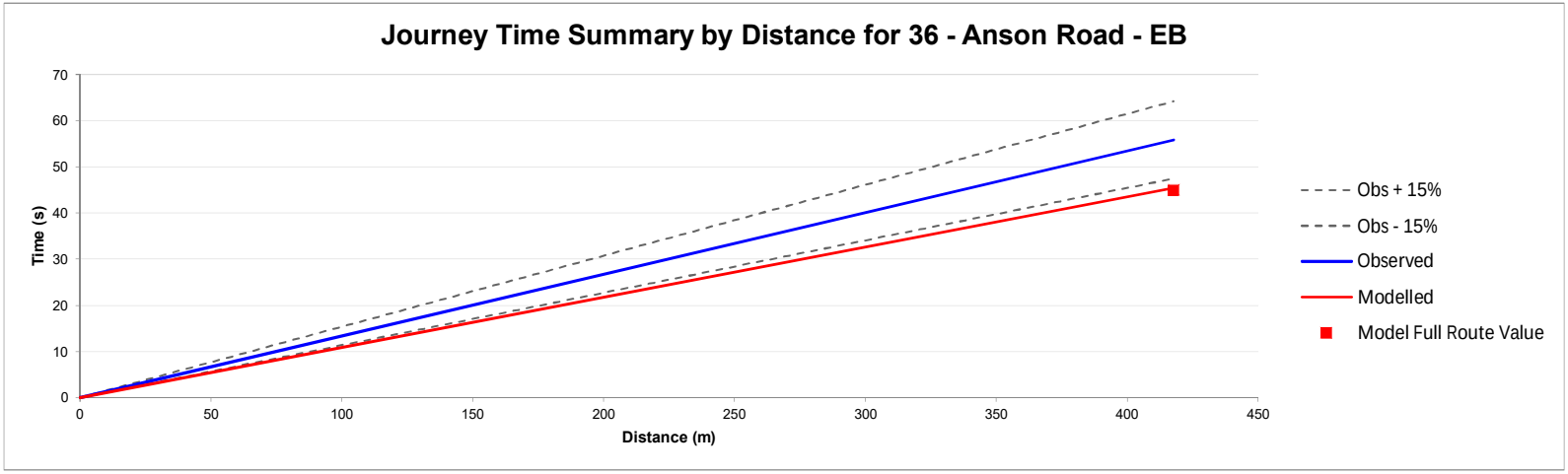




Journey Times
Validation Statistics

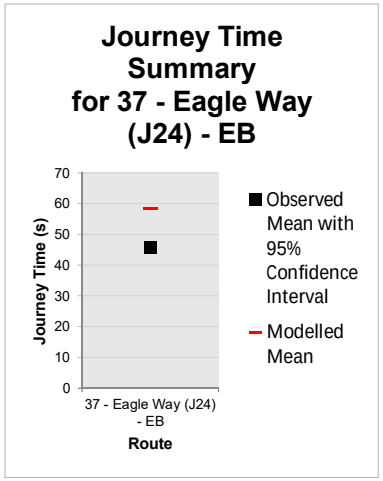
PM Peak (16:00-17:00)

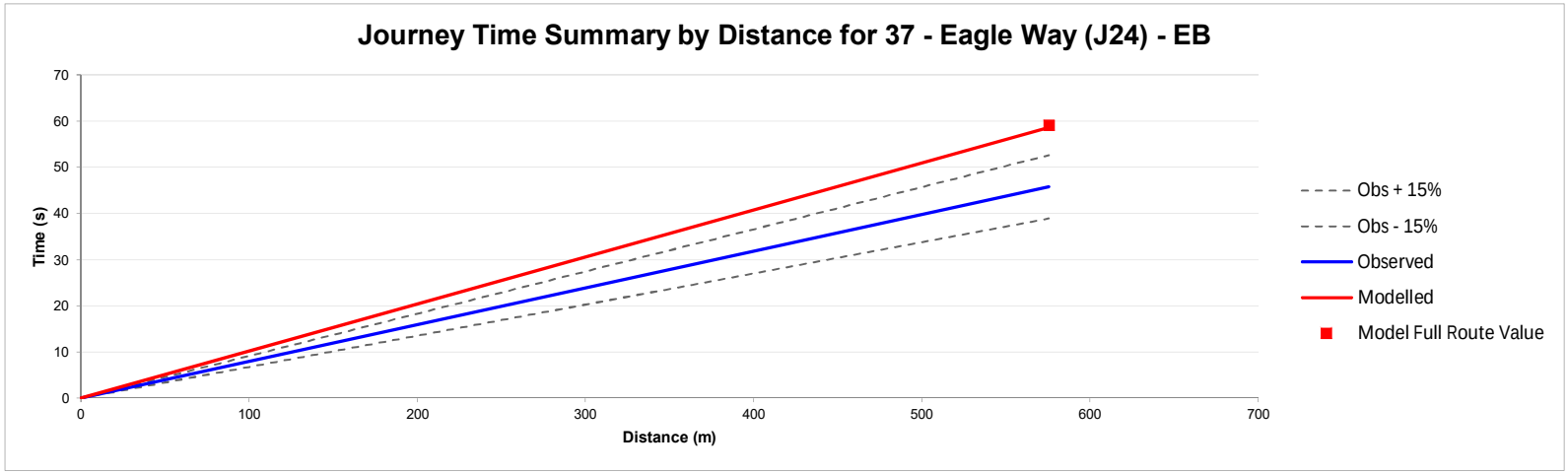




Journey Times
Validation Statistics

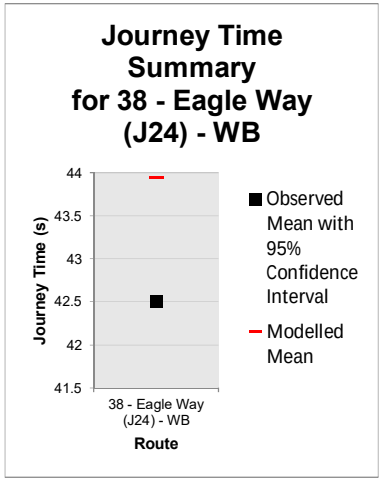
PM Peak (16:00-17:00)

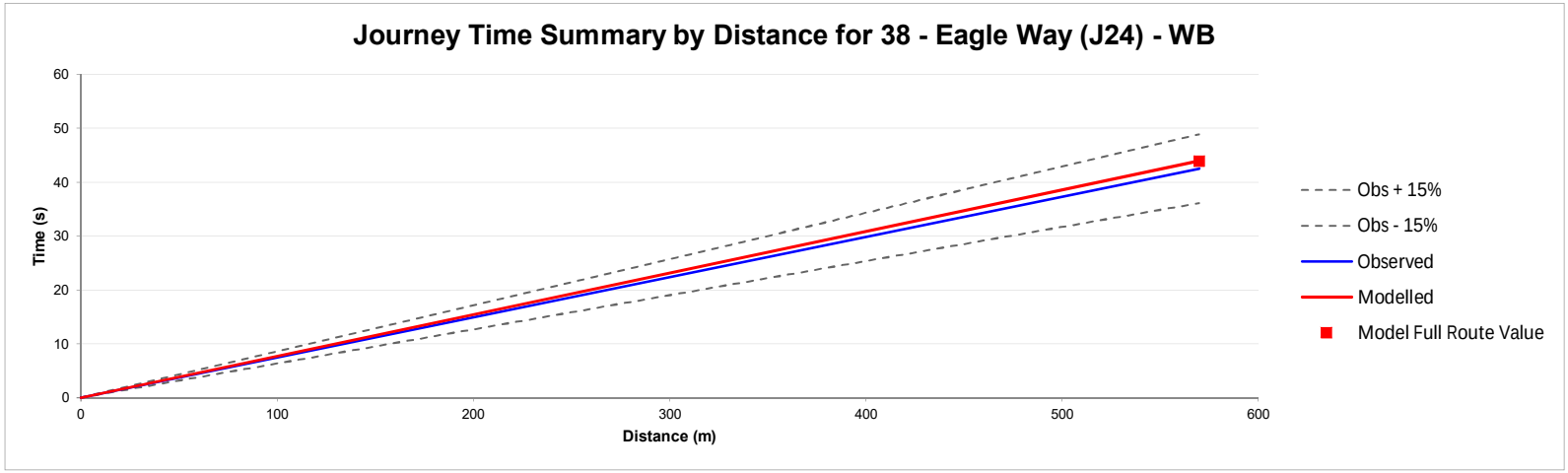




Journey Times
Validation Statistics

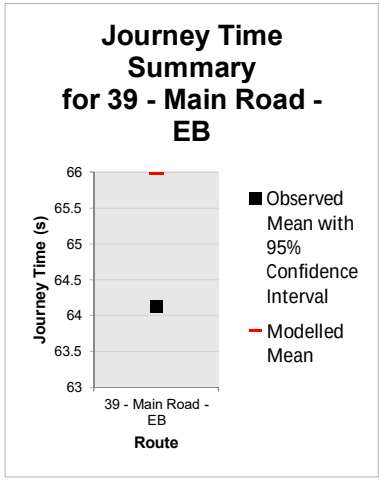
PM Peak (16:00-17:00)

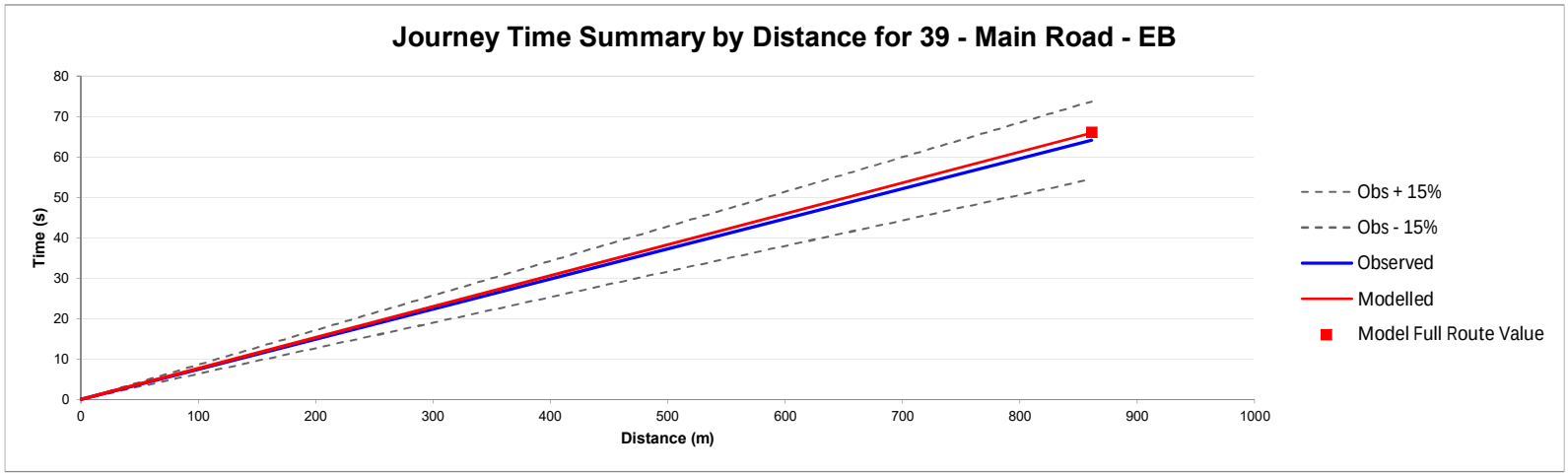




Journey Times
Validation Statistics

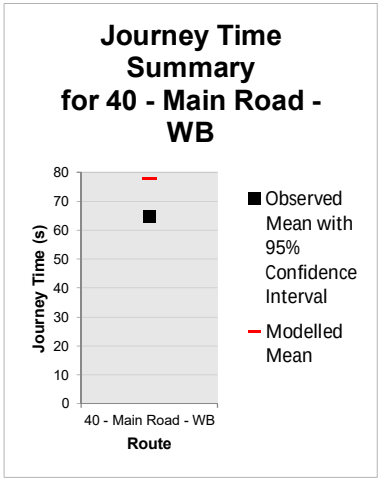
PM Peak (16:00-17:00)

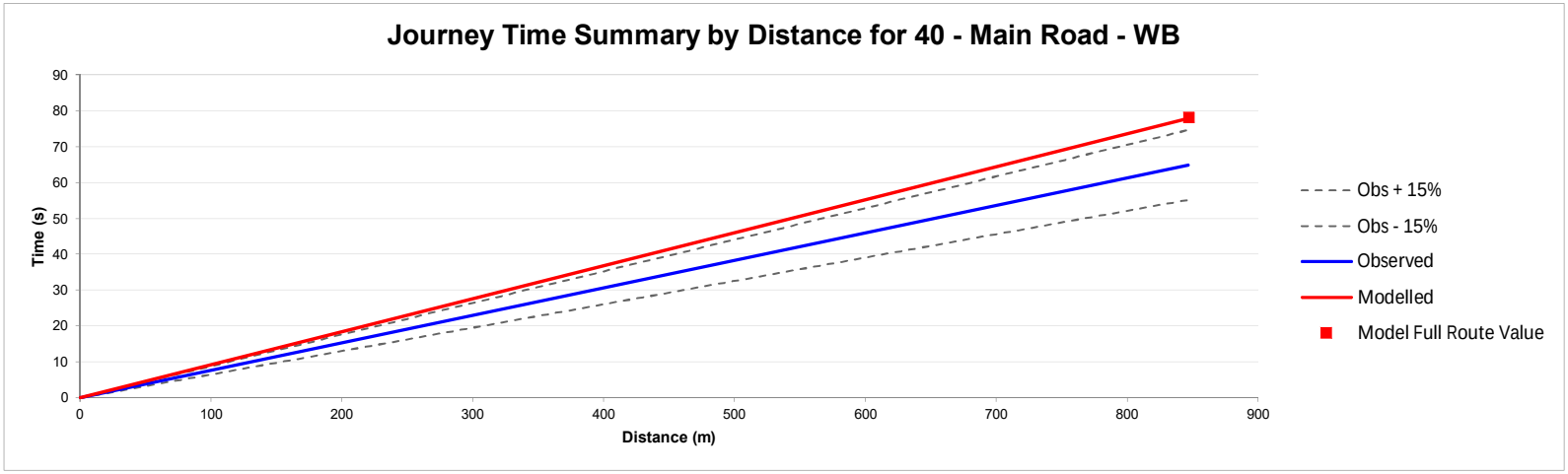




Journey Times
Validation Statistics

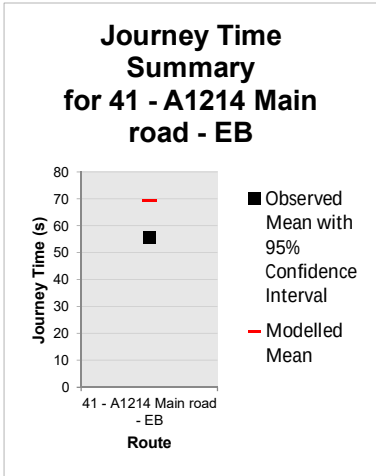
PM Peak (16:00-17:00)

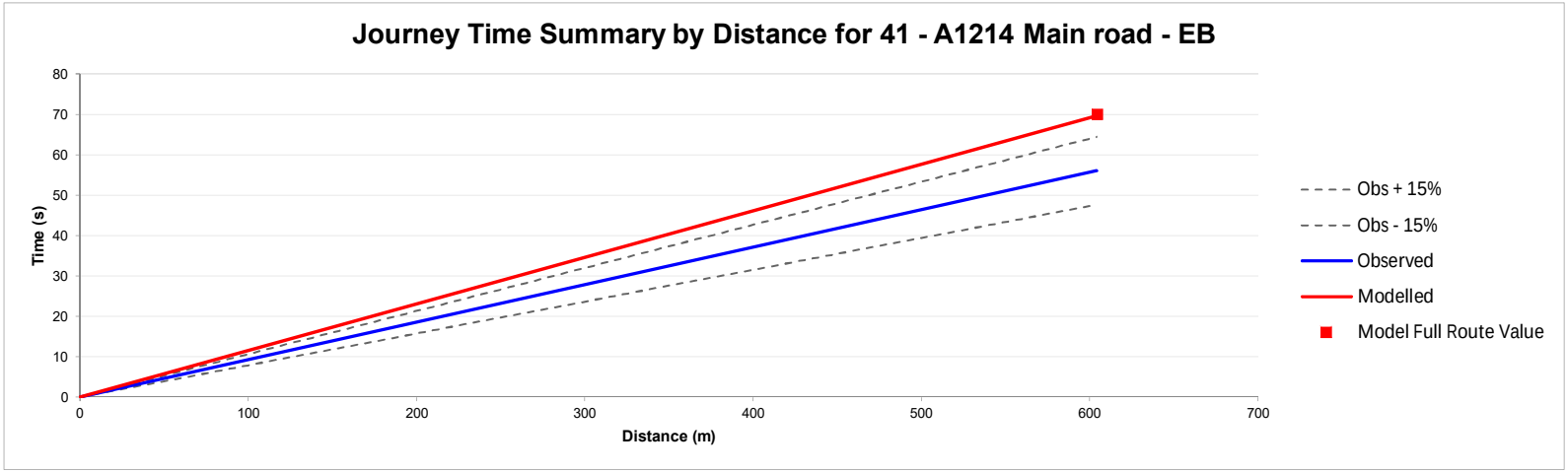




Journey Times
Validation Statistics

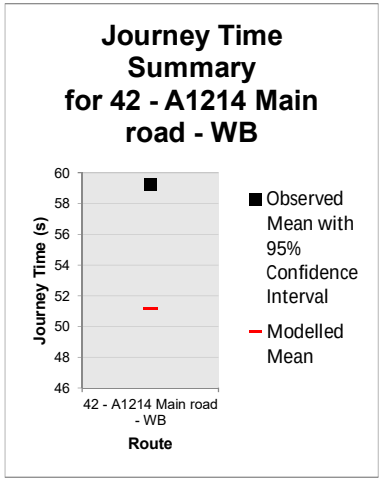
PM Peak (16:00-17:00)

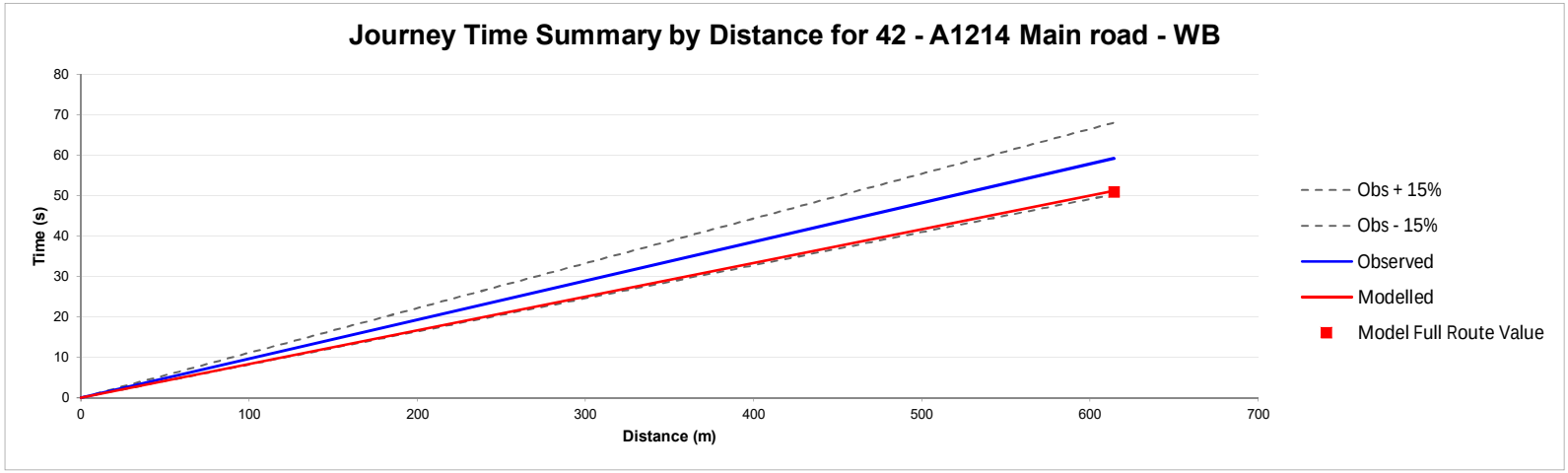




Journey Times
Validation Statistics

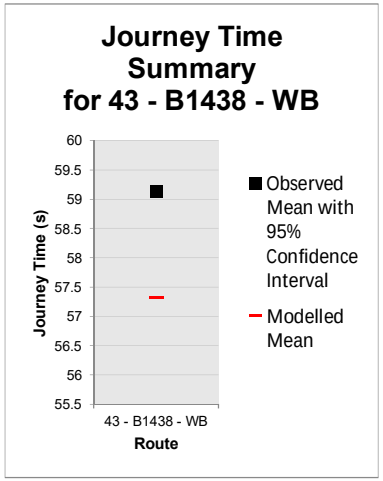
PM Peak (16:00-17:00)

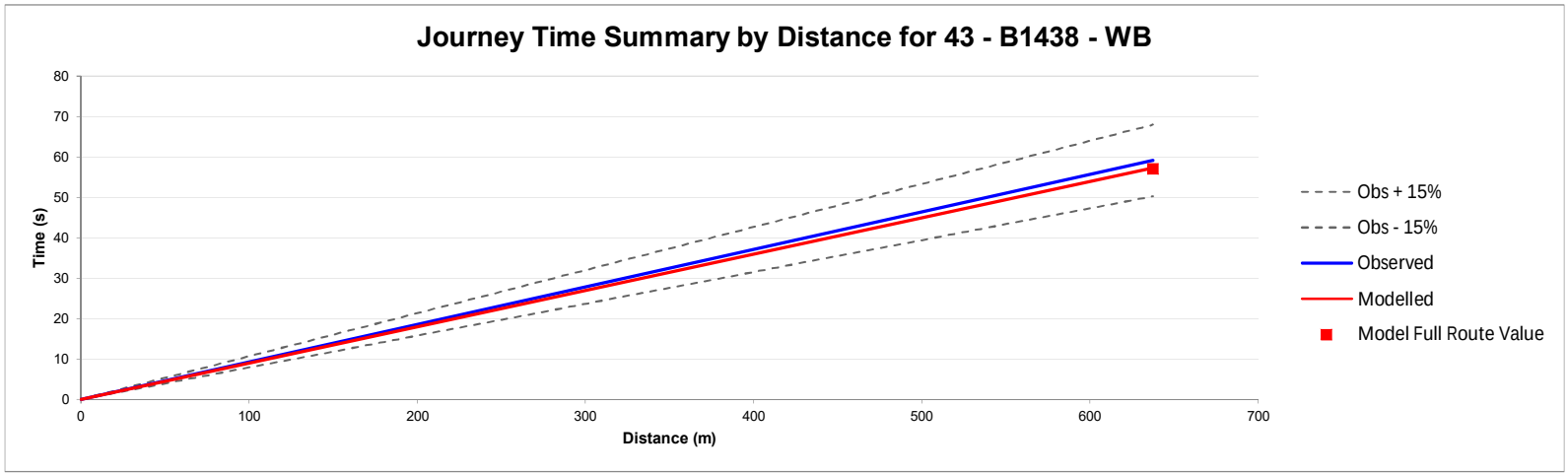




Journey Times
Validation Statistics

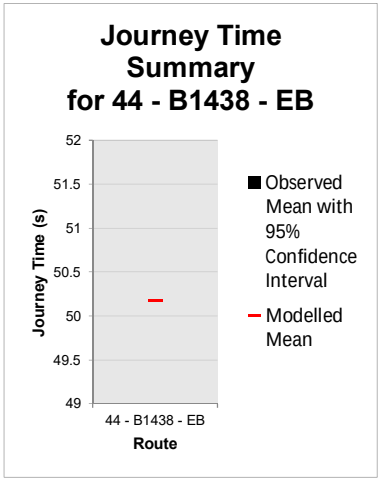
PM Peak (16:00-17:00)

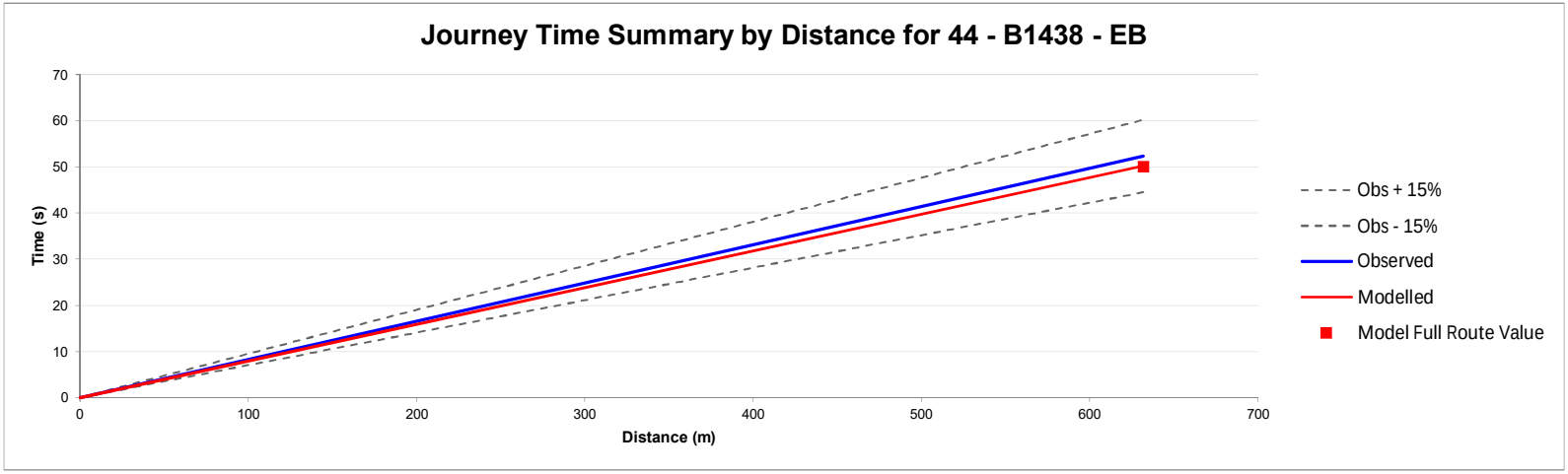




Journey Times
Validation Statistics

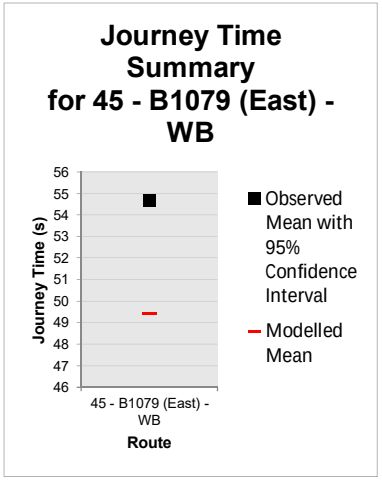
PM Peak (16:00-17:00)

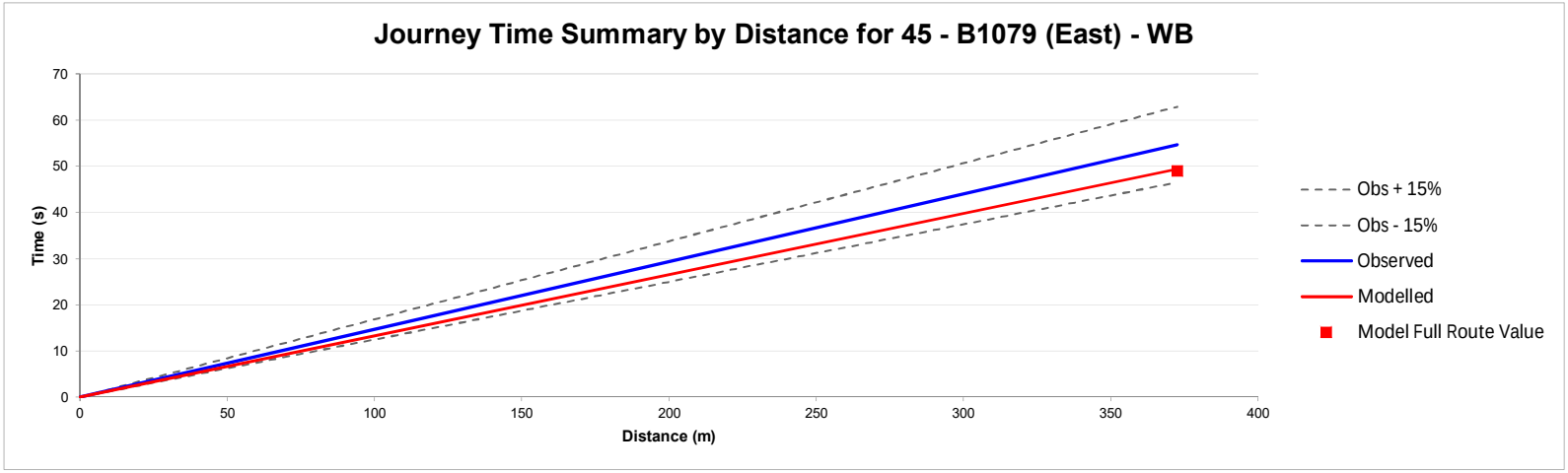




Journey Times
Validation Statistics

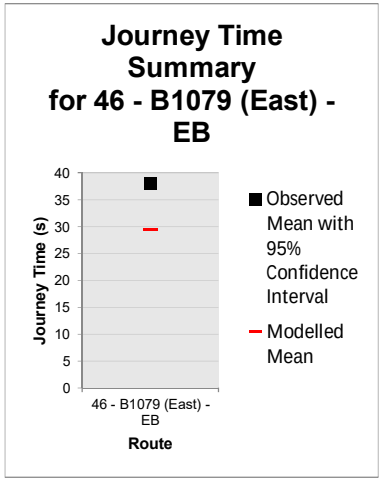
PM Peak (16:00-17:00)

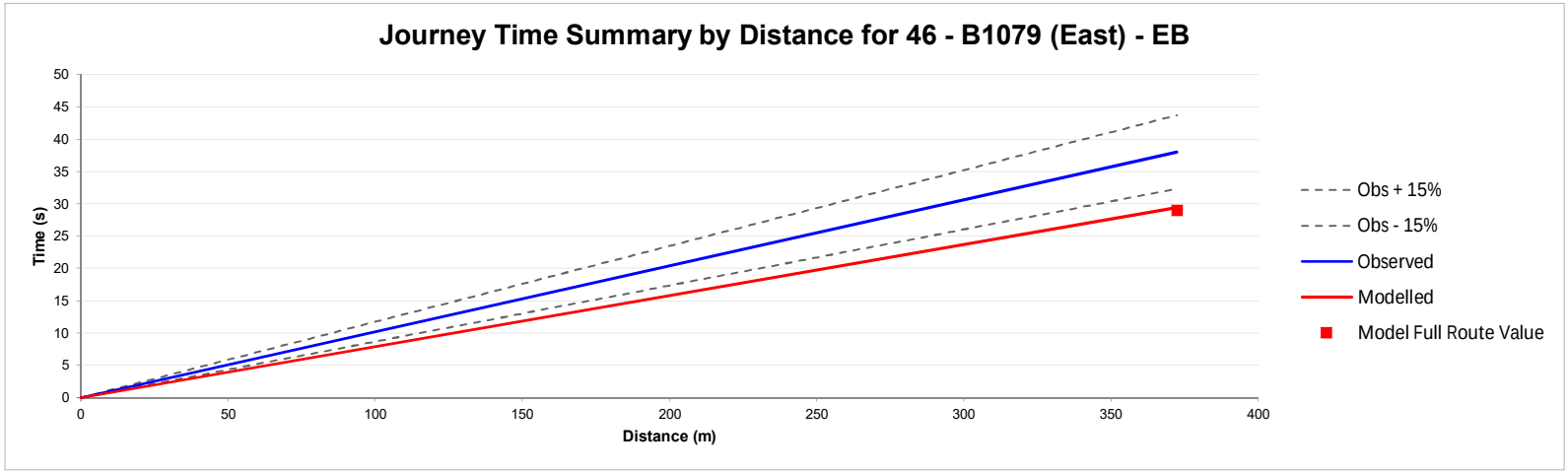




Journey Times
Validation Statistics

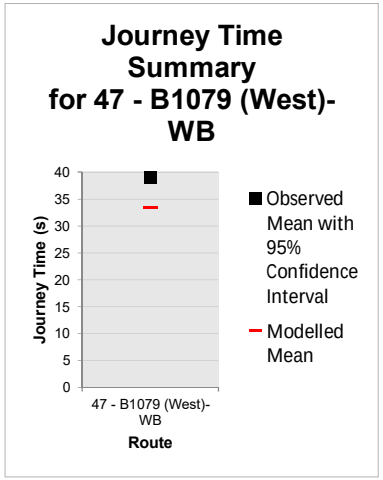
PM Peak (16:00-17:00)

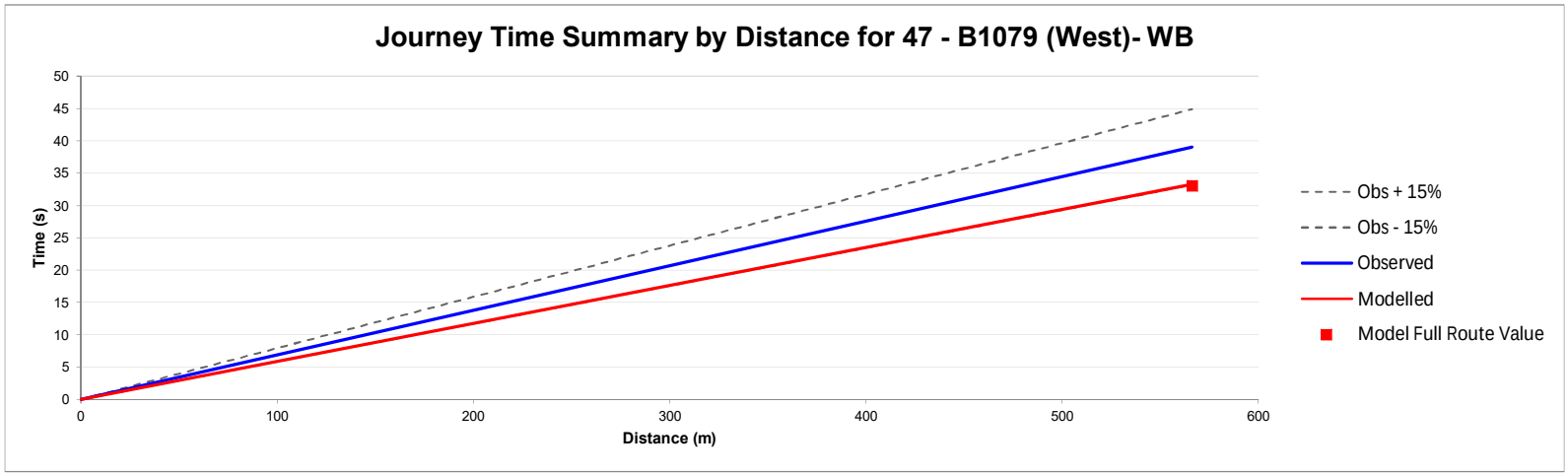




Journey Times
Validation Statistics

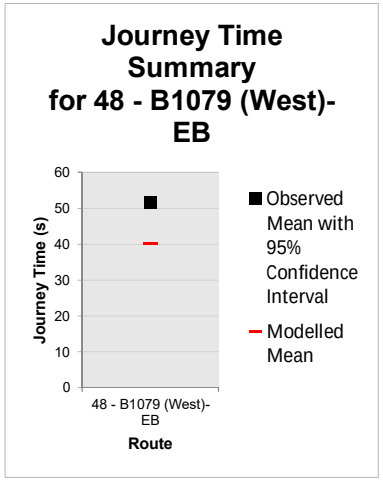
PM Peak (16:00-17:00)

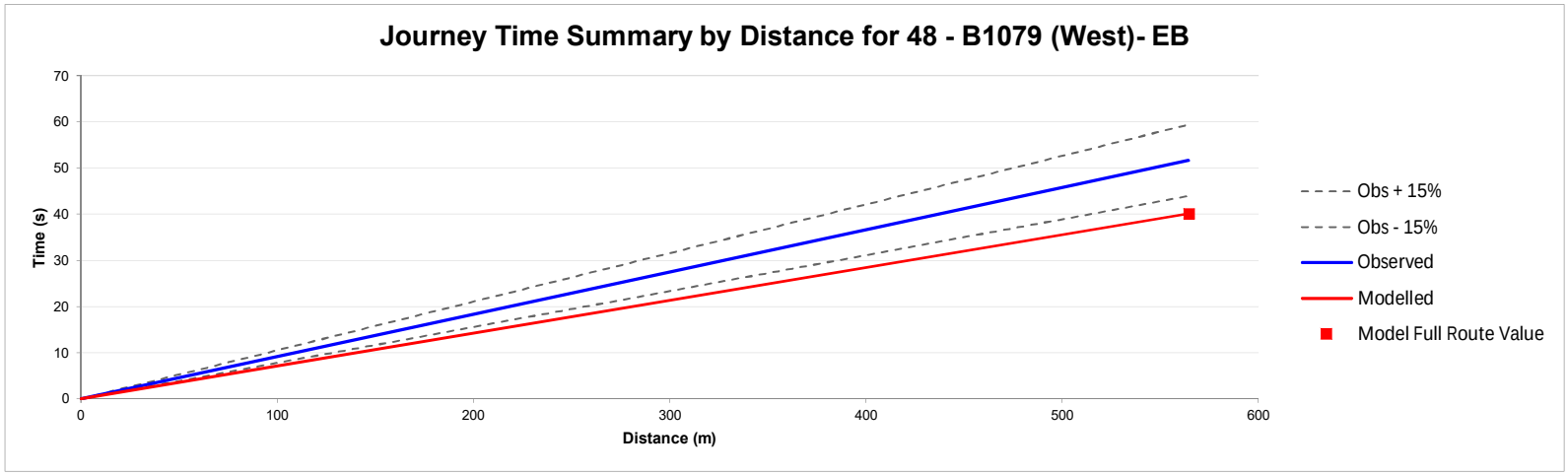




Journey Times
Validation Statistics

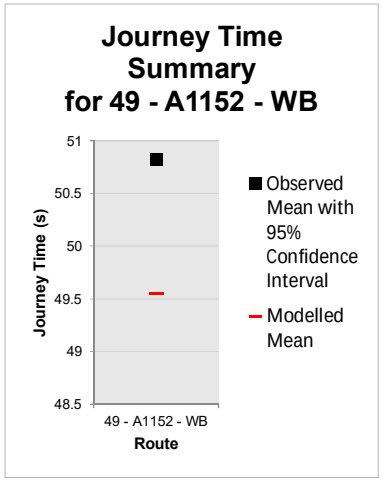
PM Peak (16:00-17:00)

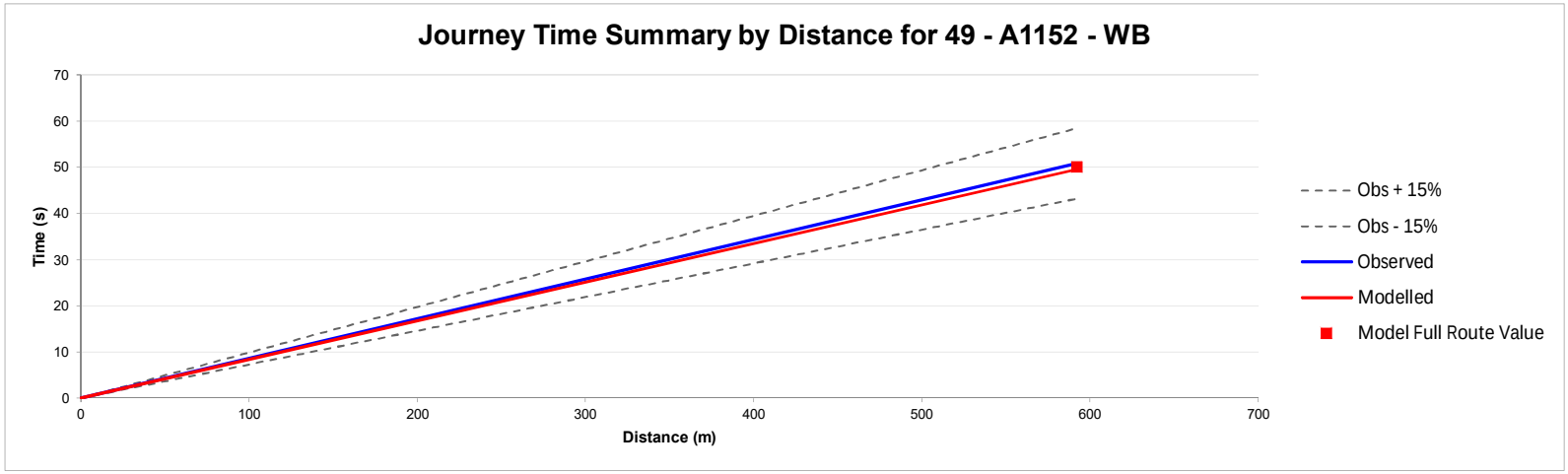




Journey Times
Validation Statistics

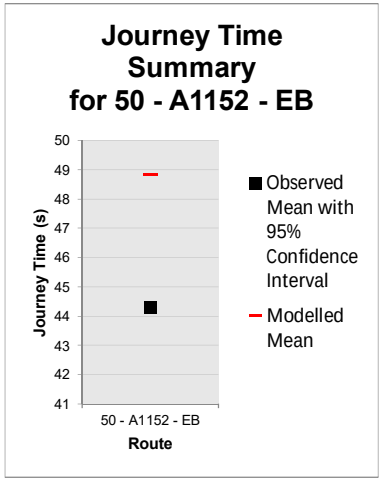
PM Peak (16:00-17:00)

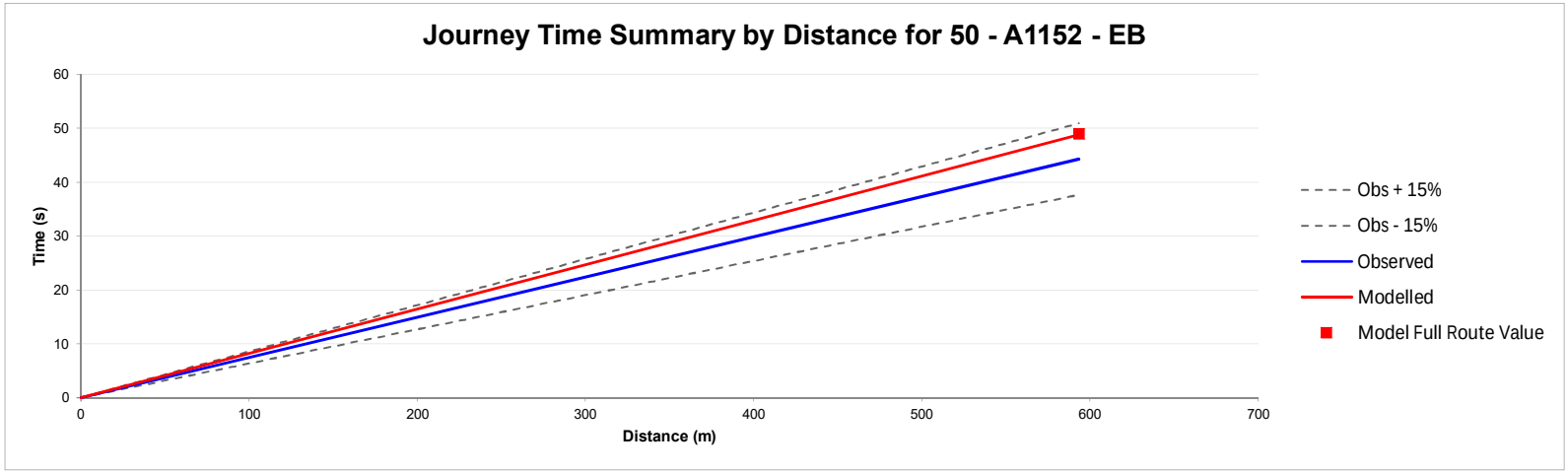




Journey Times
Validation Statistics

PM Peak (16:00-17:00)





wsp

Journey Times
Validation Statistics

PM Peak (17:00-18:00)

Route:	Segment	Graph Group	Observed Average	Modelled Average	Modelled 95% Conf	Modelled Var Chk	% Diff	Diff	Conf?	15%	60s	WebTAG	Distance (m)
1 - J21 - J22 - NB	Partial - A	1	122	111	1	TRUE	-8.9%	-11	FALSE	TRUE	TRUE	TRUE	2695
2 - J22 - J23 - NB	Partial - B	1	73	63	0	TRUE	-12.6%	-9	FALSE	TRUE	TRUE	TRUE	1406
3 - J23 - J24 - NB	Partial - C	1	52	44	0	TRUE	-15.2%	-8	FALSE	FALSE	TRUE	TRUE	646
4 - J24 - J25 - NB	Partial - D	1	51	47	0	TRUE	-8.3%	-4	FALSE	TRUE	TRUE	TRUE	598
5 - J25 - J26 - NB	Partial - E	1	113	123	1	TRUE	9.3%	10	FALSE	TRUE	TRUE	TRUE	2509
6 - J26 - J27 - NB	Partial - F	1	96	89	0	TRUE	-7.7%	-7	FALSE	TRUE	TRUE	TRUE	1513
7 - J27 - J28 - NB	Partial - G	1	86	95	0	TRUE	10.6%	9	FALSE	TRUE	TRUE	TRUE	1444
8 - J28 - A12- NB	Partial - H	1	139	136	1	TRUE	-2.7%	-4	FALSE	TRUE	TRUE	TRUE	3240
9 - A12 - J28 - SB	Partial - A	3	130	122	1	TRUE	-6.3%	-8	FALSE	TRUE	TRUE	TRUE	2885
10 - J28 - J27 - SB	Partial - B	3	92	90	1	TRUE	-1.7%	-2	FALSE	TRUE	TRUE	TRUE	1455
11 - J27 - J26 - SB	Partial - C	3	79	90	0	TRUE	13.6%	11	FALSE	TRUE	TRUE	TRUE	1518
12 - J26 - J25 - SB	Partial - D	3	122	119	1	TRUE	-2.7%	-3	FALSE	TRUE	TRUE	TRUE	2490
13 - J25 - J24 - SB	Partial - E	3	42	33	0	TRUE	-21.4%	-9	FALSE	FALSE	TRUE	TRUE	597
14 - J24 - J23 - SB	Partial - F	3	43	38	0	TRUE	-11.1%	-5	FALSE	TRUE	TRUE	TRUE	659
15 - J23 - J22 - SB	Partial - G	3	74	66	0	TRUE	-11.2%	-8	FALSE	TRUE	TRUE	TRUE	1429
16 - J22 - J21 - SB	Partial - H	3	123	124	1	TRUE	1.1%	1	FALSE	TRUE	TRUE	TRUE	2859
17 - A14 WB upto Offslip	Full	5	124	136	1	TRUE	9.6%	12	FALSE	TRUE	TRUE	TRUE	3168
18 - A14 EB from Onslip	Full	6	112	119	0	TRUE	6.5%	7	FALSE	TRUE	TRUE	TRUE	3161
19 - A14 WB from Onslip	Full	7	76	81	0	TRUE	7.8%	6	FALSE	TRUE	TRUE	TRUE	1968
20 - A14 EB upto Offslip	Full	8	80	89	1	TRUE	12.2%	10	FALSE	TRUE	TRUE	TRUE	1976
21 - Felixstowe - SB	Full	9	94	100	1	TRUE	6.0%	6	FALSE	TRUE	TRUE	TRUE	1712
22 - Felixstowe - NB	Full	10	98	106	1	TRUE	8.3%	8	FALSE	TRUE	TRUE	TRUE	1656
23 - Bucklesham Road - NB	Full	11	59	62	0	TRUE	4.5%	3	FALSE	TRUE	TRUE	TRUE	780
24 - Bucklesham Road - SB	Full	12	75	68	2	TRUE	-10.2%	-8	FALSE	TRUE	TRUE	TRUE	780
25 - Foxhall road - EB	Full	13	90	92	1	TRUE	1.3%	1	FALSE	TRUE	TRUE	TRUE	1470
26 - Foxhall road - WB	Full	14	85	90	1	TRUE	6.0%	5	FALSE	TRUE	TRUE	TRUE	1481
27 - Newbourne Road -EB	Full	15	47	42	0	TRUE	-11.1%	-5	FALSE	TRUE	TRUE	TRUE	774
28 - Newbourne Road -WB	Full	16	63	59	1	TRUE	-5.7%	-4	FALSE	TRUE	TRUE	TRUE	778
29 - Eagle Way - EB	Full	17	17	16	1	TRUE	-1.8%	0	FALSE	TRUE	TRUE	TRUE	139
30 - Eagle Way - WB	Full	18	11	14	0	TRUE	23.6%	3	FALSE	FALSE	TRUE	TRUE	125
31 - Gloster Road - NB	Full	19	46	54	0	TRUE	16.1%	7	FALSE	FALSE	TRUE	TRUE	456
32 - Gloster Road - SB	Full	20	112	64	7	FALSE	-42.6%	-48	FALSE	FALSE	TRUE	TRUE	447
33 - Barrack Square - SB	Full	21	87	85	1	TRUE	-2.1%	-2	FALSE	TRUE	TRUE	TRUE	559
34 - Barrack Square - NB	Full	22	187	112	2	TRUE	-40.2%	-75	FALSE	FALSE	FALSE	FALSE	544
35 - Anson Road - WB	Full	23	79	55	3	FALSE	-30.5%	-24	FALSE	FALSE	TRUE	TRUE	407
36 - Anson Road - EB	Full	24	54	45	0	TRUE	-17.4%	-9	FALSE	FALSE	TRUE	TRUE	418
37 - Eagle Way (J24) - EB	Full	25	46	61	2	TRUE	32.8%	15	FALSE	FALSE	TRUE	TRUE	576
38 - Eagle Way (J24) - WB	Full	26	43	44	0	TRUE	2.1%	1	FALSE	TRUE	TRUE	TRUE	570
39 - Main Road - EB	Full	27	65	67	0	TRUE	3.5%	2	FALSE	TRUE	TRUE	TRUE	861
40 - Main Road - WB	Full	28	65	78	1	TRUE	21.1%	14	FALSE	FALSE	TRUE	TRUE	847
41 - A1214 Main road - EB	Full	29	53	67	0	TRUE	26.4%	14	FALSE	FALSE	TRUE	TRUE	604
42 - A1214 Main road - WB	Full	30	60	51	0	TRUE	-15.5%	-9	FALSE	FALSE	TRUE	TRUE	614
43 - B1438 - WB	Full	31	58	55	0	TRUE	-5.3%	-3	FALSE	TRUE	TRUE	TRUE	637
44 - B1438 - EB	Full	32	51	50	0	TRUE	-2.4%	-1	FALSE	TRUE	TRUE	TRUE	632
45 - B1079 (East) - WB	Full	33	41	37	1	TRUE	-10.4%	-4	FALSE	TRUE	TRUE	TRUE	373
46 - B1079 (East) - EB	Full	34	36	30	0	TRUE	-17.1%	-6	FALSE	FALSE	TRUE	TRUE	372
47 - B1079 (West)- WB	Full	35	37	33	0	TRUE	-11.4%	-4	FALSE	TRUE	TRUE	TRUE	566
48 - B1079 (West)- EB	Full	36	47	38	1	TRUE	-17.5%	-8	FALSE	FALSE	TRUE	TRUE	564

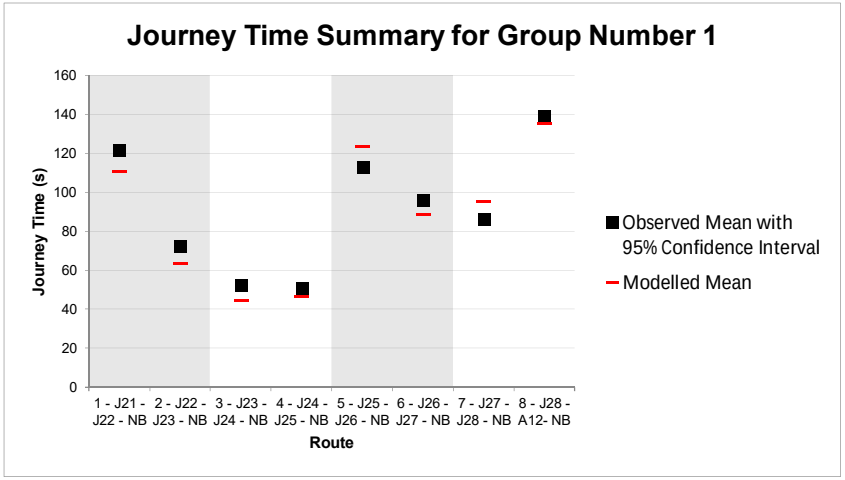
Journey Times
Validation Statistics

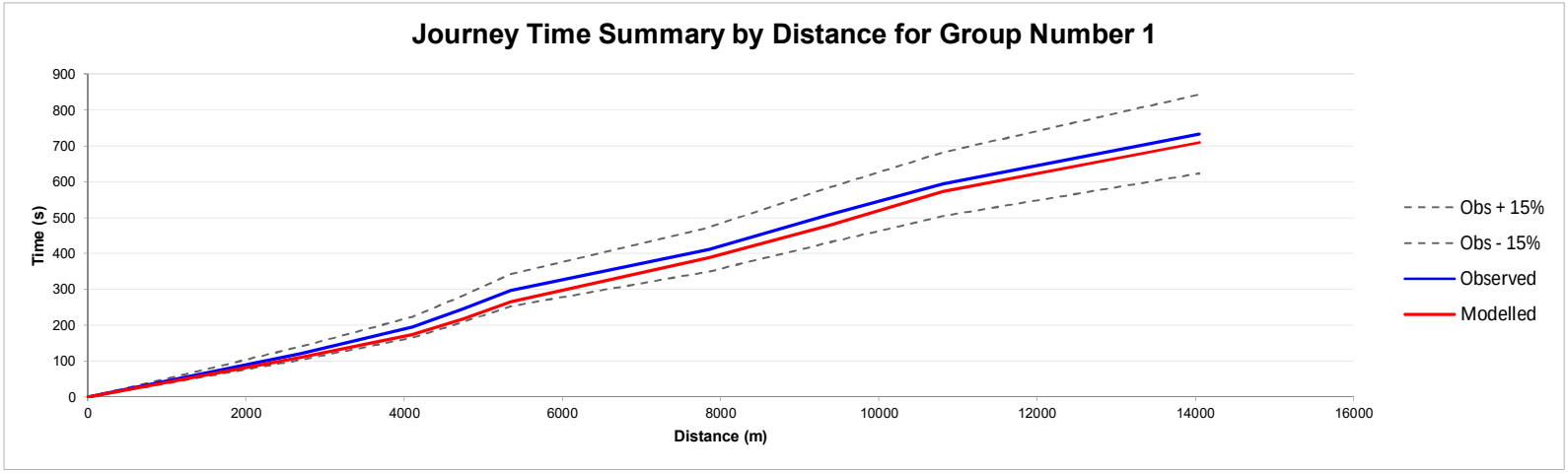
PM Peak (17:00-18:00)

49 - A1152 - WB	Full	37	48	49	0	TRUE	2.1%	1	FALSE	TRUE	TRUE	TRUE	592
50 - A1152 - EB	Full	38	43	49	0	TRUE	12.8%	6	FALSE	TRUE	TRUE	TRUE	593
51 - A12 NB	Full	2	733	717	2	TRUE	-2.1%	-16	FALSE	TRUE	TRUE	TRUE	13695
52 - A12 SB	Full	4	705	682	2	TRUE	-3.2%	-22	FALSE	TRUE	TRUE	TRUE	13295

Journey Times
Validation Statistics

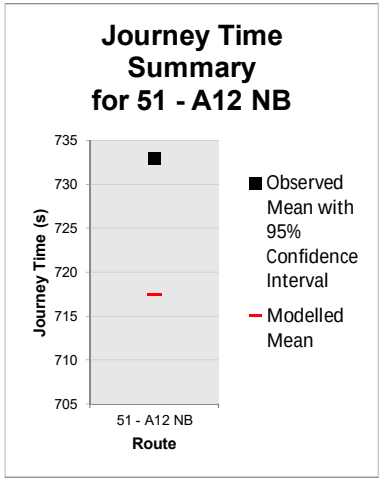
PM Peak (17:00-18:00)

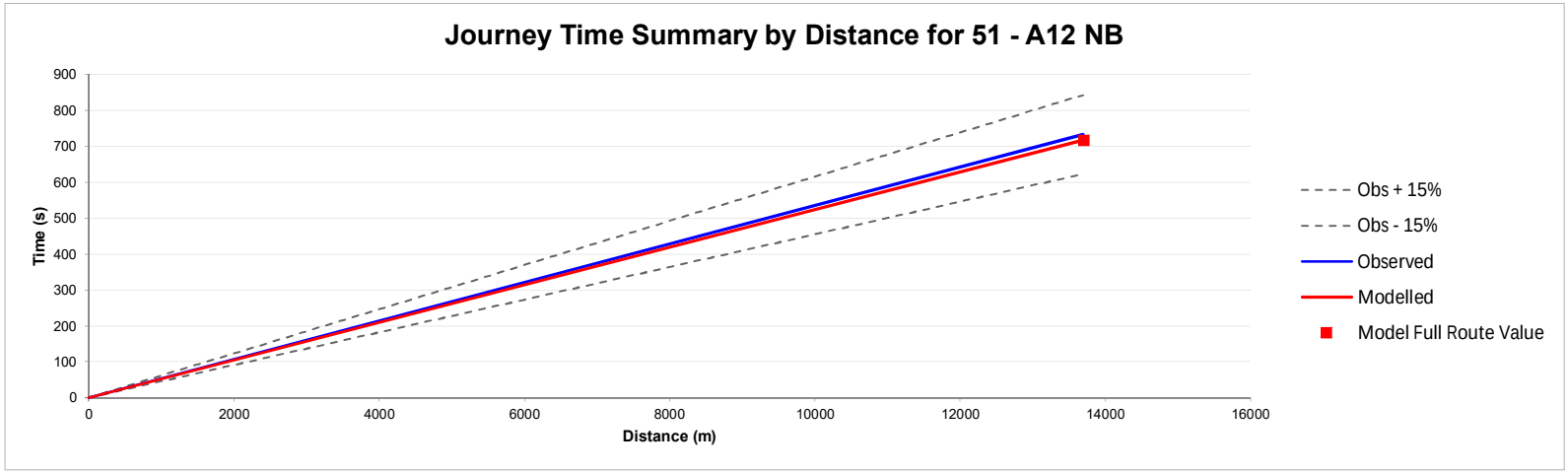




Journey Times
Validation Statistics

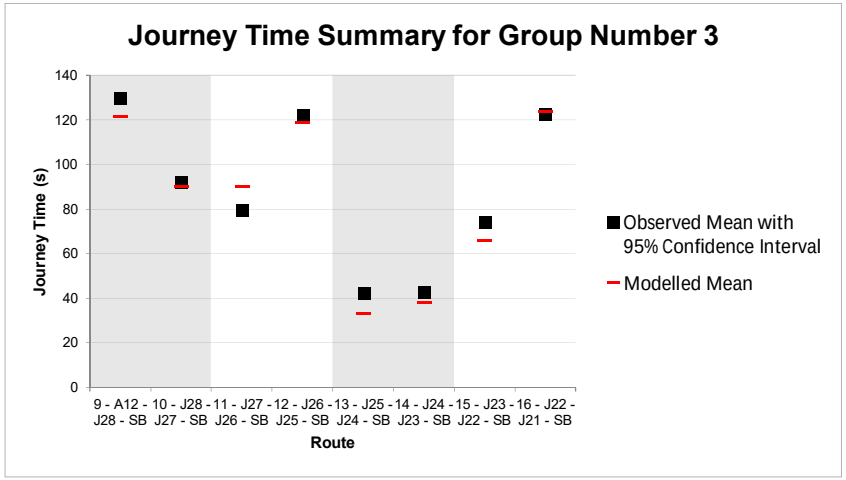
PM Peak (17:00-18:00)

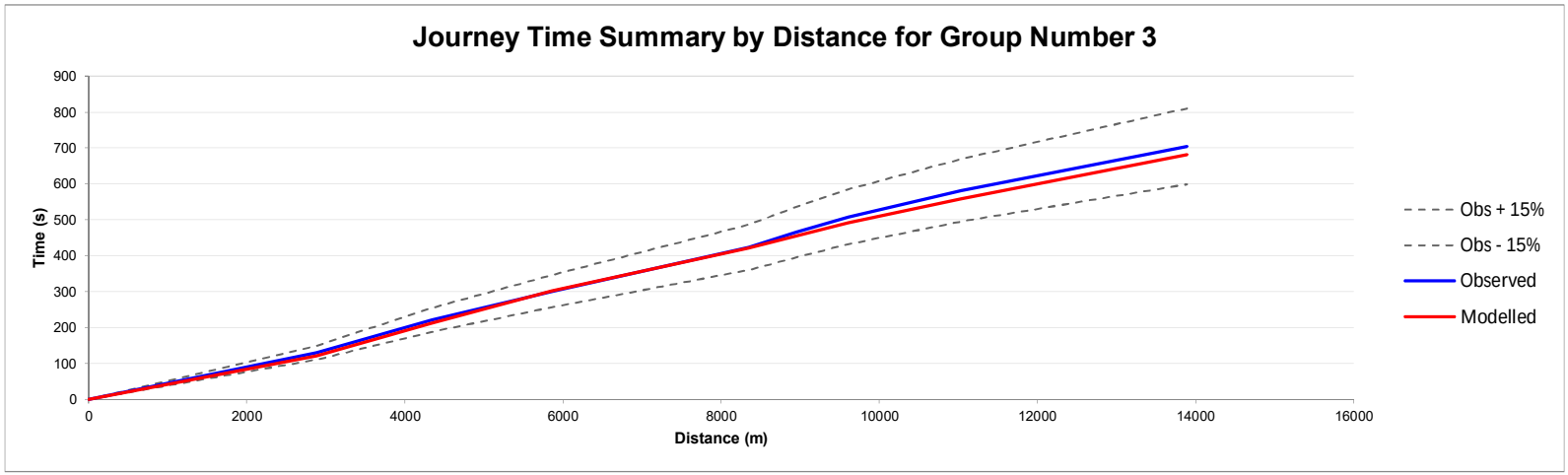




Journey Times
Validation Statistics

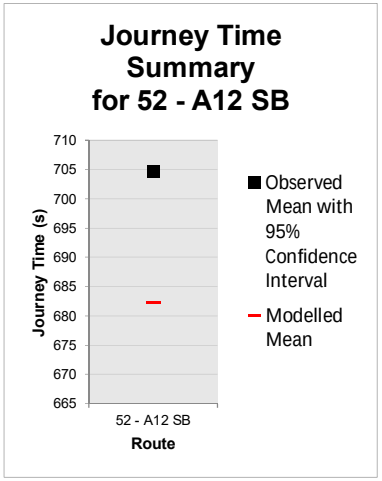
PM Peak (17:00-18:00)

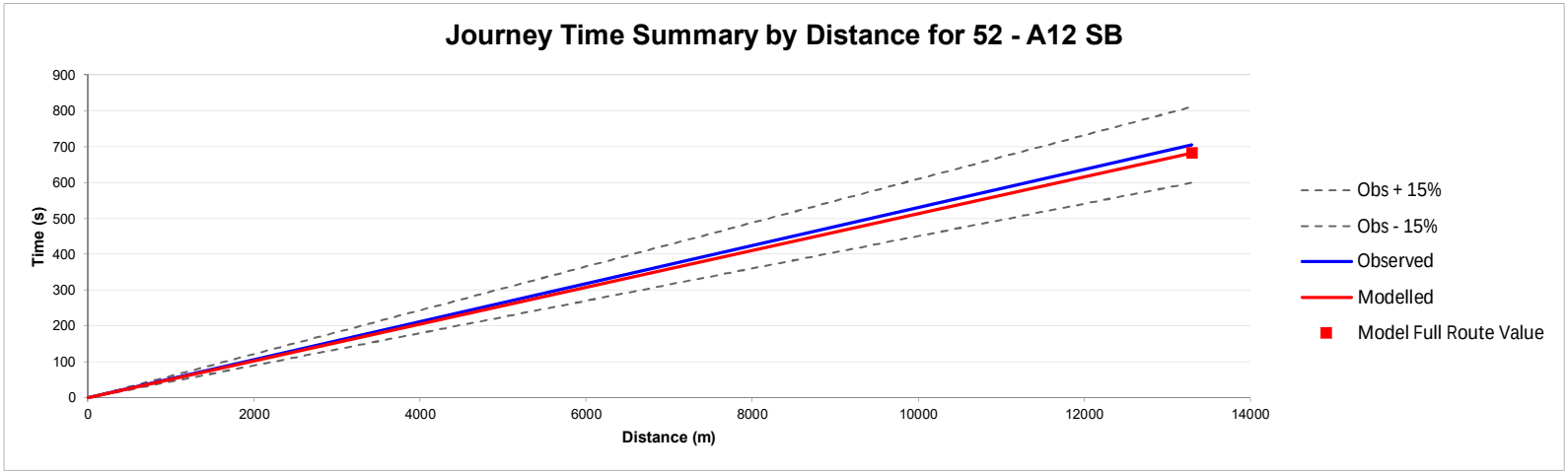




Journey Times
Validation Statistics

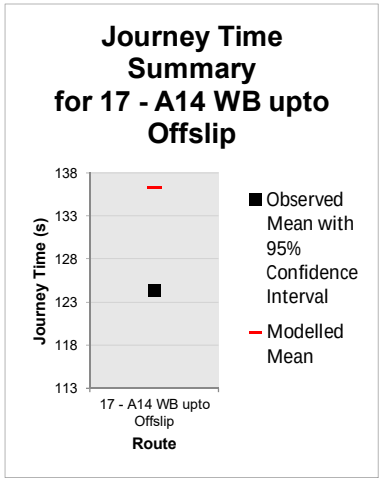
PM Peak (17:00-18:00)

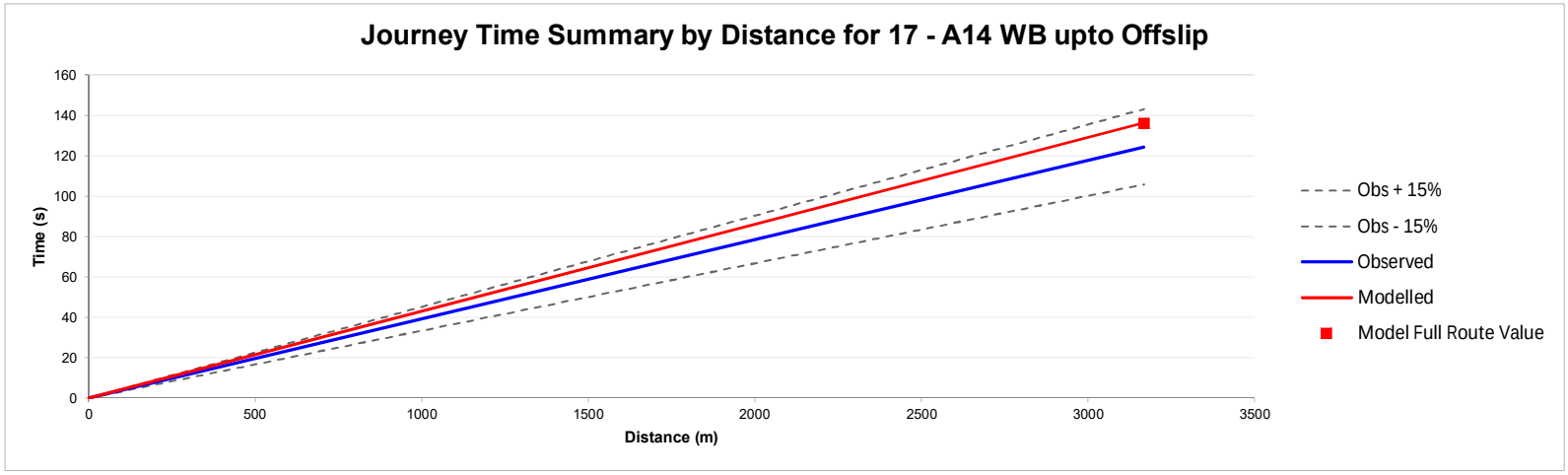




Journey Times
Validation Statistics

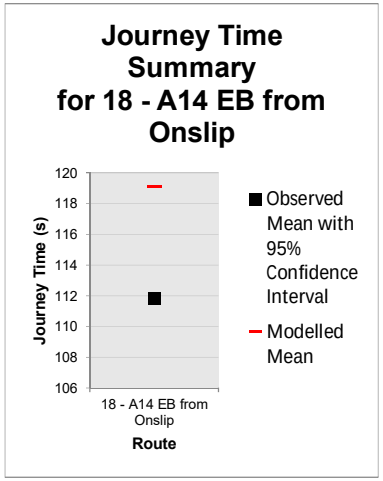
PM Peak (17:00-18:00)

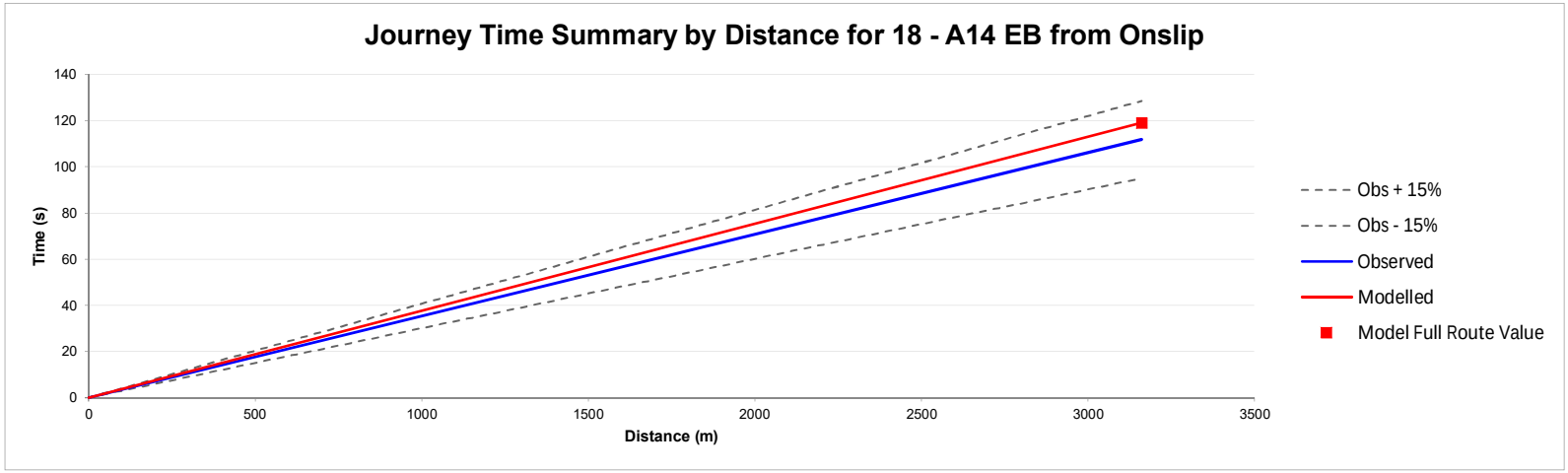




Journey Times
Validation Statistics

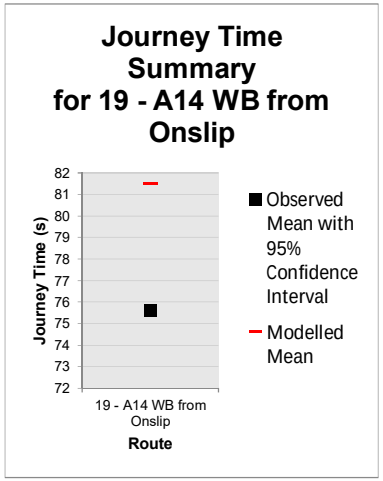
PM Peak (17:00-18:00)

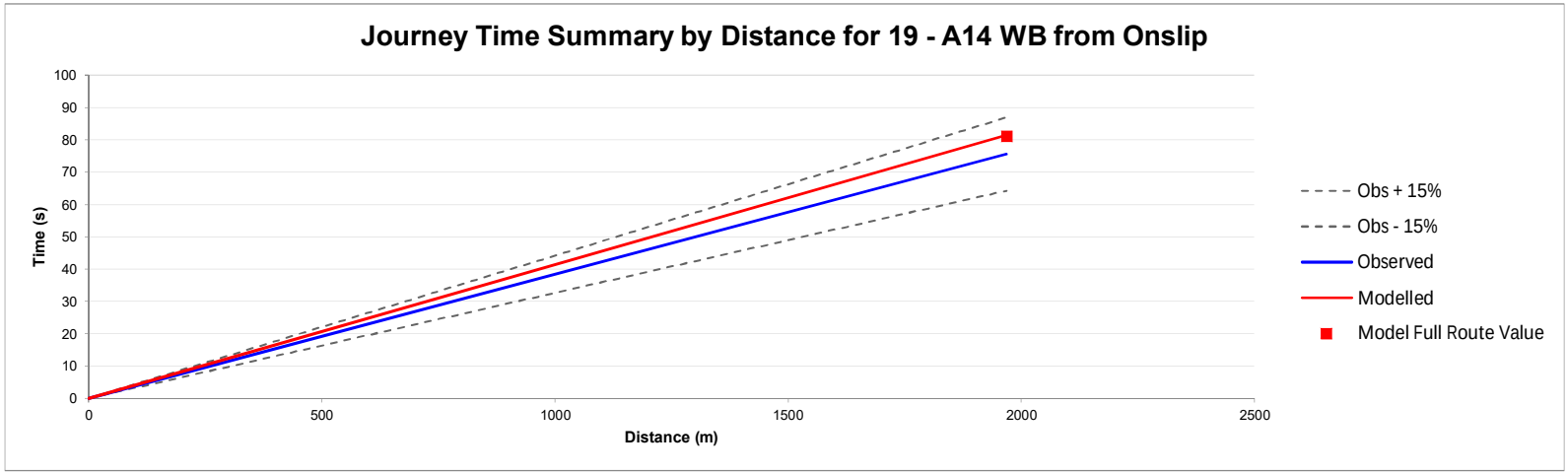




Journey Times
Validation Statistics

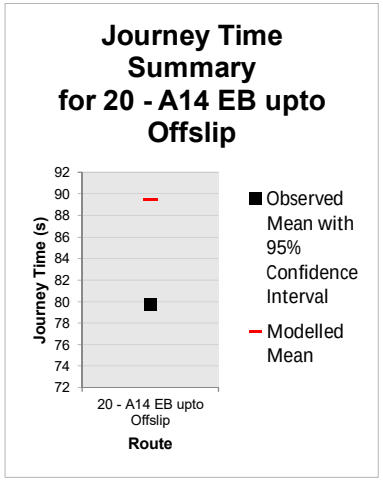
PM Peak (17:00-18:00)

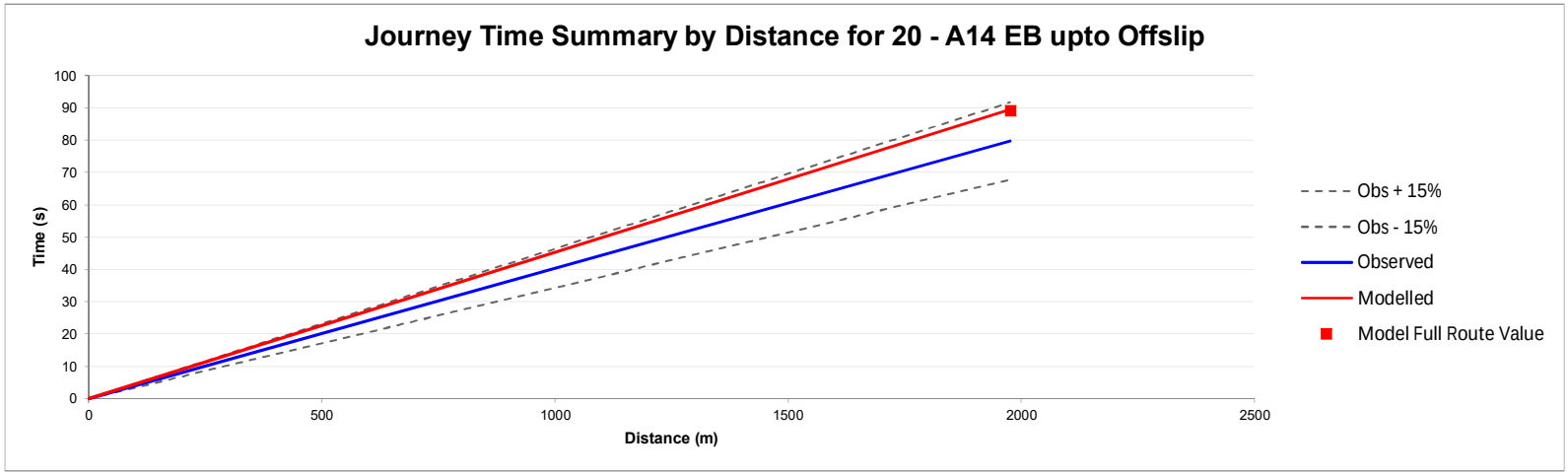




Journey Times
Validation Statistics

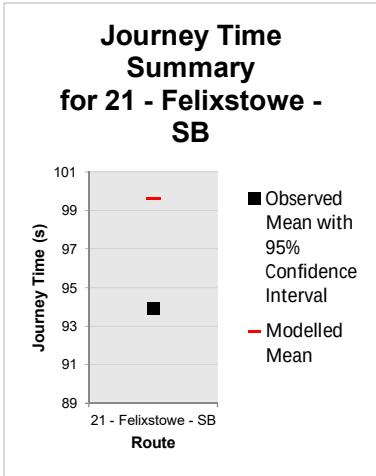
PM Peak (17:00-18:00)

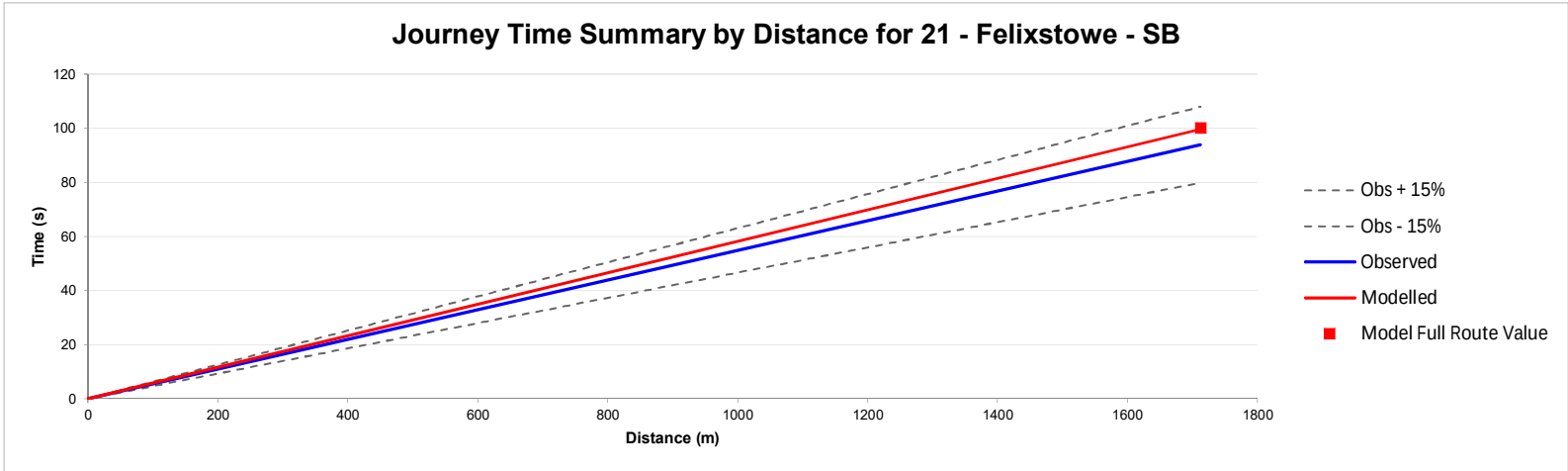




Journey Times
Validation Statistics

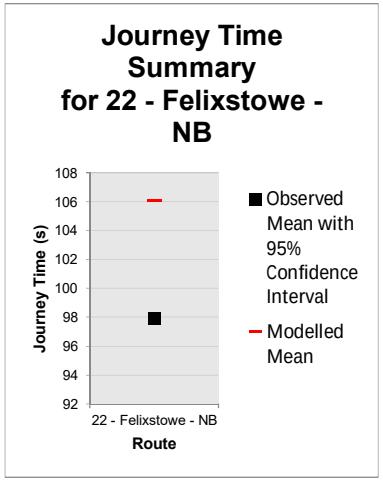
PM Peak (17:00-18:00)

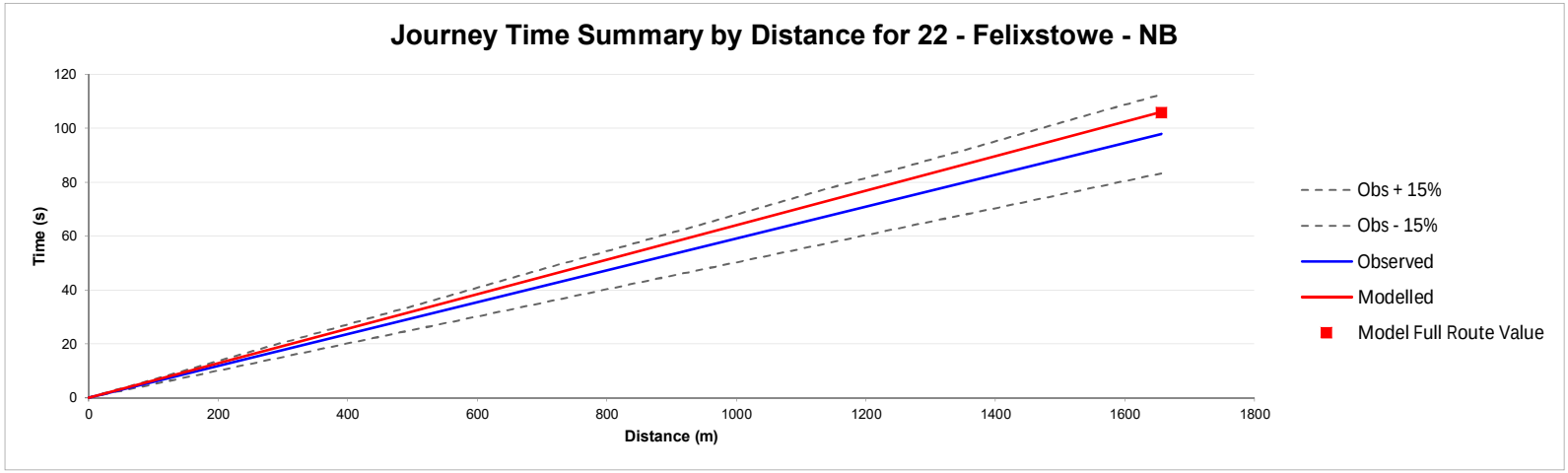




Journey Times
Validation Statistics

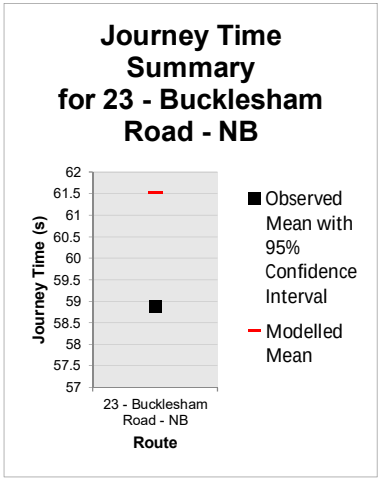
PM Peak (17:00-18:00)

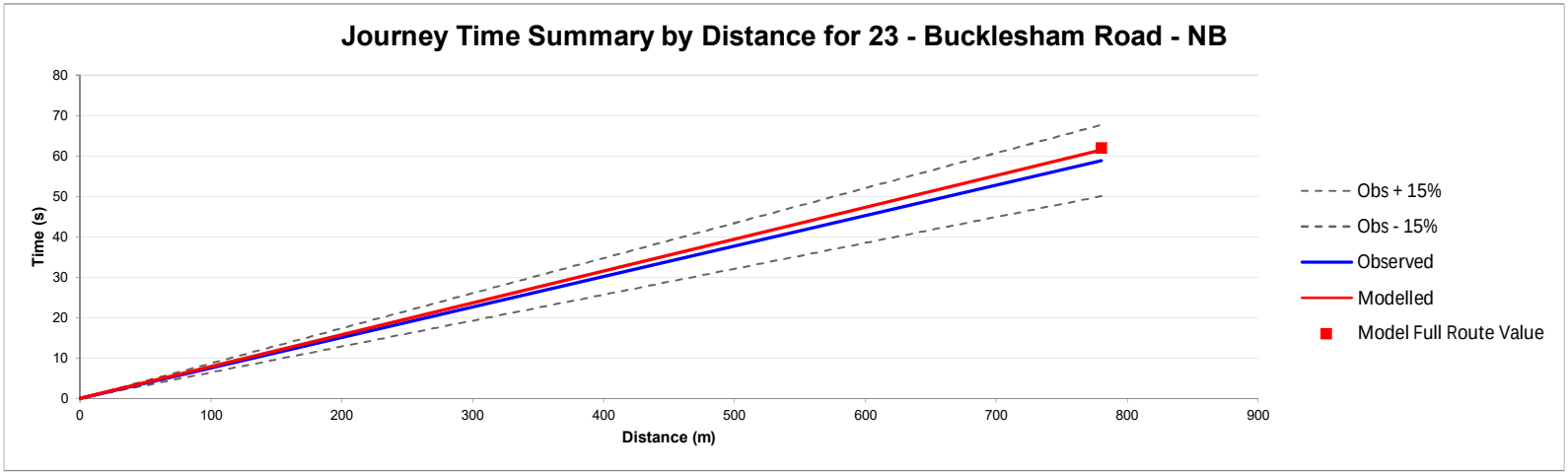




Journey Times
Validation Statistics

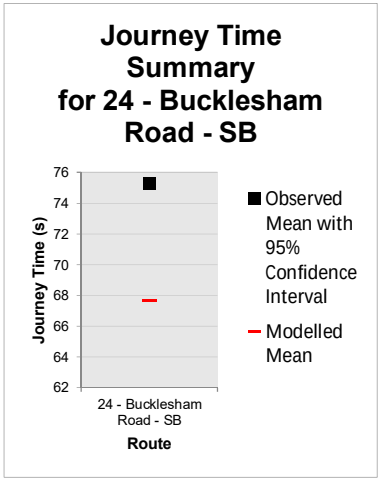
PM Peak (17:00-18:00)

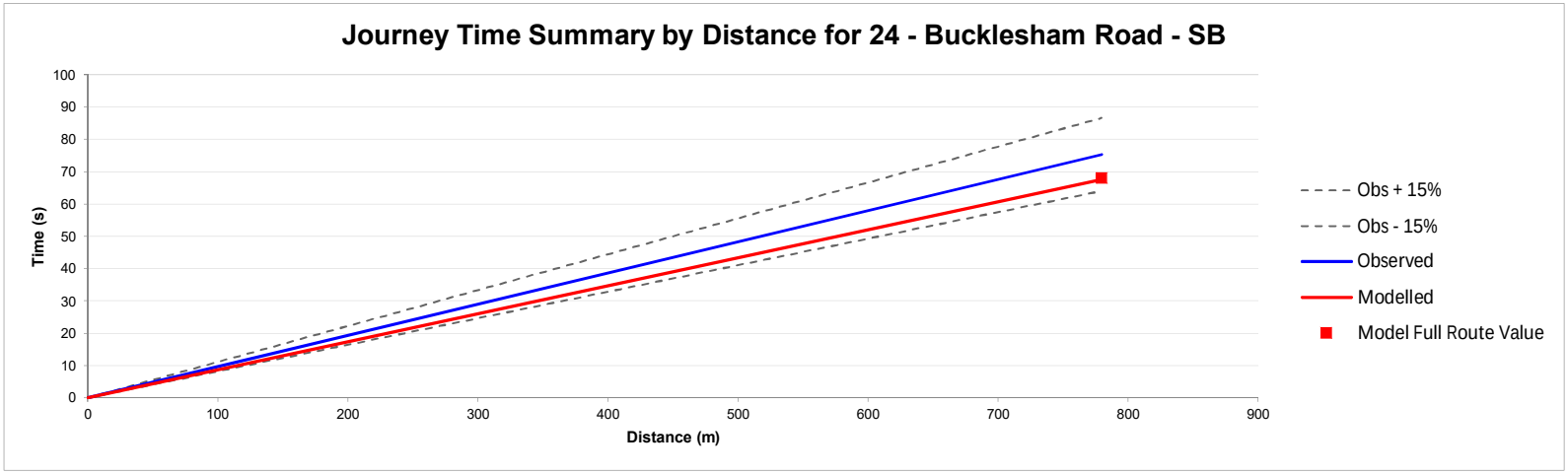




Journey Times
Validation Statistics

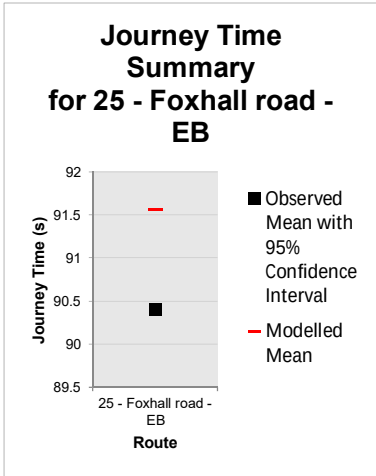
PM Peak (17:00-18:00)

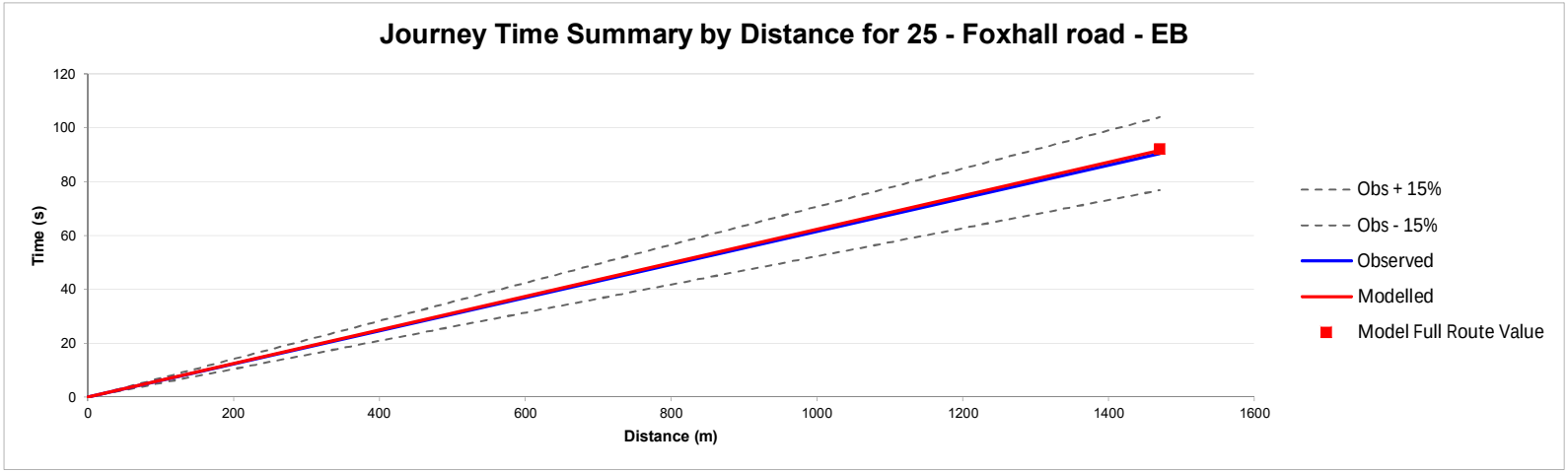




Journey Times
Validation Statistics

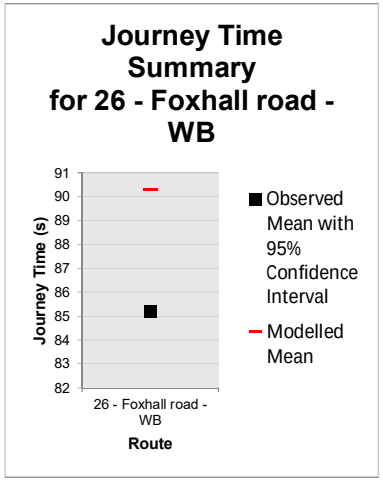
PM Peak (17:00-18:00)

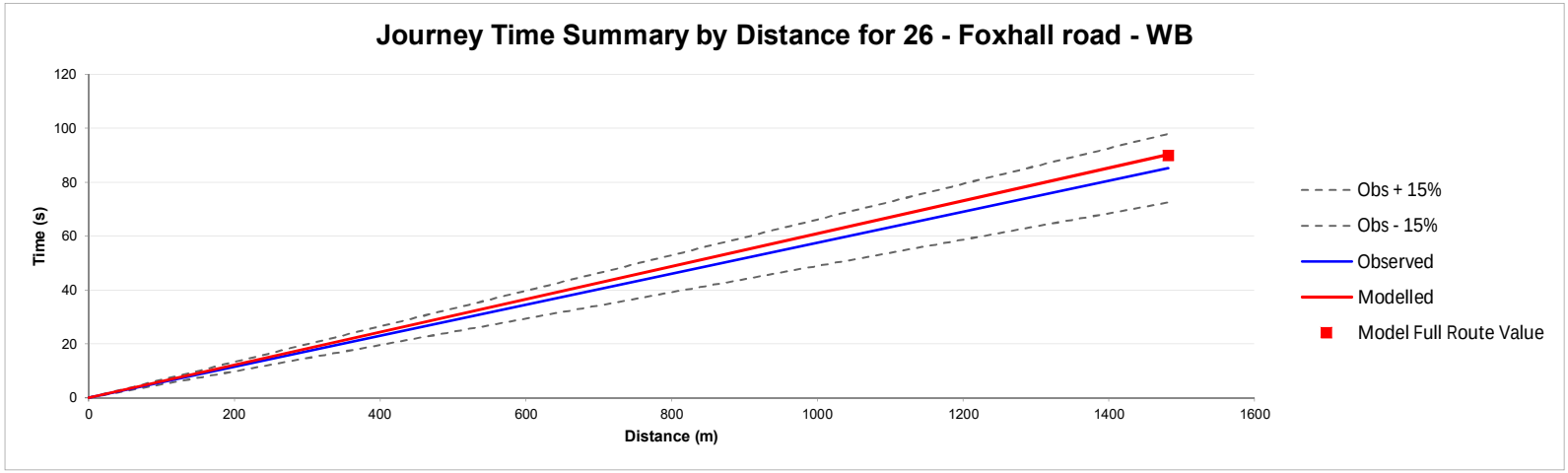




Journey Times
Validation Statistics

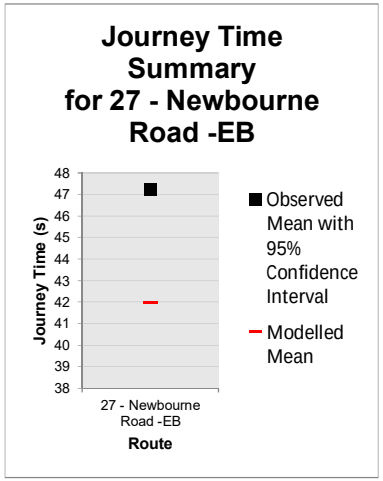
PM Peak (17:00-18:00)

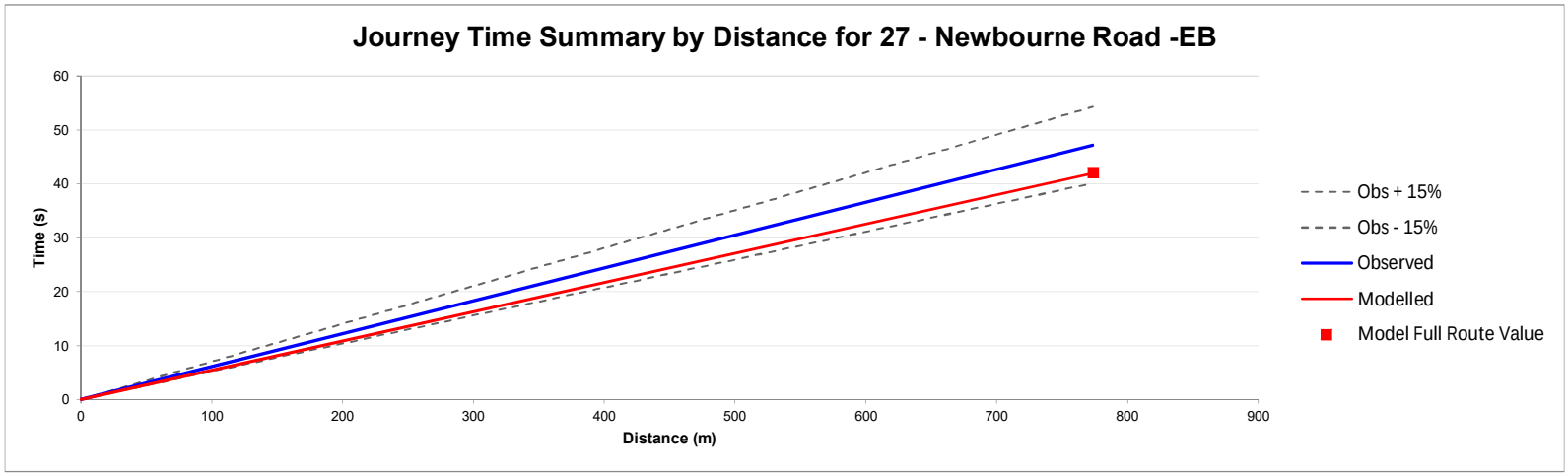




Journey Times
Validation Statistics

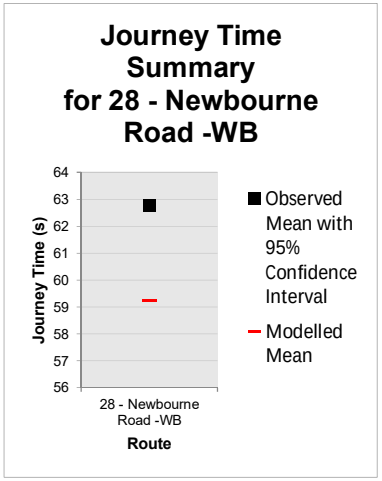
PM Peak (17:00-18:00)

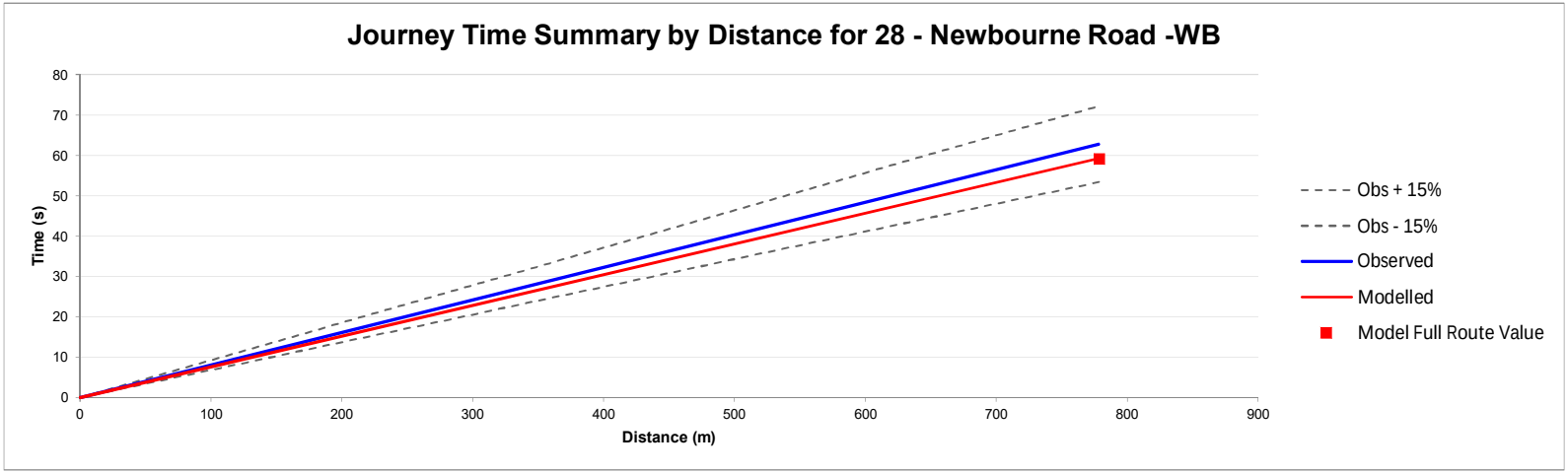




Journey Times
Validation Statistics

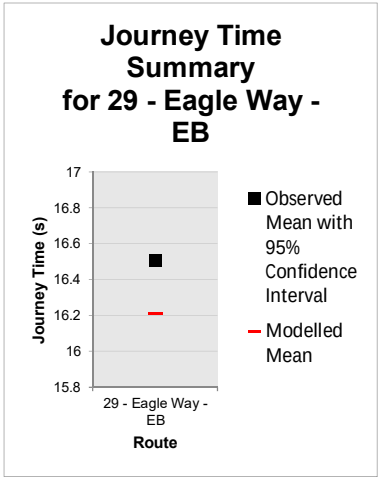
PM Peak (17:00-18:00)

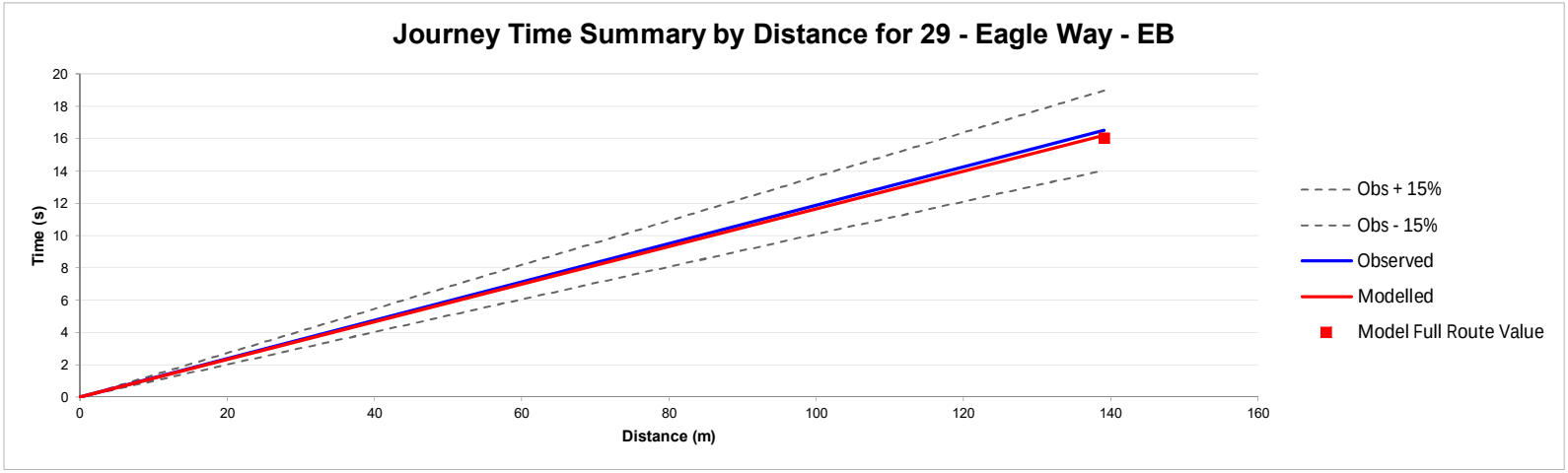




Journey Times
Validation Statistics

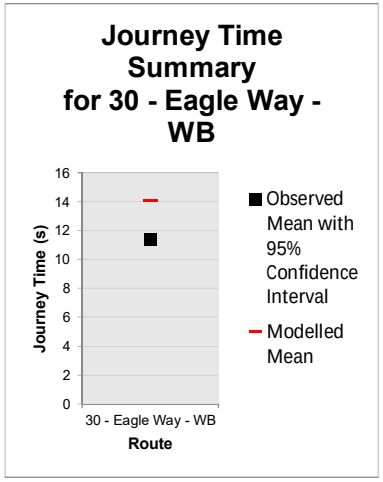
PM Peak (17:00-18:00)

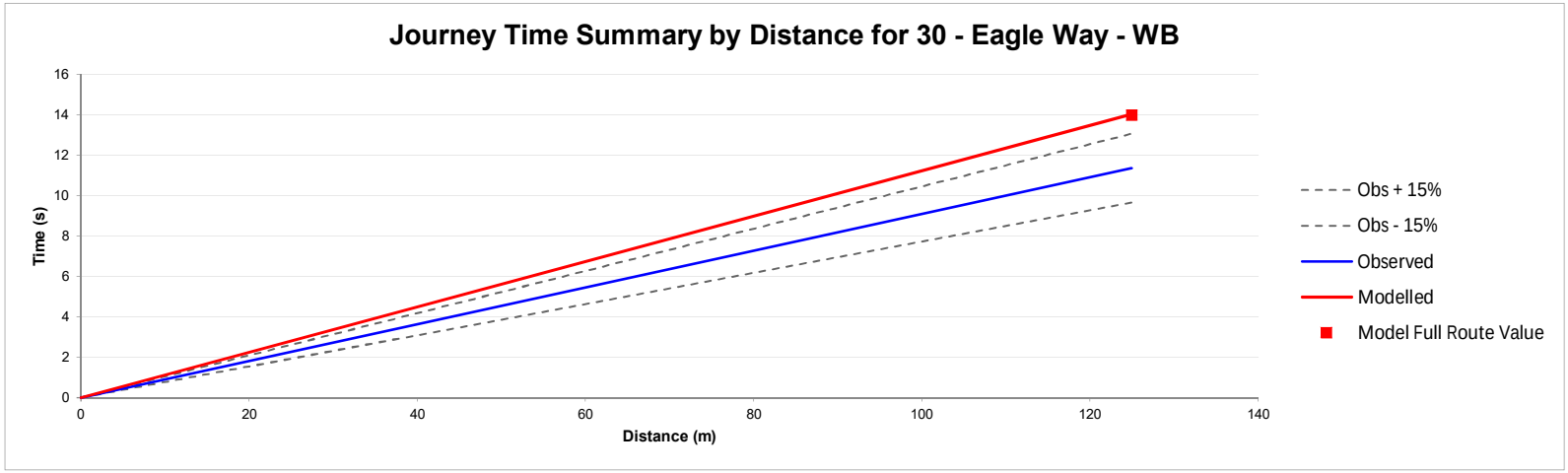




Journey Times
Validation Statistics

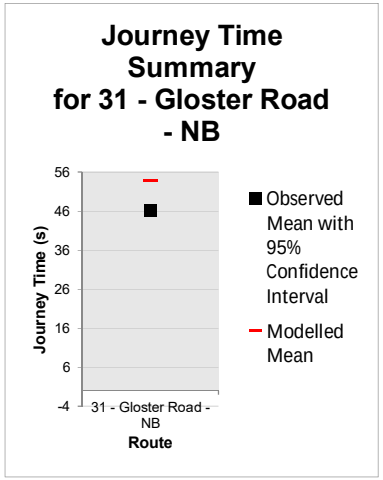
PM Peak (17:00-18:00)

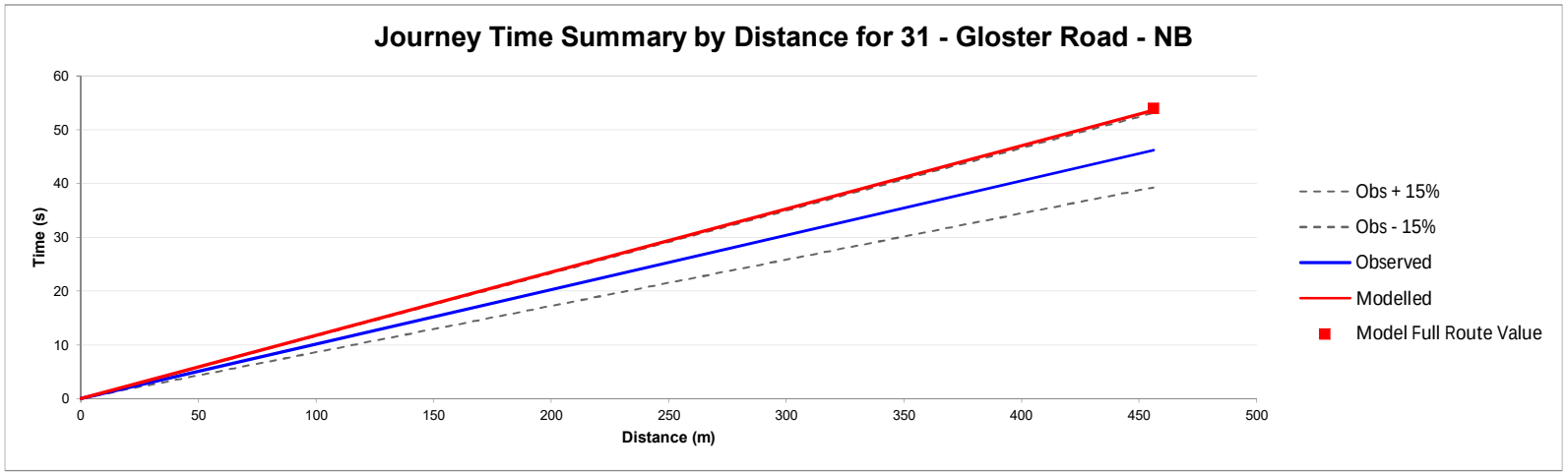




Journey Times
Validation Statistics

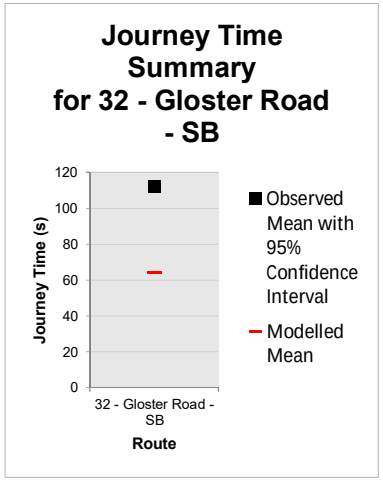
PM Peak (17:00-18:00)

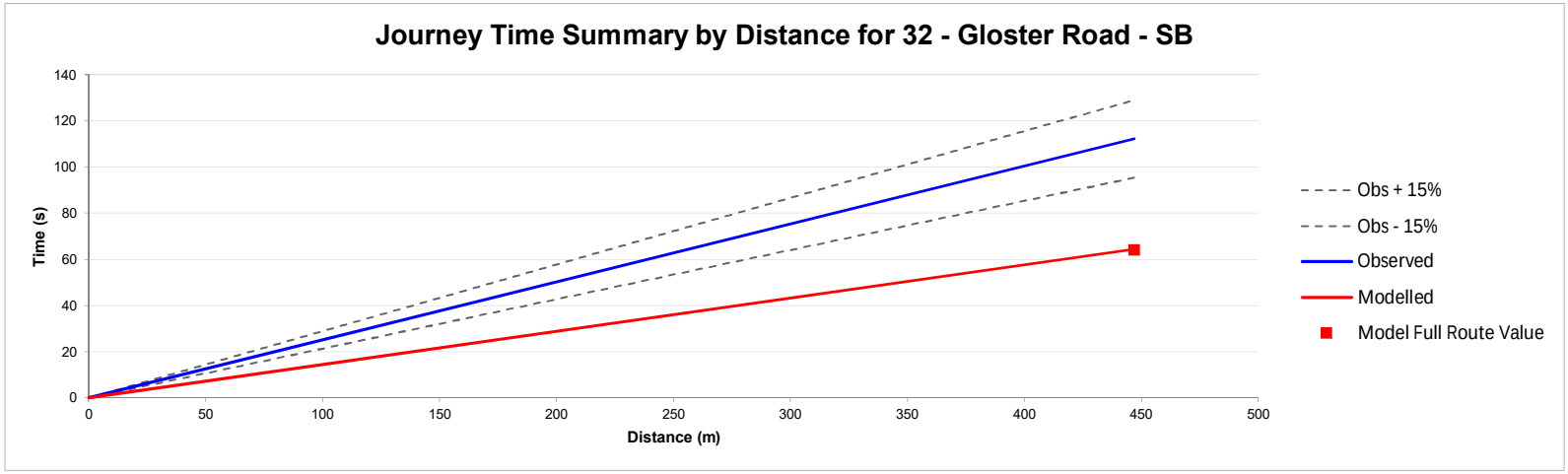




Journey Times
Validation Statistics

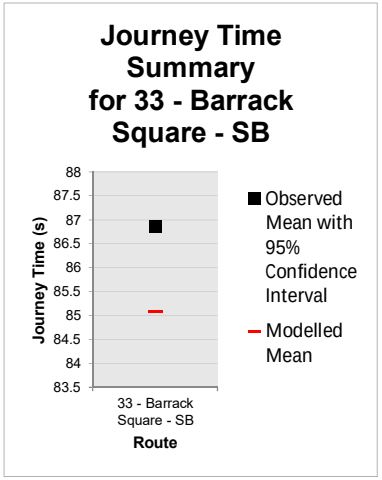
PM Peak (17:00-18:00)

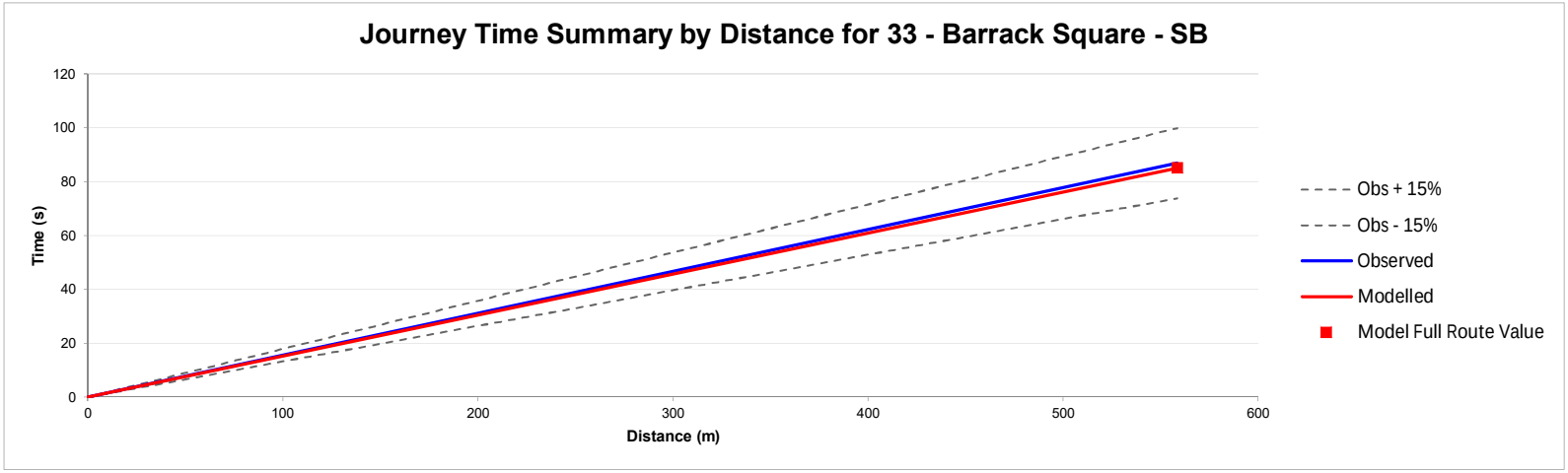




Journey Times
Validation Statistics

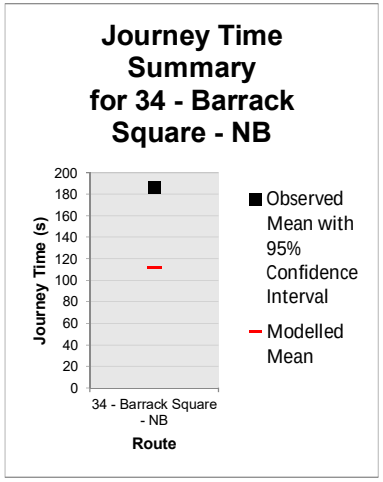
PM Peak (17:00-18:00)

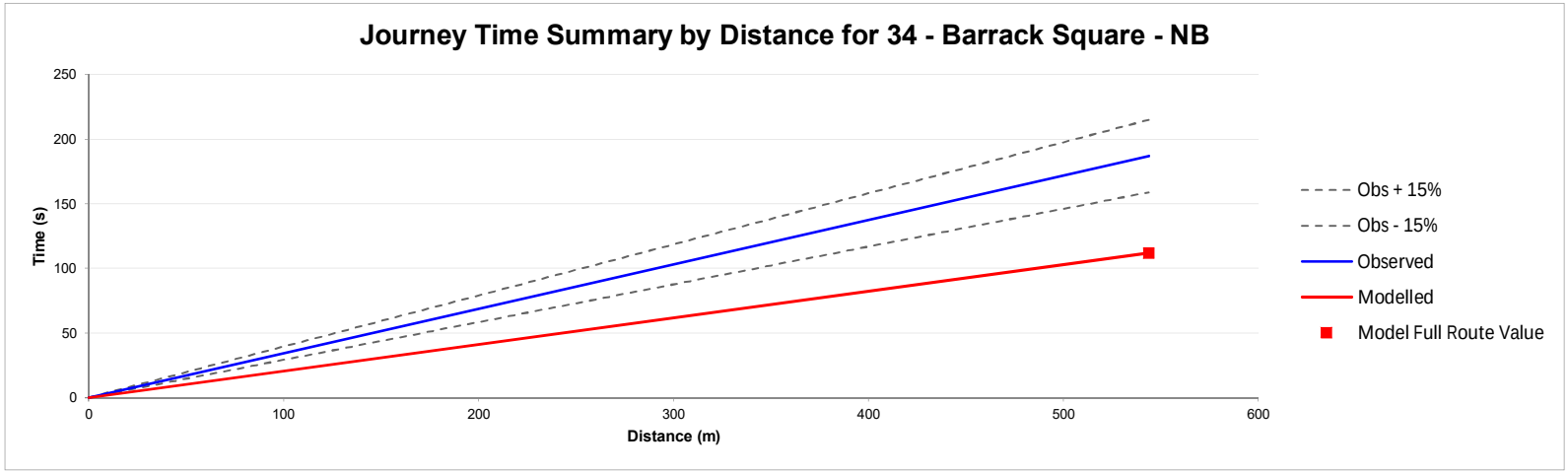




Journey Times
Validation Statistics

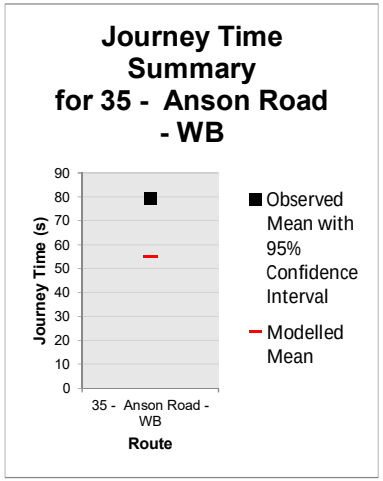
PM Peak (17:00-18:00)

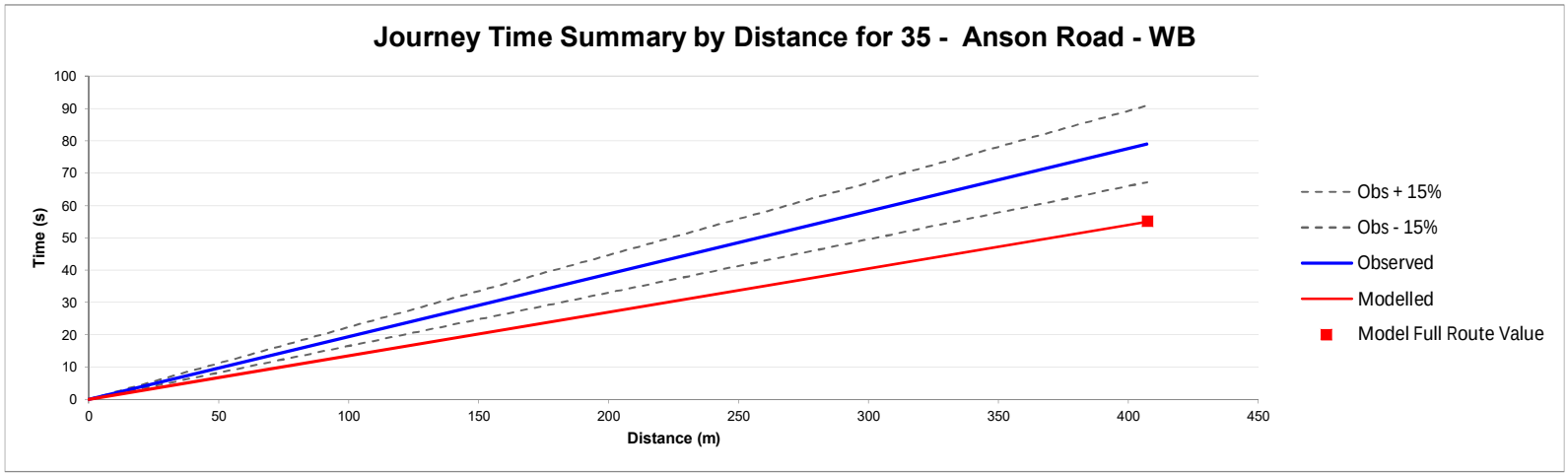




Journey Times
Validation Statistics

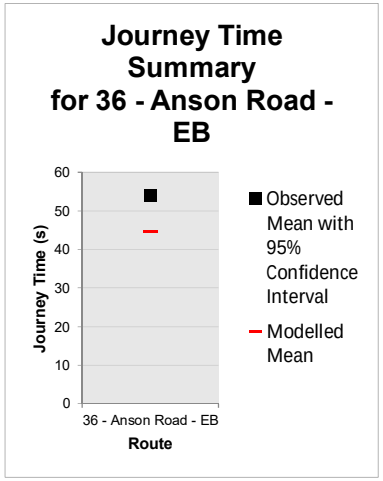
PM Peak (17:00-18:00)

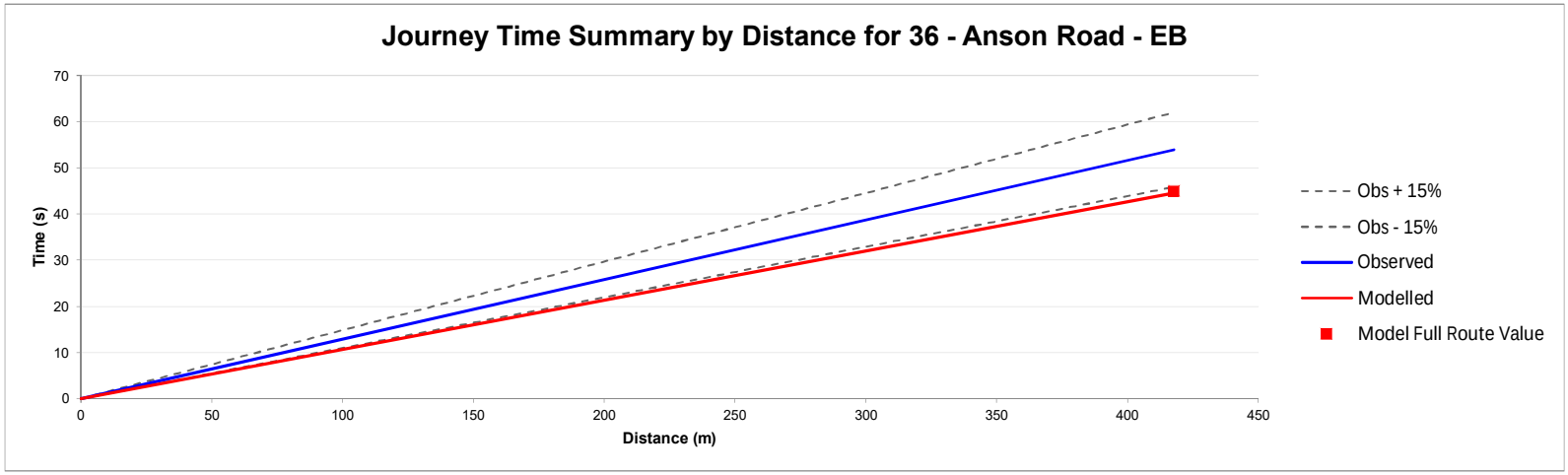




Journey Times
Validation Statistics

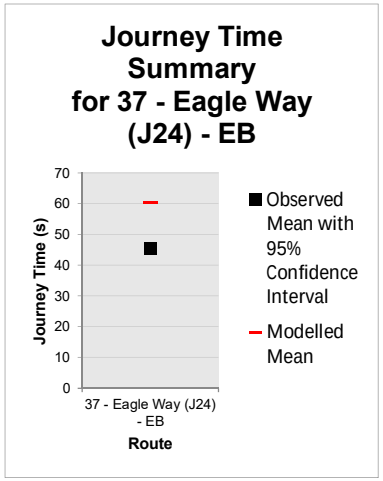
PM Peak (17:00-18:00)

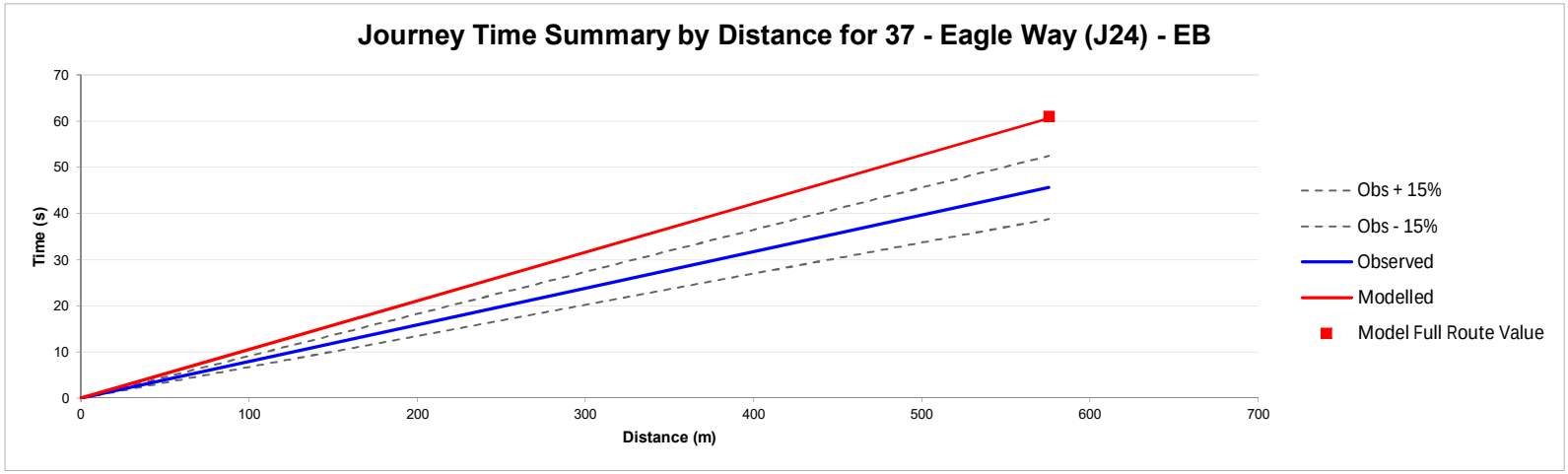




Journey Times
Validation Statistics

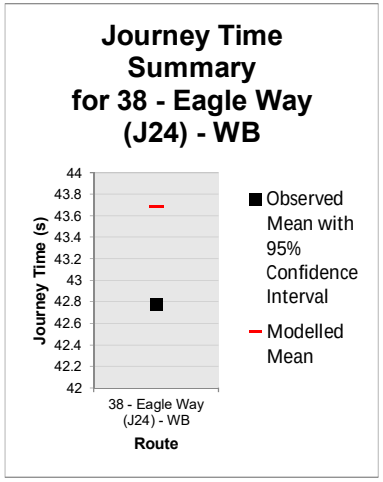
PM Peak (17:00-18:00)

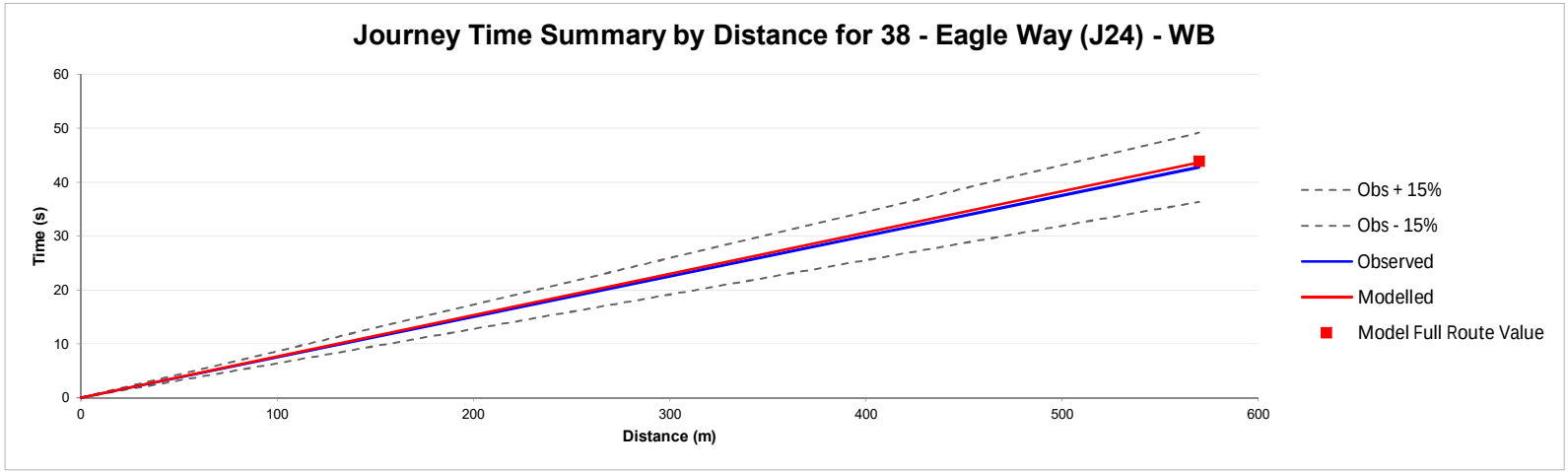




Journey Times
Validation Statistics

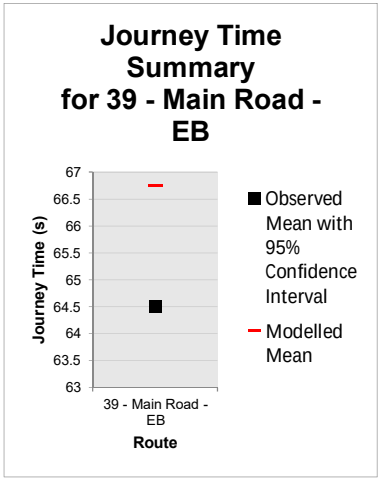
PM Peak (17:00-18:00)

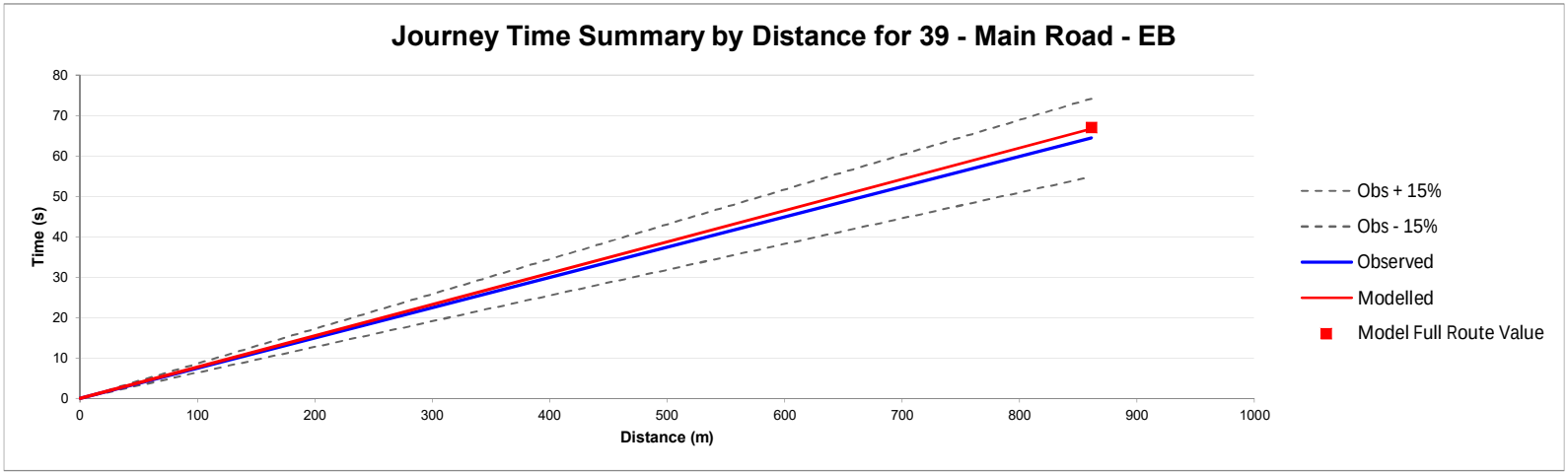




Journey Times
Validation Statistics

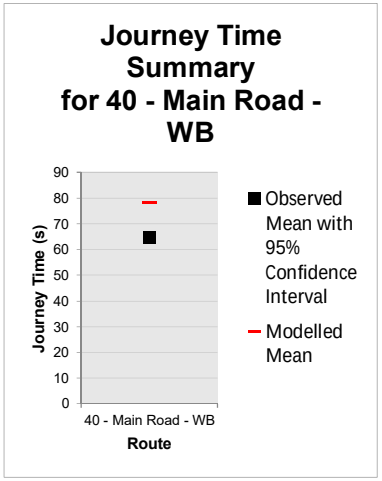
PM Peak (17:00-18:00)

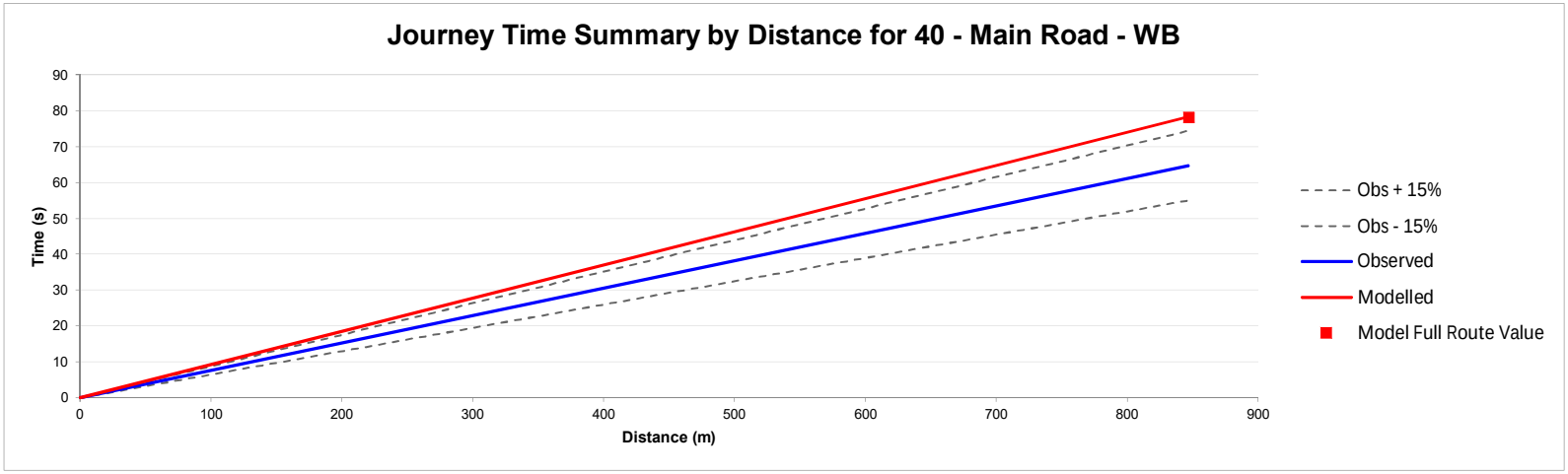




Journey Times
Validation Statistics

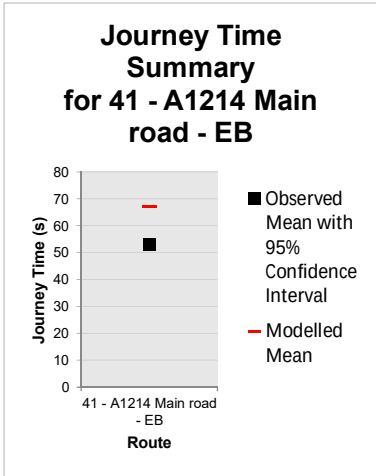
PM Peak (17:00-18:00)

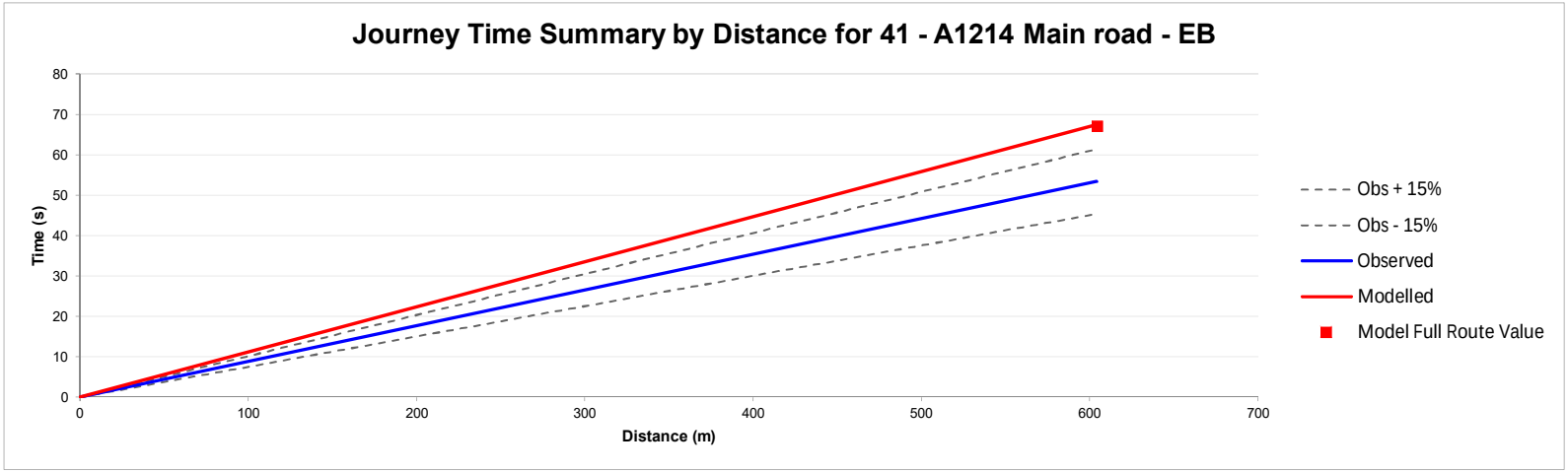




Journey Times
Validation Statistics

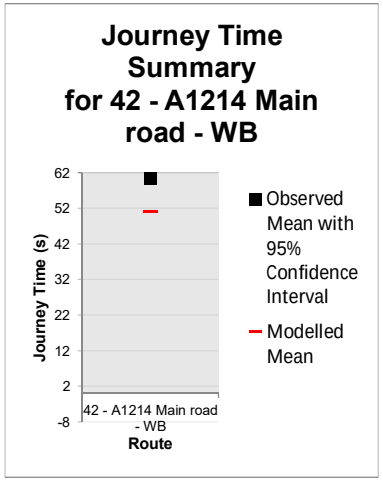
PM Peak (17:00-18:00)

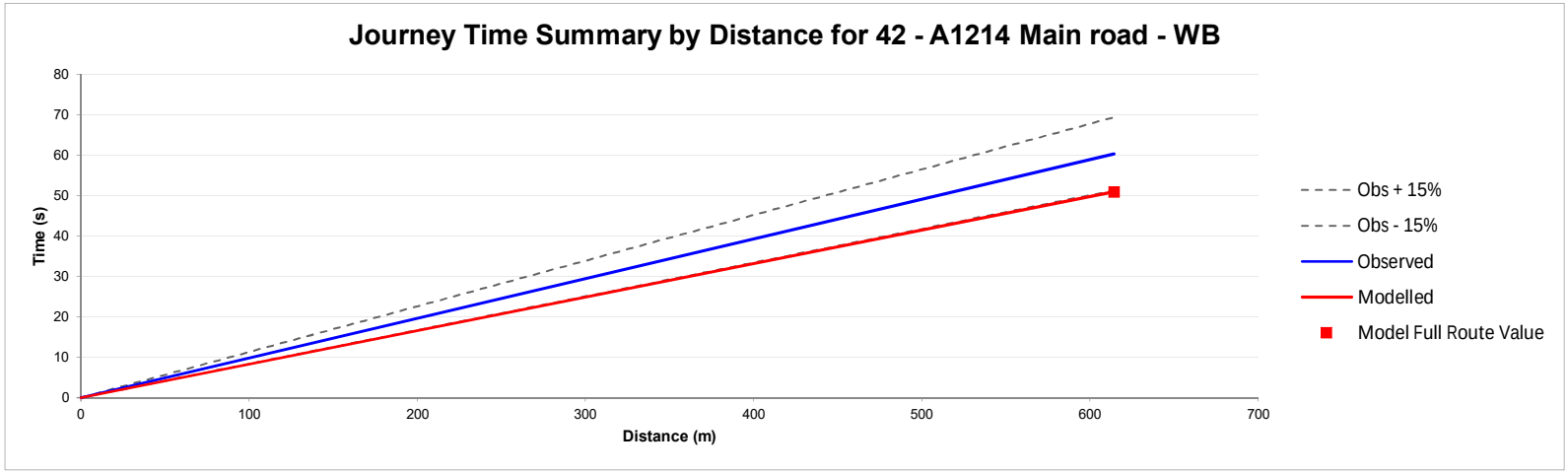




Journey Times
Validation Statistics

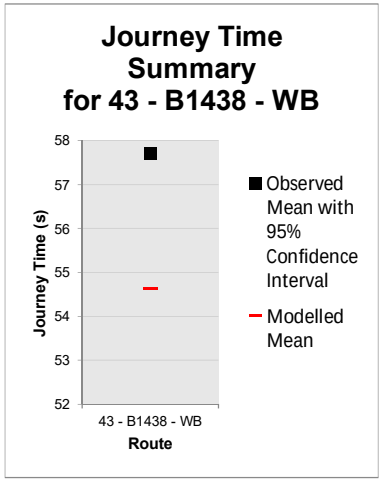
PM Peak (17:00-18:00)

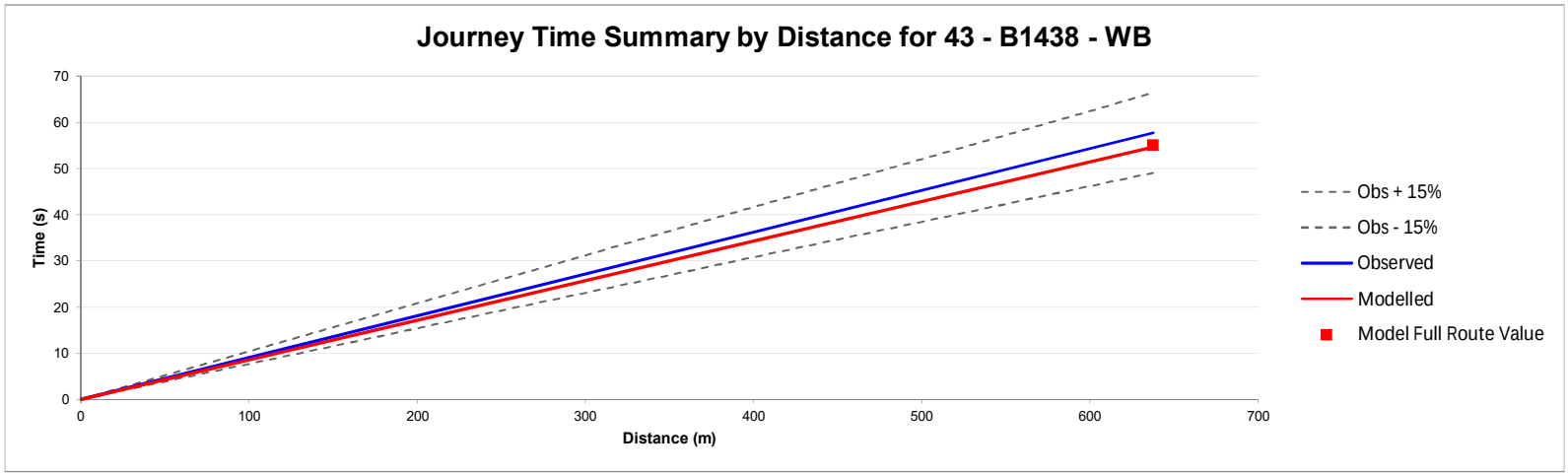




Journey Times
Validation Statistics

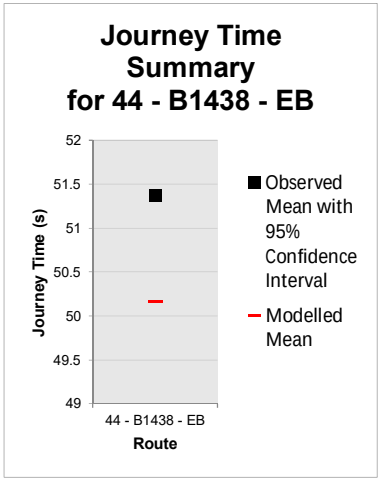
PM Peak (17:00-18:00)

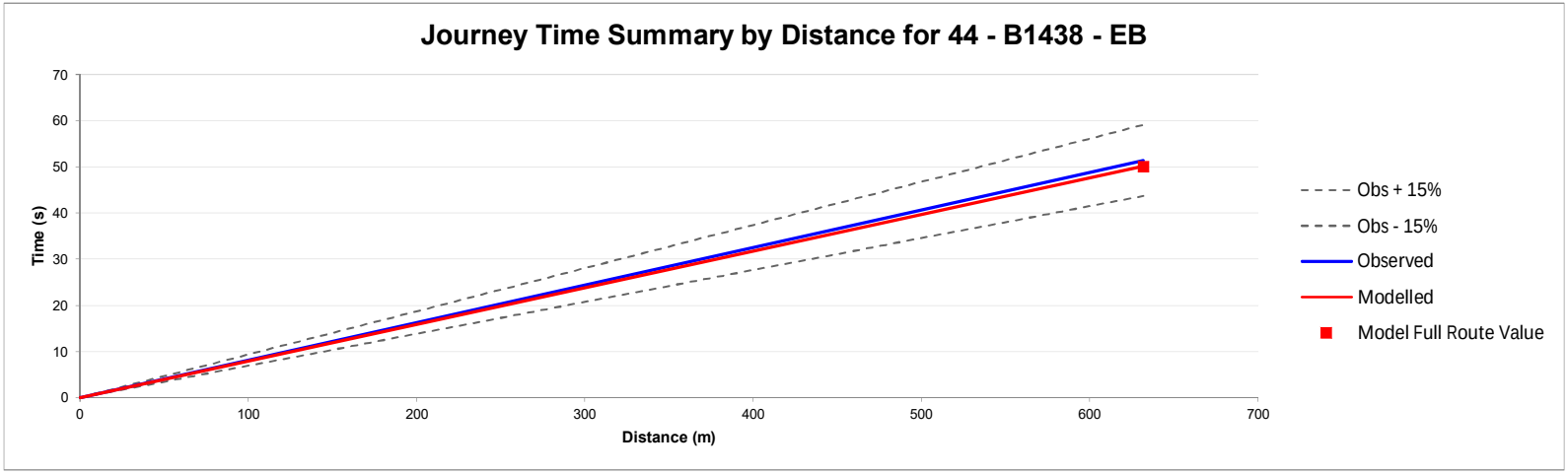




Journey Times
Validation Statistics

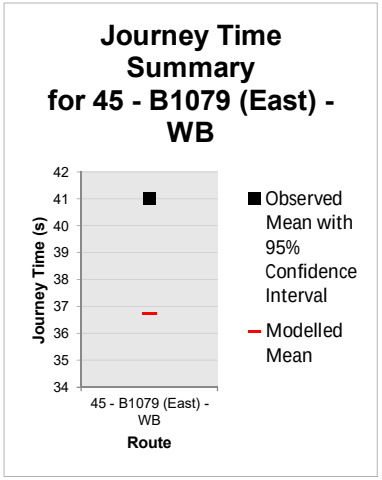
PM Peak (17:00-18:00)

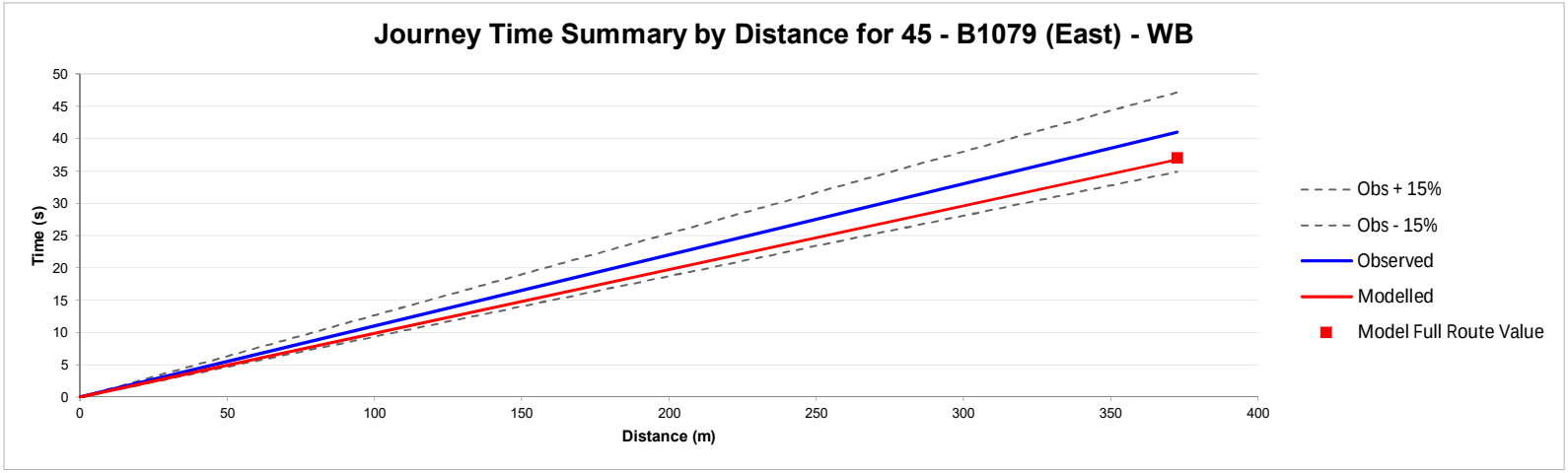




Journey Times
Validation Statistics

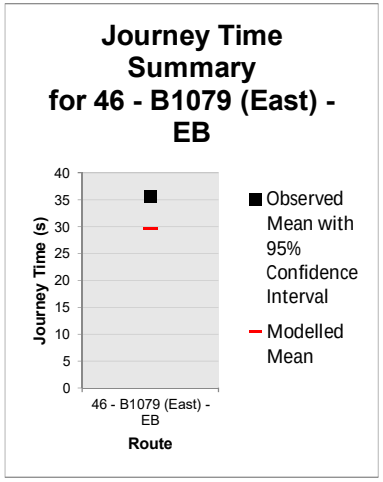
PM Peak (17:00-18:00)

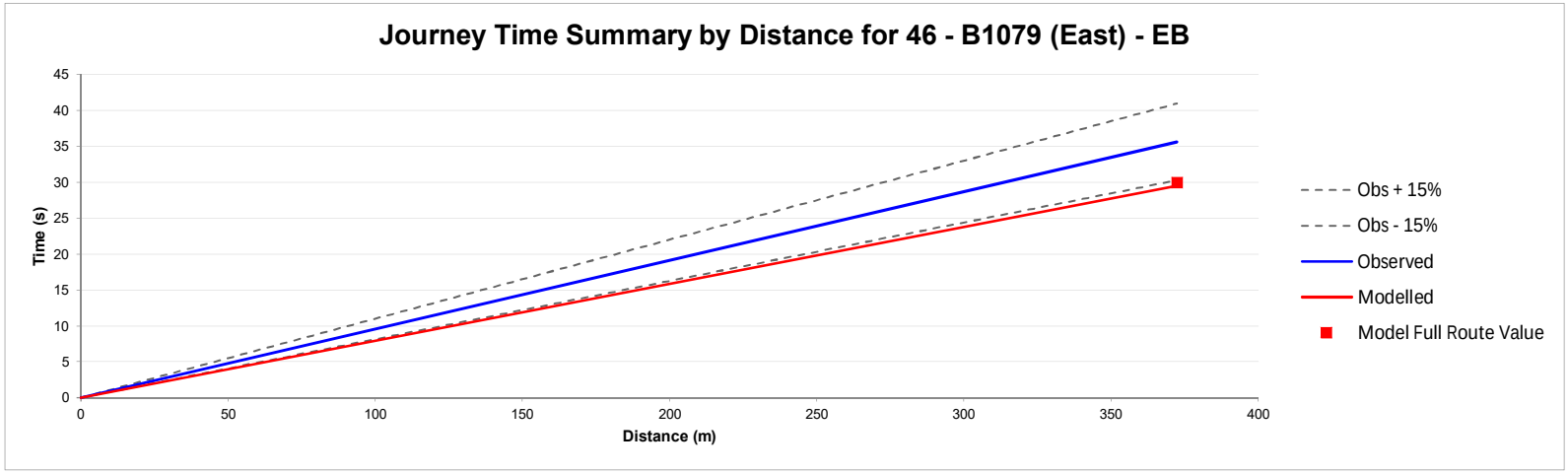




Journey Times
Validation Statistics

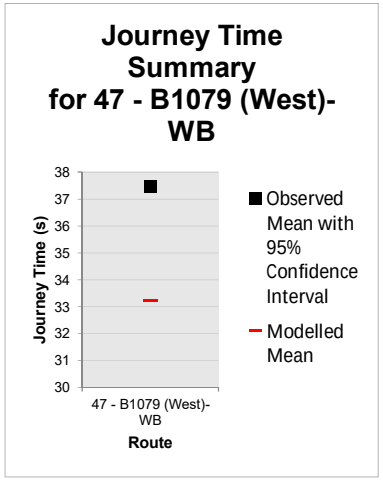
PM Peak (17:00-18:00)

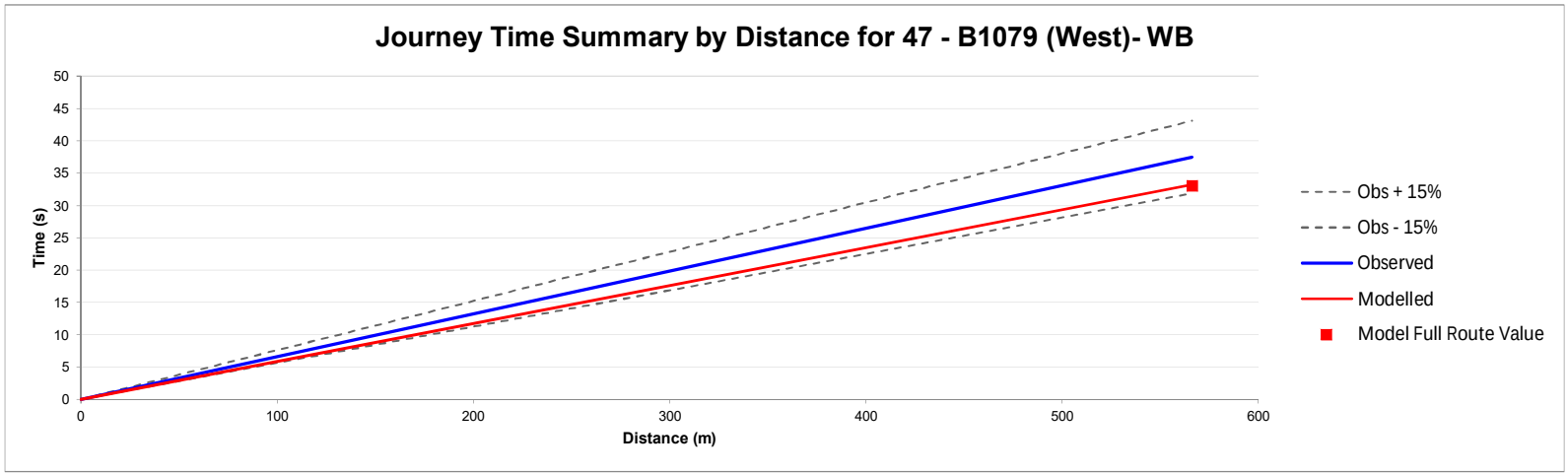




Journey Times
Validation Statistics

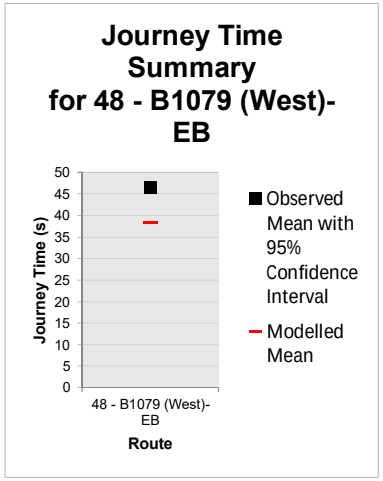
PM Peak (17:00-18:00)

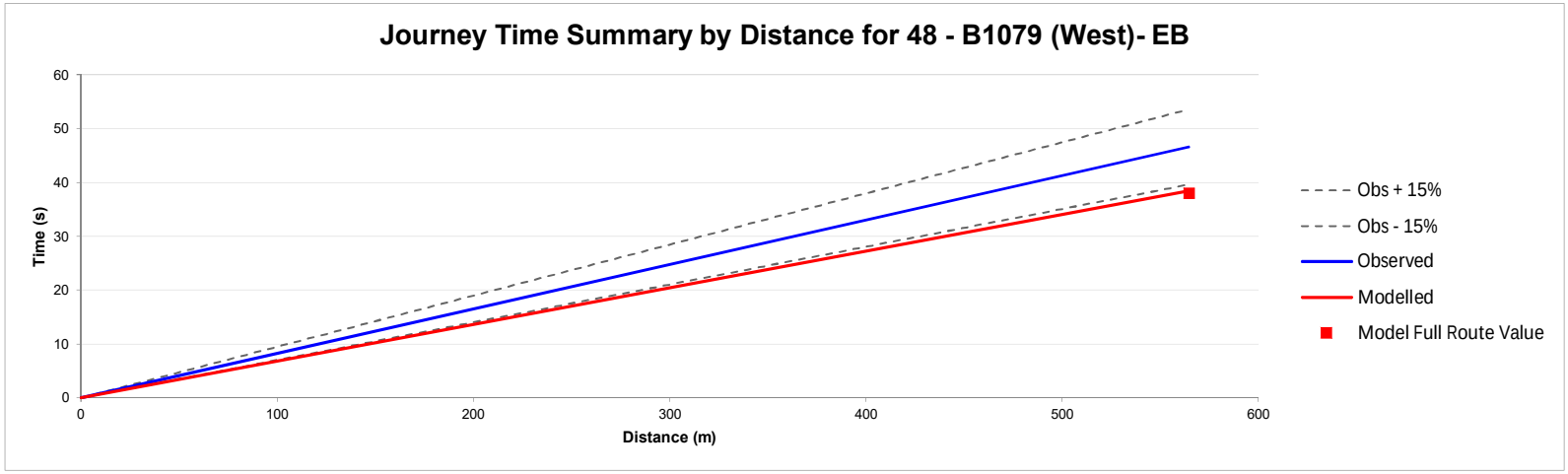




Journey Times
Validation Statistics

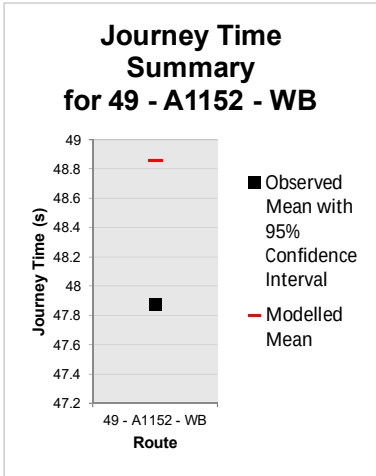
PM Peak (17:00-18:00)

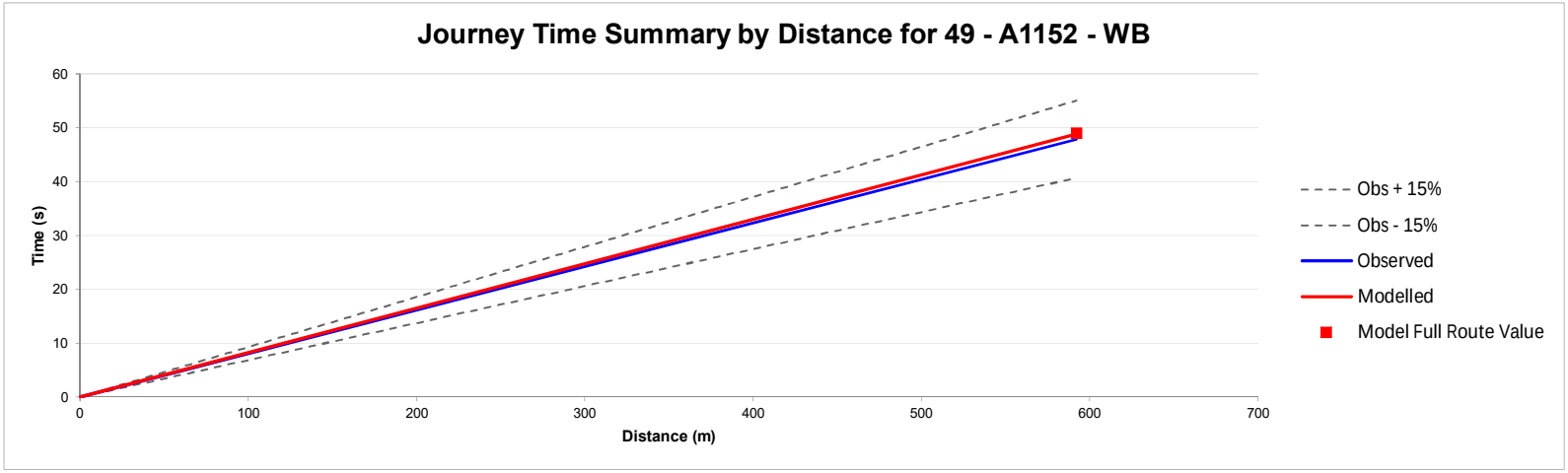




Journey Times
Validation Statistics

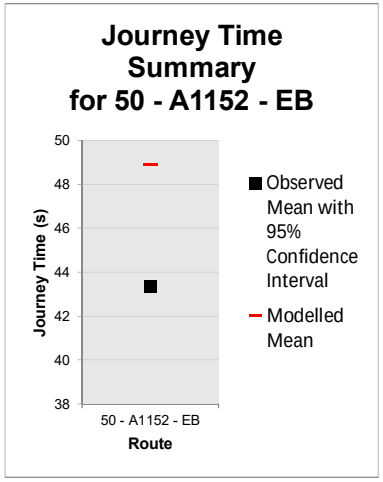
PM Peak (17:00-18:00)

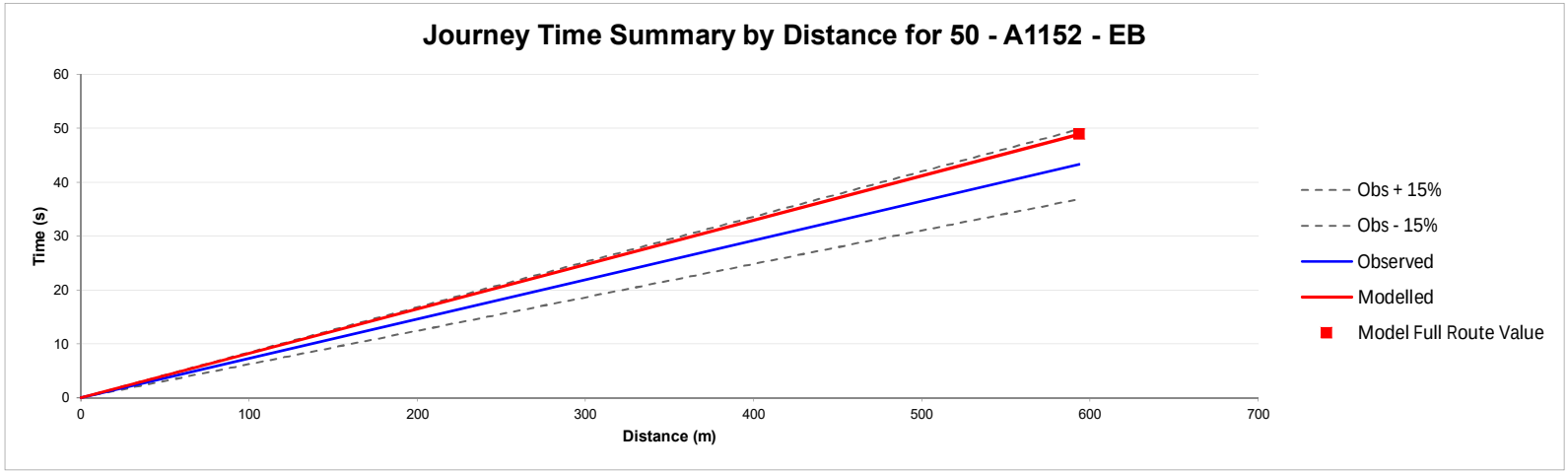




Journey Times
Validation Statistics

PM Peak (17:00-18:00)



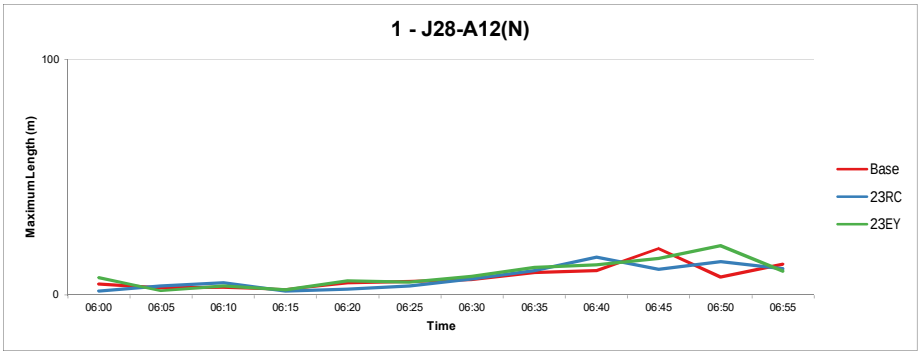


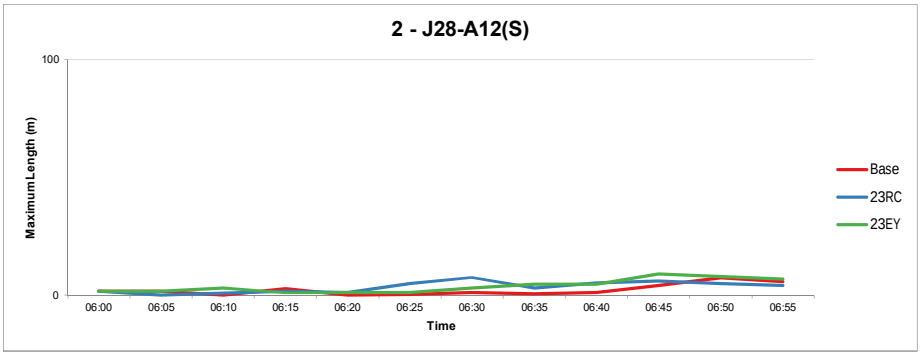
Appendix C

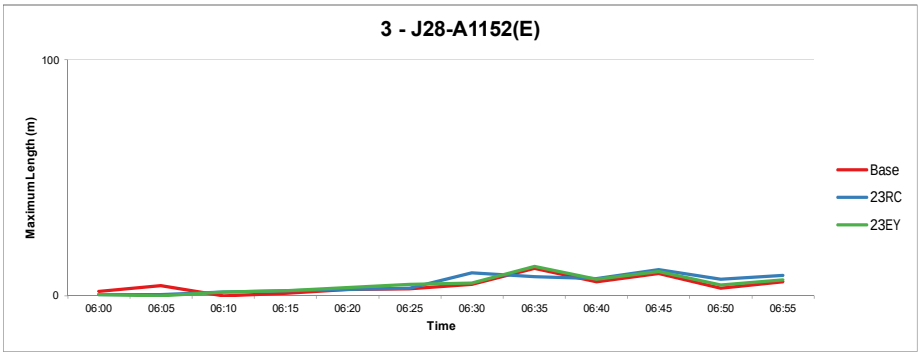
2023 FORECAST MODEL RESULTS

Queue Comparison Graphs
06:00-07:00

J28

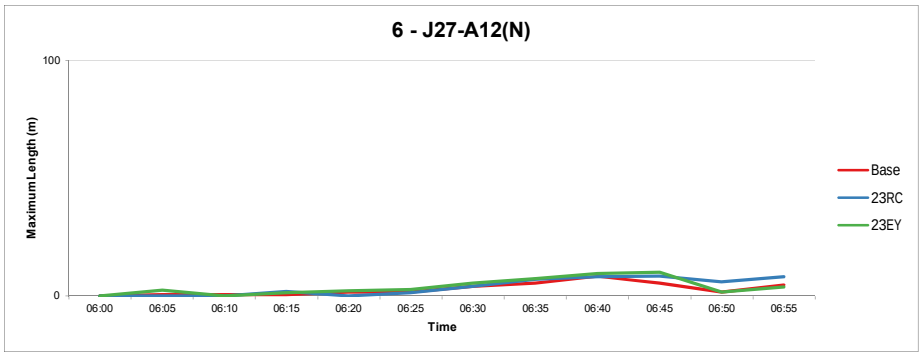


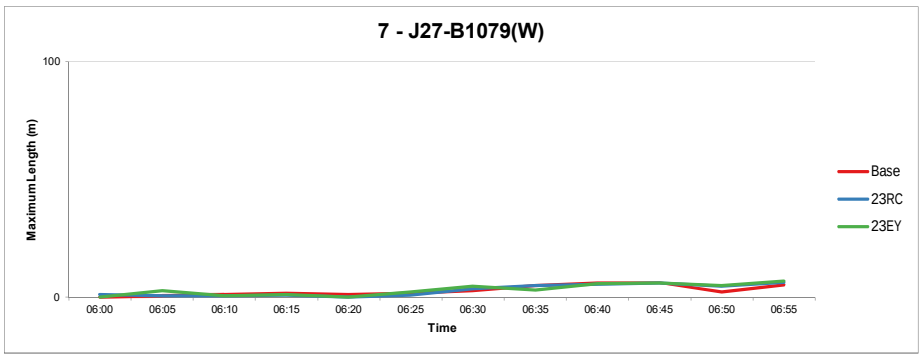


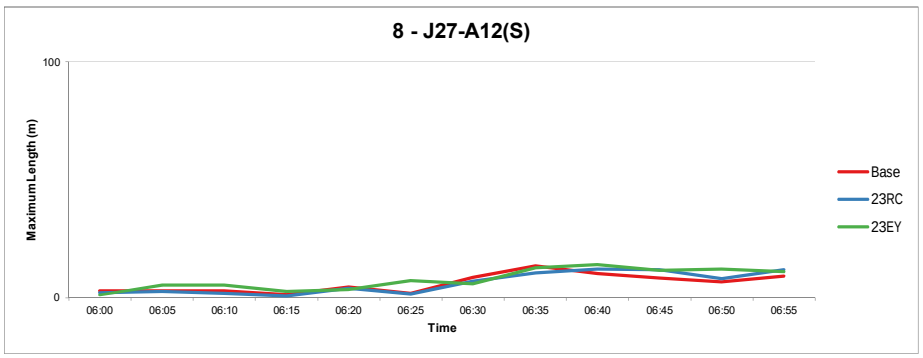


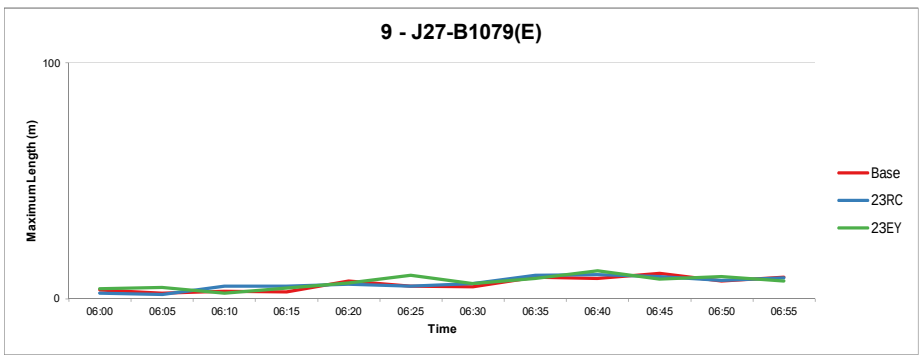
Queue Comparison Graphs
06:00-07:00

J27



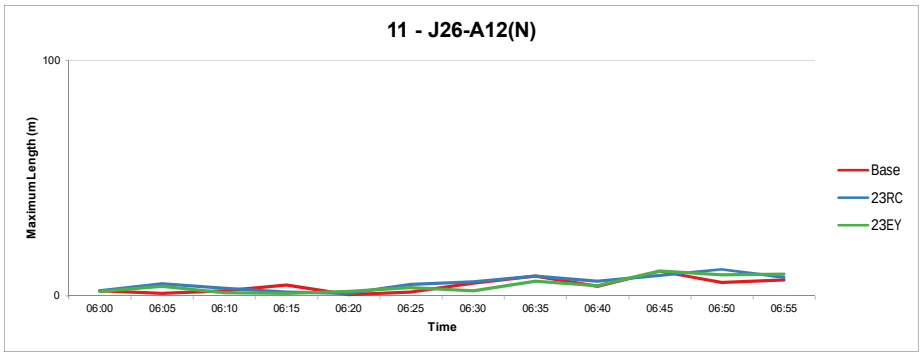


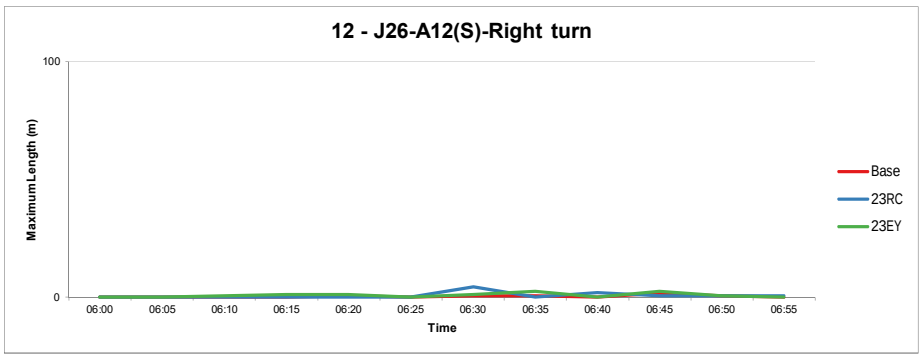


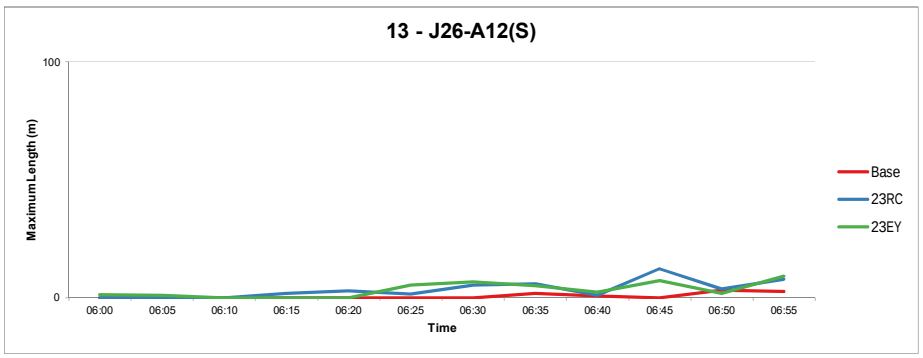


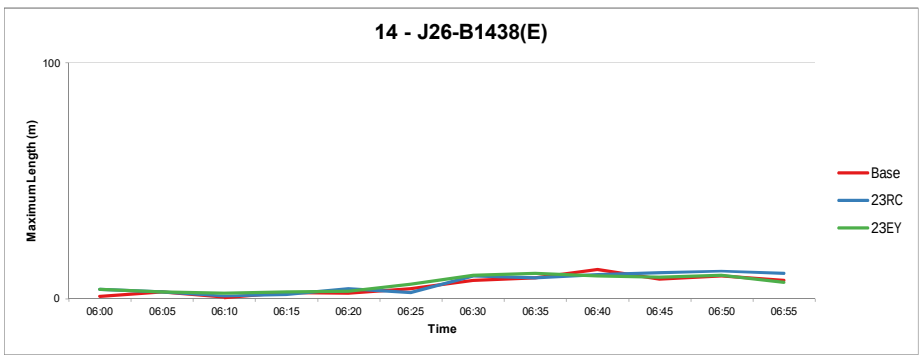
Queue Comparison Graphs
06:00-07:00

J26



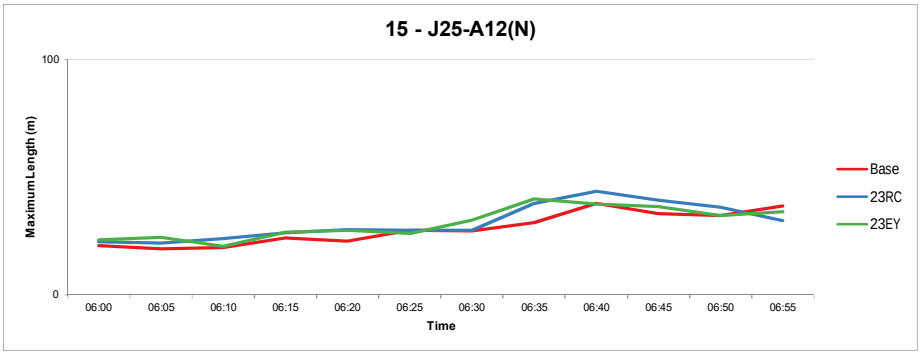


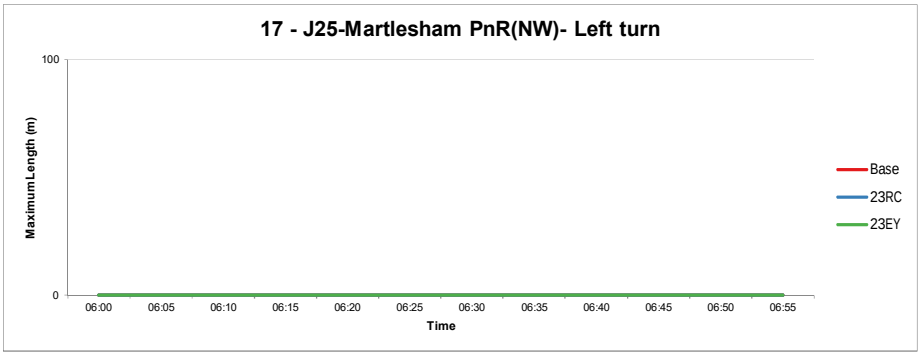


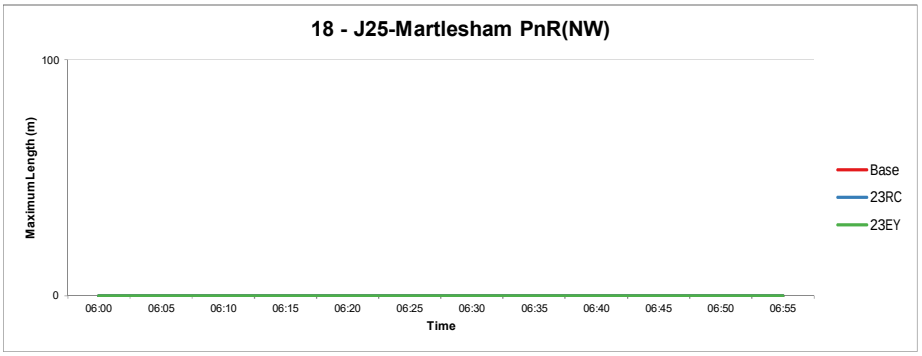


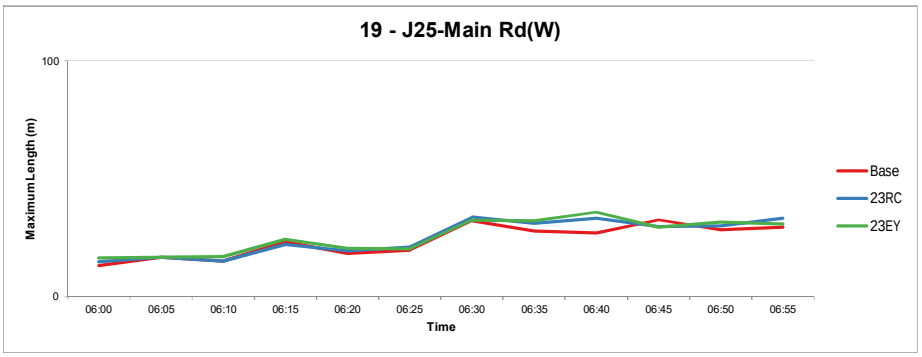
Queue Comparison Graphs
06:00-07:00

J25



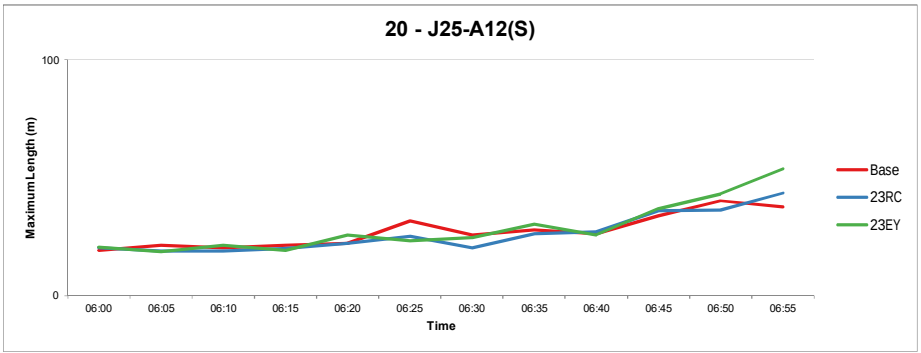


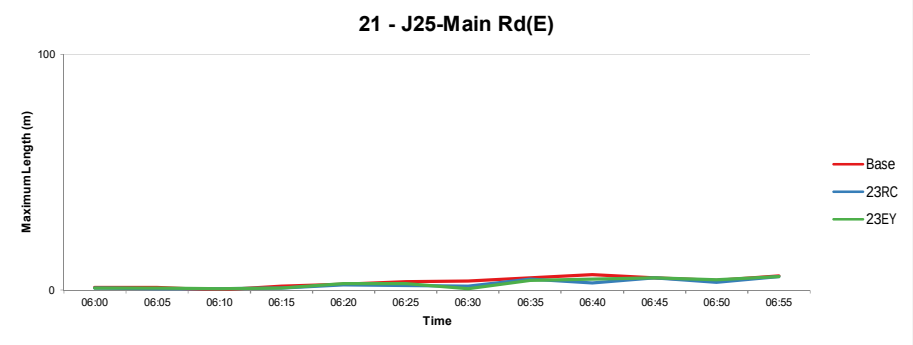




Queue Comparison Graphs
06:00-07:00

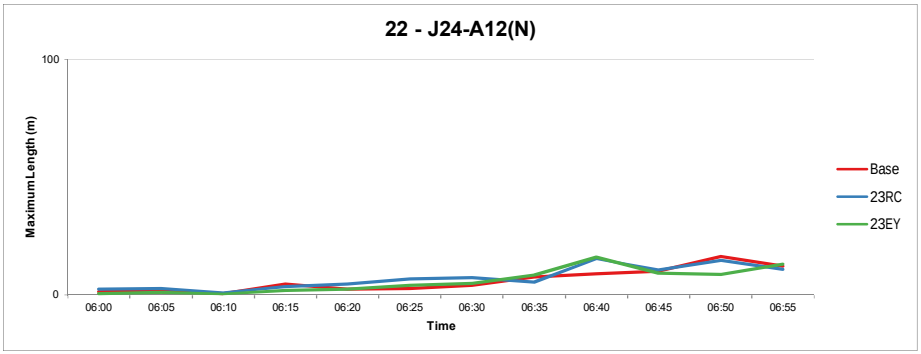
J25

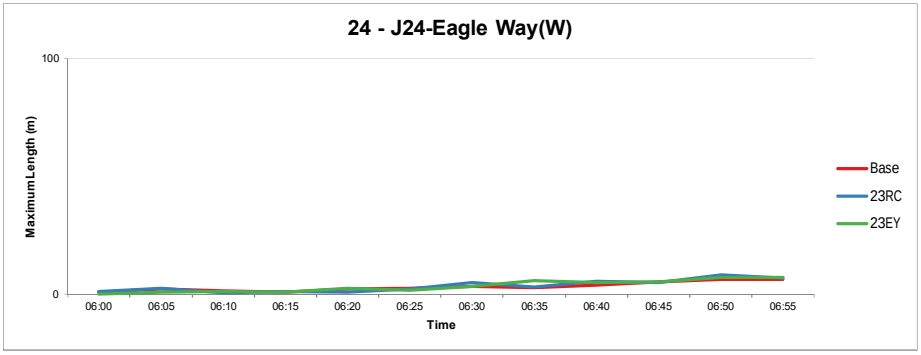


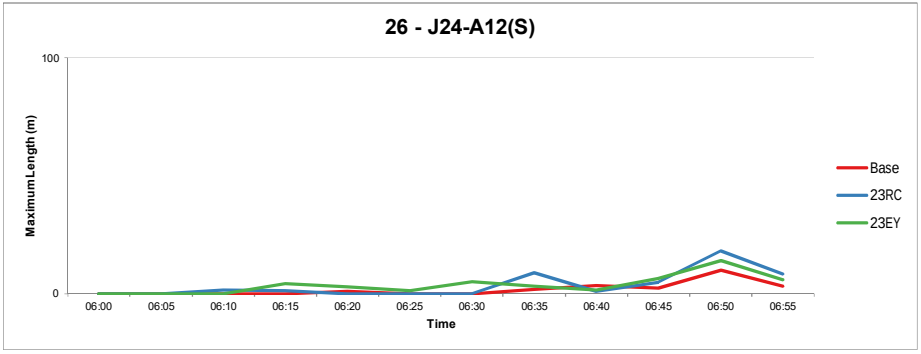


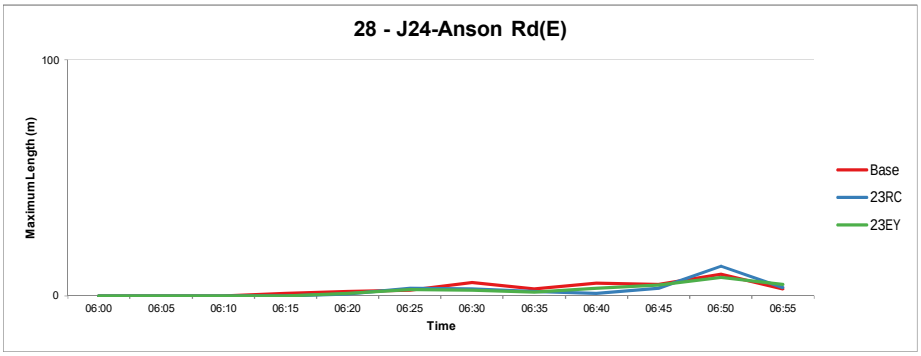
Queue Comparison Graphs
06:00-07:00

J24



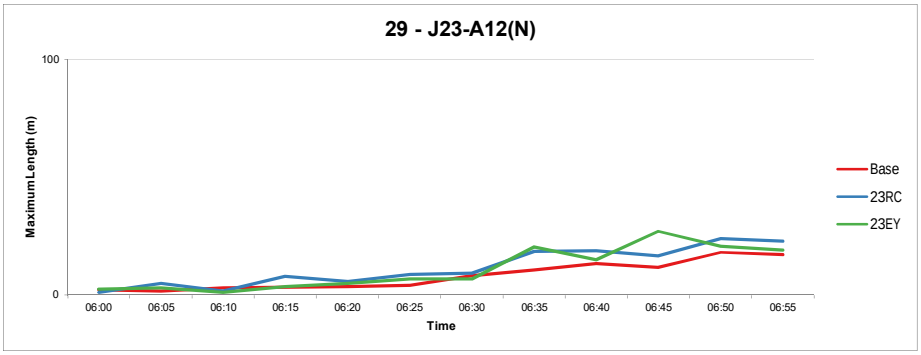


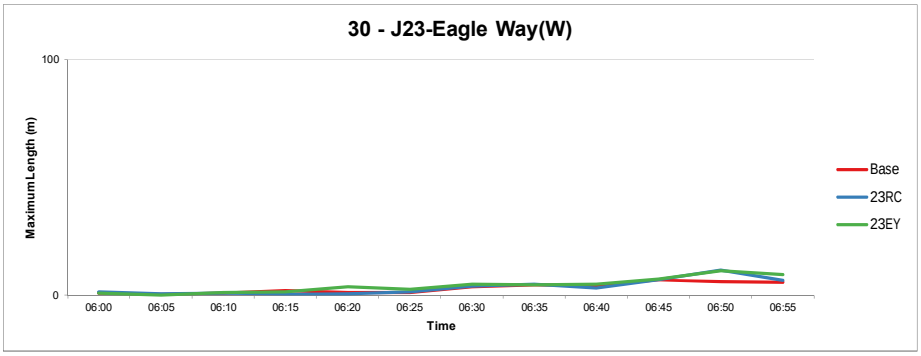


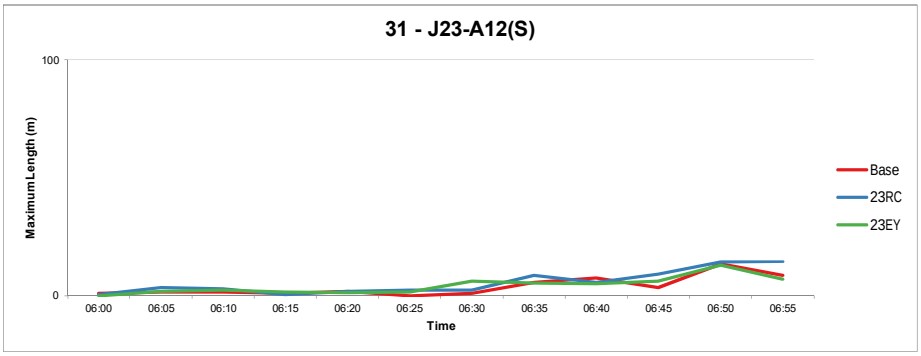


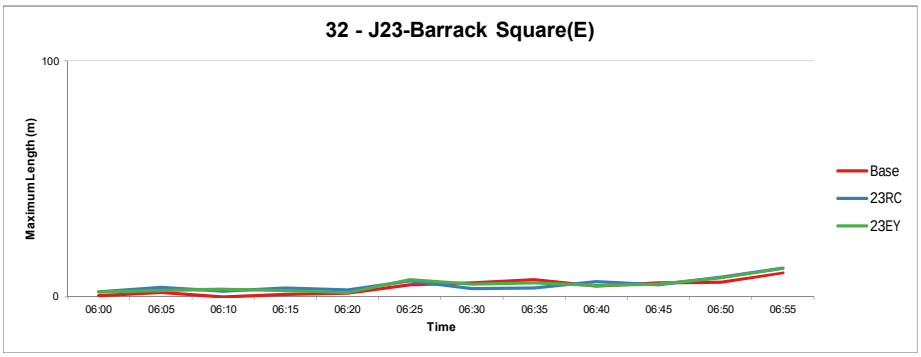
Queue Comparison Graphs
06:00-07:00

J23



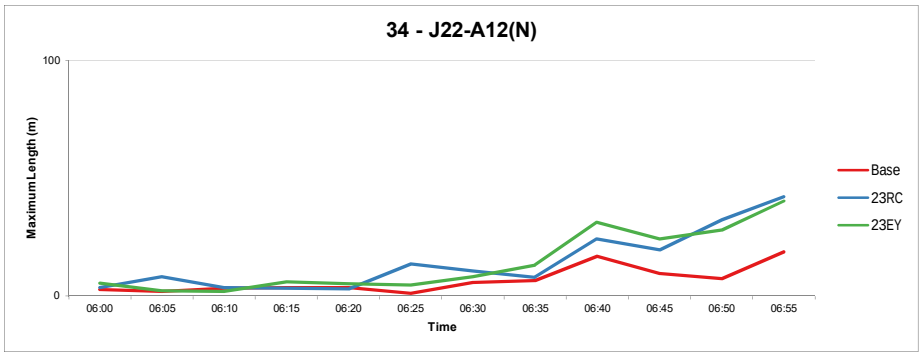


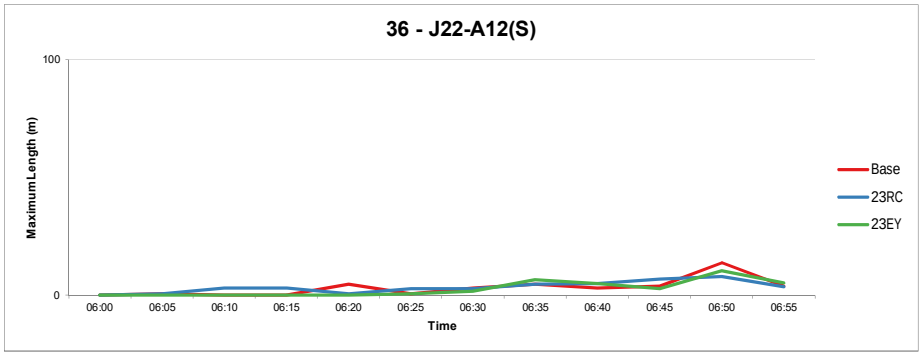


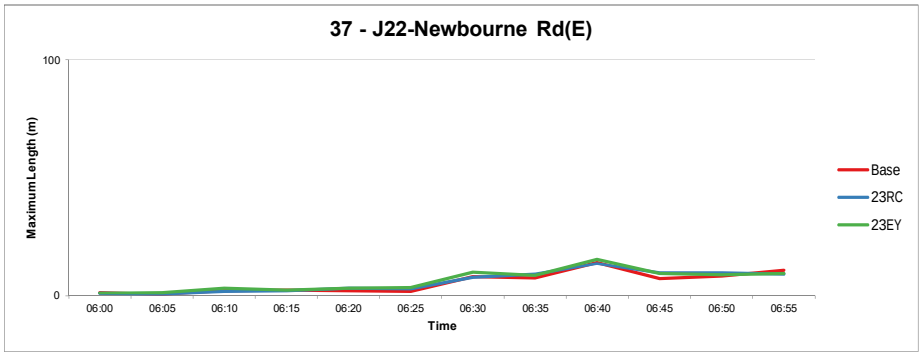


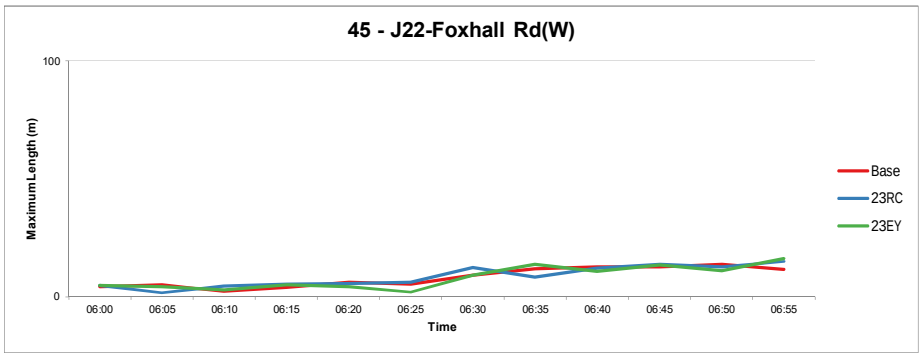
Queue Comparison Graphs
06:00-07:00

J22



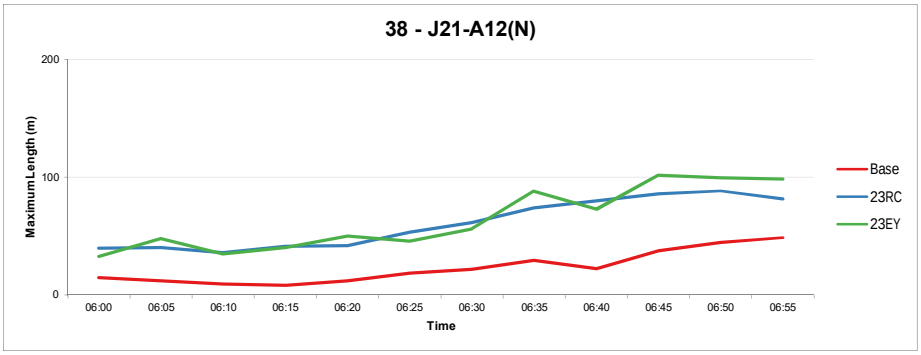


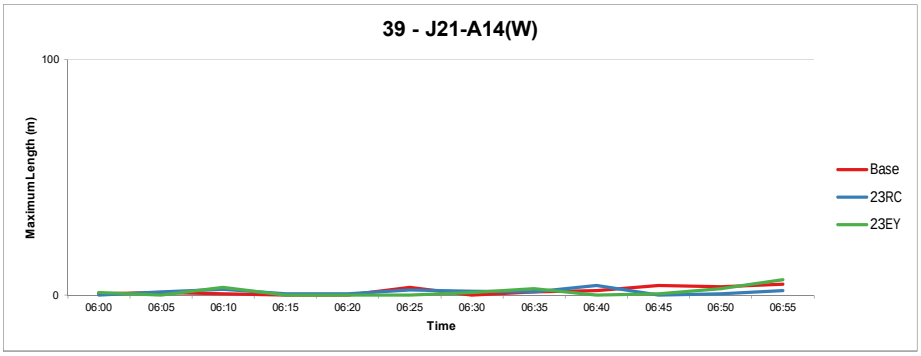


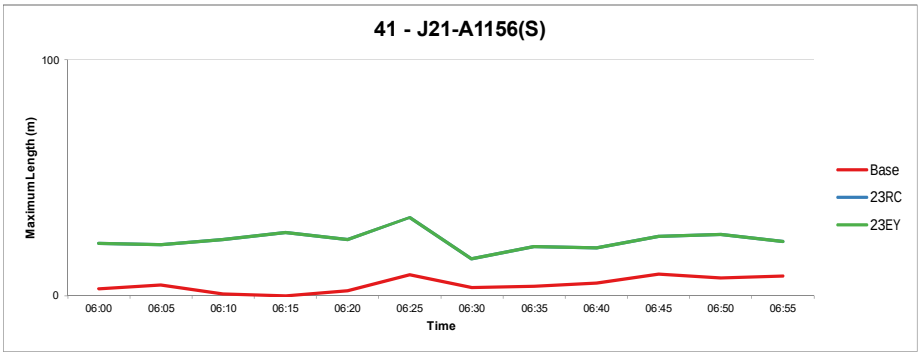


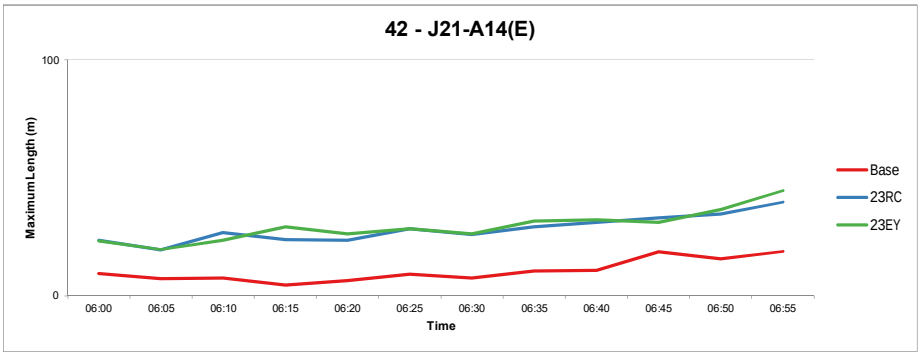
Queue Comparison Graphs
06:00-07:00

J21



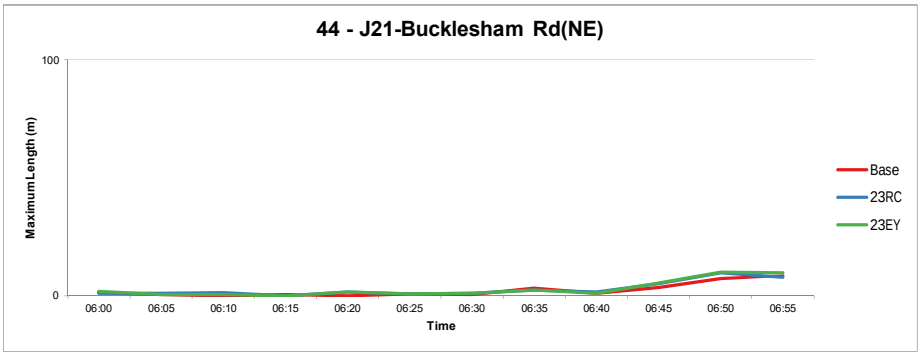






Queue Comparison Graphs
06:00-07:00

J21



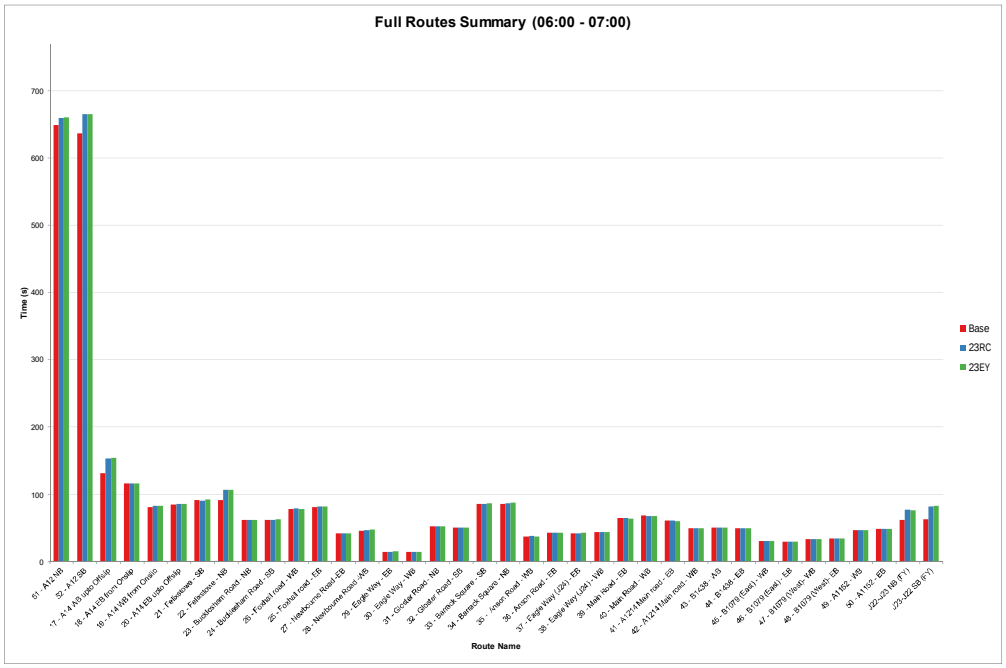
Queue Comparison
06:00-07:00
Maximum Length Summary
Maximum Length (m)

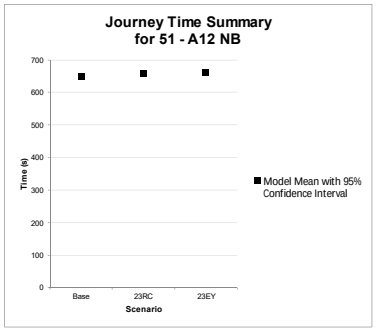
	Base	23RC	23EY
1 - J28-A12(N)	19.8	16.0	20.9
2 - J28-A12(S)	7.5	7.6	9.1
3 - J28-A1152(E)	11.6	11.0	12.3
6 - J27-A12(N)	8.3	8.5	10.1
7 - J27-B1079(W)	6.2	6.3	6.9
8 - J27-A12(S)	13.5	12.1	14.0
9 - J27-B1079(E)	10.8	10.2	11.8
11 - J26-A12(N)	10.5	11.3	10.6
12 - J26-A12(S)-Right turn	1.7	4.4	2.5
13 - J26-A12(S)	3.1	12.3	9.1
14 - J26-B1438(E)	12.5	11.7	10.7
15 - J25-A12(N)	38.8	44.1	40.7
17 - J25-Martlesham PnR(NW)- Left turn	0.0	0.0	0.0
18 - J25-Martlesham PnR(NW)	0.0	0.0	0.0
19 - J25-Main Rd(W)	32.6	33.8	35.9
20 - J25-A12(S)	40.3	43.5	53.9
21 - J25-Main Rd(E)	6.6	5.8	5.7
22 - J24-A12(N)	16.3	15.3	16.0
24 - J24-Eagle Way(W)	6.4	8.2	7.2
26 - J24-A12(S)	9.9	18.2	14.1
28 - J24-Anson Rd(E)	9.2	12.6	7.7
29 - J23-A12(N)	18.1	23.9	27.0
30 - J23-Eagle Way(W)	6.5	10.6	10.5
31 - J23-A12(S)	13.5	14.5	13.0
32 - J23-Barrack Square(E)	10.1	12.1	12.0
34 - J22-A12(N)	18.7	42.1	40.3
36 - J22-A12(S)	13.9	8.0	10.4
37 - J22-Newbourne Rd(E)	14.1	13.6	15.3
45 - J22-Foxhall Rd(W)	13.7	15.0	16.2
38 - J21-A12(N)	48.6	88.3	101.8
39 - J21-A14(W)	4.7	4.2	6.5
41 - J21-A1156(S)	9.2	33.1	33.1
42 - J21-A14(E)	18.8	39.7	44.5
44 - J21-Bucklesham Rd(NE)	8.5	9.6	10.0

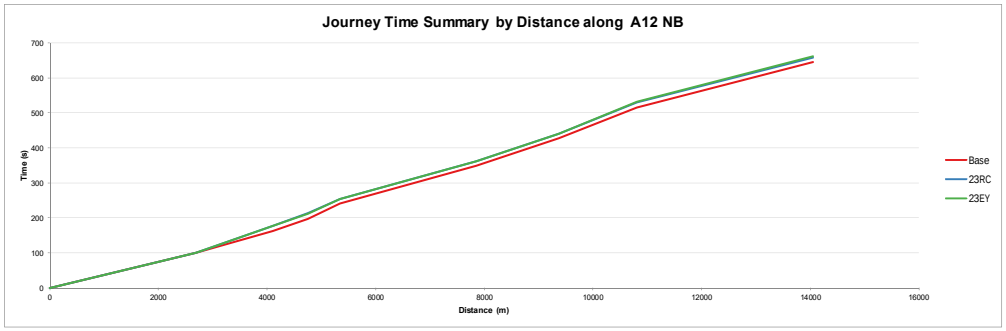
Queue Comparison
06:00-07:00
Average Length Summary
Maximum Length (m)

	Base	23RC	23EY
1 - J28-A12(N)	7.6	7.3	8.8
2 - J28-A12(S)	2.3	3.5	3.9
3 - J28-A1152(E)	4.5	5.2	4.9
6 - J27-A12(N)	2.9	3.8	3.9
7 - J27-B1079(W)	2.8	3.0	3.2
8 - J27-A12(S)	6.1	6.2	7.7
9 - J27-B1079(E)	6.3	6.6	7.1
11 - J26-A12(N)	4.5	5.6	4.7
12 - J26-A12(S)-Right turn	0.3	0.7	0.8
13 - J26-A12(S)	0.7	3.6	3.4
14 - J26-B1438(E)	5.8	6.6	6.5
15 - J25-A12(N)	28.2	30.8	30.5
17 - J25-Martlesham PnR(NW)- Left turn	0.0	0.0	0.0
18 - J25-Martlesham PnR(NW)	0.0	0.0	0.0
19 - J25-Main Rd(W)	23.7	25.1	25.7
20 - J25-A12(S)	27.3	26.3	28.7
21 - J25-Main Rd(E)	3.5	2.6	2.9
22 - J24-A12(N)	6.1	7.2	5.9
24 - J24-Eagle Way(W)	3.2	3.5	3.4
26 - J24-A12(S)	1.8	3.7	3.7
28 - J24-Anson Rd(E)	3.0	2.5	2.3
29 - J23-A12(N)	8.1	11.7	10.9
30 - J23-Eagle Way(W)	3.1	3.4	4.2
31 - J23-A12(S)	4.0	5.5	4.3
32 - J23-Barrack Square(E)	4.2	5.1	5.1
34 - J22-A12(N)	6.8	14.3	14.2
36 - J22-A12(S)	3.2	3.5	2.7
37 - J22-Newbourne Rd(E)	5.6	6.0	6.4
45 - J22-Foxhall Rd(W)	8.3	8.5	8.2
38 - J21-A12(N)	23.3	60.3	64.0
39 - J21-A14(W)	1.8	1.4	1.5
41 - J21-A1156(S)	4.8	23.6	23.6
42 - J21-A14(E)	10.6	28.3	29.4
44 - J21-Bucklesham Rd(NE)	2.3	2.8	2.9

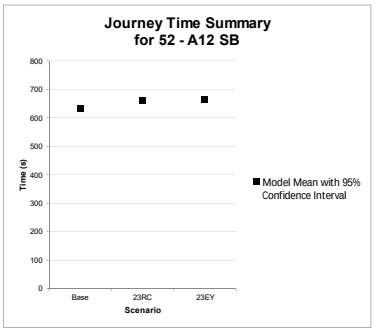
Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

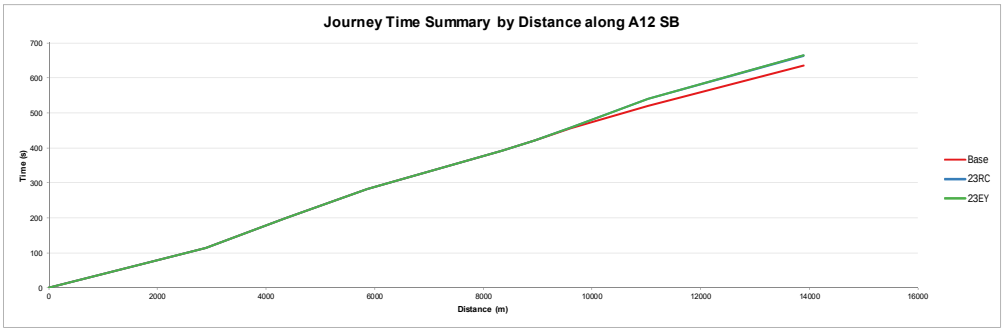


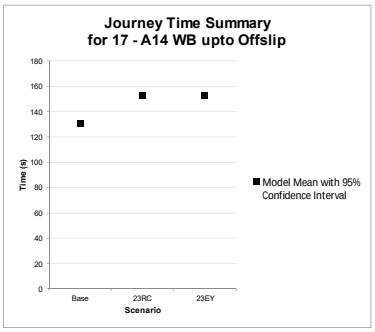


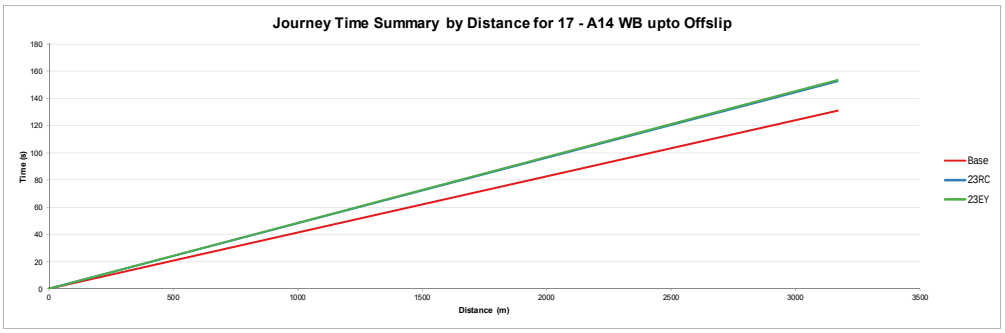


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

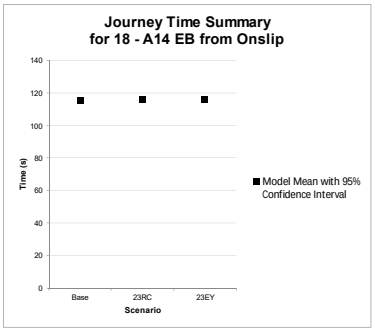


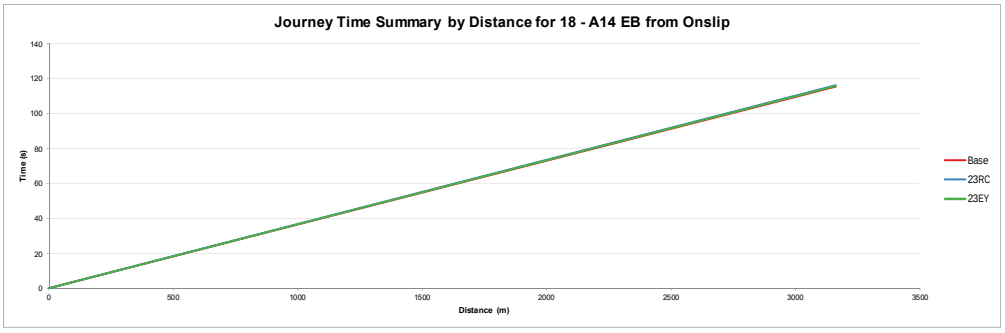


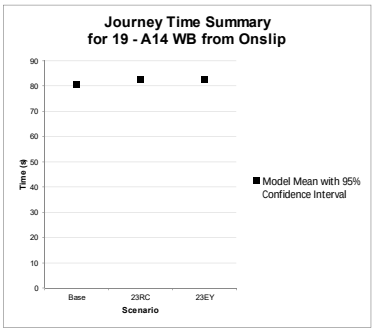


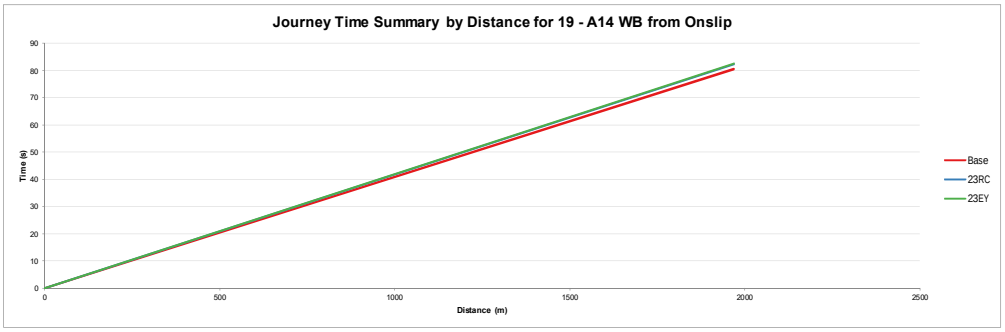


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

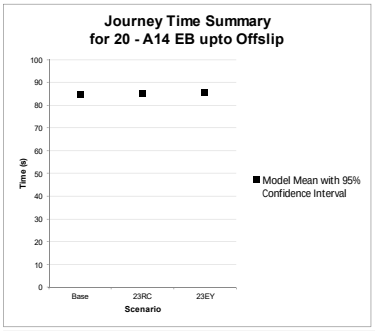


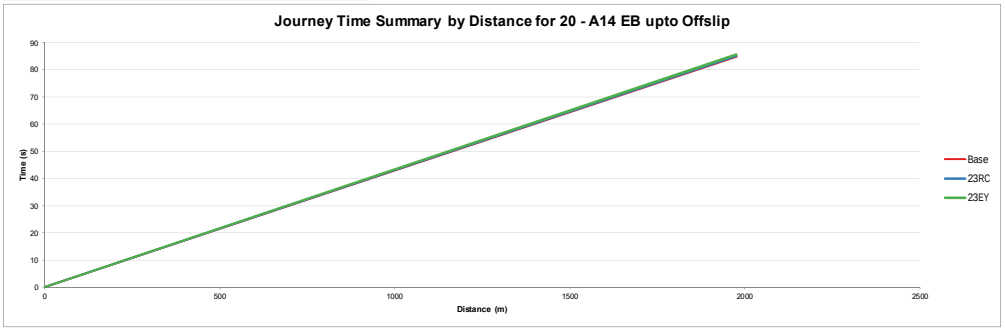


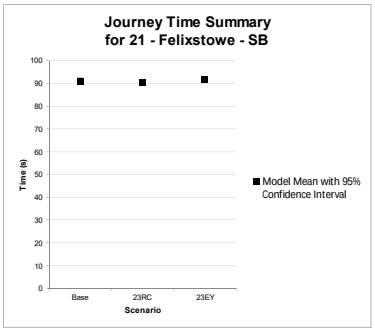


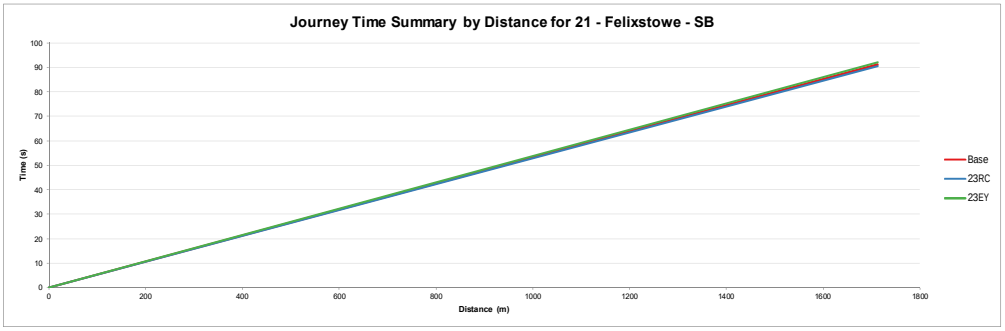


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

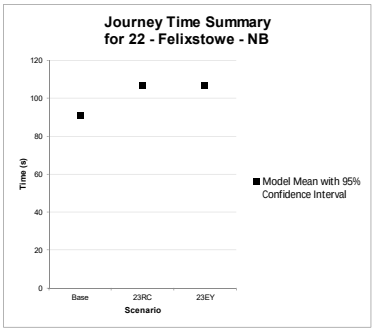


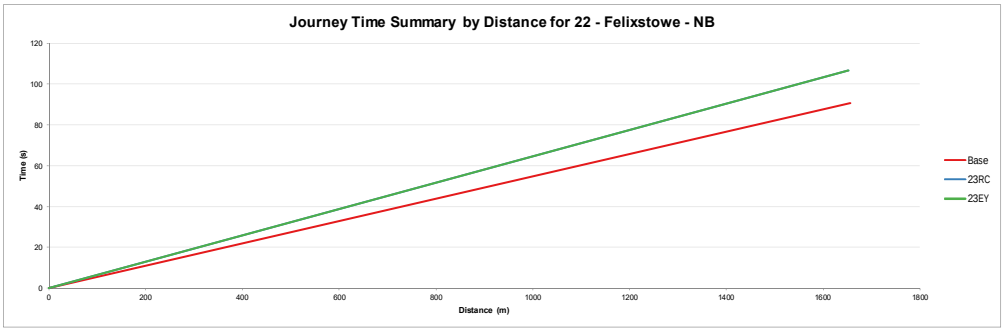


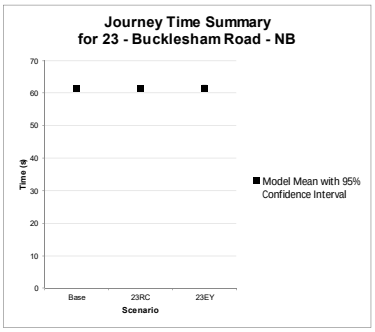


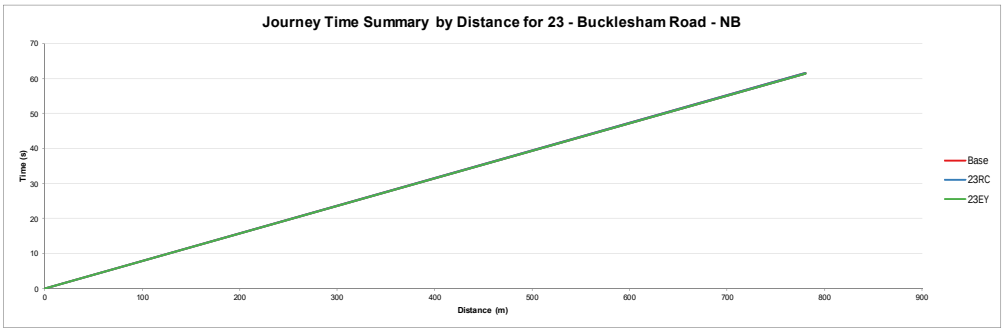


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

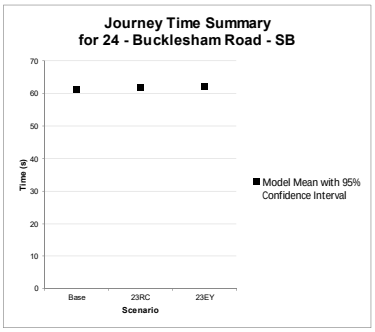


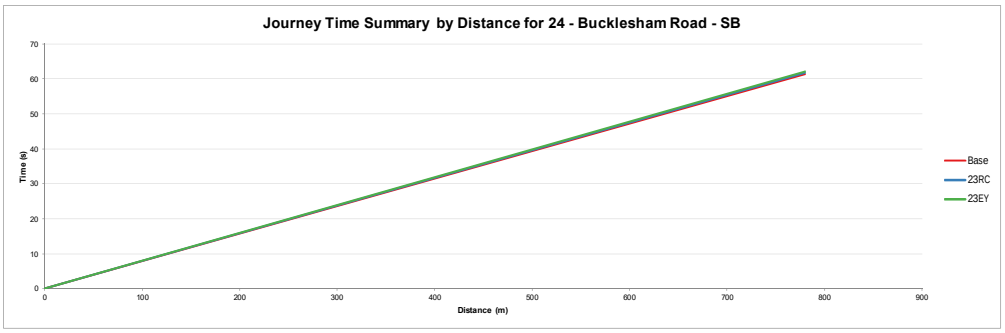


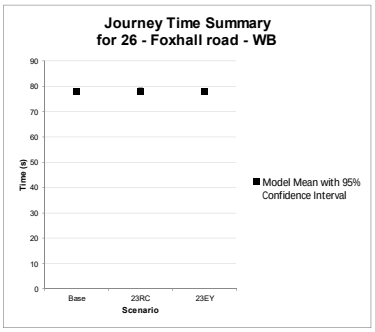


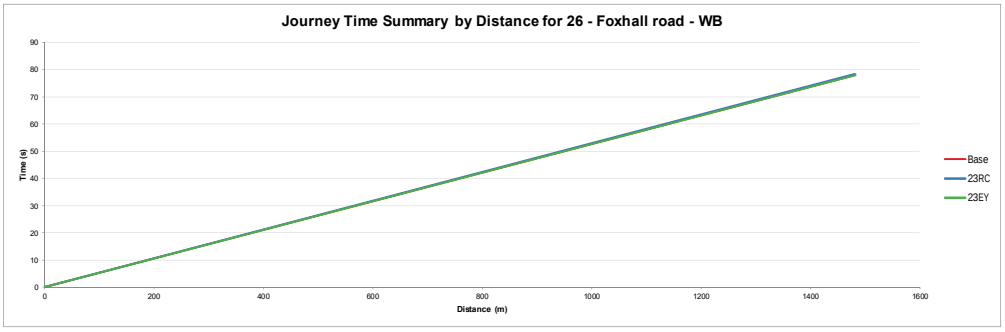


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

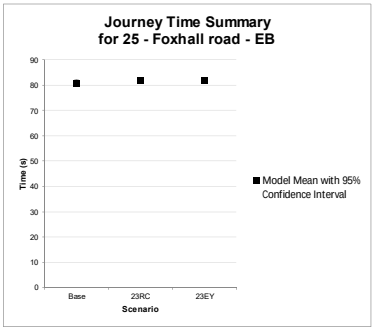


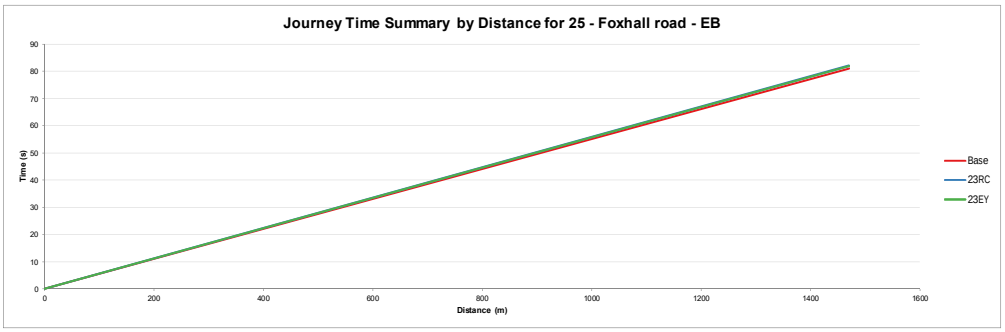


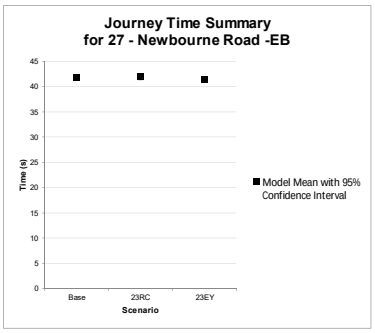


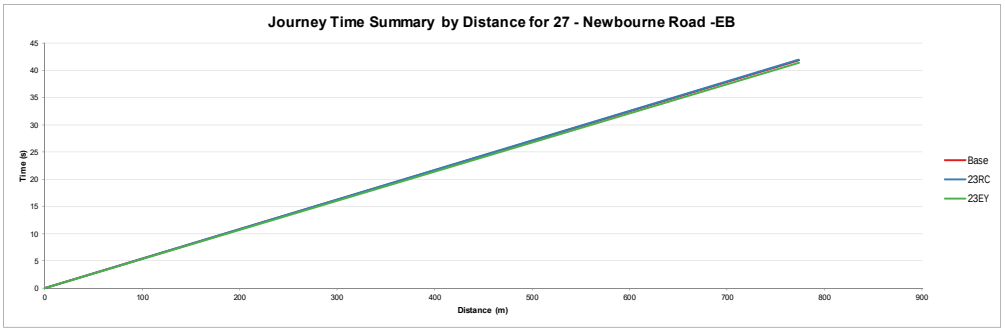


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

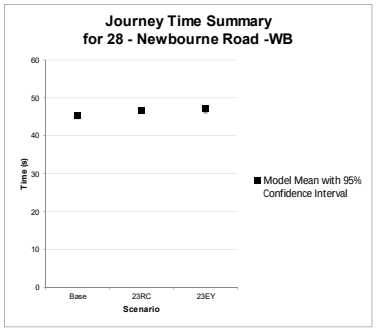


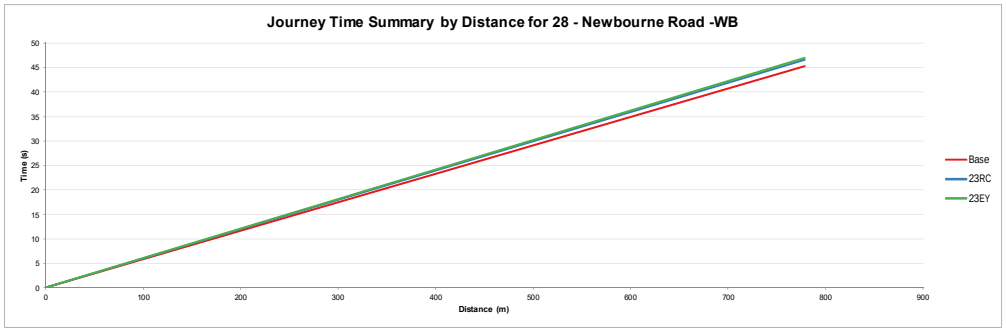


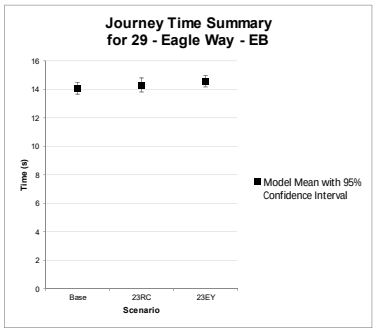




Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

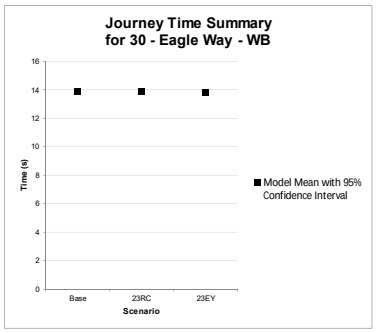


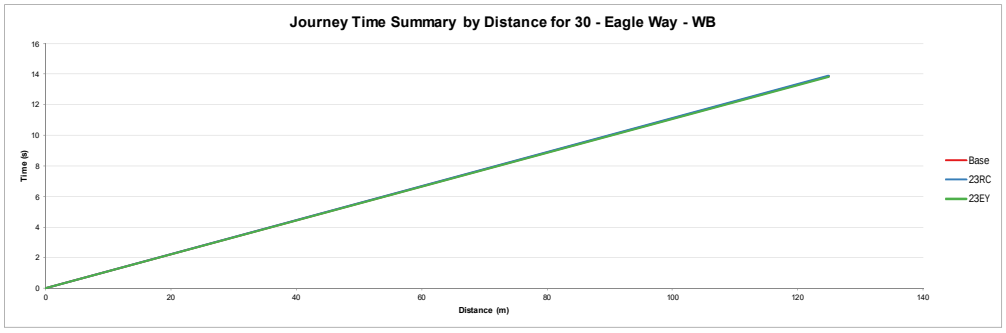


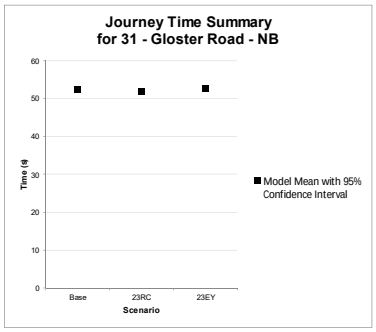


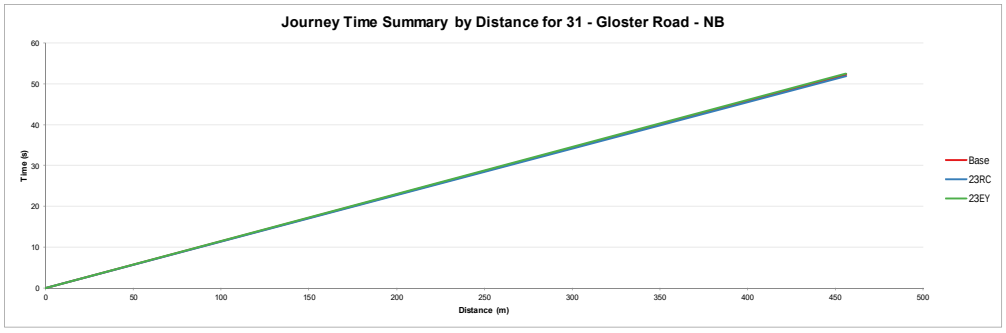


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

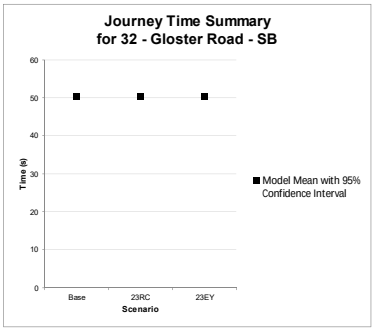


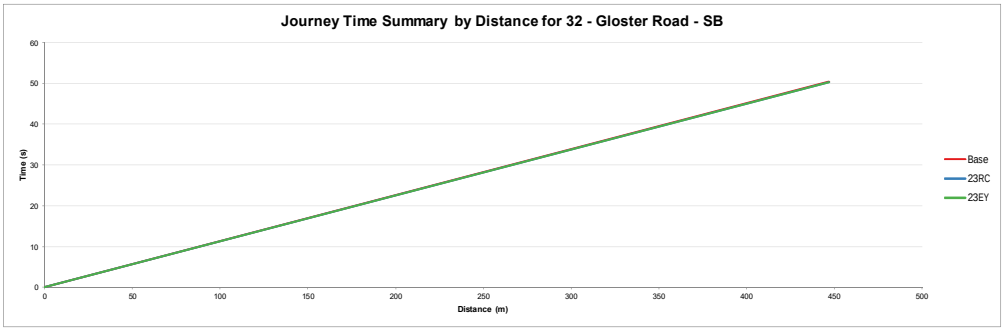


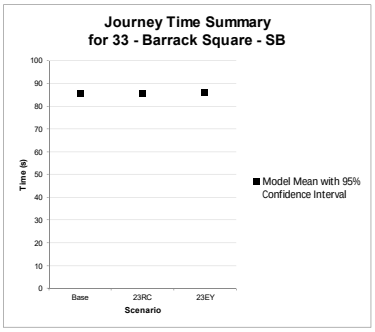


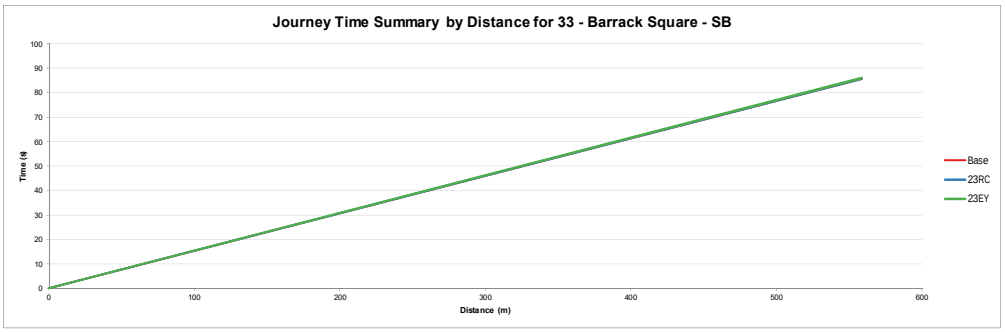


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

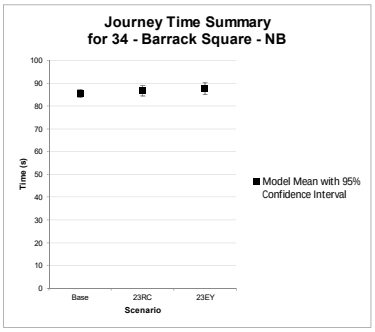


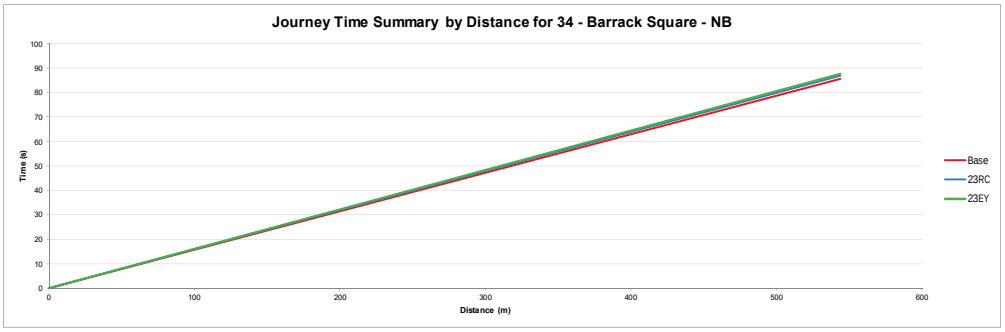


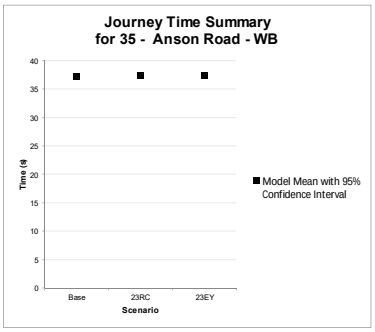


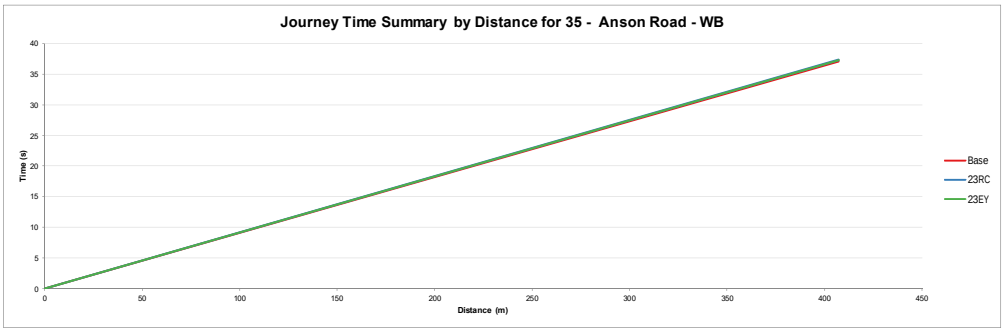


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

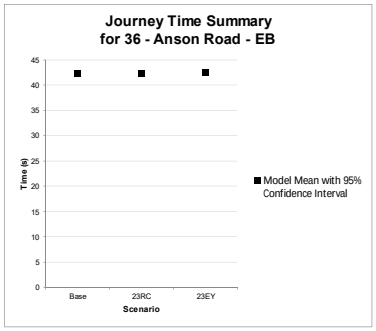


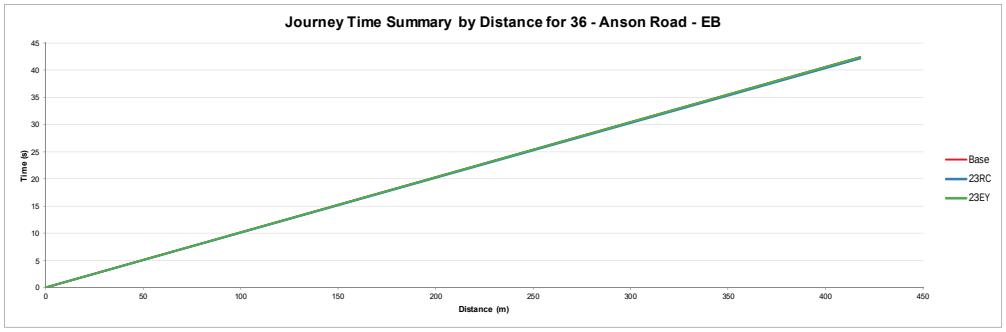


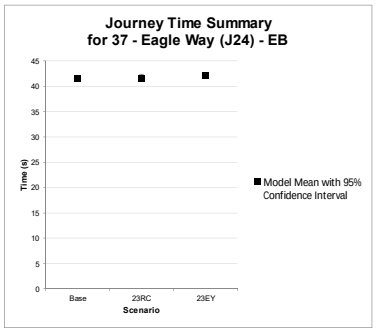


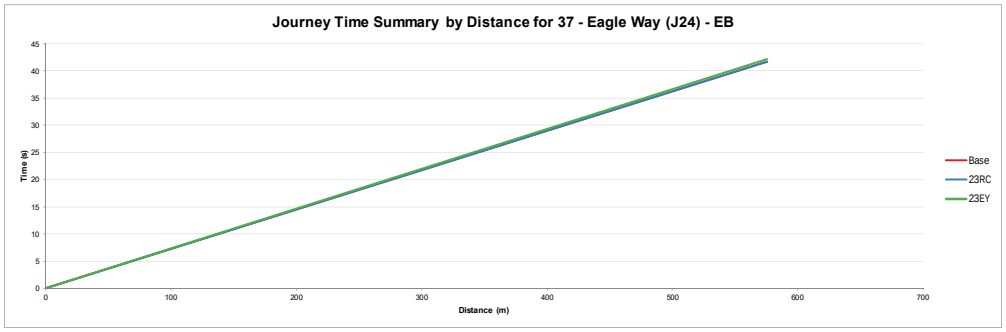


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

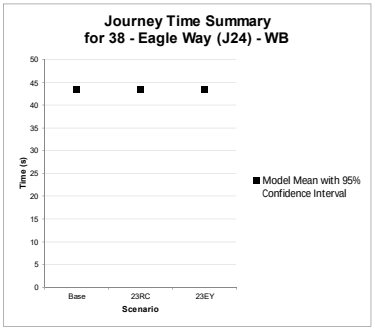


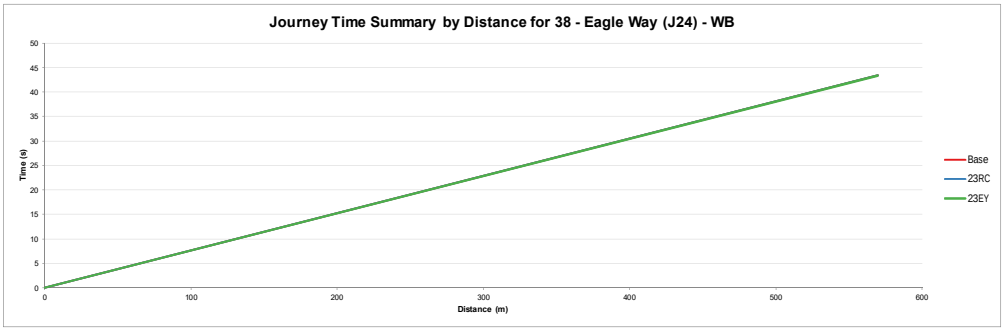


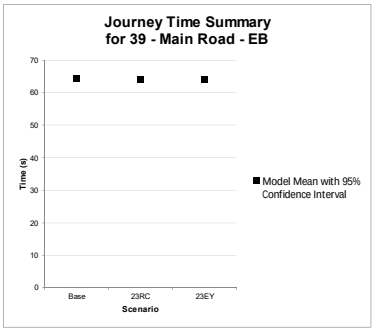


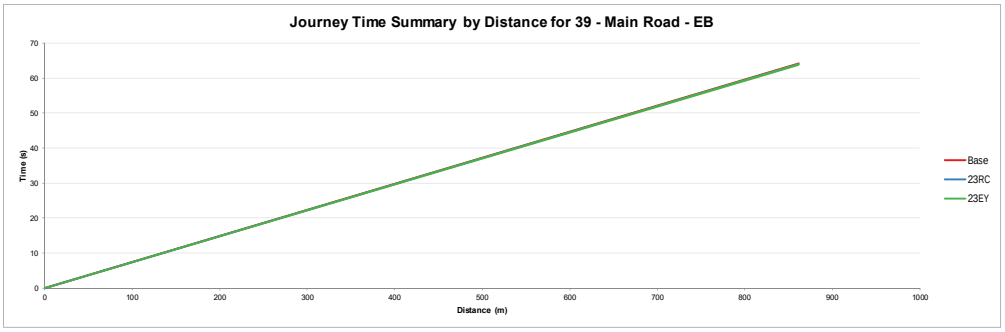


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

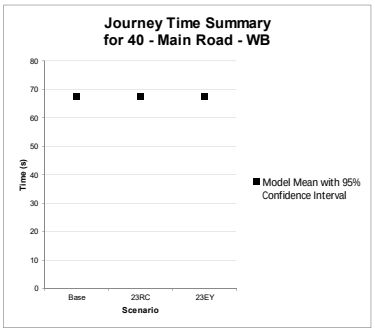


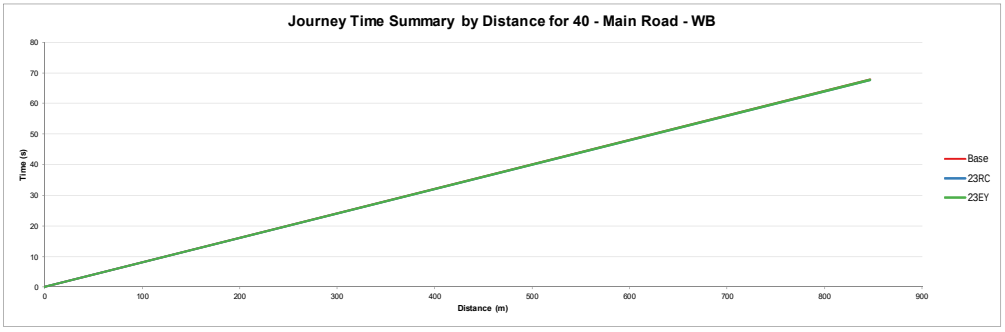


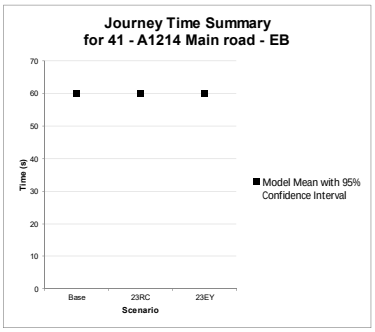


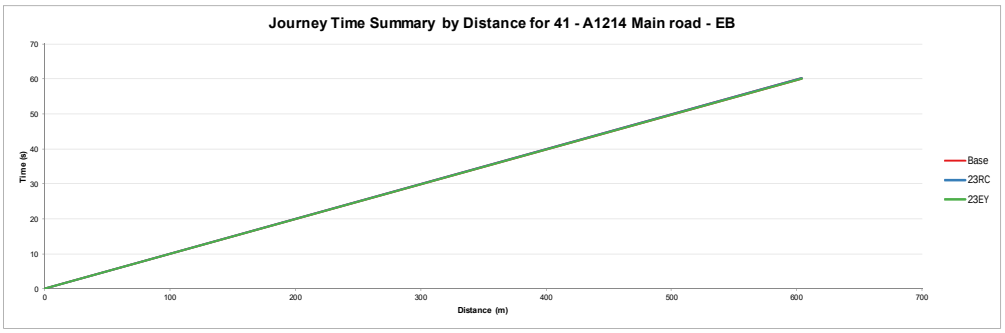


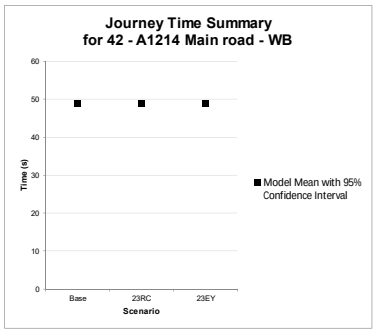
Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

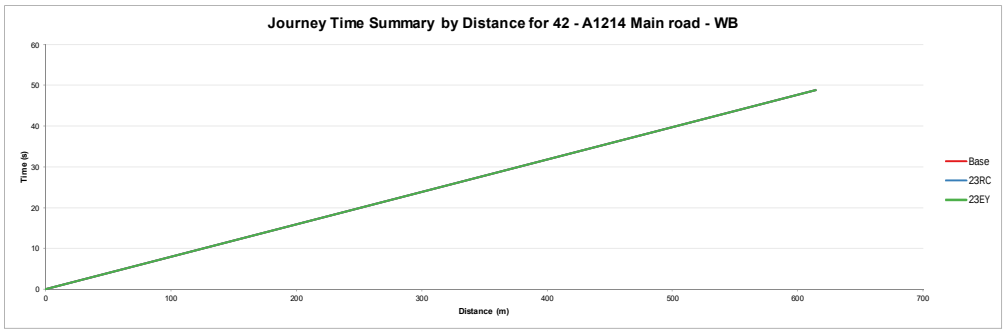


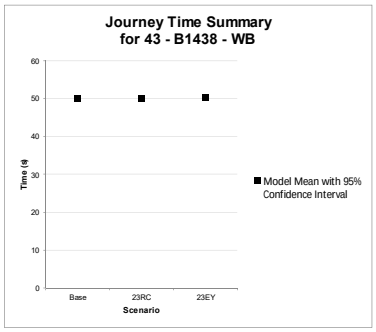


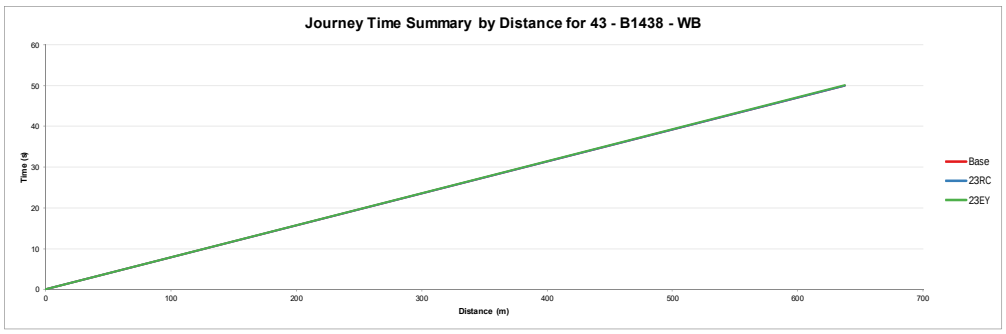




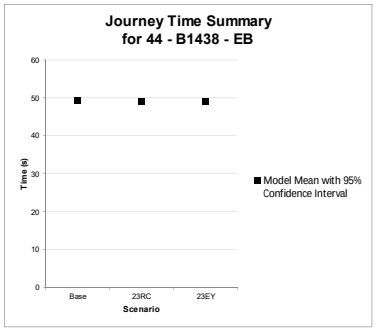

Journey Time Summary
for 42 - A1214 Main road - WB
Time (s)
Scenario
Base
23RC
23EY
Model Mean with 95% Confidence Interval

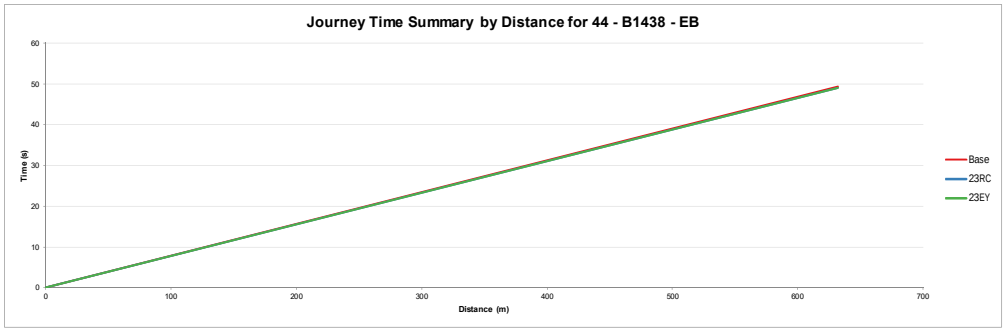

Journey Time Summary by Distance for 42 - A1214 Main road - WB
Time (s)
Distance (m)
Base
23RC
23EY

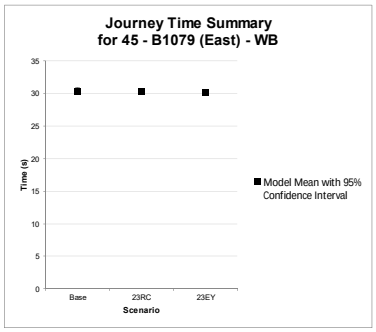

Journey Time Summary
for 43 - B1438 - WB
Time (s)
Scenario
Base
23RC
23EY
Model Mean with 95% Confidence Interval

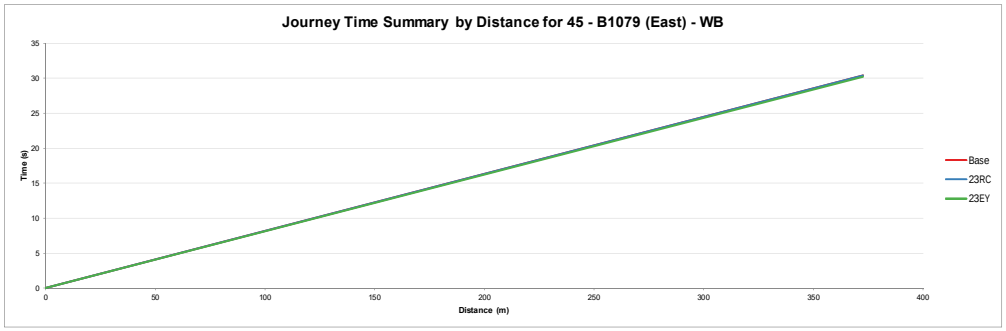

Journey Time Summary by Distance for 43 - B1438 - WB
Time (s)
Distance (m)
Base
23RC
23EY

Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

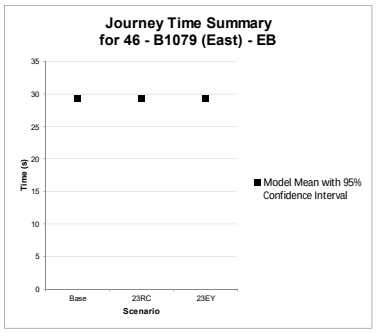


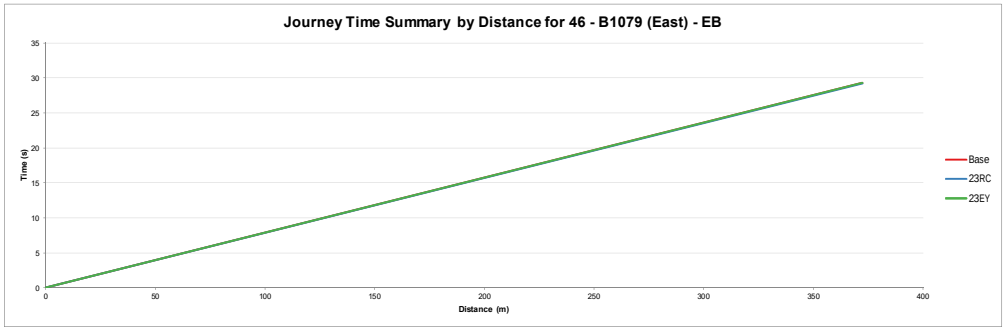


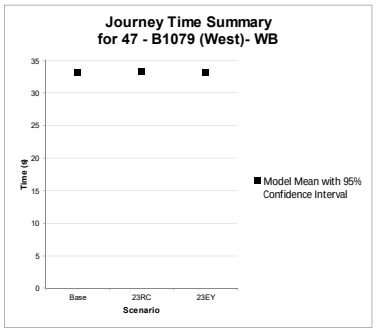


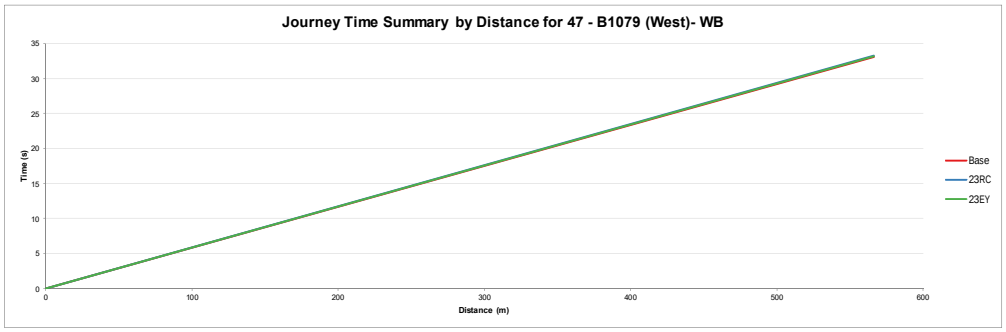


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

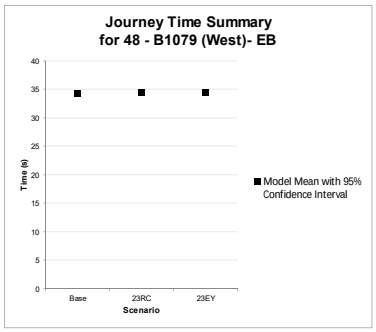


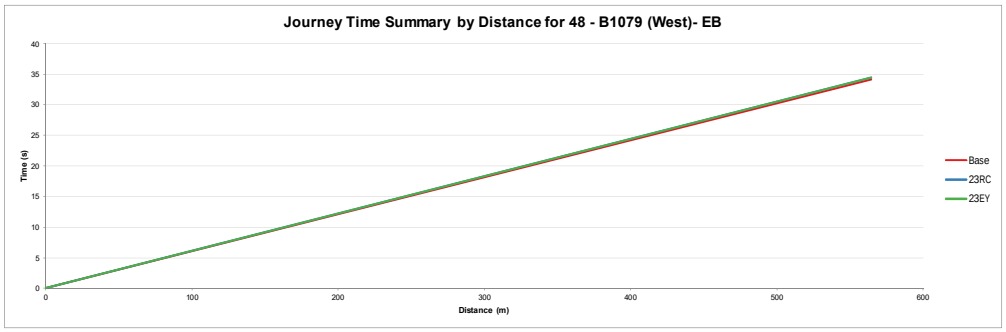


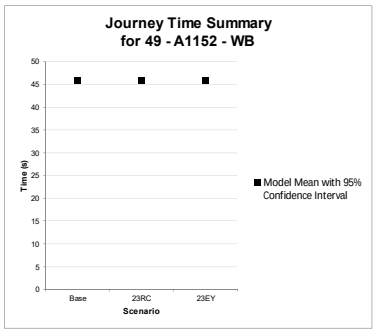


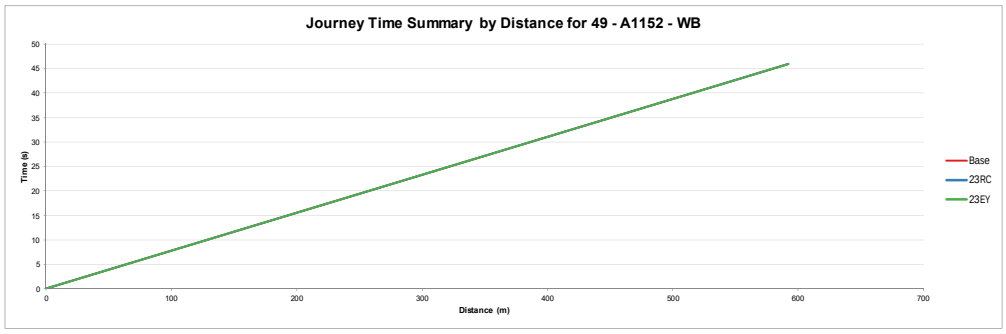


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

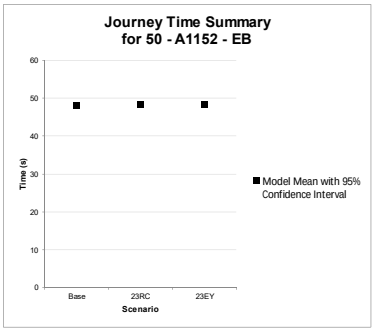


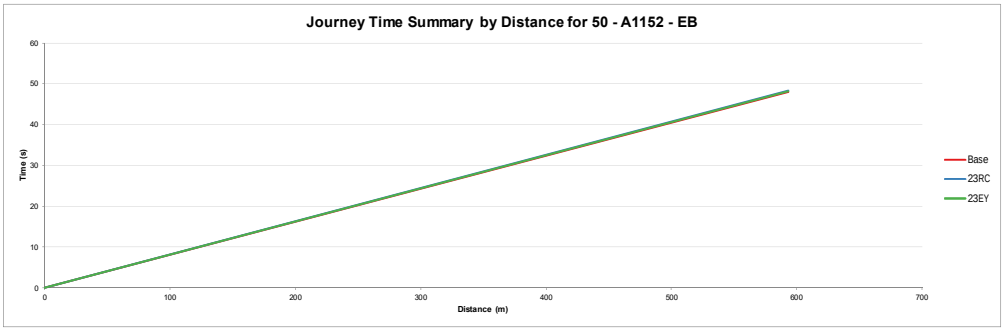


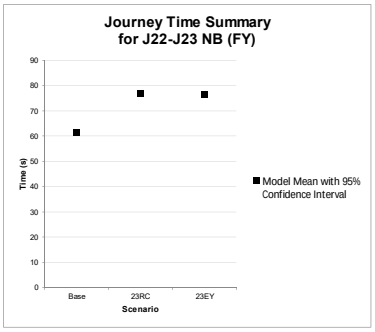


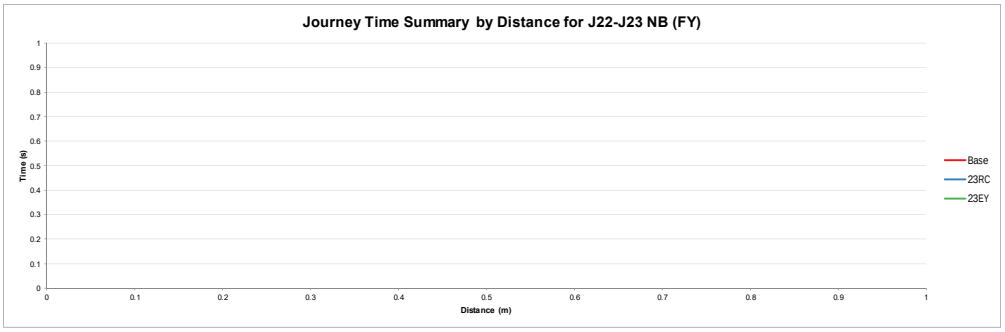


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

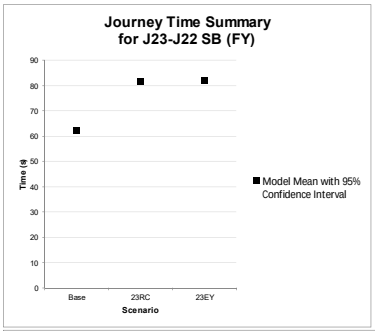


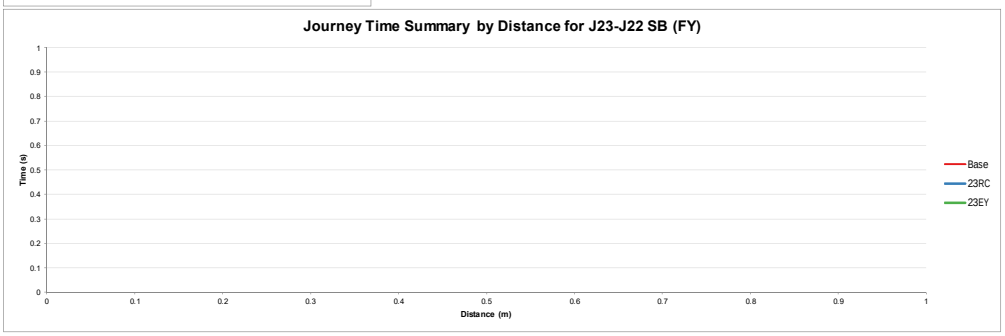




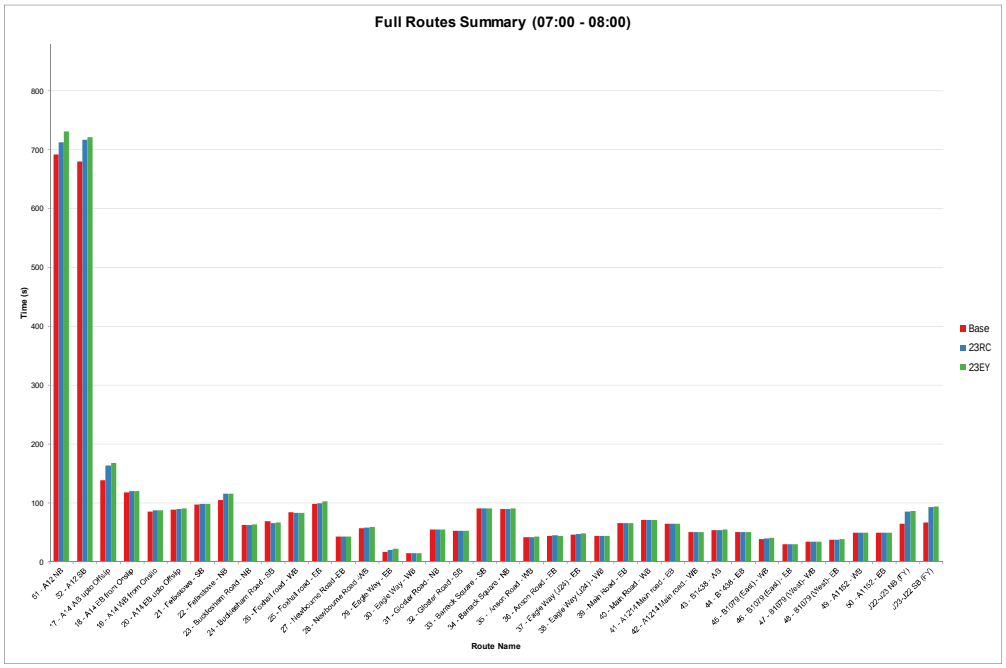


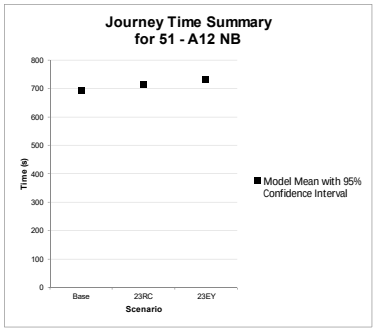
Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2023

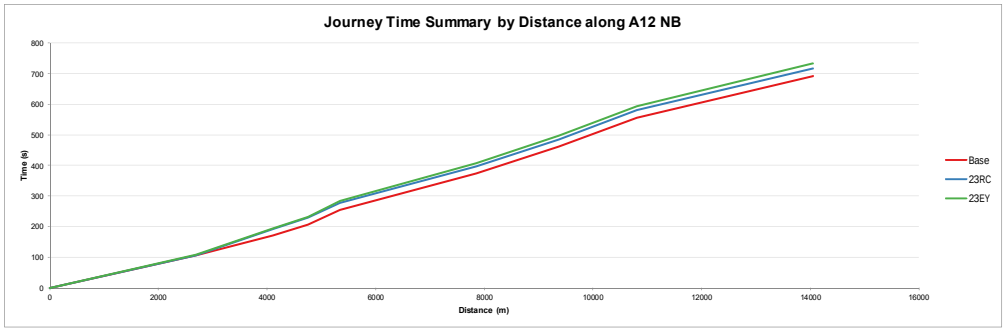




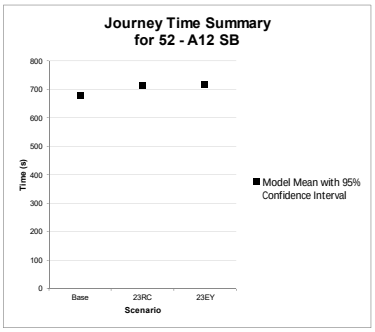
Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

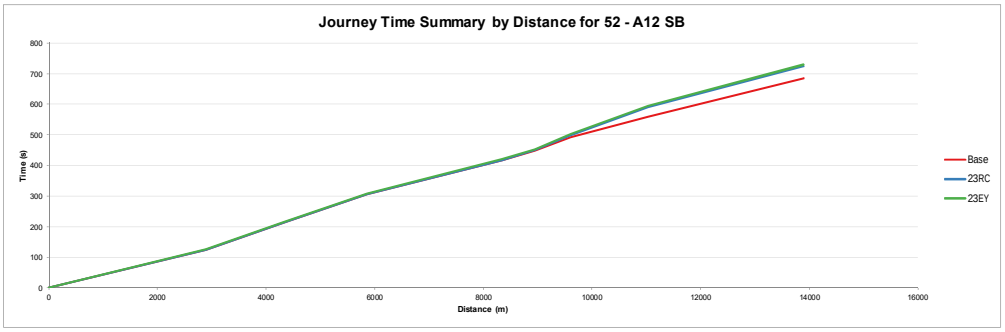


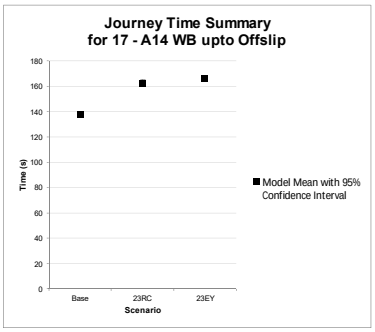


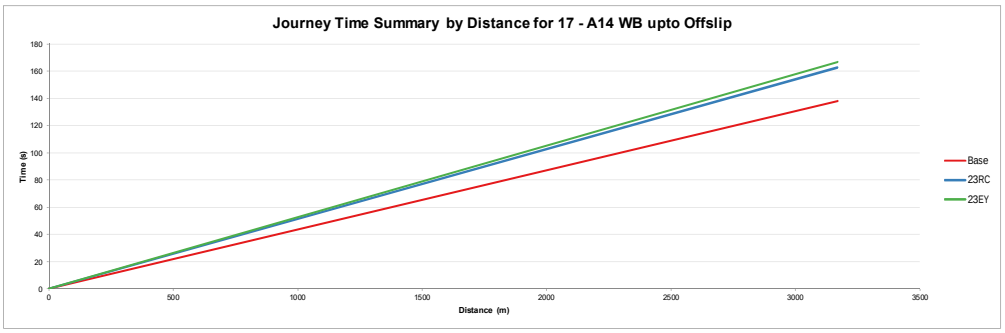


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

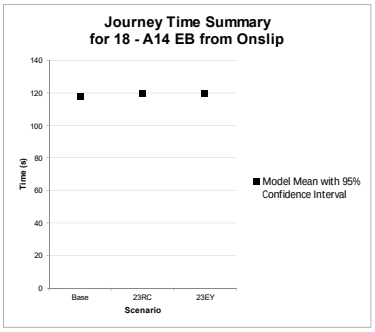


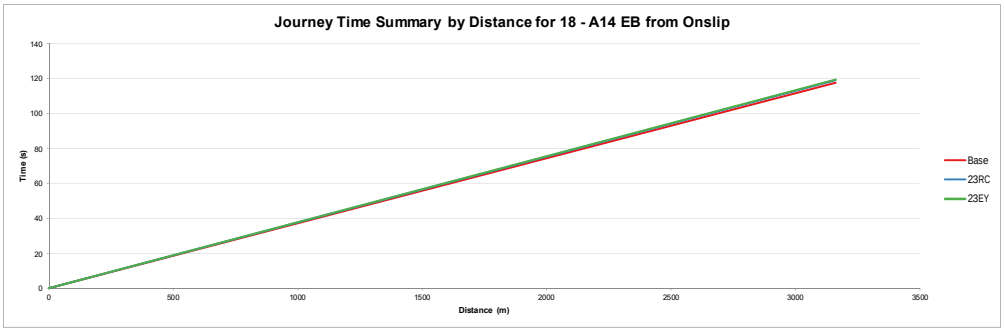


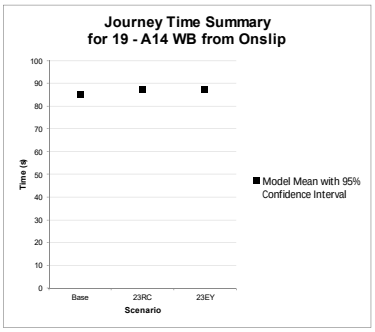


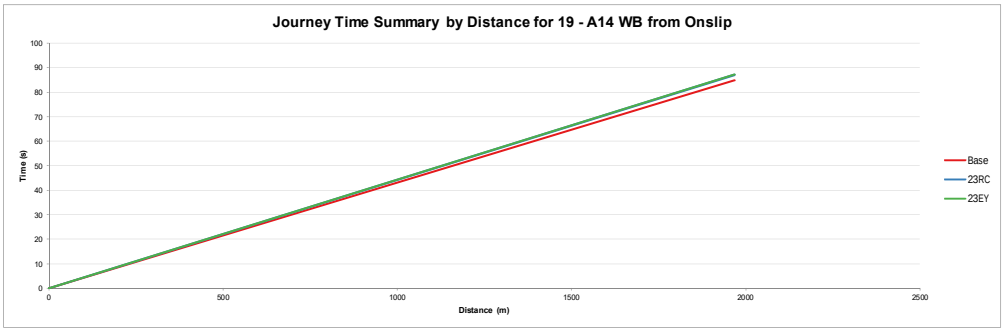


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

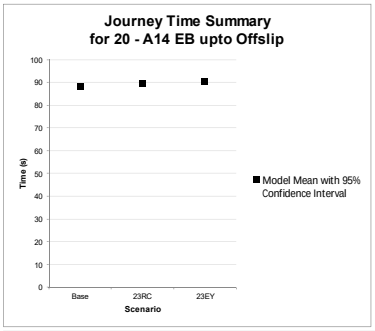


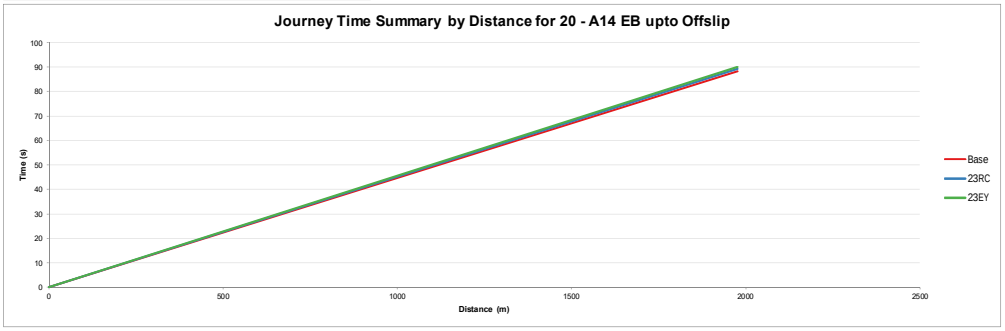


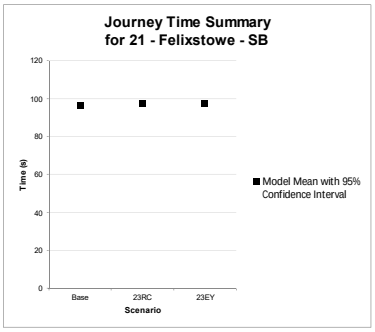


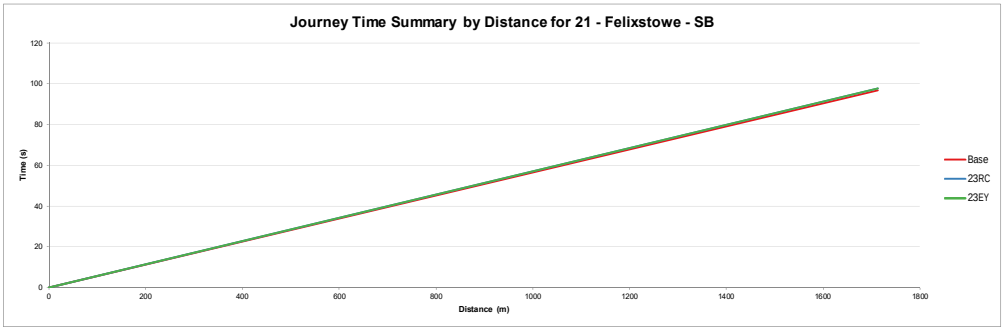


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

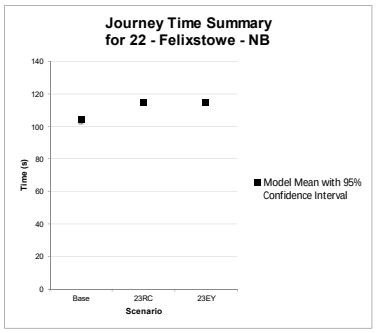


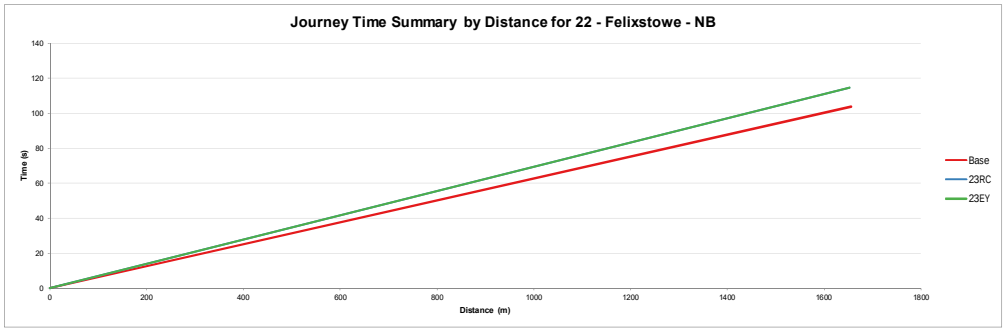


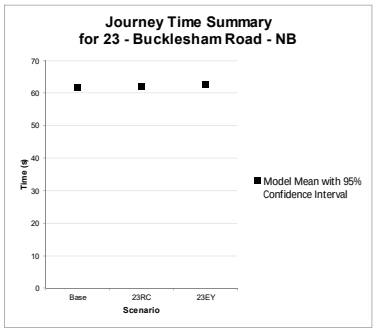


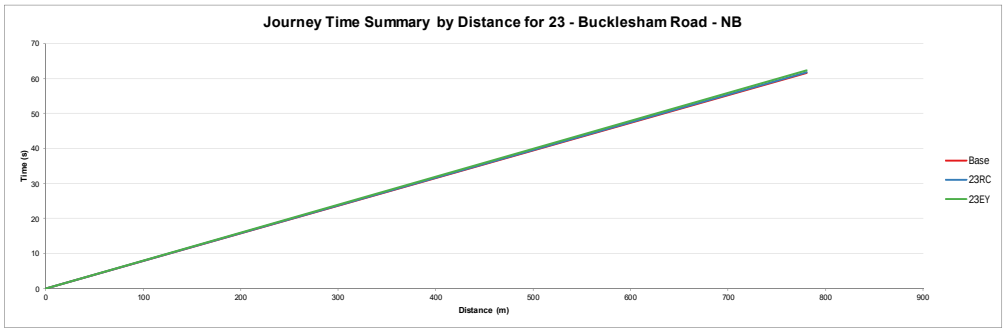


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

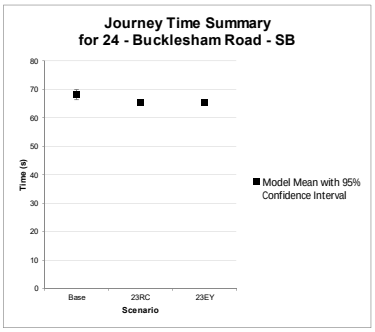


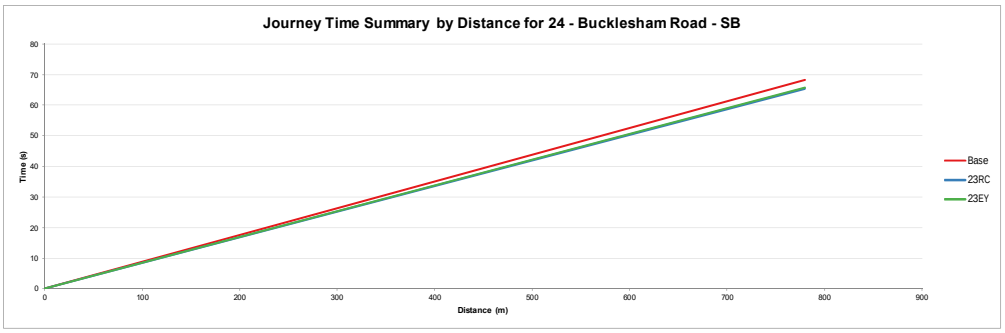


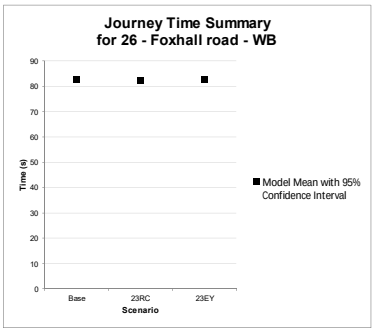


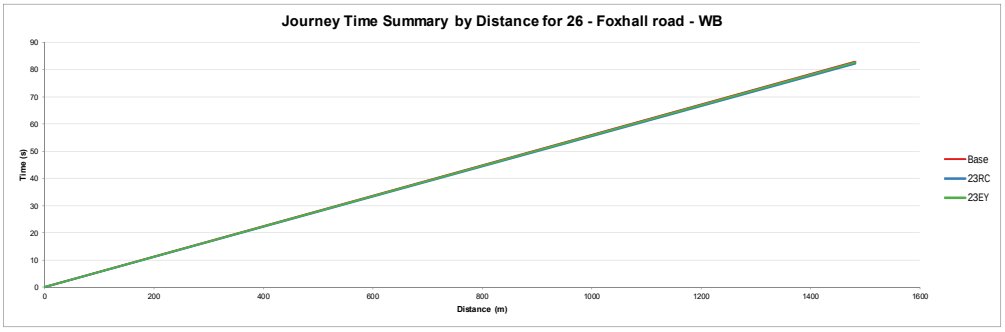


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

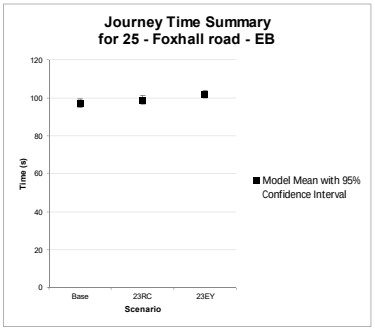


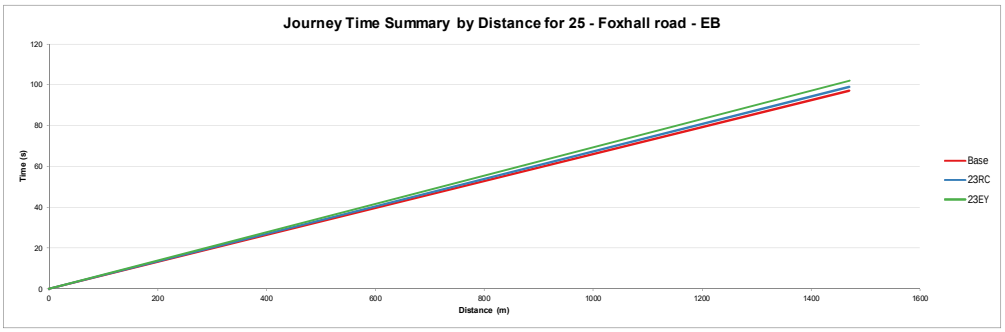


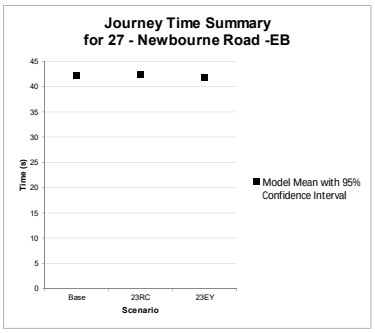


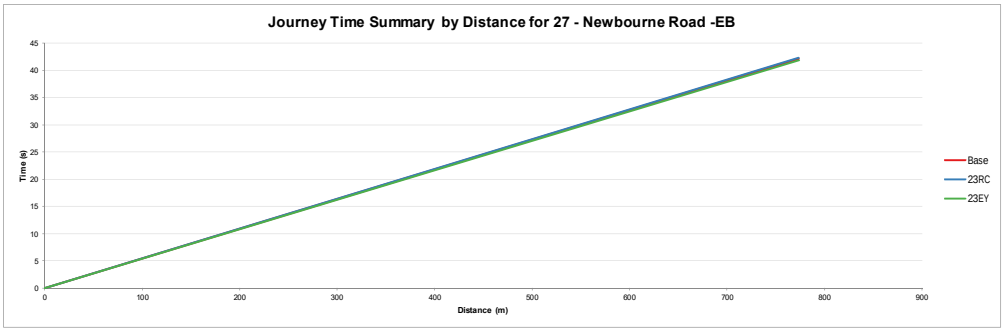


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

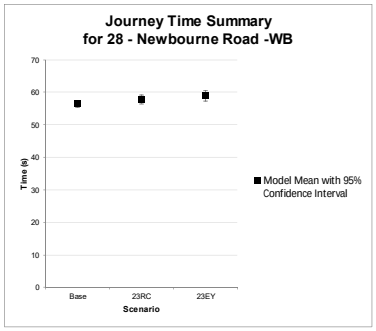


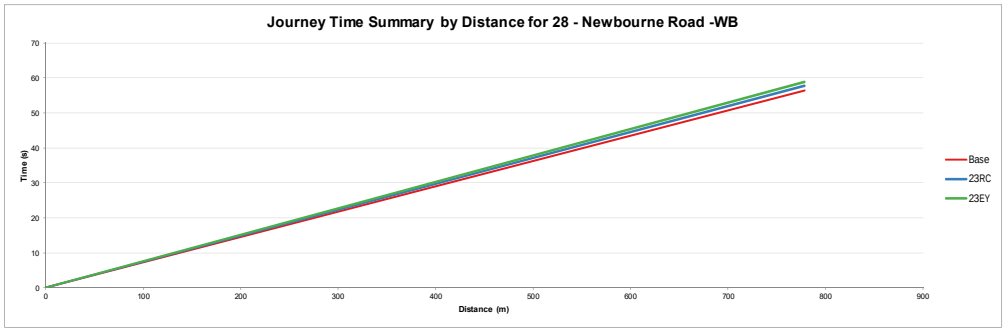


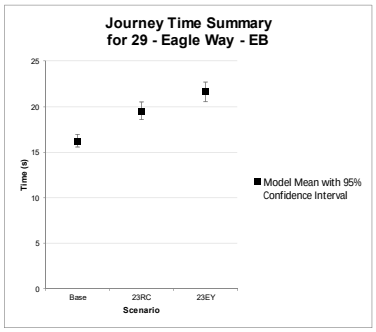


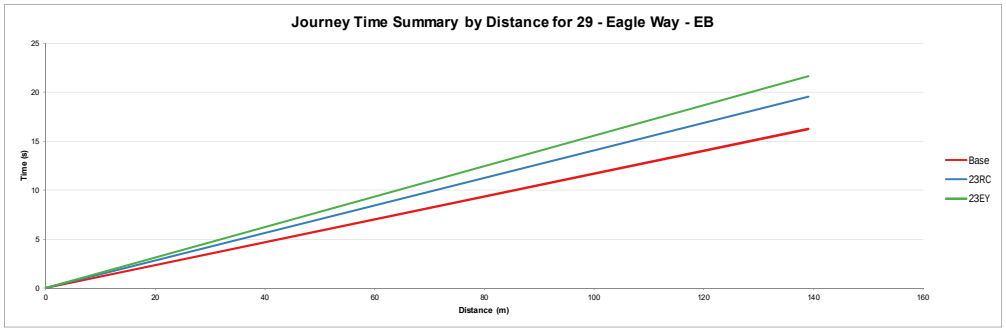


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

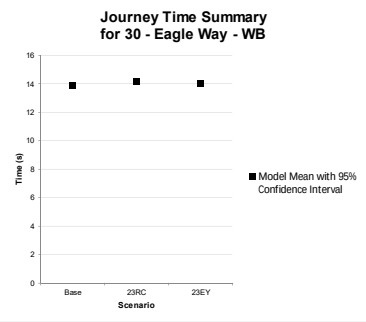


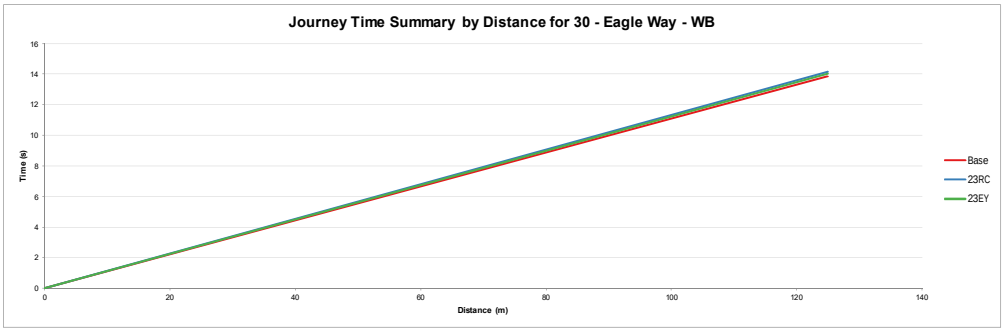


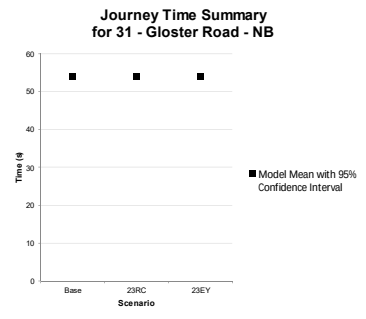


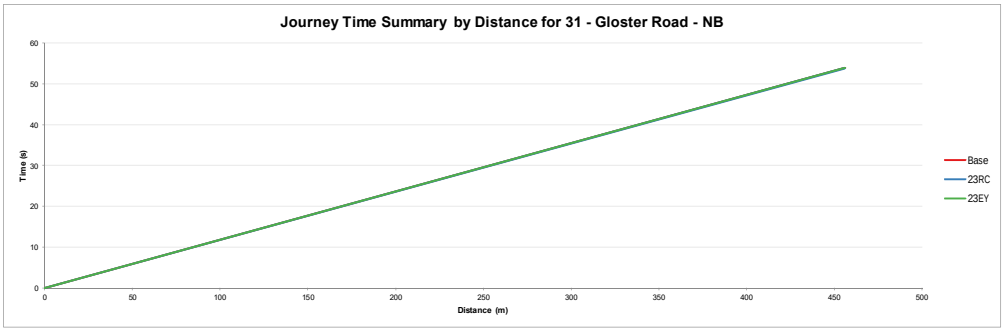


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

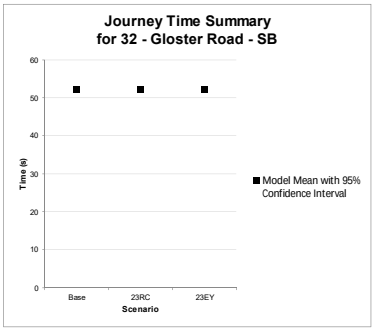


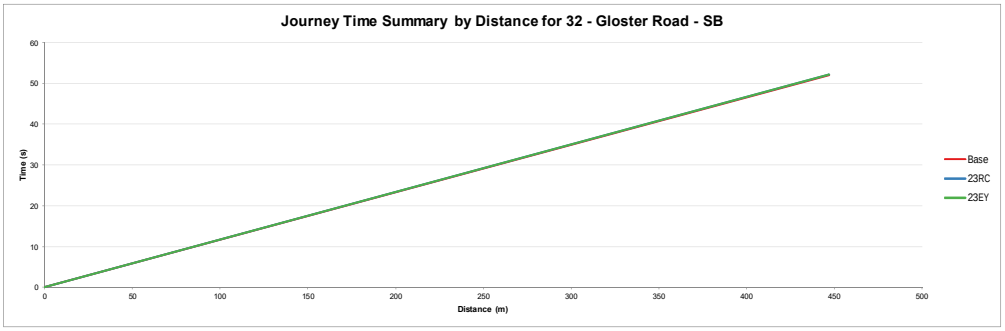


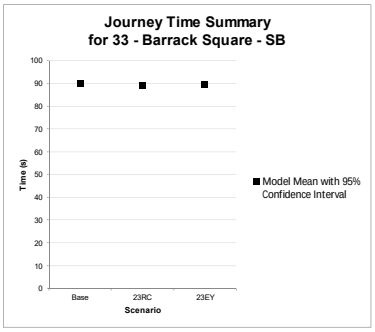


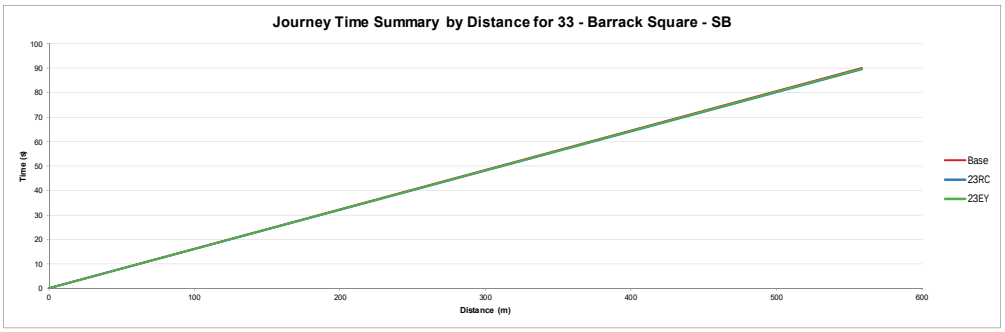


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

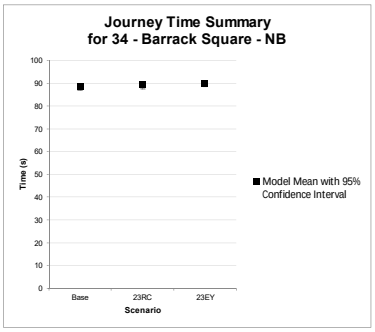


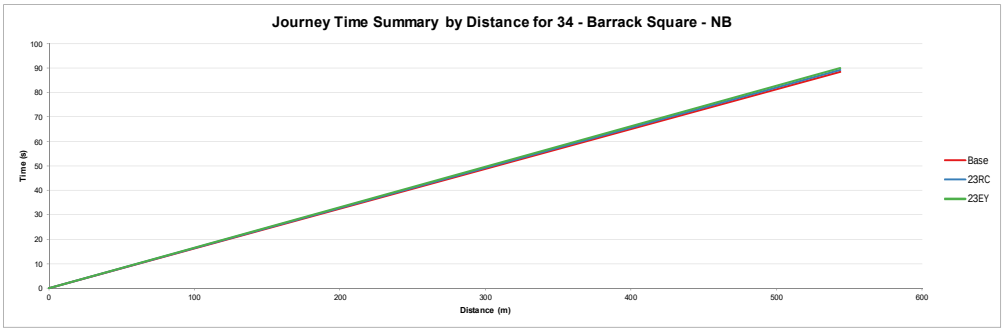


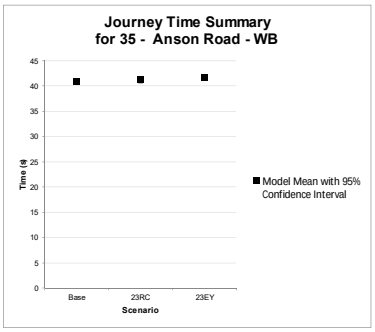


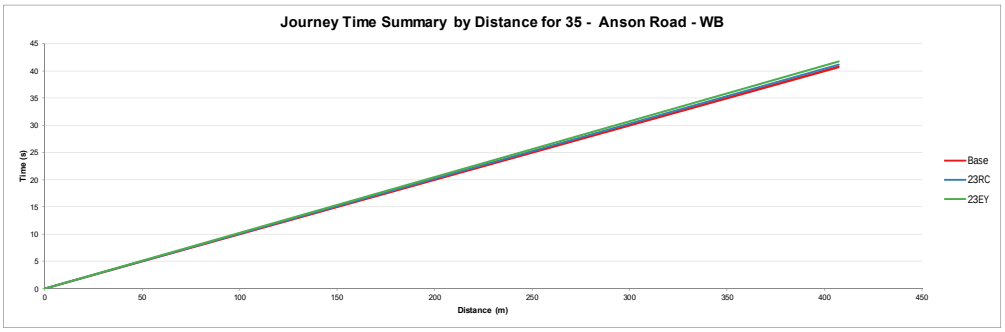


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

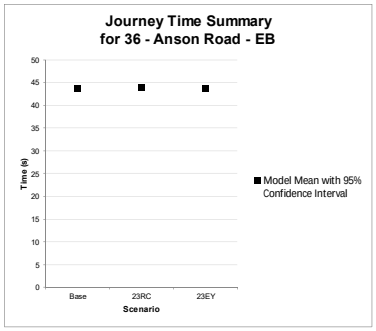


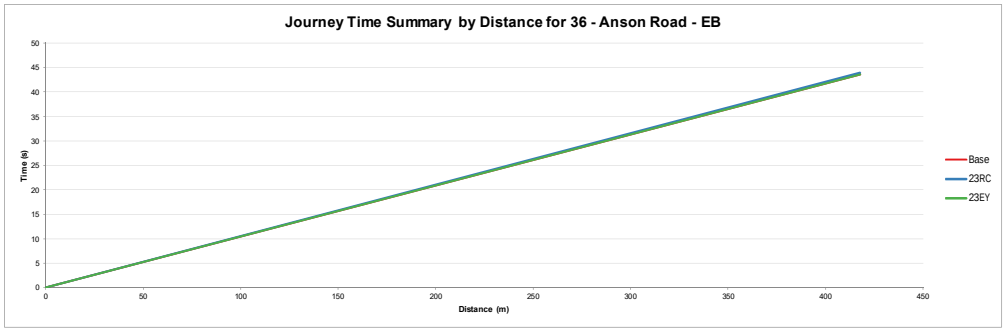


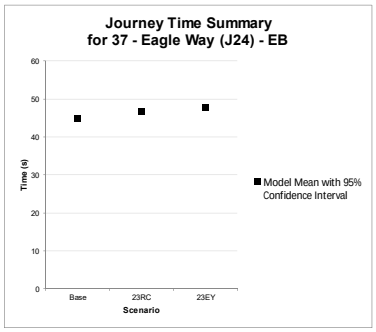


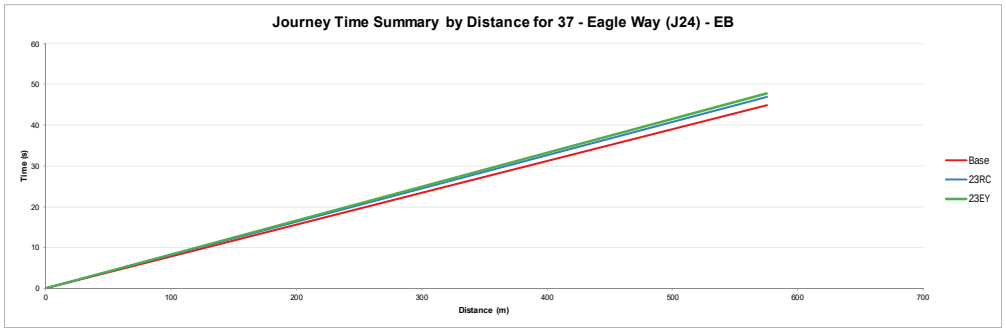


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

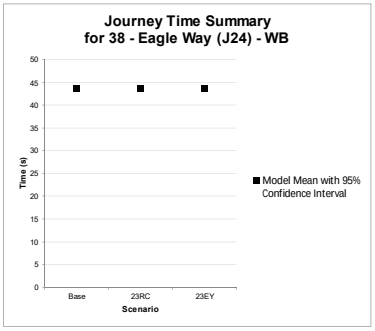


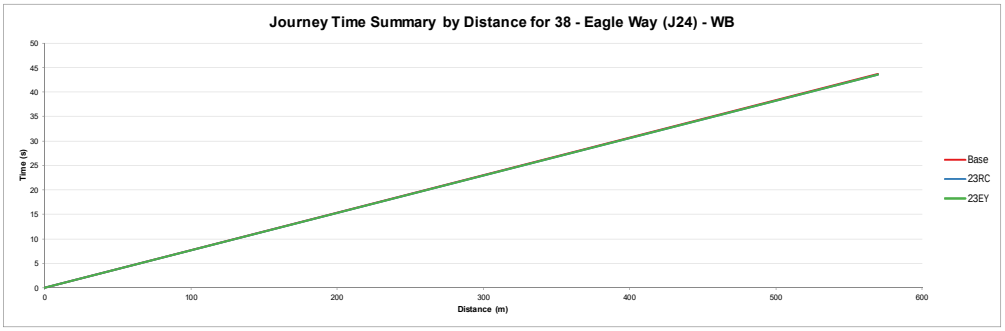


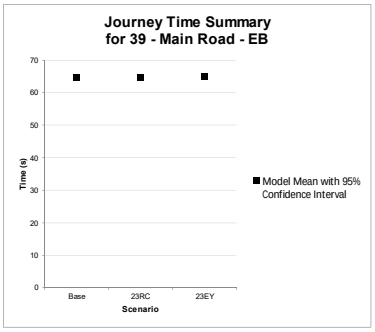


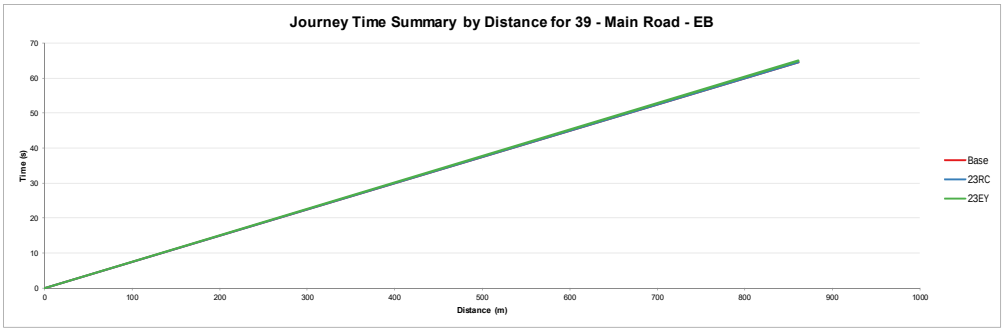


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

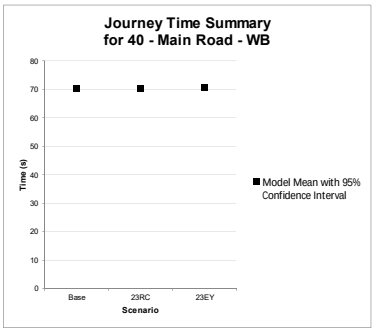


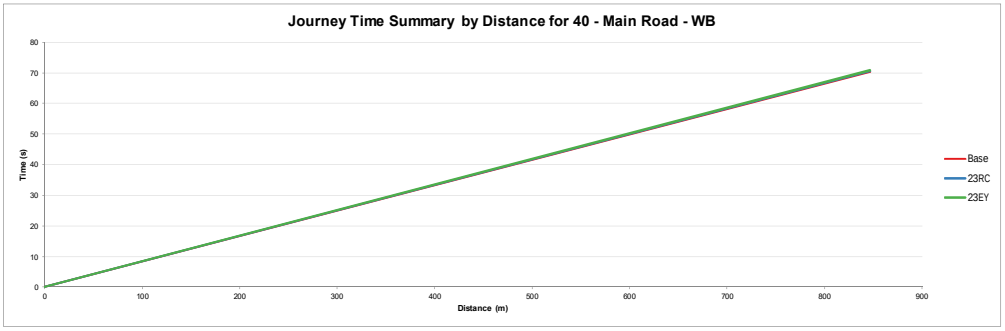


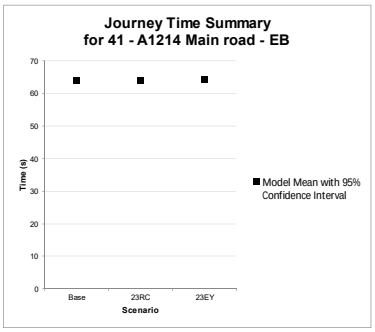


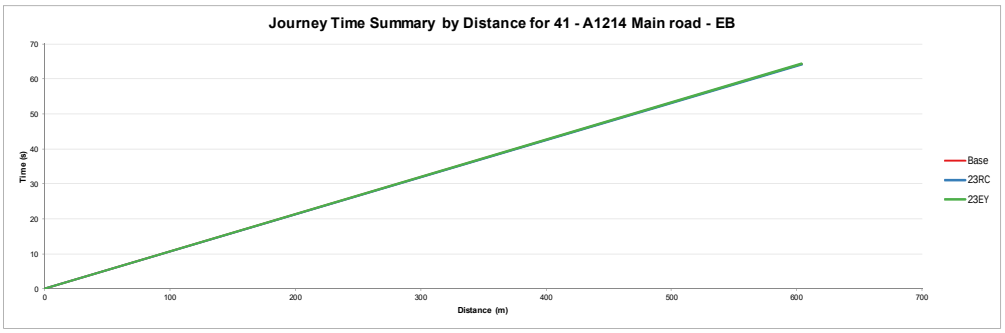


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

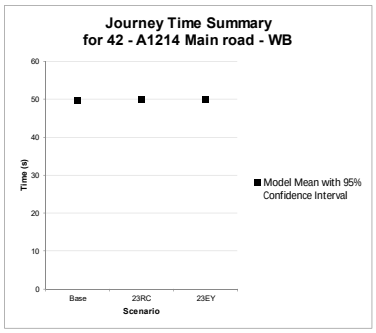


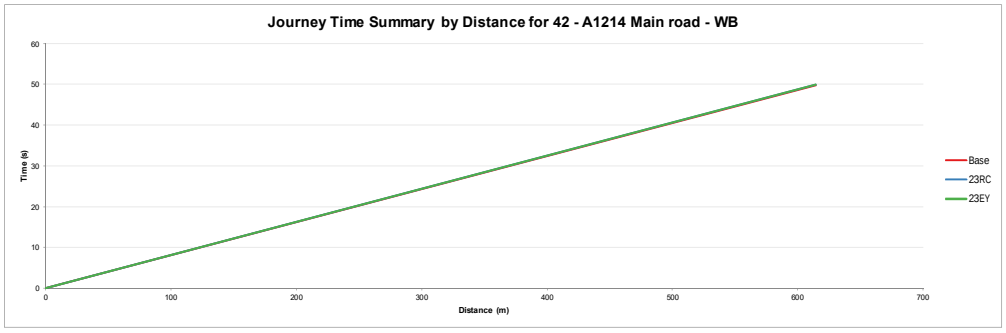


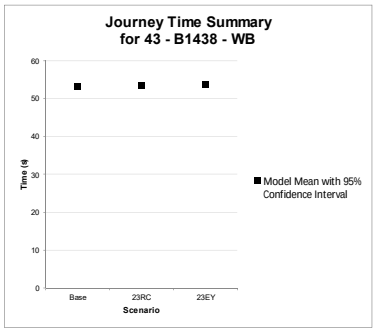


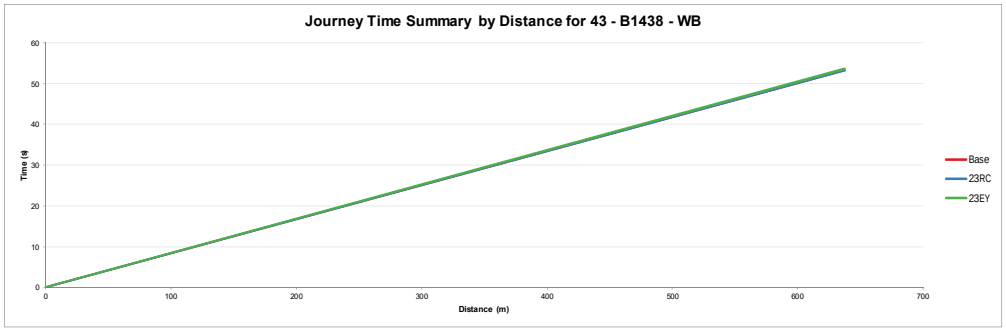


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

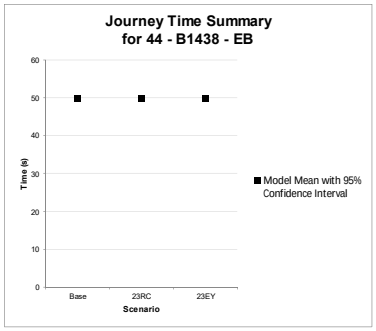


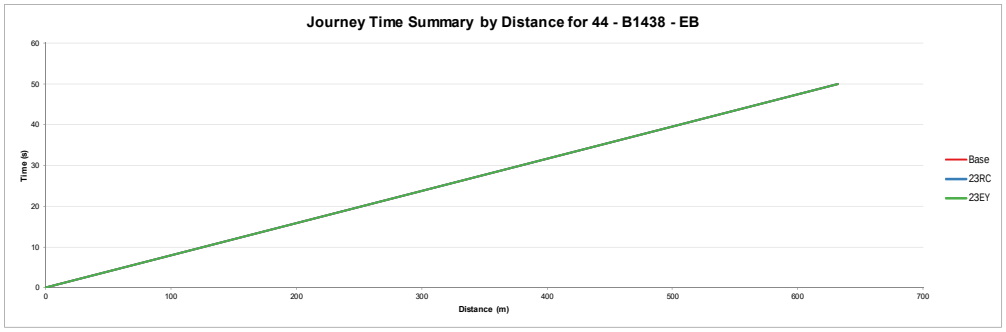


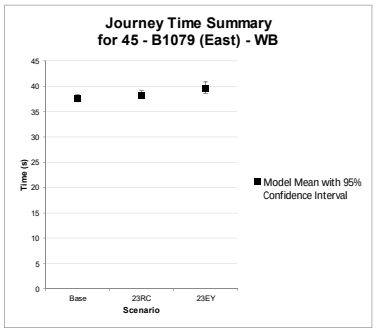


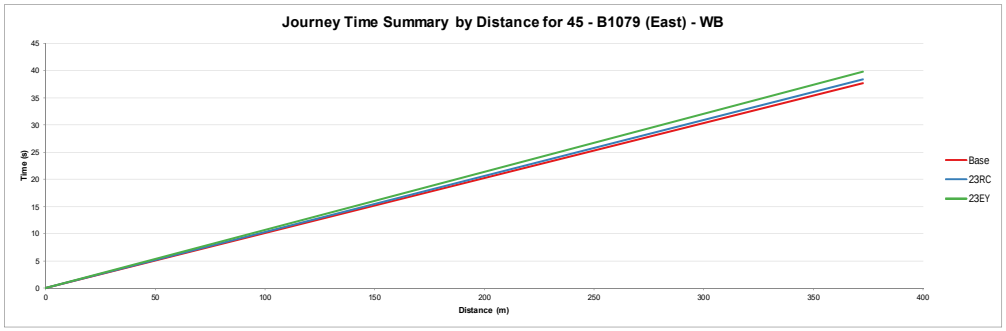


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

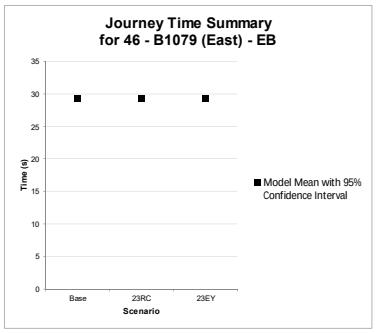


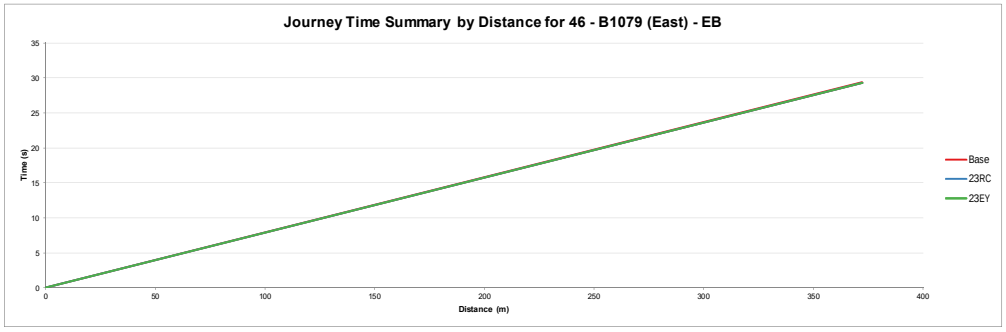


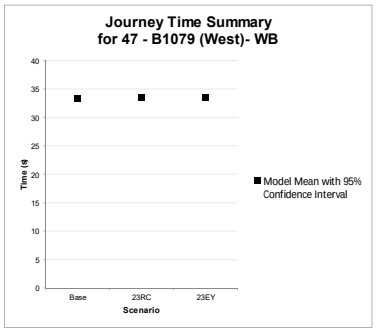


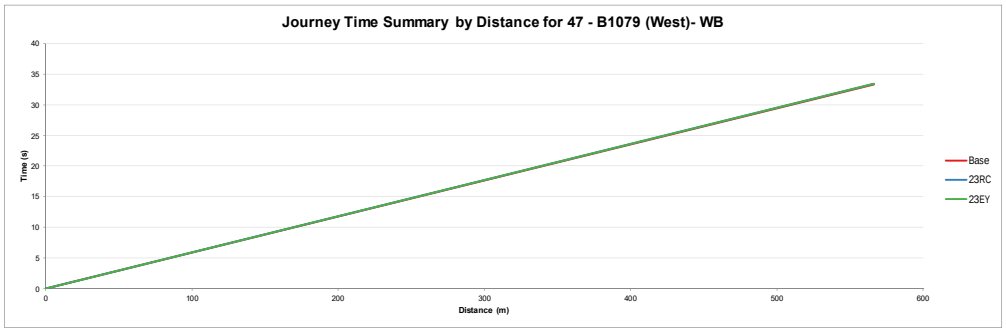


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

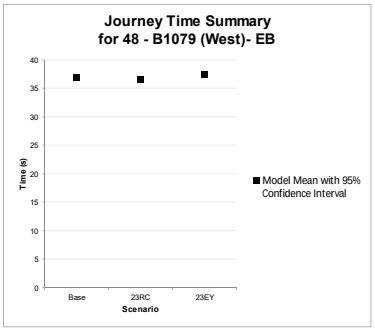


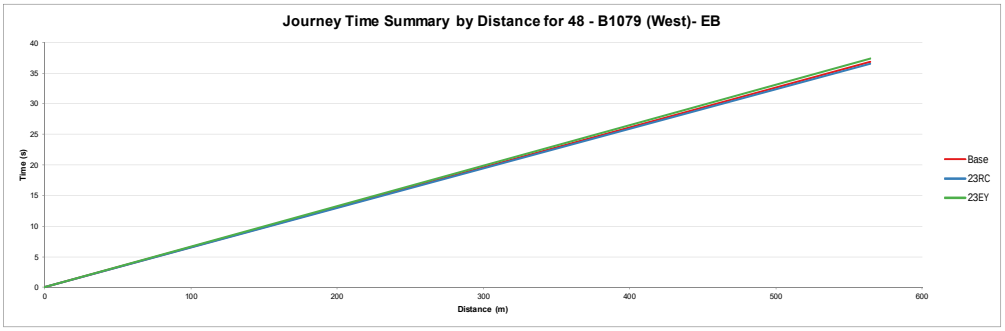


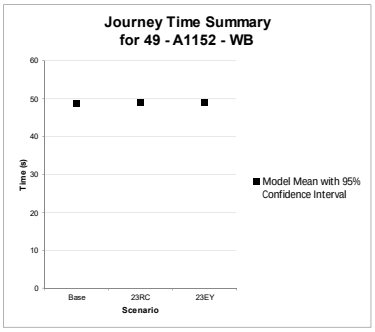


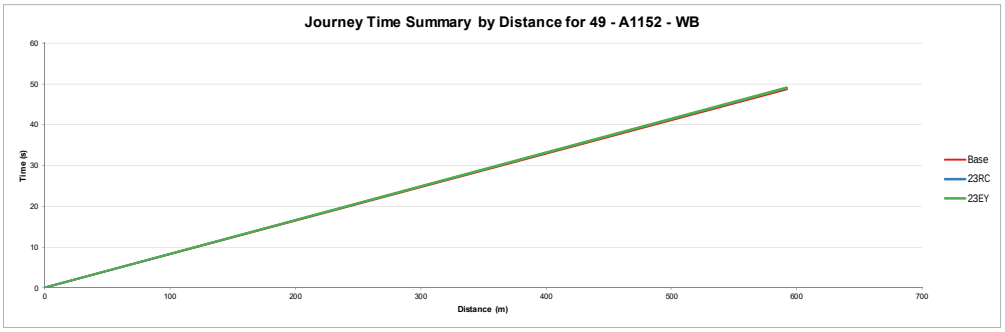


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

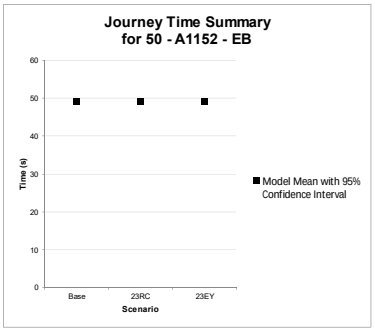


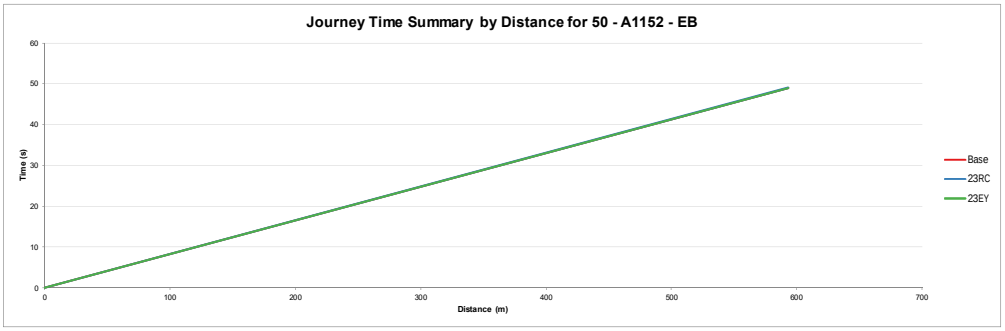


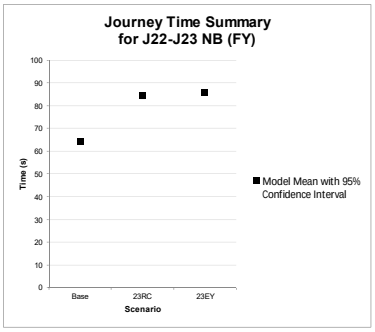


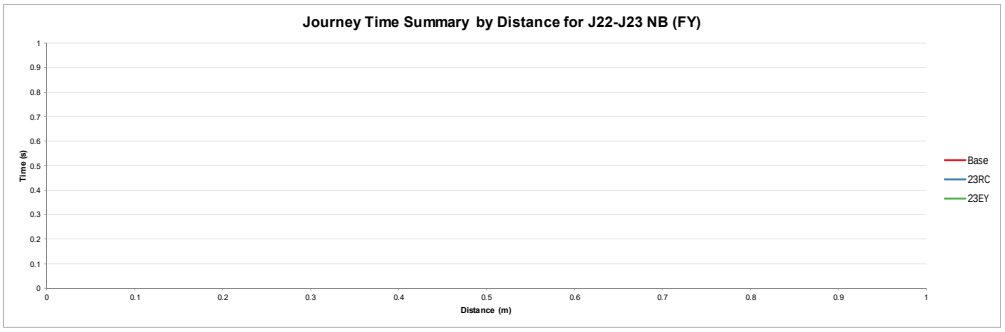


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

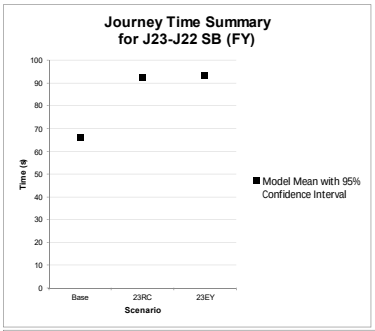


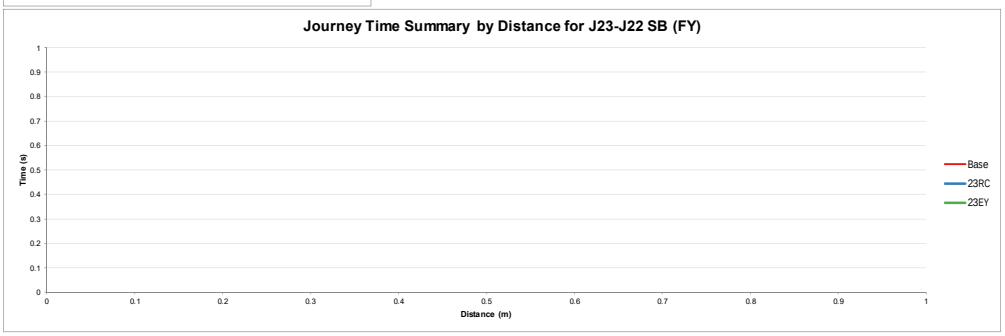




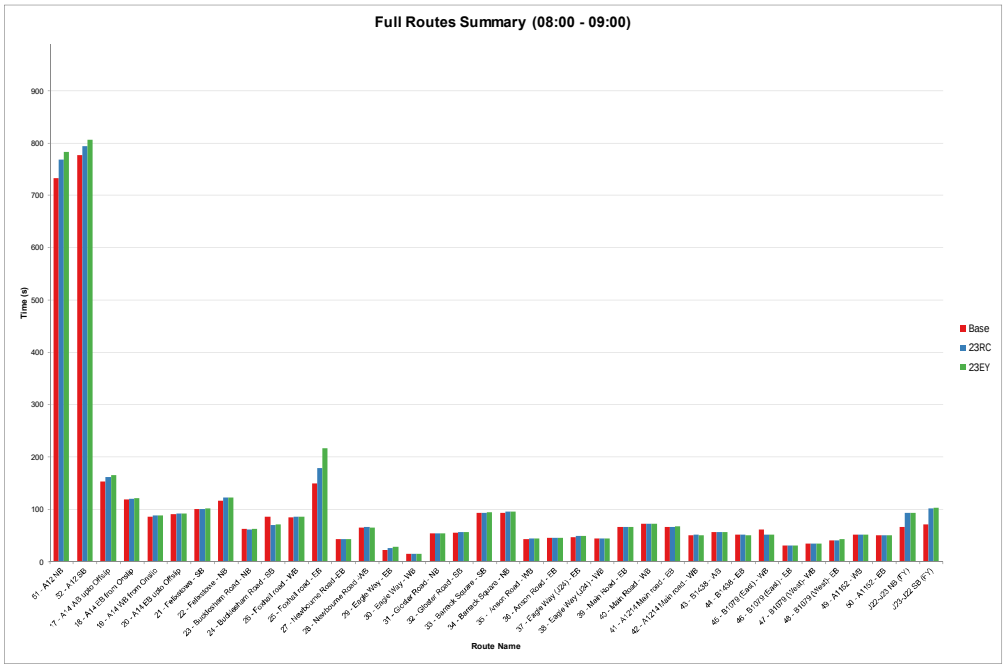


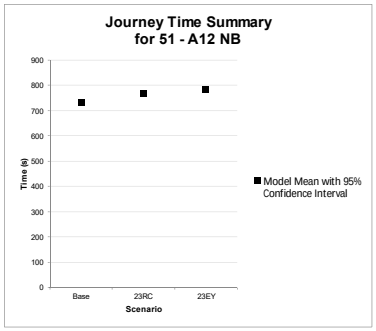
Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2023

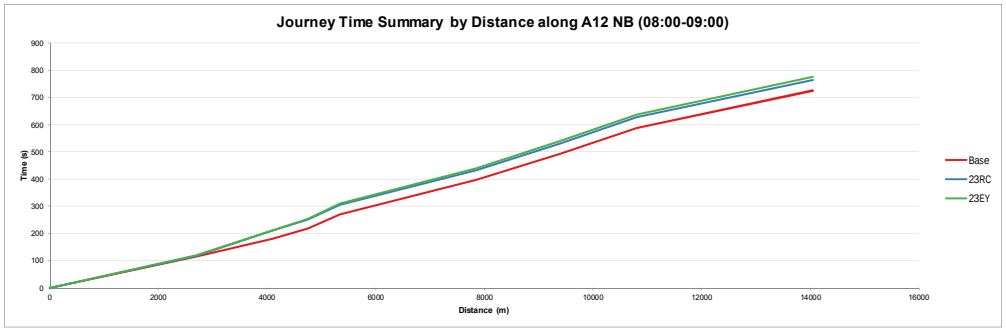




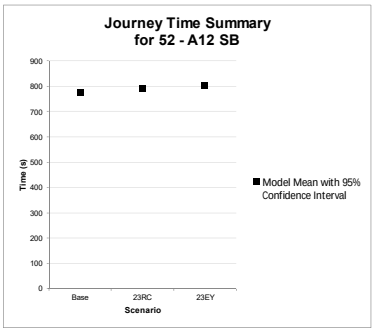
Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

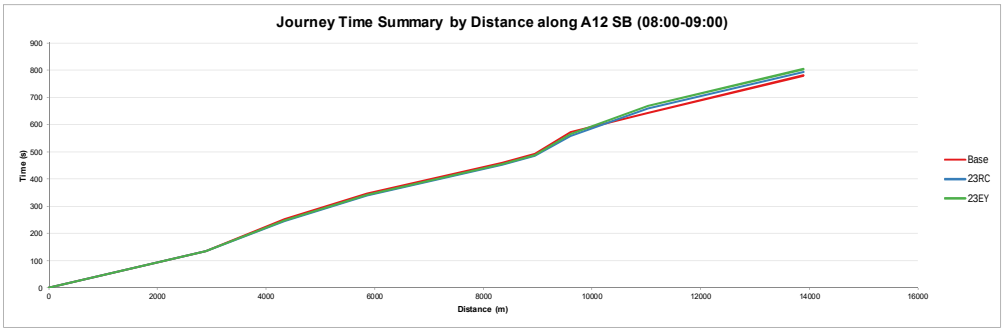


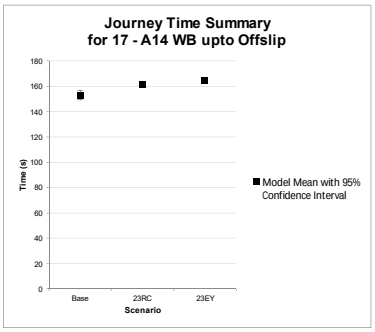


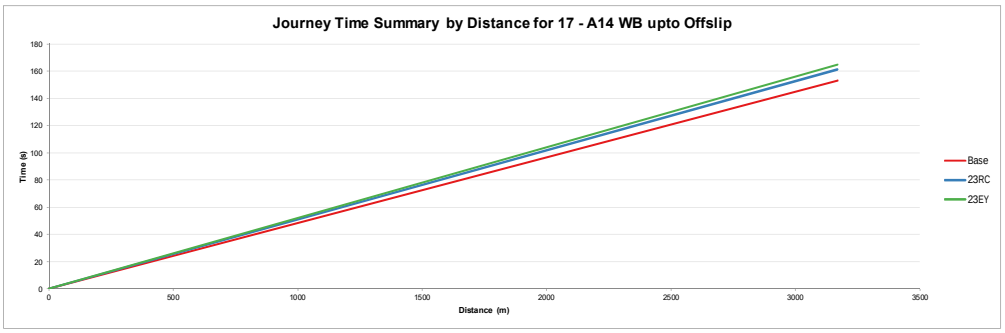


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

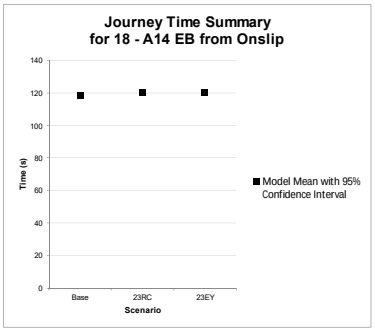


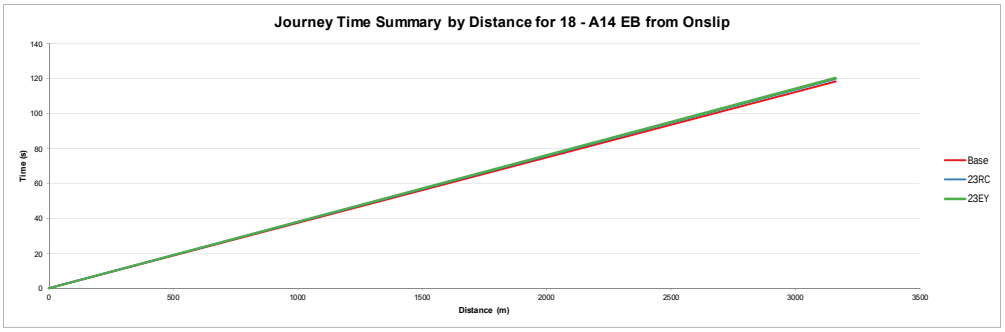


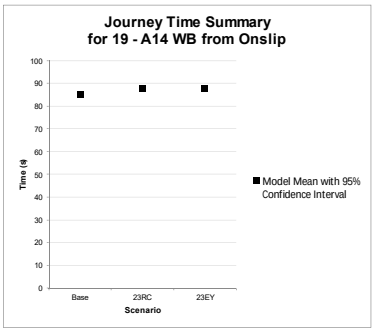


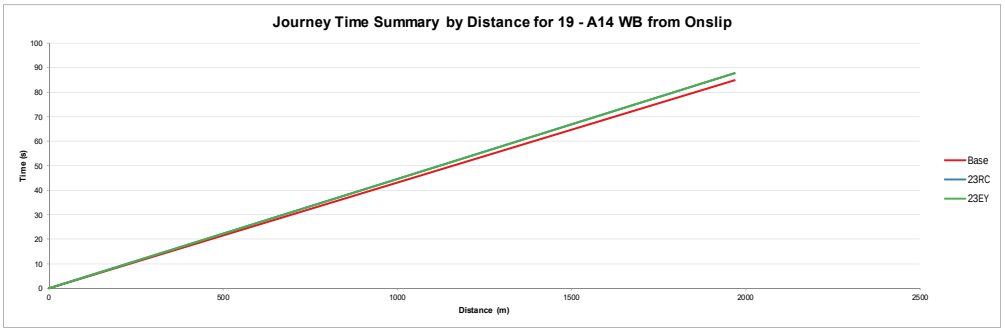


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

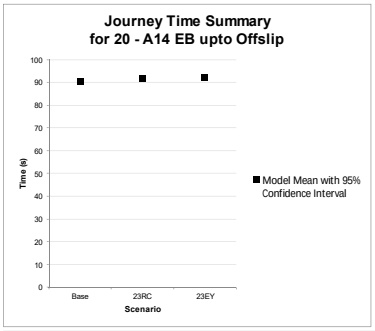


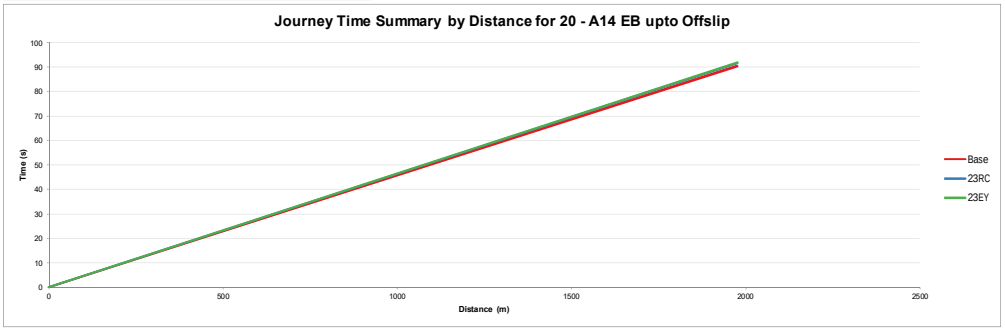


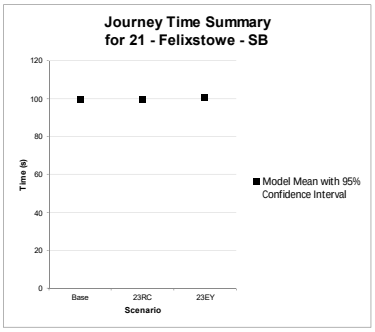


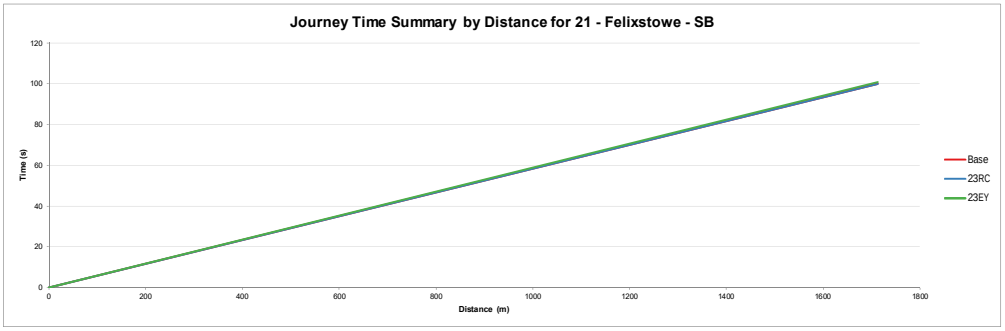


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

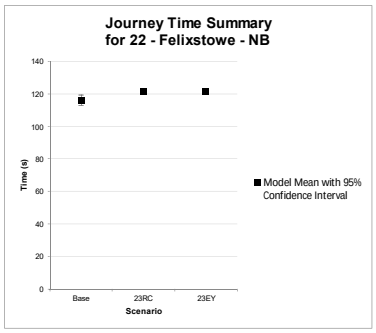


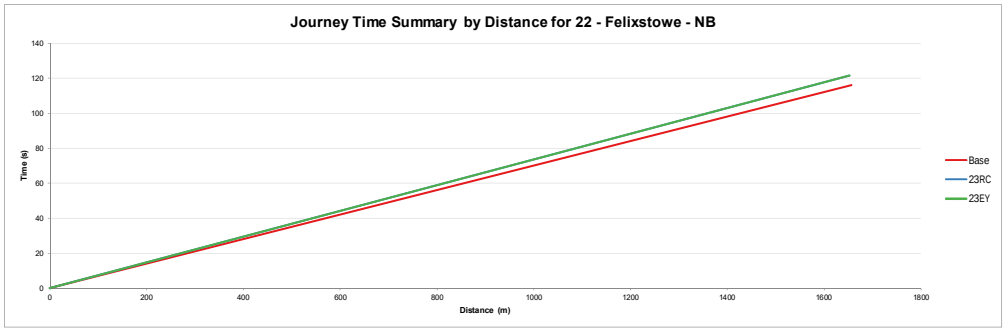


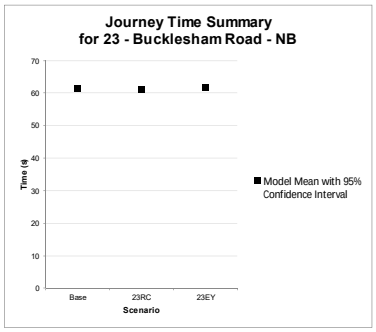


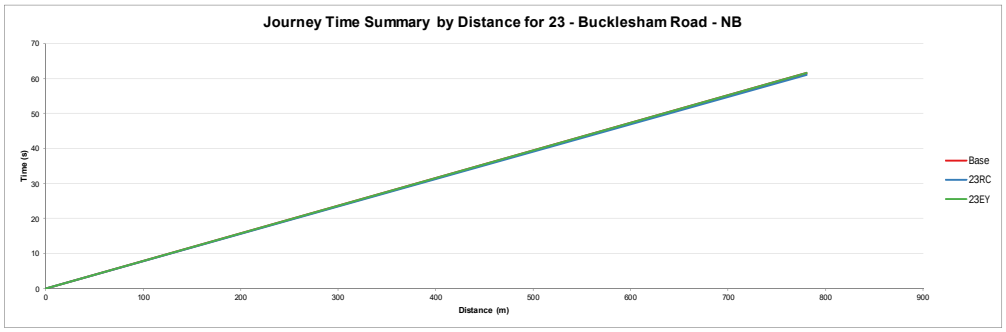


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

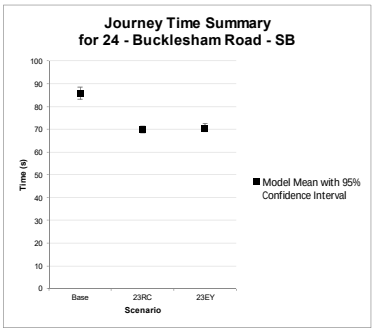


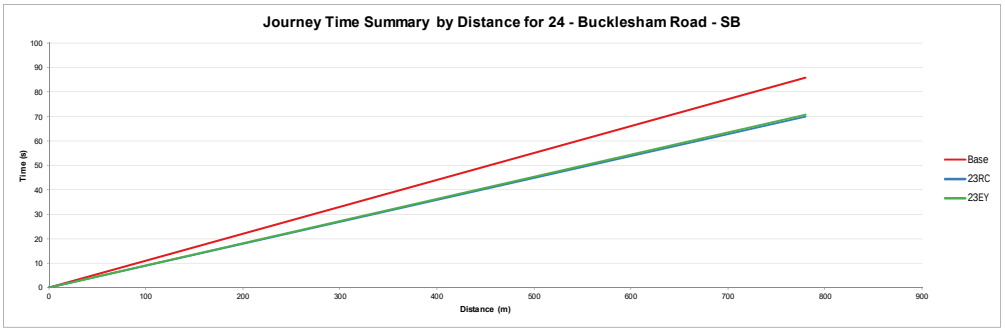


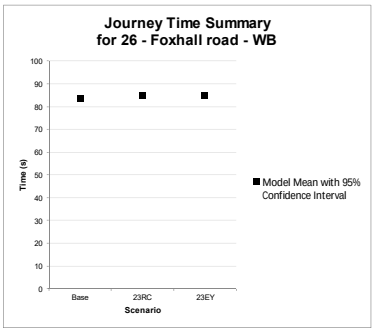


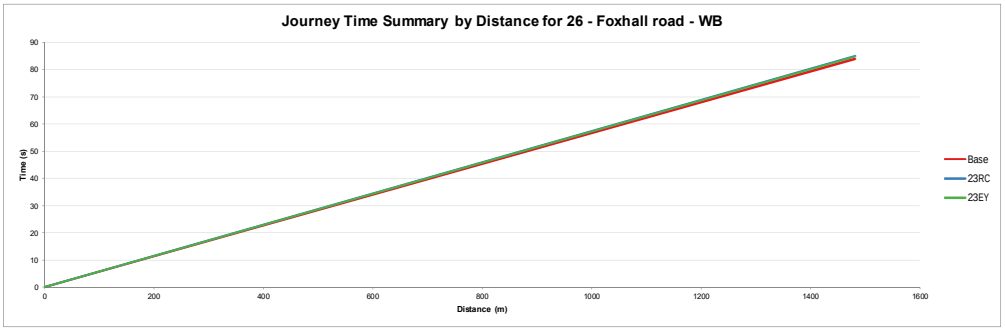


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

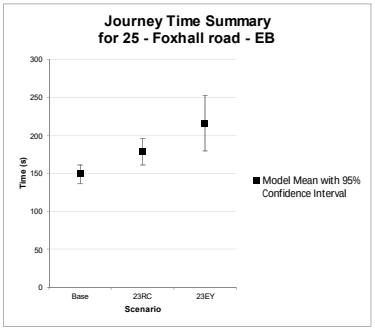


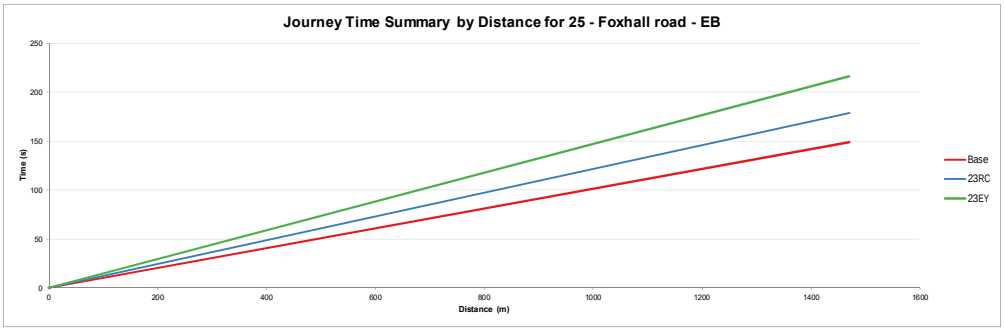


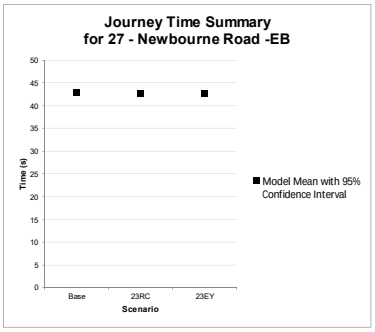


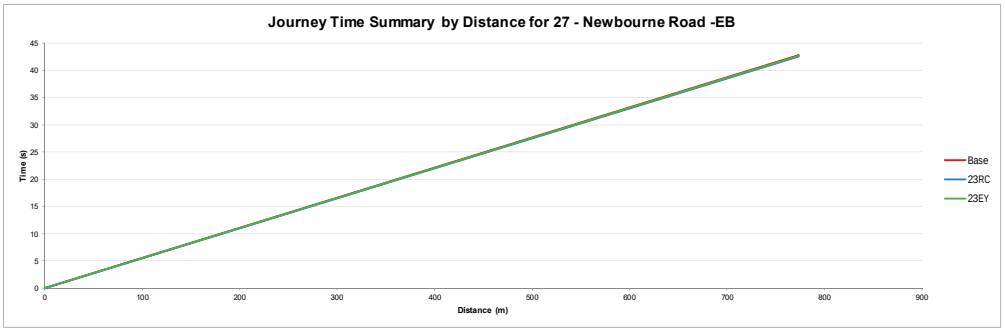


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

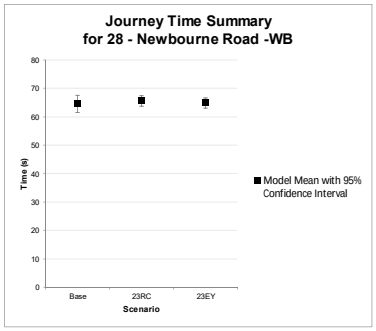


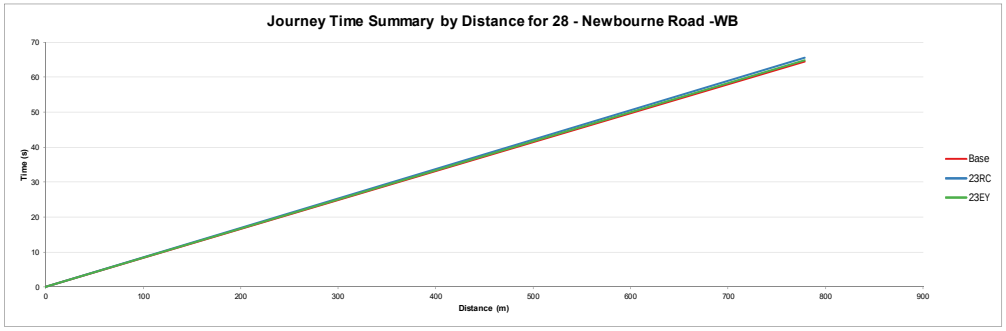


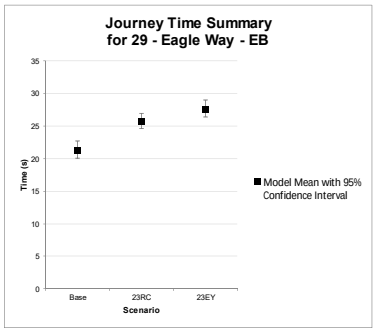




Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

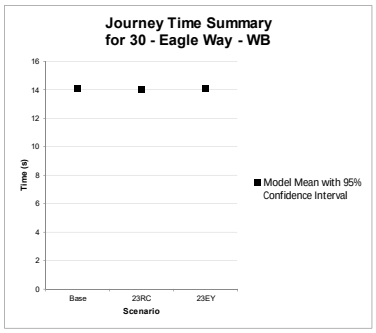


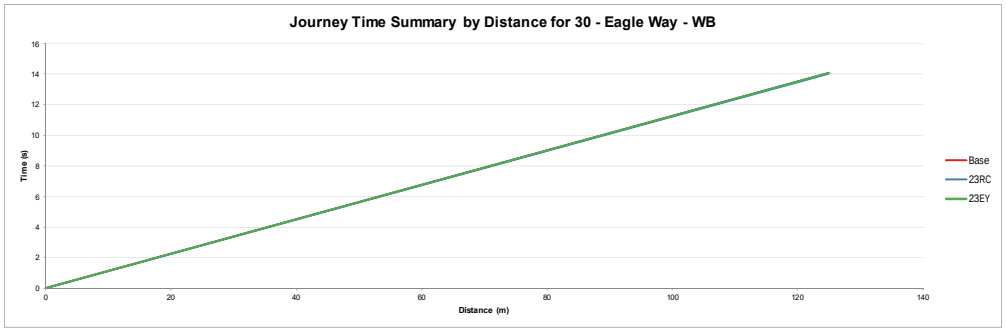


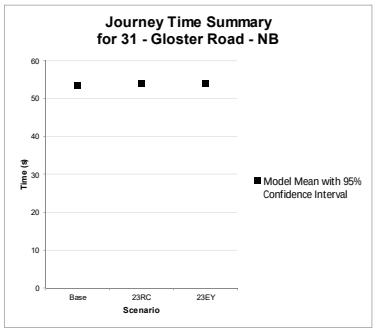


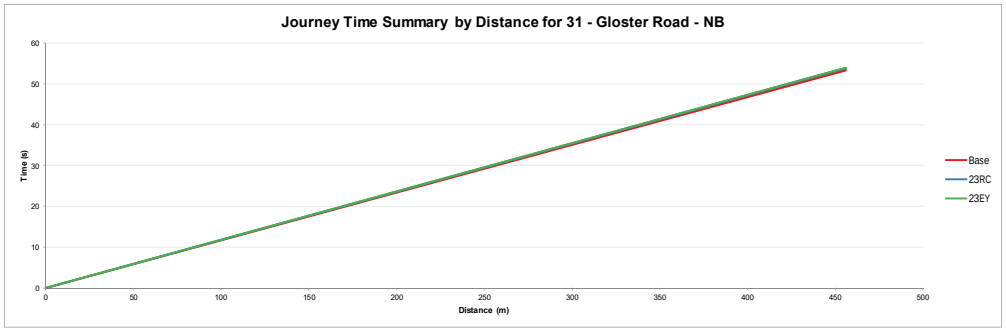


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

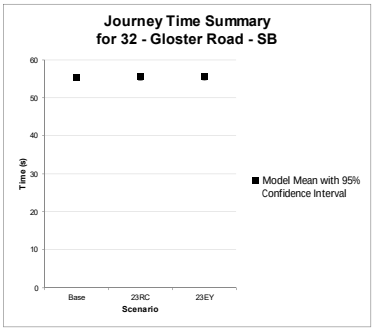


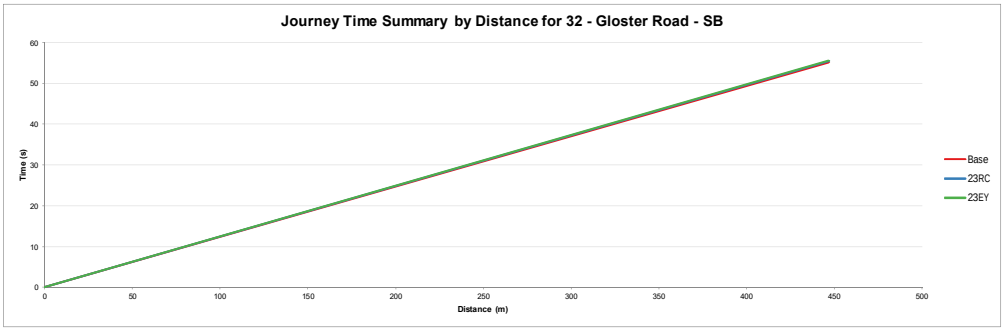


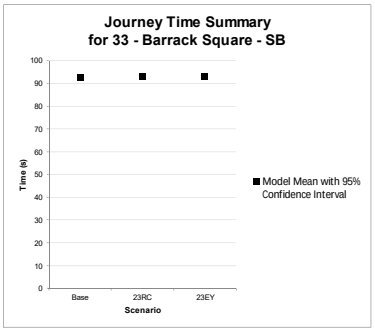


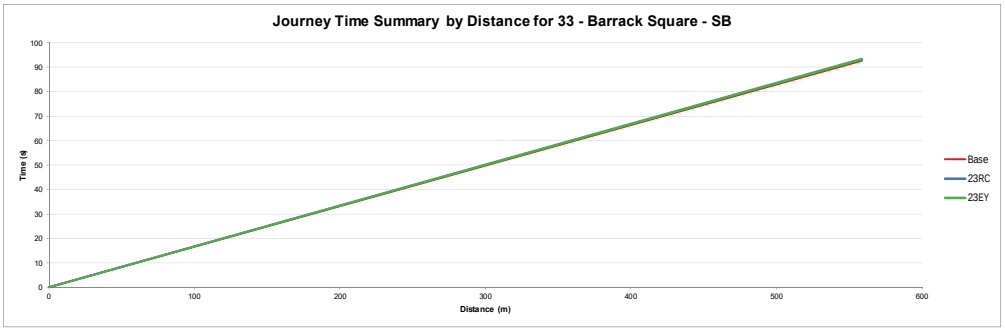


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

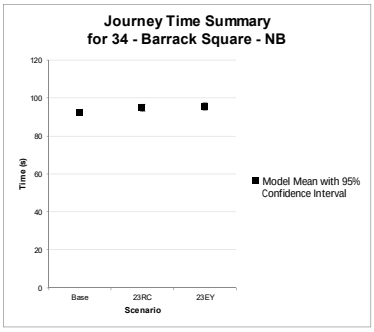


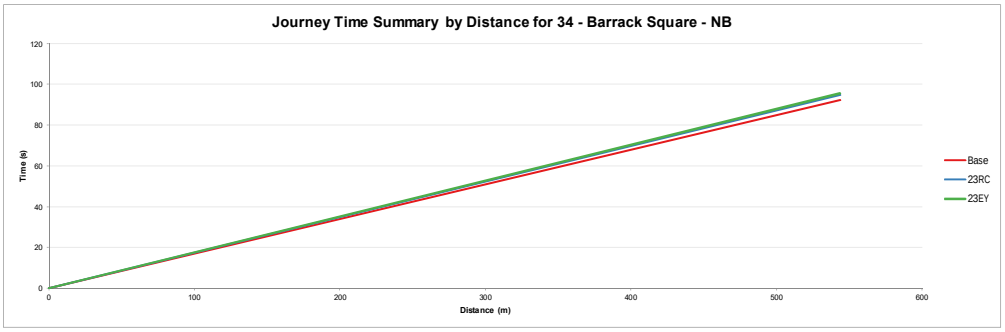


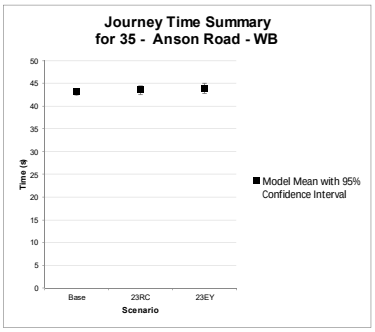


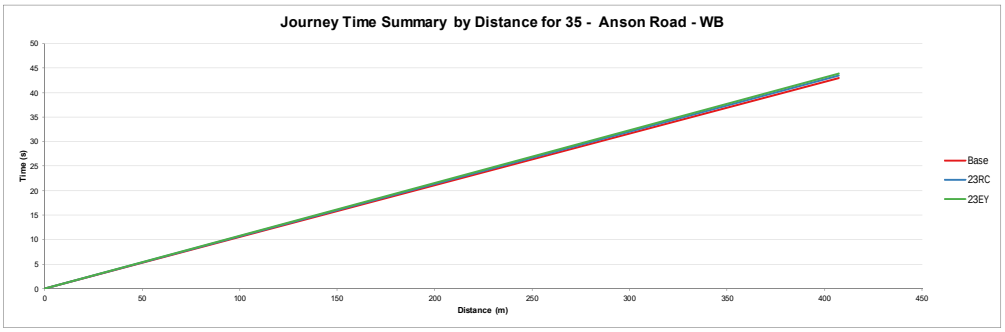


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

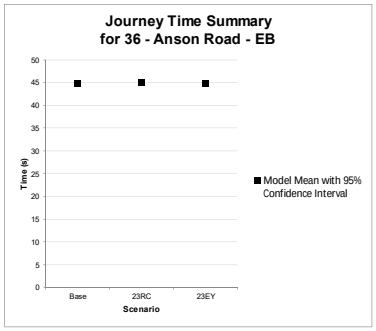


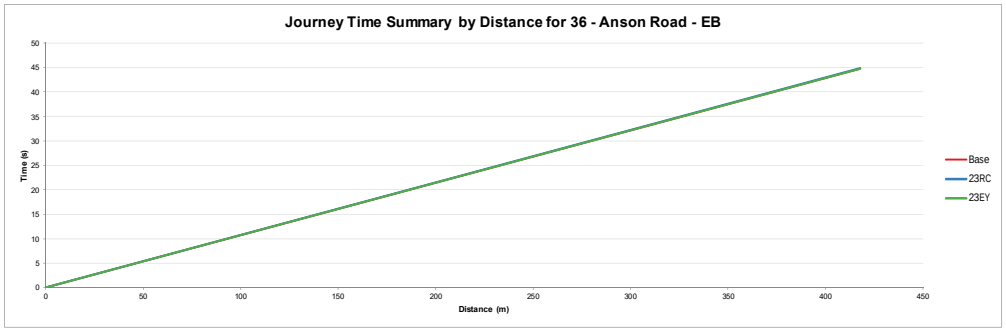


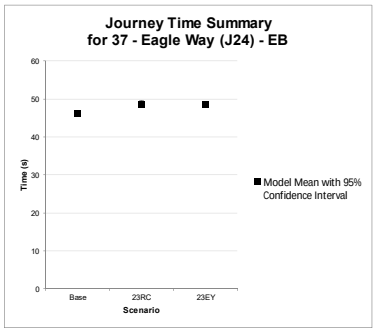


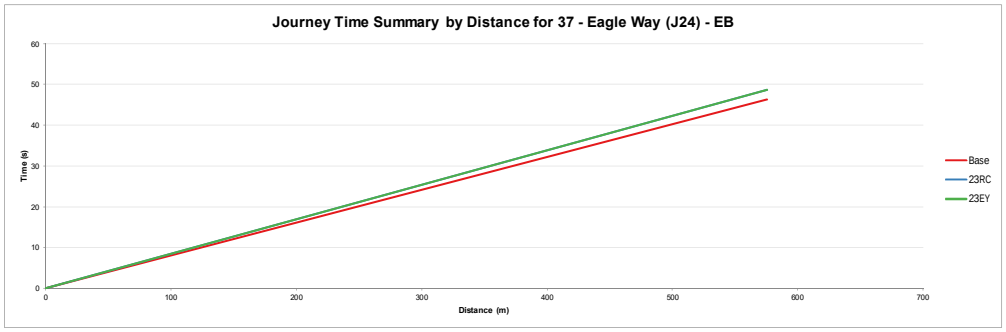


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

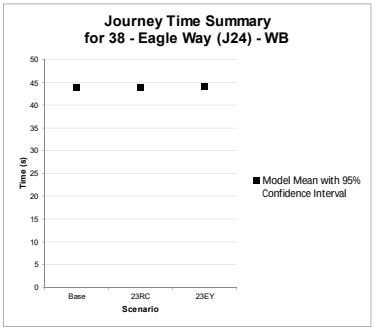


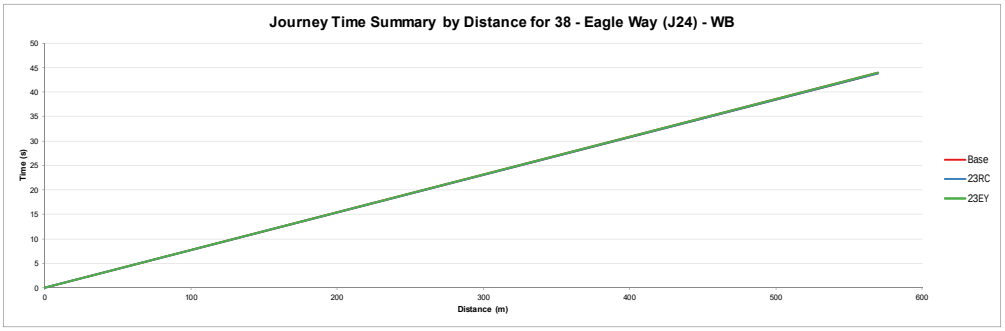


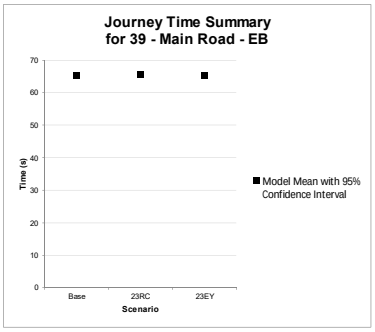


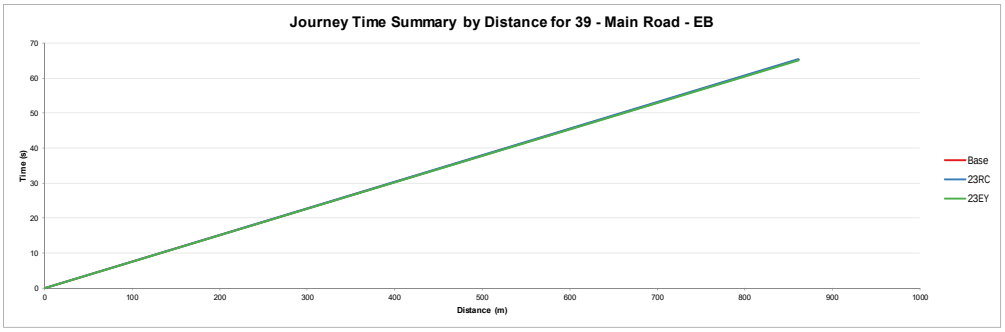


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

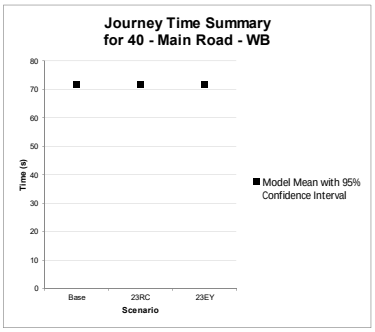


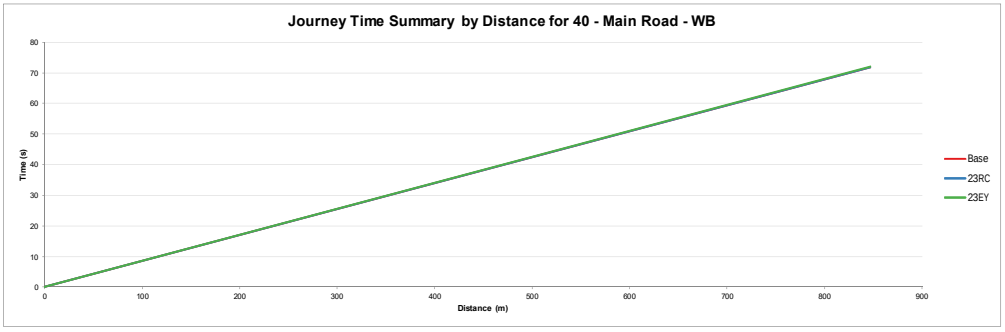


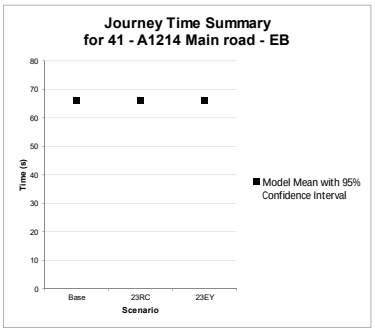


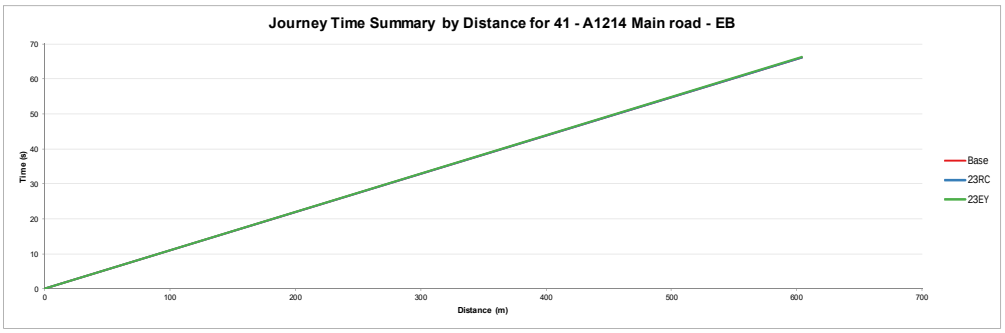


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

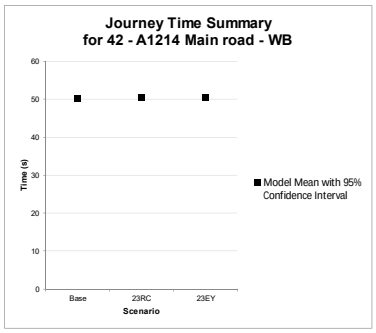


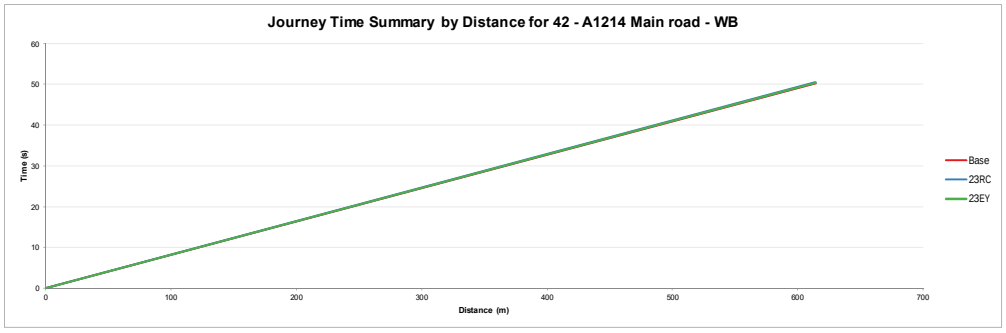


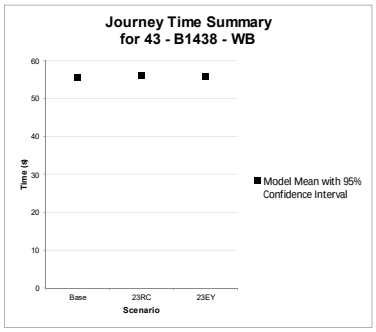


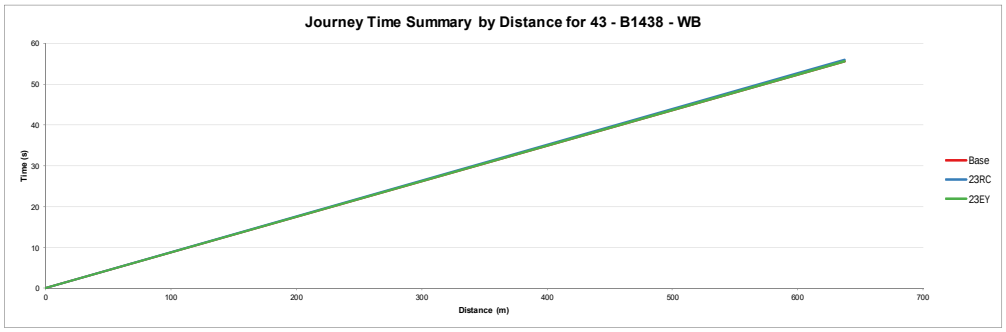


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

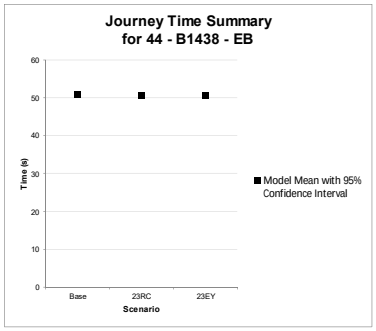


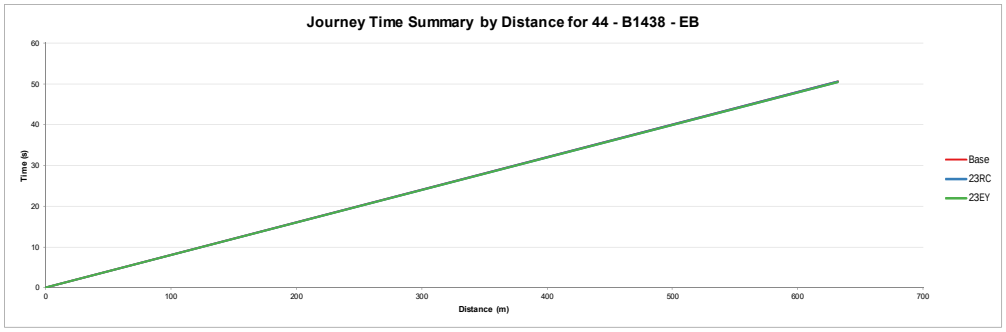


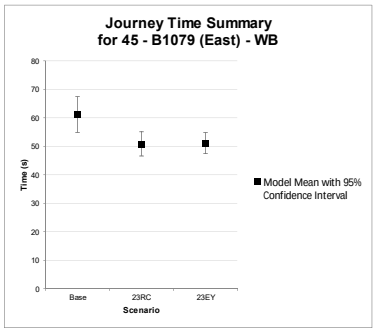


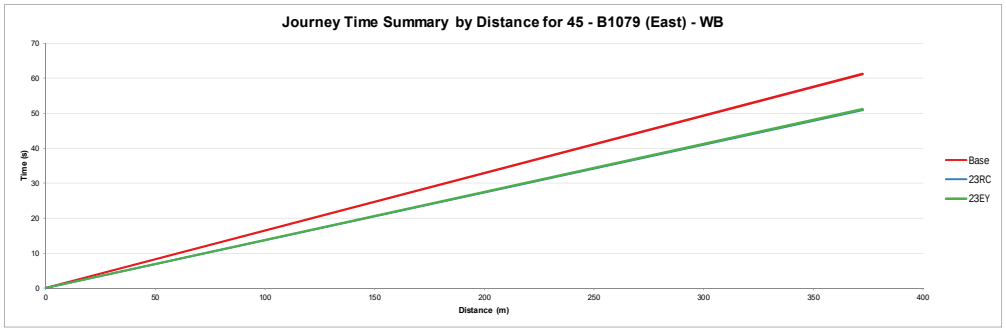


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

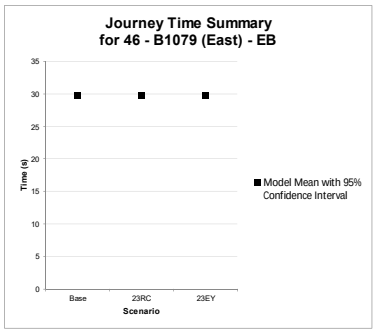


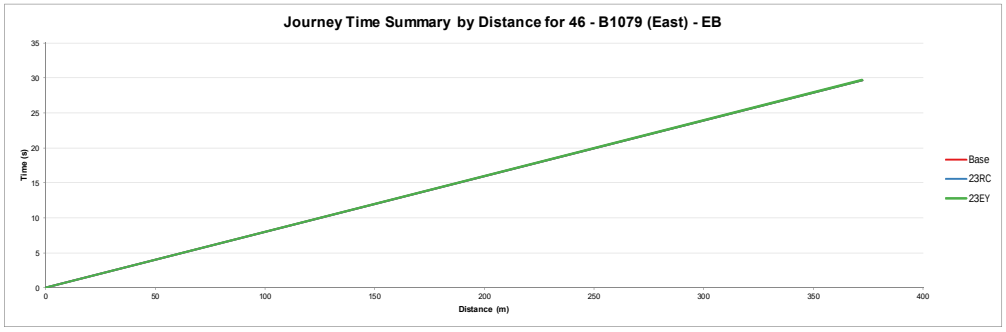


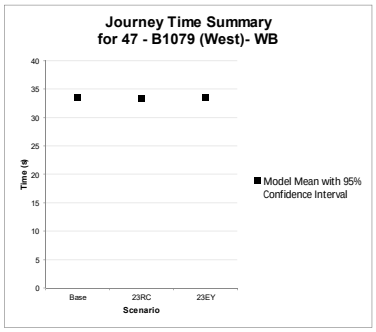


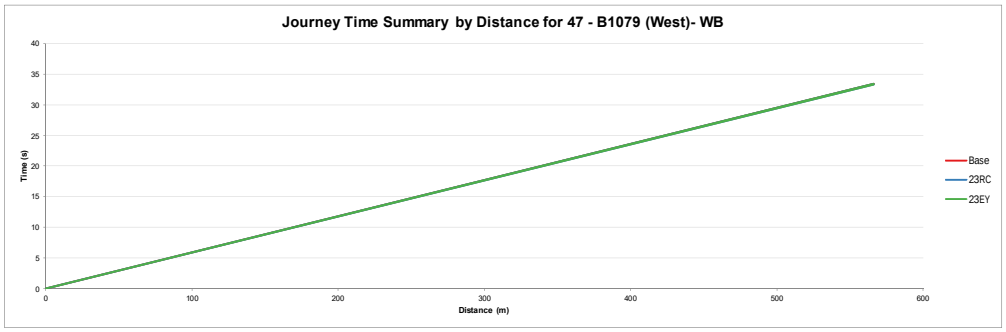


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

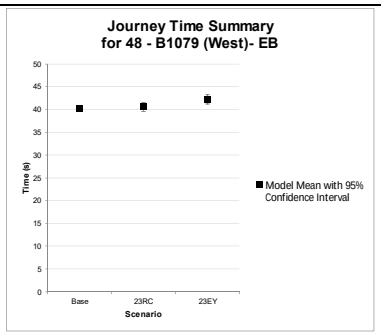




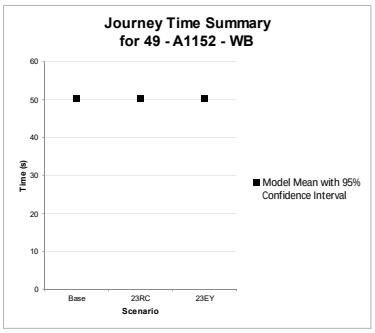


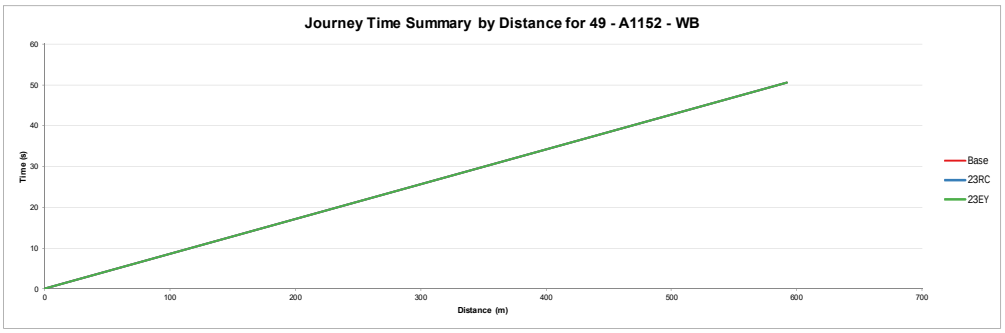


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

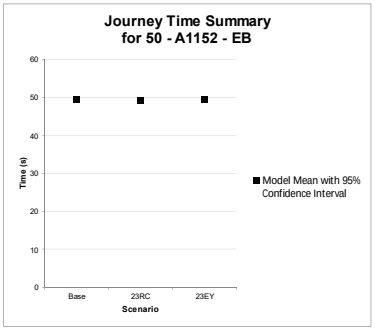


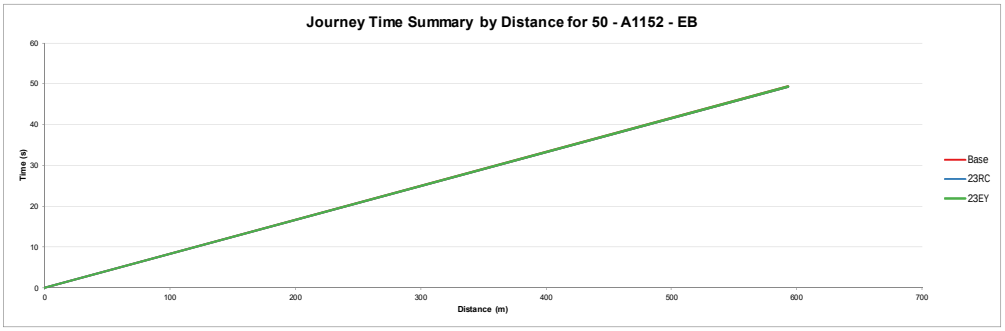


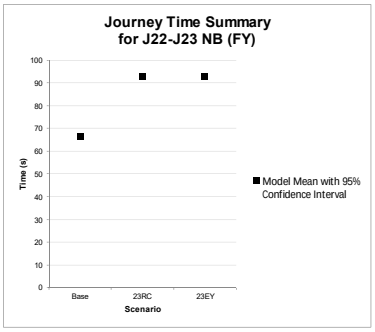


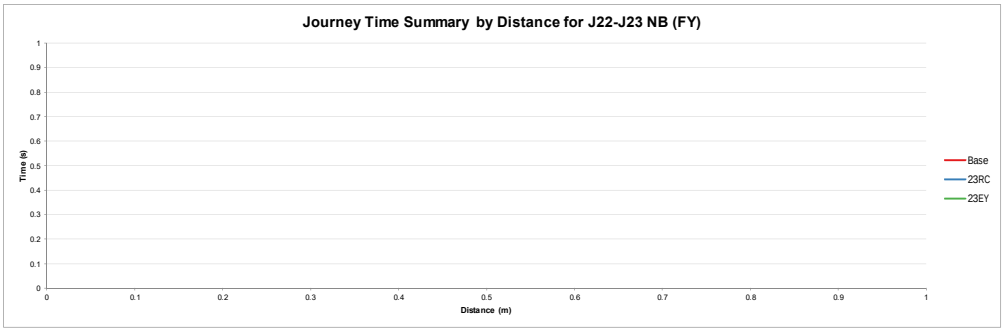


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023

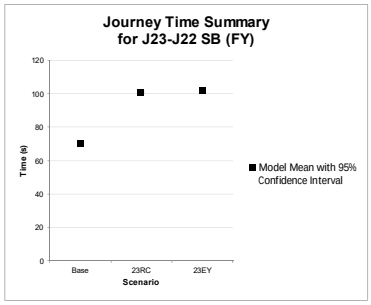


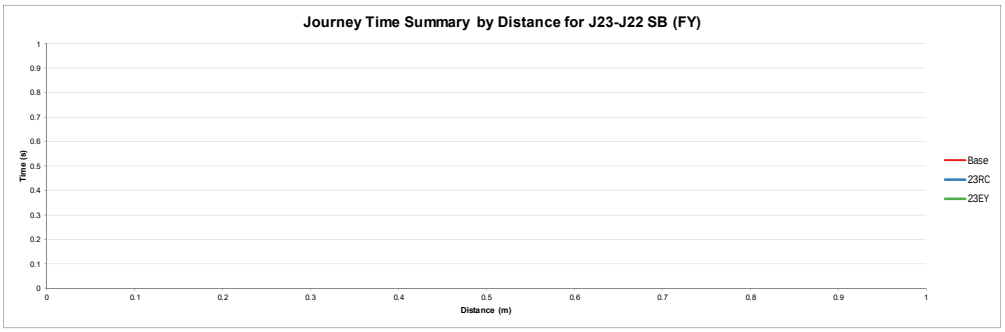






Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2023





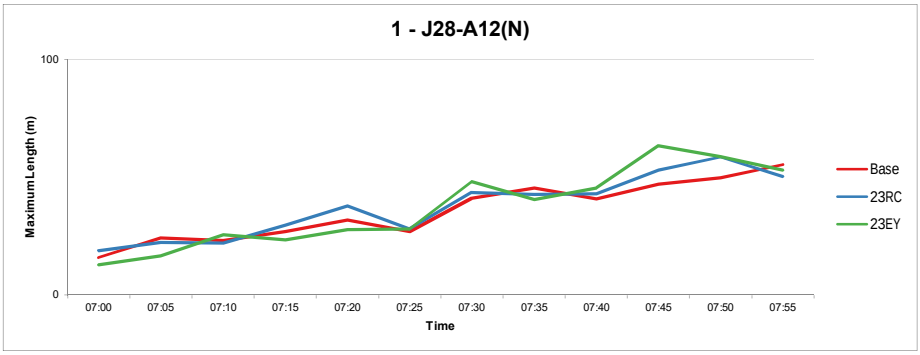
wsp

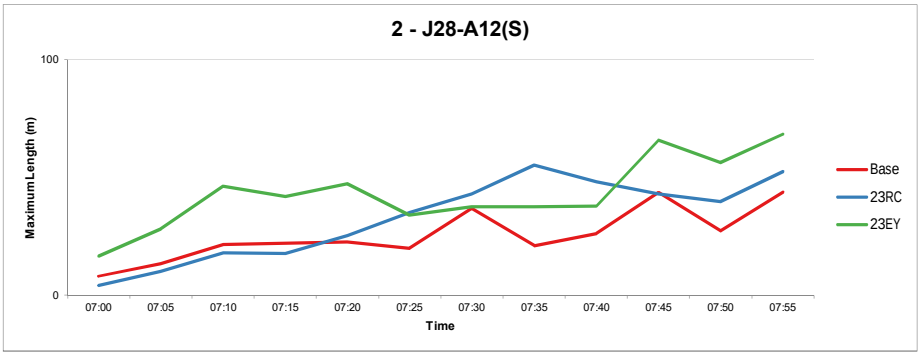
Journey Time Table
06:00-07:00
Base + all 2023

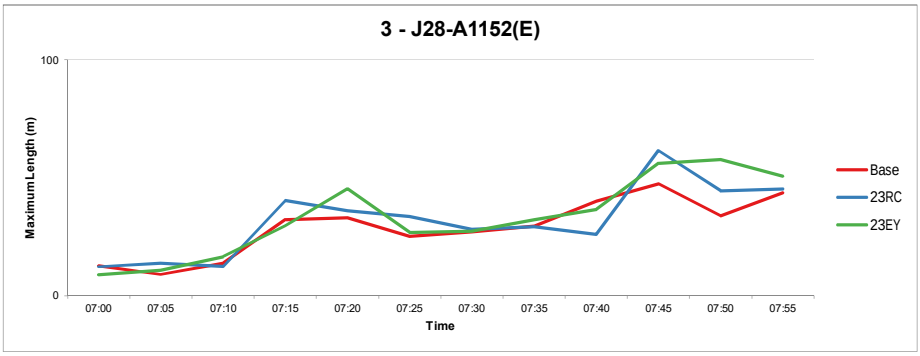
Route Names	Base	23RC	23EY
1 - J21 - J22 - NB	101	101	101
2 - J22 - J23 - NB	61	77	76
3 - J23 - J24 - NB	35	36	36
4 - J24 - J25 - NB	45	42	42
5 - J25 - J26 - NB	107	107	107
6 - J26 - J27 - NB	79	79	80
7 - J27 - J28 - NB	89	89	90
8 - J28 - A12- NB	130	129	130
51 - A12 NB	648	659	660
9 - A12 - J28 - SB	114	114	114
10 - J28 - J27 - SB	84	84	85
11 - J27 - J26 - SB	85	85	85
12 - J26 - J25 - SB	109	109	109
13 - J25 - J24 - SB	30	30	30
14 - J24 - J23 - SB	36	36	36
15 - J23 - J22 - SB	63	82	82
16 - J22 - J21 - SB	116	124	124
52 - A12 SB	636	664	665
17 - A14 WB upto Offslip	131	153	154
18 - A14 EB from Onslip	115	116	116
19 - A14 WB from Onslip	81	82	83
20 - A14 EB upto Offslip	85	85	86
21 - Felixstowe - SB	91	90	92
22 - Felixstowe - NB	91	107	107
23 - Bucklesham Road - NB	62	62	61
24 - Bucklesham Road - SB	61	62	62
26 - Foxhall road - WB	78	78	78
25 - Foxhall road - EB	81	82	82
27 - Newbourne Road -EB	42	42	41
28 - Newbourne Road -WB	45	47	47
29 - Eagle Way - EB	14	14	15
30 - Eagle Way - WB	14	14	14
31 - Gloster Road - NB	52	52	52
32 - Gloster Road - SB	50	50	50
33 - Barrack Square - SB	86	86	86
34 - Barrack Square - NB	86	87	88
35 - Anson Road - WB	37	37	37
36 - Anson Road - EB	42	42	42
37 - Eagle Way (J24) - EB	42	42	42
38 - Eagle Way (J24) - WB	43	43	43
39 - Main Road - EB	64	64	64
40 - Main Road - WB	68	68	68
41 - A1214 Main road - EB	60	60	60
42 - A1214 Main road - WB	49	49	49
43 - B1438 - WB	50	50	50
44 - B1438 - EB	49	49	49
45 - B1079 (East) - WB	30	30	30
46 - B1079 (East) - EB	29	29	29
47 - B1079 (West)- WB	33	33	33
48 - B1079 (West)- EB	34	34	34
49 - A1152 - WB	46	46	46
50 - A1152 - EB	48	48	48
72 - J22 - J22B - NB	0	0	0
73 - J22B - J23 - NB	0	0	0
J22-J23 NB (FY)	61	77	76
70 - J23 - J22B - SB	0	0	0
71 - J22B - J22 - SB	0	0	0
J23-J22 SB (FY)	63	82	82

Queue Comparison Graphs
07:00-08:00

J28

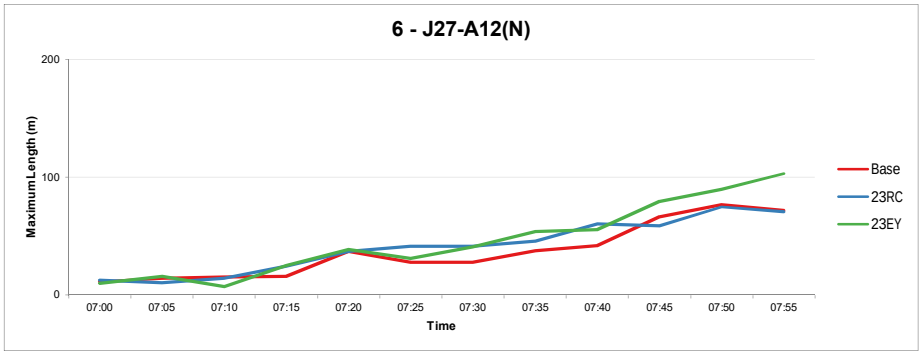


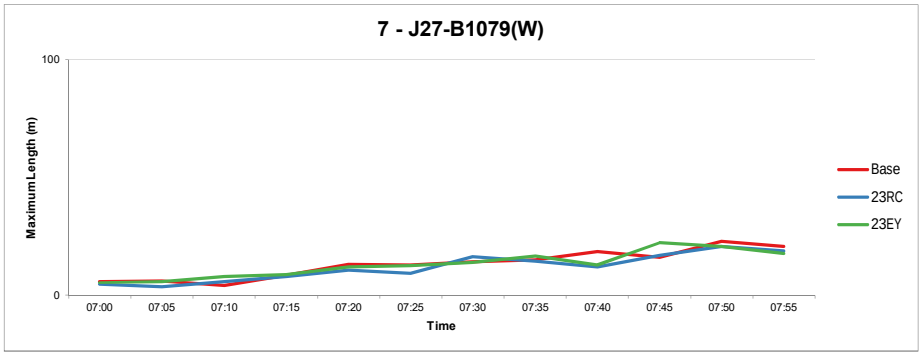


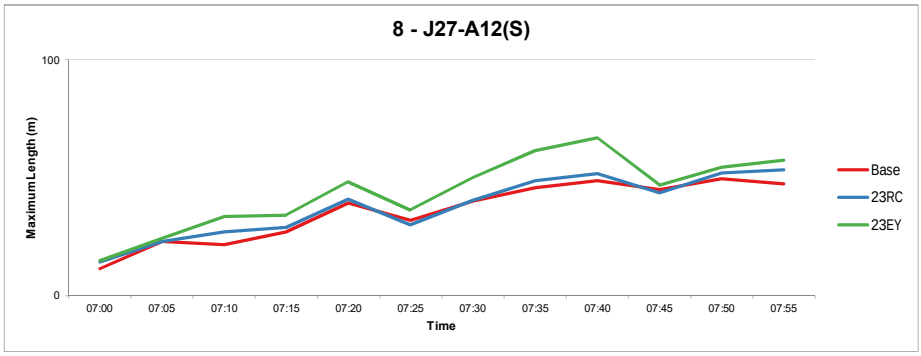


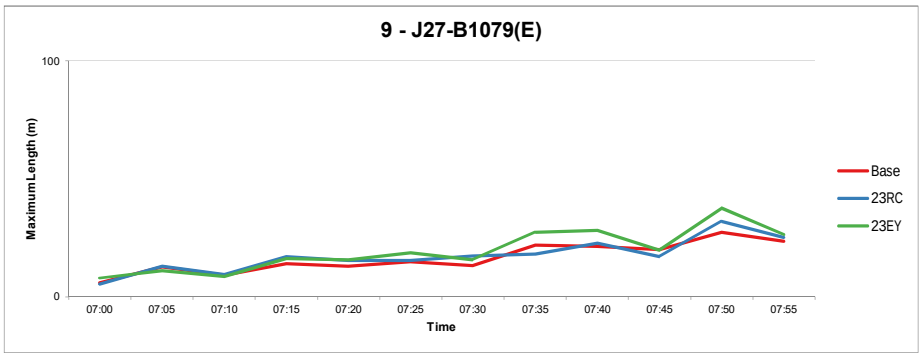
Queue Comparison Graphs
07:00-08:00

J27



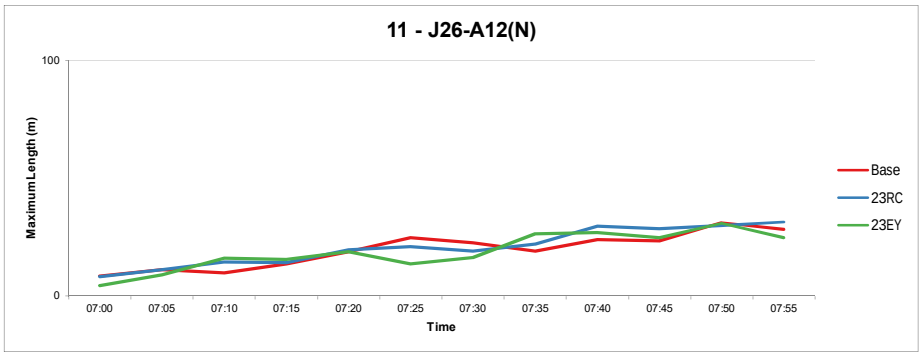


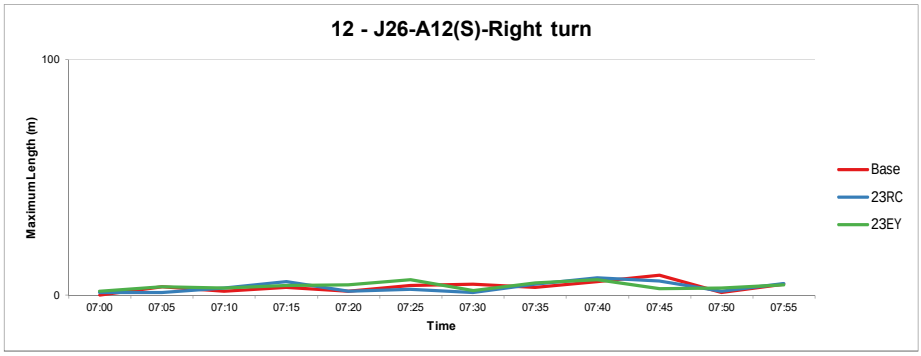


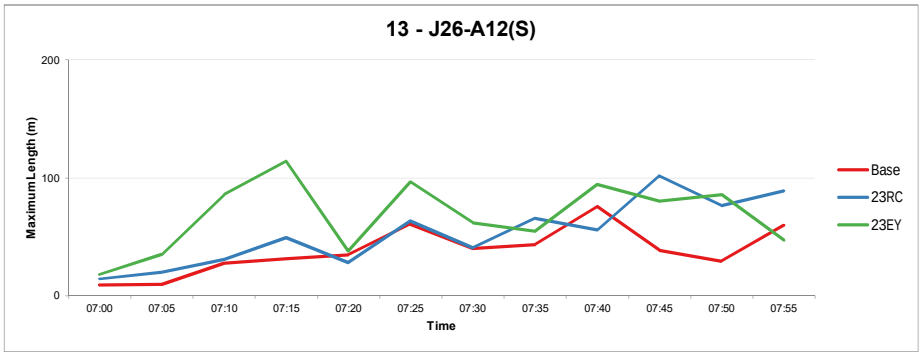


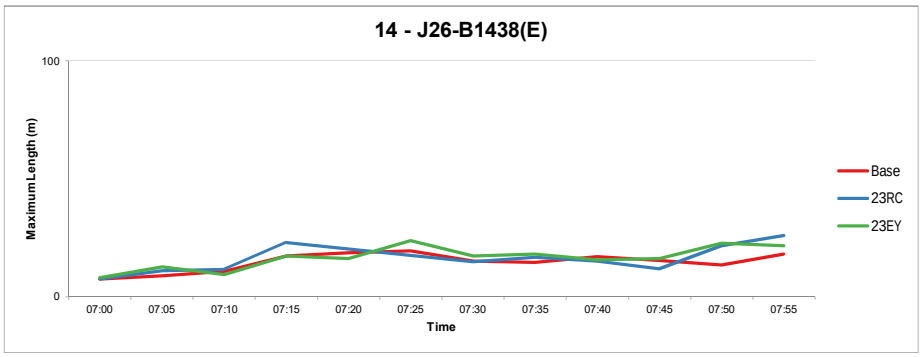
Queue Comparison Graphs
07:00-08:00

J26



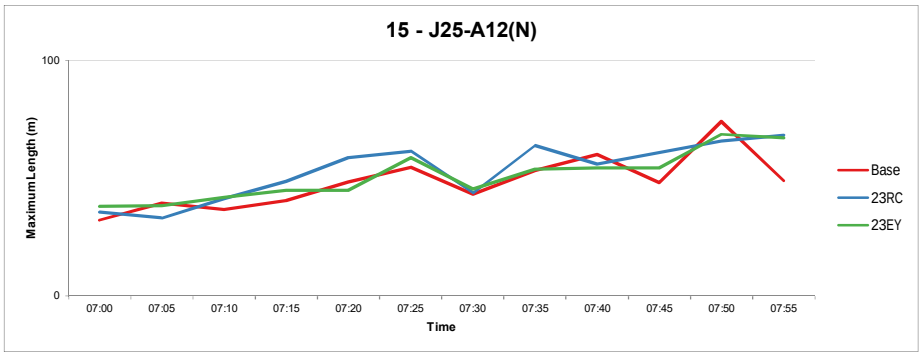


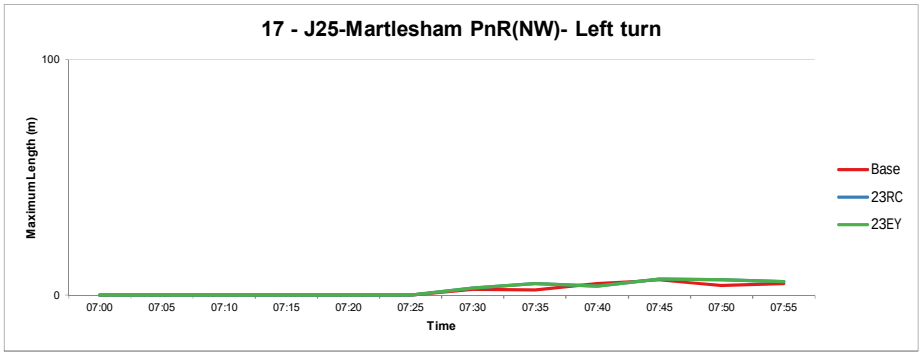


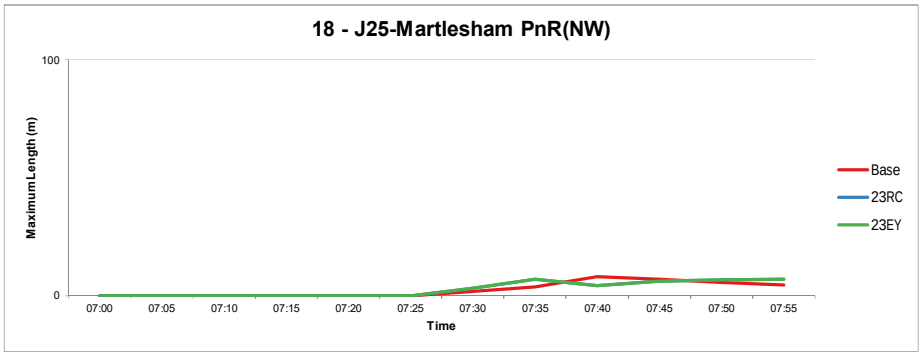


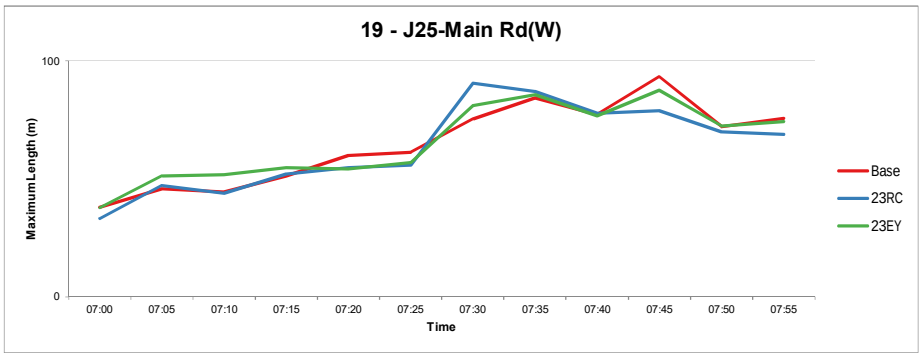
Queue Comparison Graphs
07:00-08:00

J25



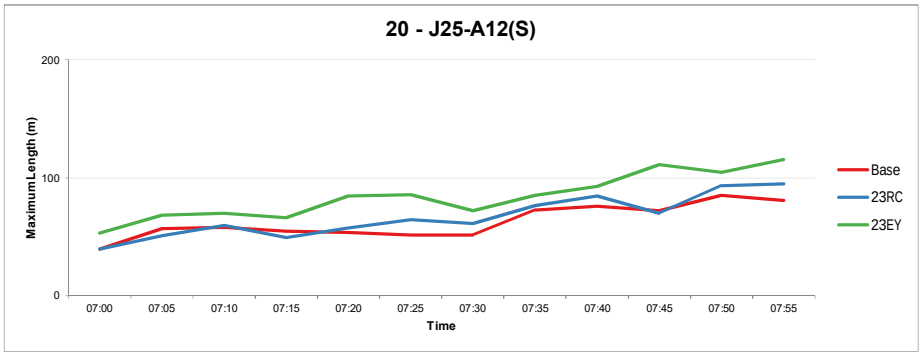


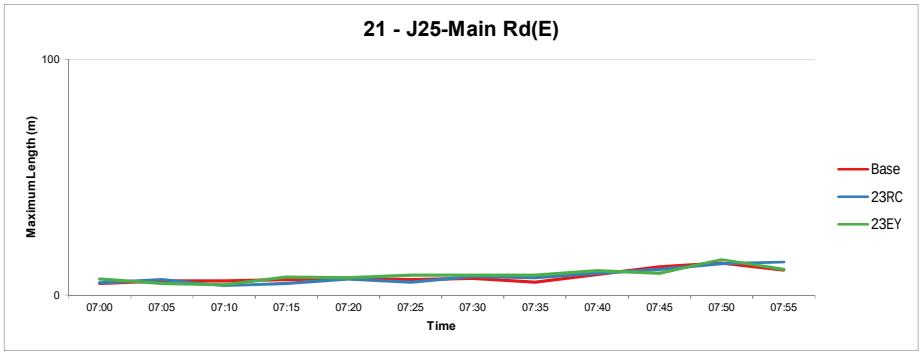




Queue Comparison Graphs
07:00-08:00

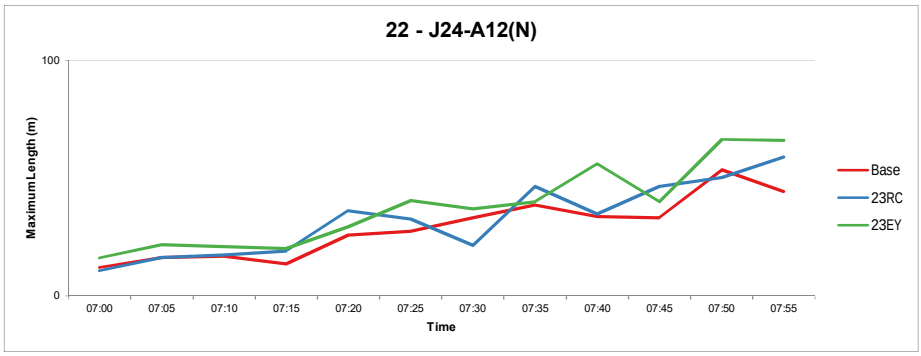
J25

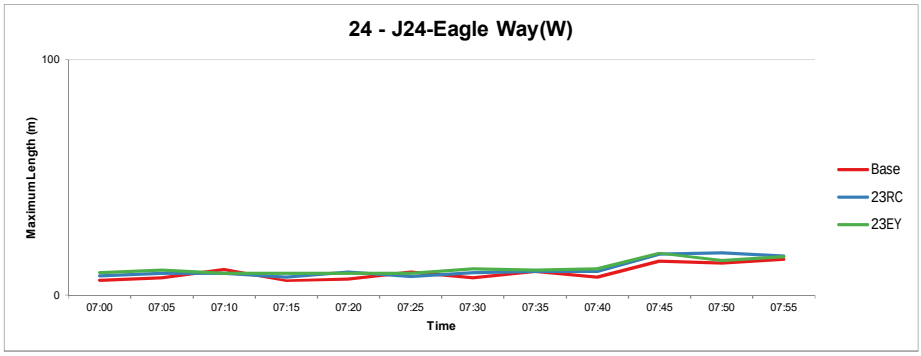


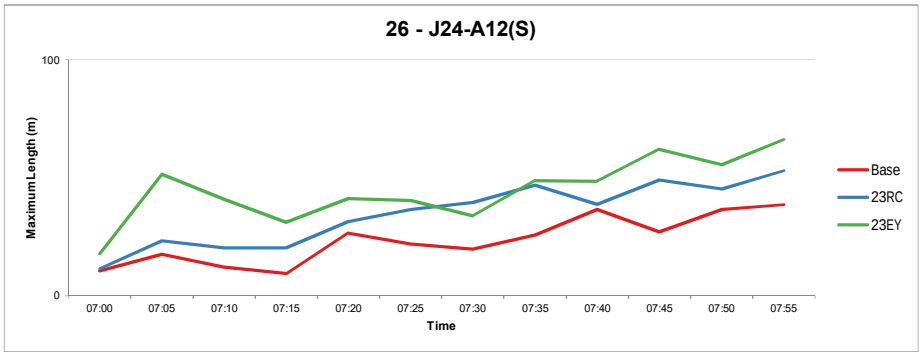


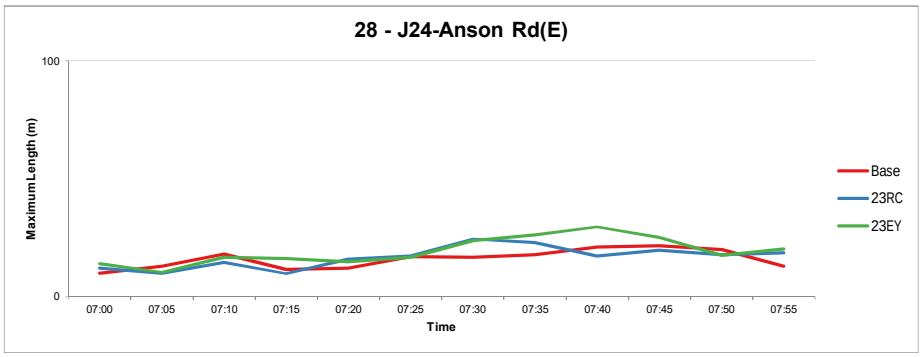
Queue Comparison Graphs
07:00-08:00

J24



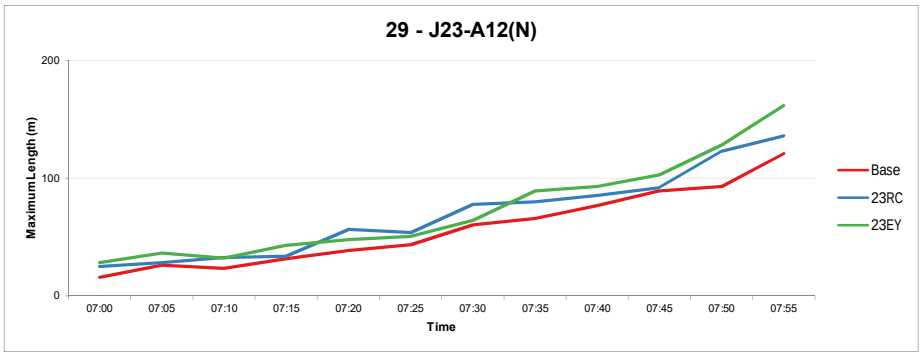


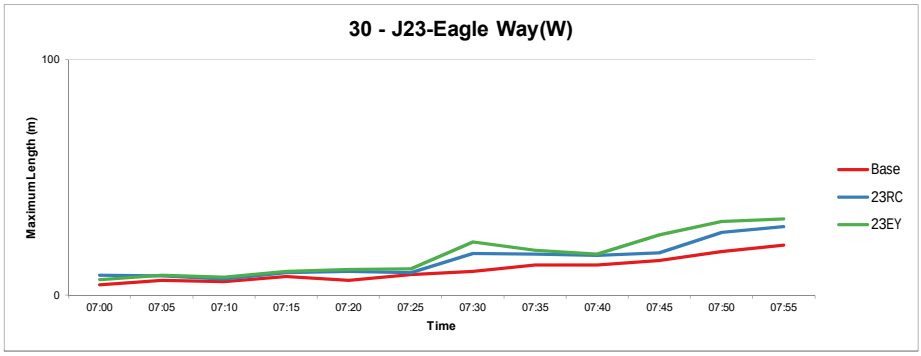


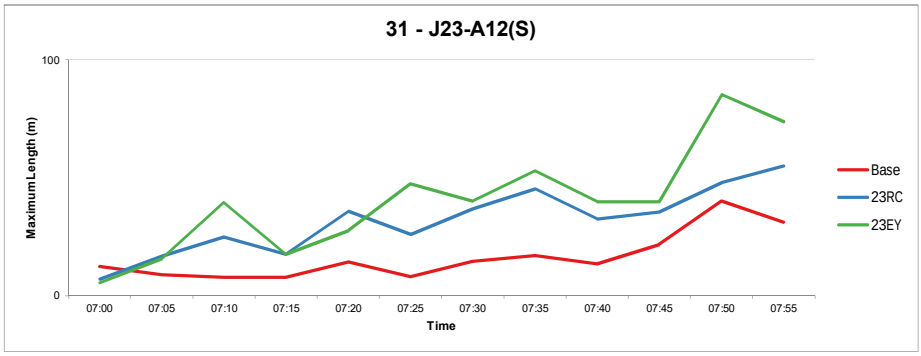


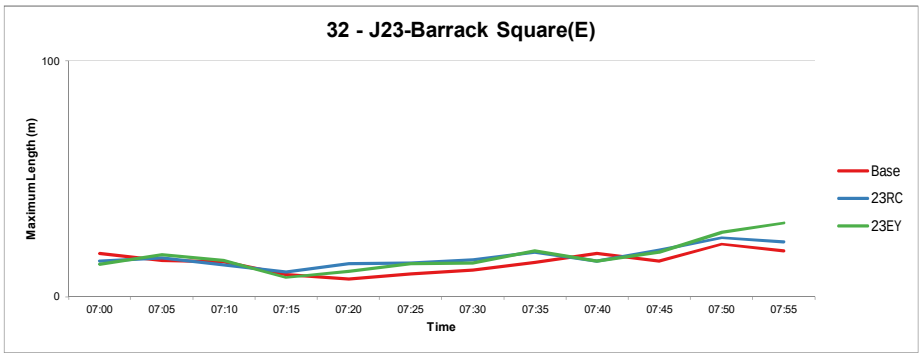
Queue Comparison Graphs
07:00-08:00

J23



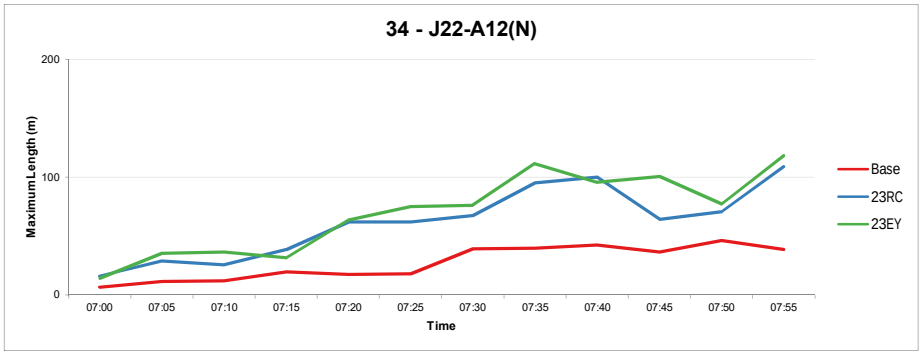


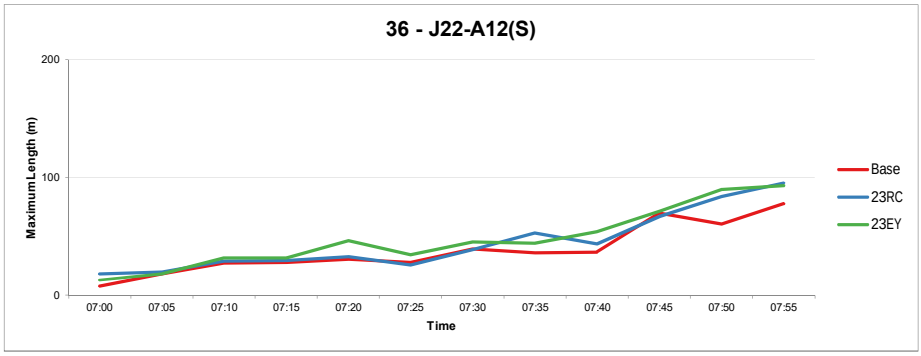


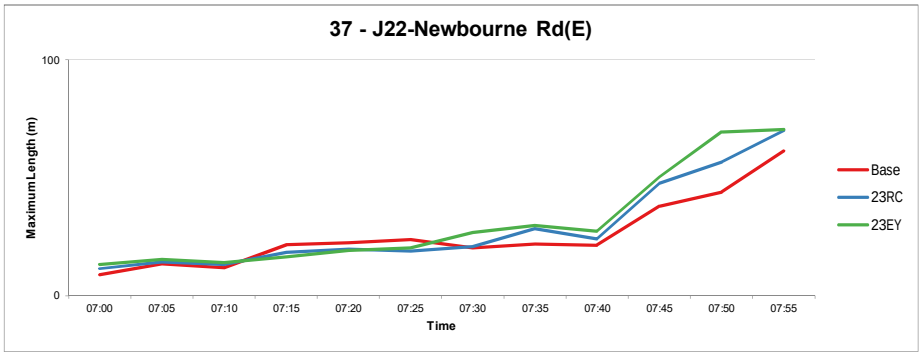


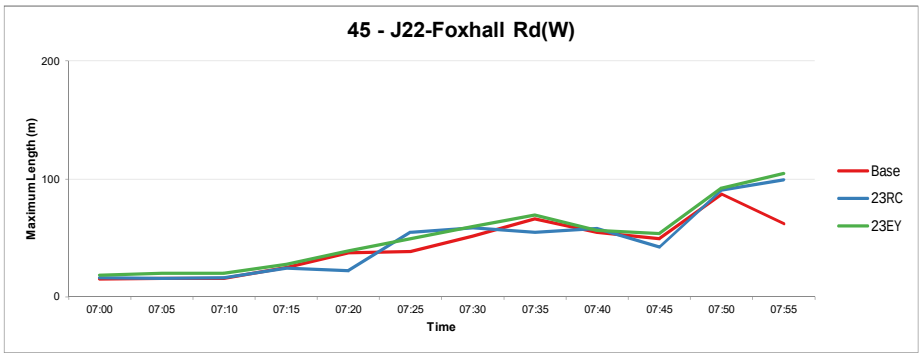
Queue Comparison Graphs
07:00-08:00

J22



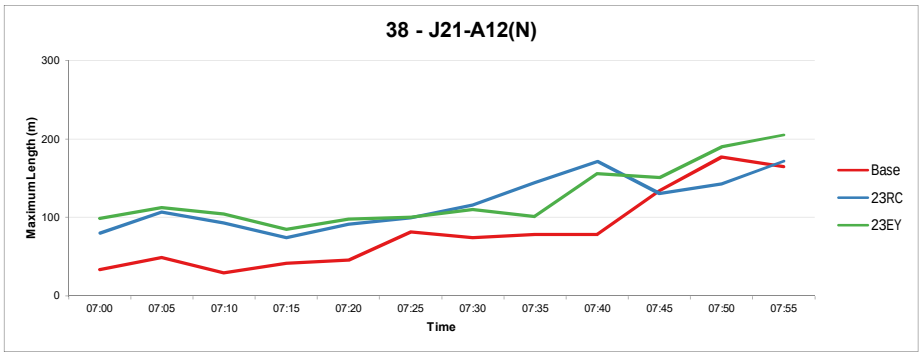


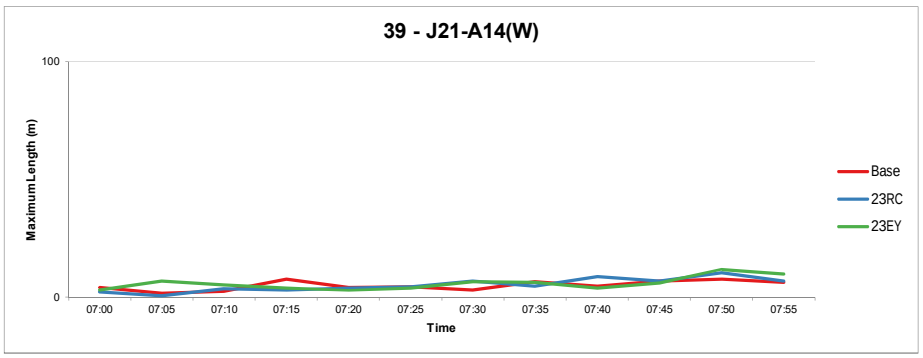


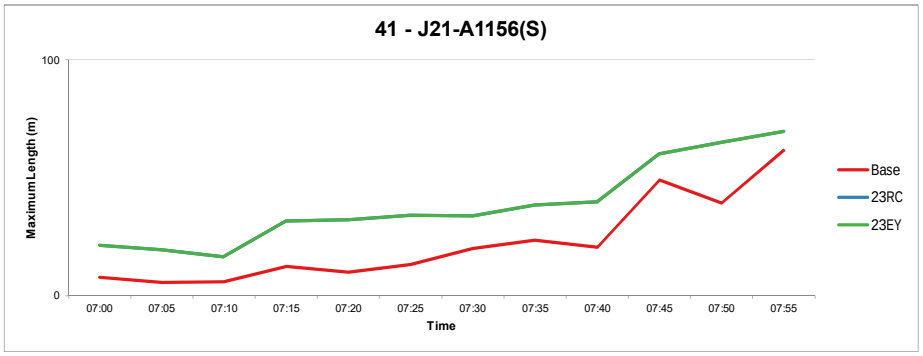


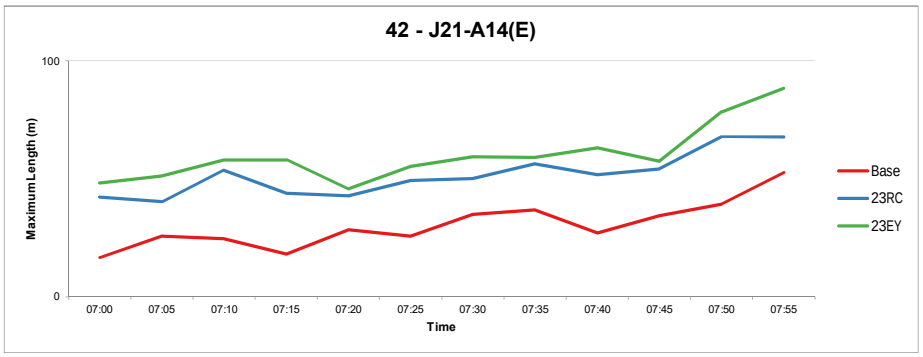
Queue Comparison Graphs
07:00-08:00

J21



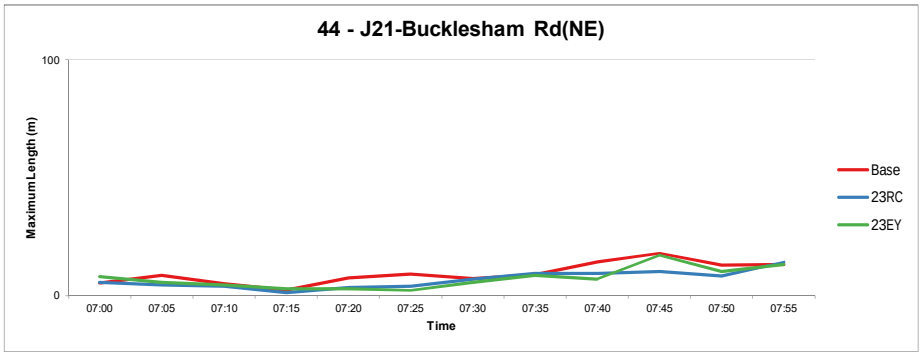






Queue Comparison Graphs
07:00-08:00

J21



Queue Comparison
07:00-08:00
Maximum Length Summary
Maximum Length (m)

	Base	23RC	23EY
1 - J28-A12(N)	55.3	58.5	63.3
2 - J28-A12(S)	43.8	55.2	68.4
3 - J28-A1152(E)	47.5	61.5	57.7
6 - J27-A12(N)	76.8	74.7	102.9
7 - J27-B1079(W)	22.9	20.6	22.3
8 - J27-A12(S)	49.5	53.4	67.0
9 - J27-B1079(E)	27.3	32.0	37.6
11 - J26-A12(N)	31.1	31.4	30.9
12 - J26-A12(S)-Right turn	8.5	7.4	6.6
13 - J26-A12(S)	75.8	101.8	114.1
14 - J26-B1438(E)	19.6	25.9	23.8
15 - J25-A12(N)	74.0	68.3	68.6
17 - J25-Martlesham PnR(NW)- Left turn	6.4	7.0	7.0
18 - J25-Martlesham PnR(NW)	8.1	7.0	7.0
19 - J25-Main Rd(W)	93.3	90.6	87.6
20 - J25-A12(S)	85.0	94.8	115.4
21 - J25-Main Rd(E)	13.6	14.0	15.1
22 - J24-A12(N)	53.5	59.0	66.4
24 - J24-Eagle Way(W)	15.2	18.0	17.9
26 - J24-A12(S)	38.6	53.0	66.2
28 - J24-Anson Rd(E)	21.7	24.5	29.6
29 - J23-A12(N)	120.9	135.9	161.6
30 - J23-Eagle Way(W)	21.3	29.1	32.5
31 - J23-A12(S)	40.1	55.0	85.3
32 - J23-Barrack Square(E)	22.3	25.1	31.3
34 - J22-A12(N)	46.3	108.9	118.2
36 - J22-A12(S)	77.7	95.3	93.0
37 - J22-Newbourne Rd(E)	61.4	70.2	70.5
45 - J22-Foxhall Rd(W)	87.1	99.4	104.4
38 - J21-A12(N)	176.8	171.5	204.8
39 - J21-A14(W)	7.6	10.5	11.9
41 - J21-A1156(S)	61.6	69.7	69.7
42 - J21-A14(E)	52.8	67.9	88.4
44 - J21-Bucklesham Rd(NE)	17.9	14.2	17.2

Queue Comparison
07:00-08:00
Average Length Summary
Maximum Length (m)

	Base	23RC	23EY
1 - J28-A12(N)	35.7	37.4	36.9
2 - J28-A12(S)	25.5	32.7	43.2
3 - J28-A1152(E)	29.0	32.0	33.2
6 - J27-A12(N)	37.0	41.0	45.8
7 - J27-B1079(W)	13.2	11.8	13.1
8 - J27-A12(S)	36.0	37.9	44.0
9 - J27-B1079(E)	16.5	17.3	19.4
11 - J26-A12(N)	19.6	20.8	18.9
12 - J26-A12(S)-Right turn	3.6	3.5	4.0
13 - J26-A12(S)	38.3	52.9	67.6
14 - J26-B1438(E)	14.7	16.5	16.6
15 - J25-A12(N)	48.3	53.1	50.8
17 - J25-Martlesham PnR(NW)- Left turn	2.1	2.6	2.6
18 - J25-Martlesham PnR(NW)	2.6	2.9	2.9
19 - J25-Main Rd(W)	64.9	63.4	65.4
20 - J25-A12(S)	62.8	66.9	84.2
21 - J25-Main Rd(E)	8.0	8.1	8.5
22 - J24-A12(N)	29.1	32.5	37.8
24 - J24-Eagle Way(W)	9.7	11.2	11.7
26 - J24-A12(S)	23.6	34.7	44.9
28 - J24-Anson Rd(E)	16.0	16.8	19.4
29 - J23-A12(N)	57.1	68.6	73.1
30 - J23-Eagle Way(W)	10.9	14.9	17.0
31 - J23-A12(S)	16.5	31.8	40.4
32 - J23-Barrack Square(E)	14.7	16.8	17.2
34 - J22-A12(N)	27.4	61.7	69.7
36 - J22-A12(S)	38.3	44.6	47.8
37 - J22-Newbourne Rd(E)	25.8	28.7	31.1
45 - J22-Foxhall Rd(W)	43.2	46.1	50.9
38 - J21-A12(N)	82.3	118.5	125.9
39 - J21-A14(W)	5.0	5.2	5.9
41 - J21-A1156(S)	22.4	38.6	38.6
42 - J21-A14(E)	30.4	51.8	60.3
44 - J21-Bucklesham Rd(NE)	9.4	6.8	7.4

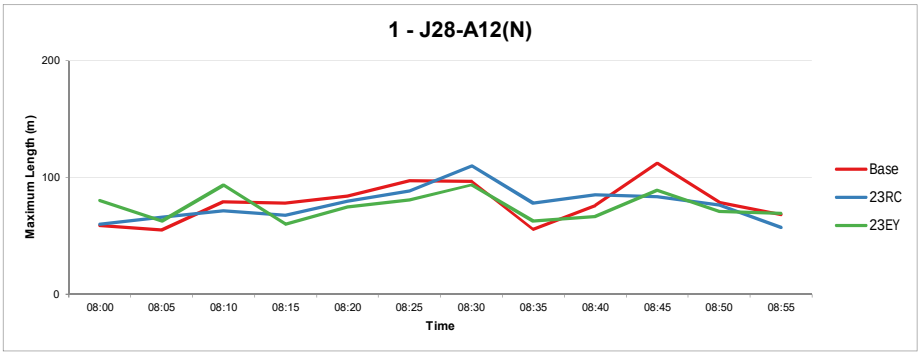


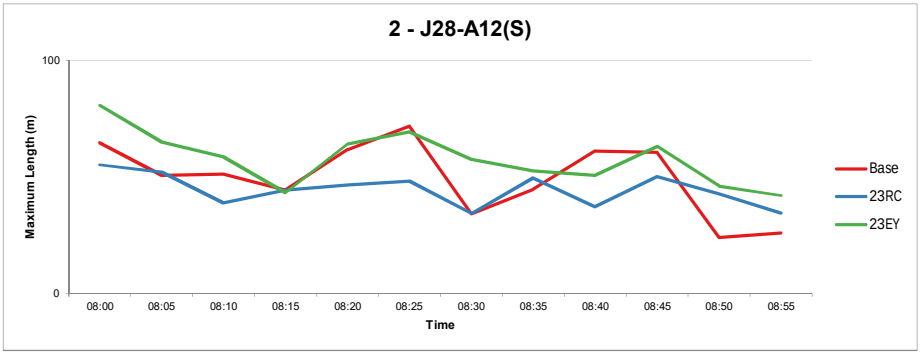
Journey Time Table
07:00-08:00
Base + all 2023

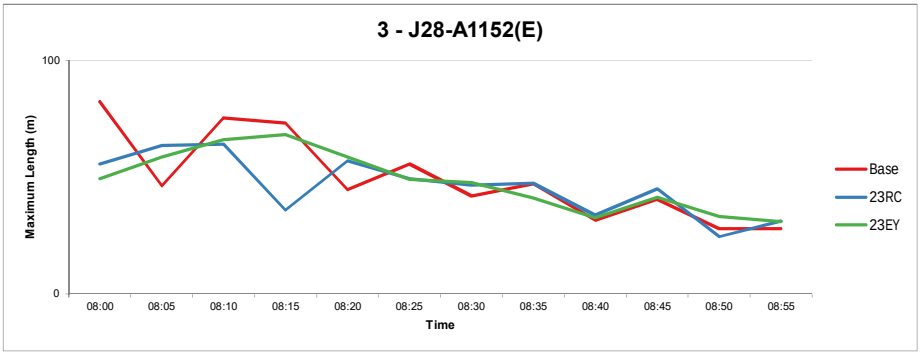
Route Names	Base	23RC	23EY
1 - J21 - J22 - NB	106	107	108
2 - J22 - J23 - NB	64	84	86
3 - J23 - J24 - NB	37	38	39
4 - J24 - J25 - NB	48	48	51
5 - J25 - J26 - NB	119	120	124
6 - J26 - J27 - NB	88	89	91
7 - J27 - J28 - NB	94	95	96
8 - J28 - A12- NB	136	136	139
51 - A12 NB	691	712	730
9 - A12 - J28 - SB	124	124	125
10 - J28 - J27 - SB	90	90	91
11 - J27 - J26 - SB	91	91	92
12 - J26 - J25 - SB	111	112	112
13 - J25 - J24 - SB	32	33	33
14 - J24 - J23 - SB	45	47	49
15 - J23 - J22 - SB	66	92	94
16 - J22 - J21 - SB	126	134	134
52 - A12 SB	679	716	721
17 - A14 WB upto Offslip	138	163	167
18 - A14 EB from Onslip	117	119	119
19 - A14 WB from Onslip	85	87	87
20 - A14 EB upto Offslip	88	89	90
21 - Felixstowe - SB	97	98	98
22 - Felixstowe - NB	104	115	115
23 - Bucklesham Road - NB	62	62	62
24 - Bucklesham Road - SB	68	65	66
26 - Foxhall road - WB	83	82	83
25 - Foxhall road - EB	97	99	102
27 - Newbourne Road -EB	42	42	42
28 - Newbourne Road -WB	56	58	59
29 - Eagle Way - EB	16	20	22
30 - Eagle Way - WB	14	14	14
31 - Gloster Road - NB	54	54	54
32 - Gloster Road - SB	52	52	52
33 - Barrack Square - SB	90	90	90
34 - Barrack Square - NB	88	89	90
35 - Anson Road - WB	41	41	42
36 - Anson Road - EB	44	44	44
37 - Eagle Way (J24) - EB	45	47	48
38 - Eagle Way (J24) - WB	44	44	44
39 - Main Road - EB	65	65	65
40 - Main Road - WB	70	71	71
41 - A1214 Main road - EB	64	64	64
42 - A1214 Main road - WB	50	50	50
43 - B1438 - WB	53	53	54
44 - B1438 - EB	50	50	50
45 - B1079 (East) - WB	38	38	40
46 - B1079 (East) - EB	29	29	29
47 - B1079 (West)- WB	33	33	33
48 - B1079 (West)- EB	37	36	37
49 - A1152 - WB	49	49	49
50 - A1152 - EB	49	49	49
72 - J22 - J22B - NB	0	0	0
73 - J22B - J23 - NB	0	0	0
J22-J23 NB (FY)	64	84	86
70 - J23 - J22B - SB	0	0	0
71 - J22B - J22 - SB	0	0	0
J23-J22 SB (FY)	66	92	94

Queue Comparison Graphs
08:00-09:00

J28

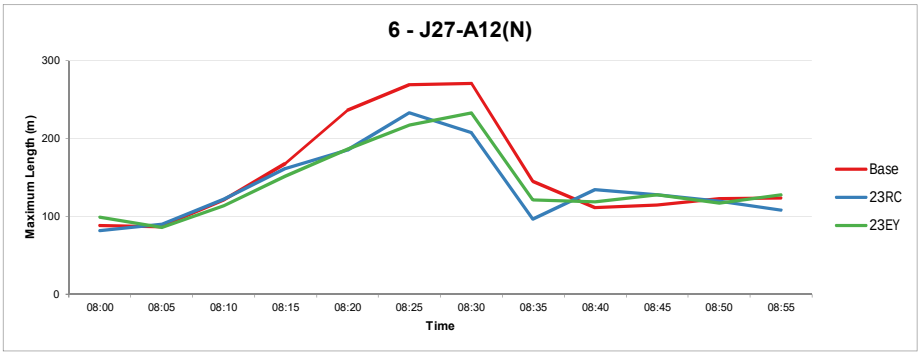


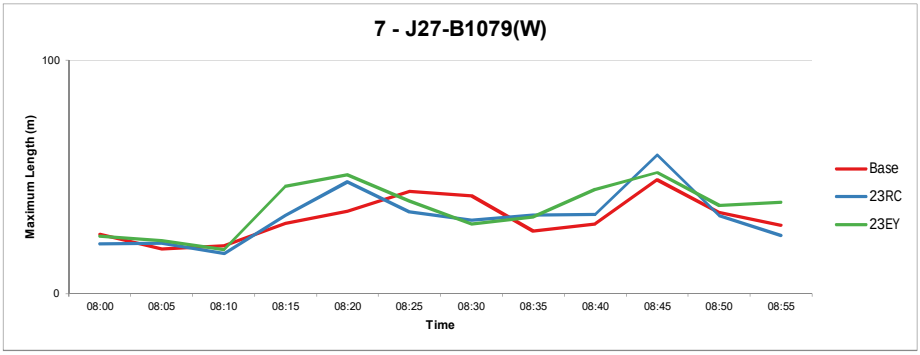


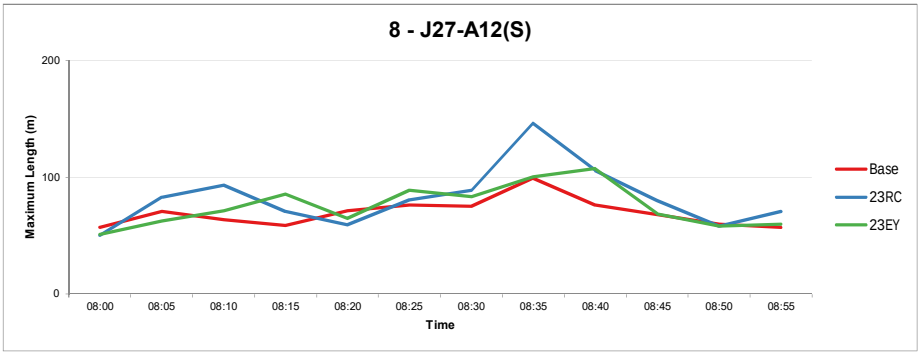


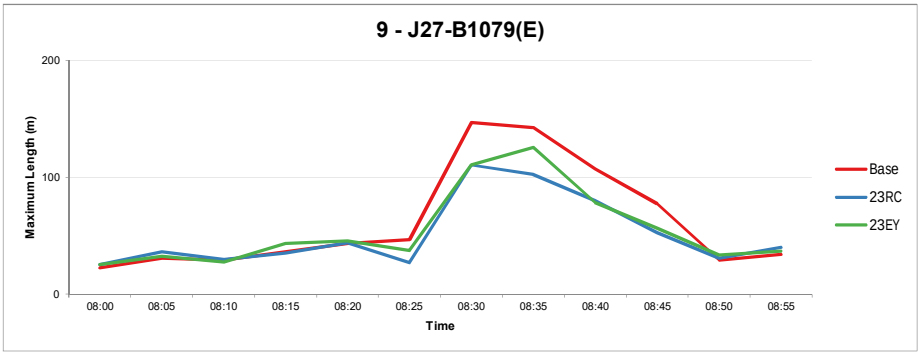
Queue Comparison Graphs
08:00-09:00

J27



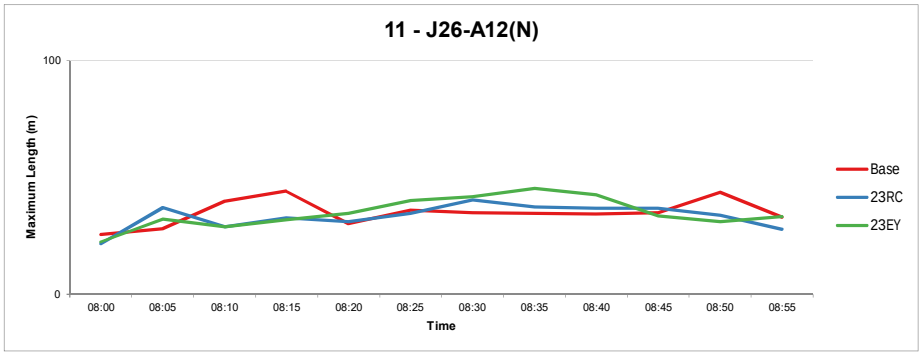


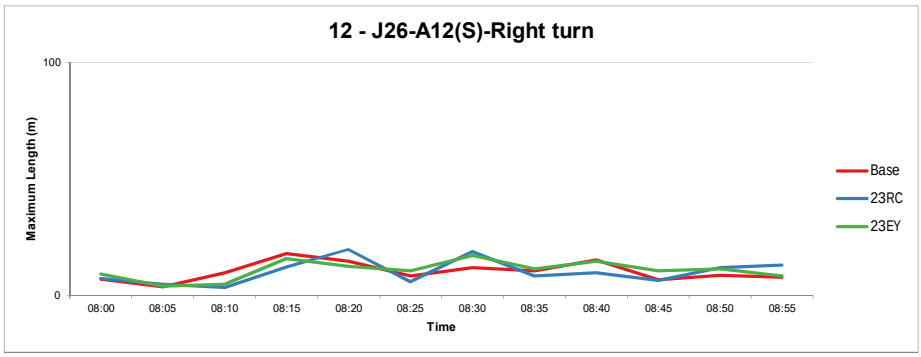


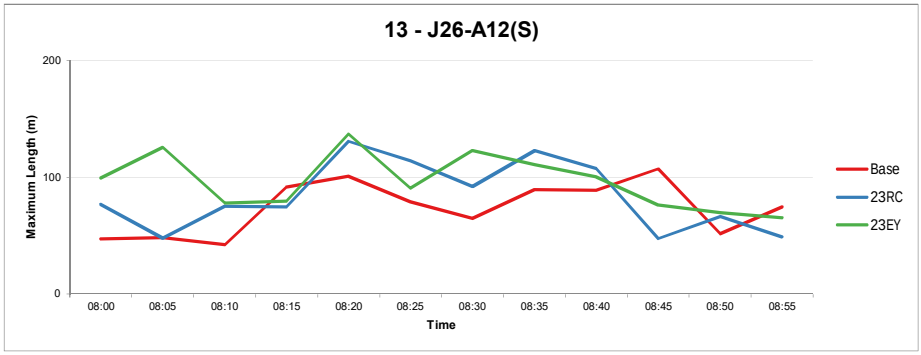


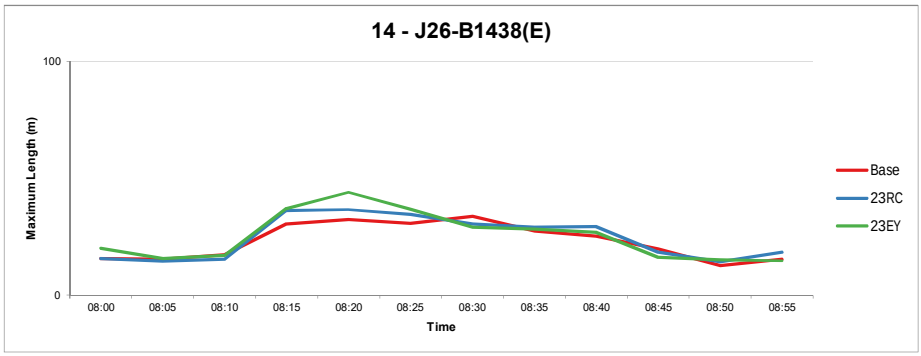
Queue Comparison Graphs
08:00-09:00

J26



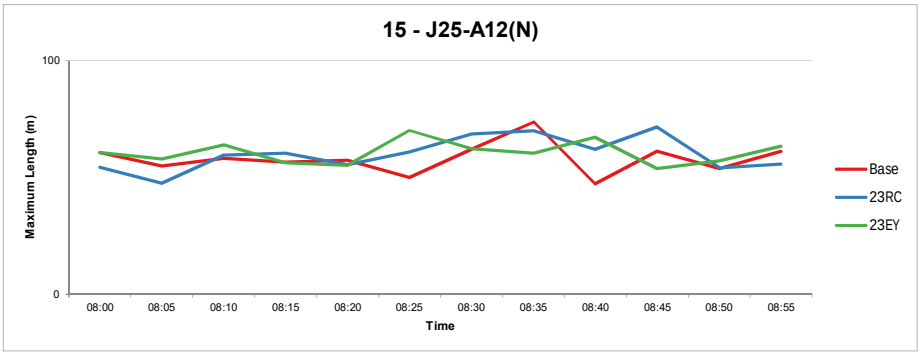


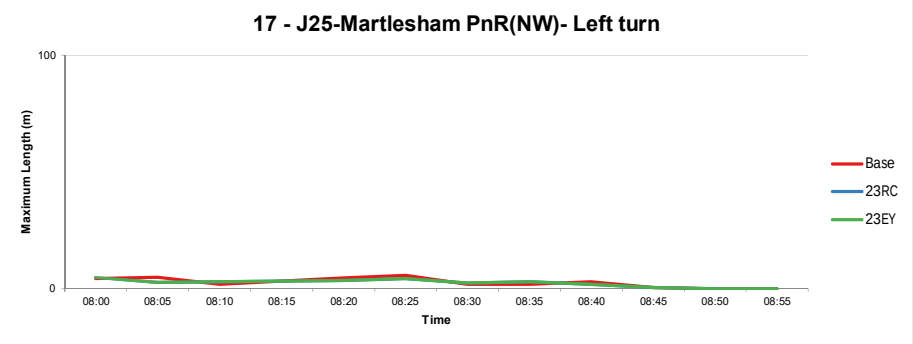


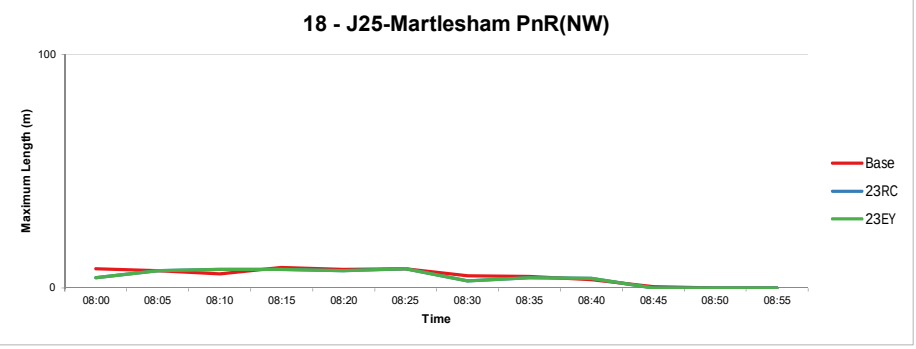


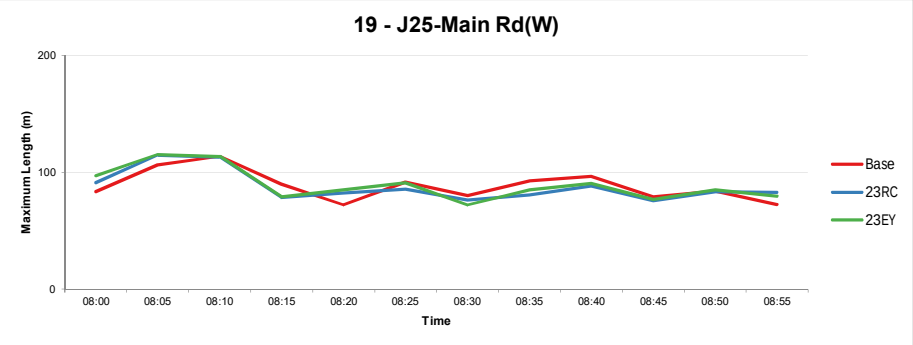
Queue Comparison Graphs
08:00-09:00

J25



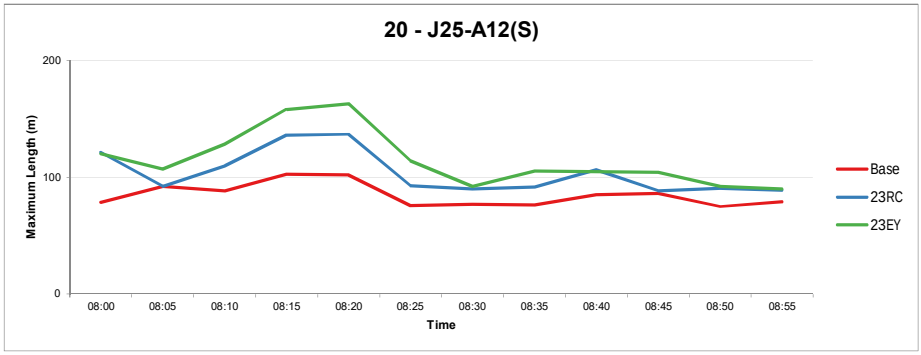


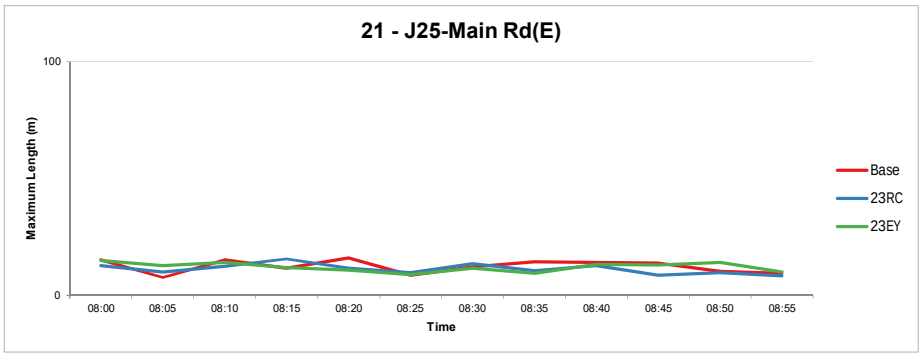




Queue Comparison Graphs
08:00-09:00

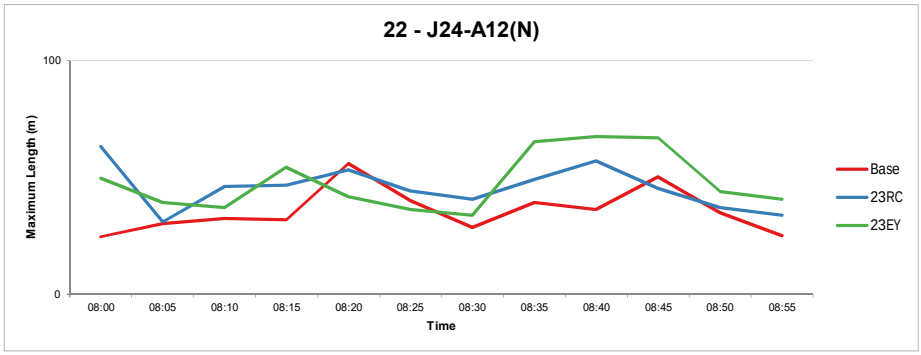
J25

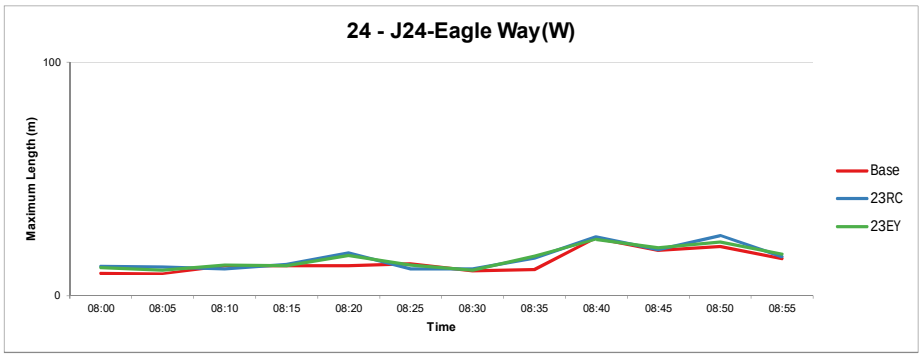


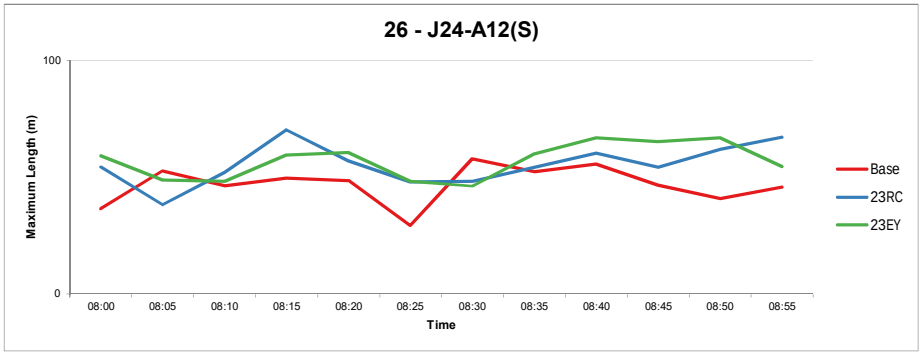


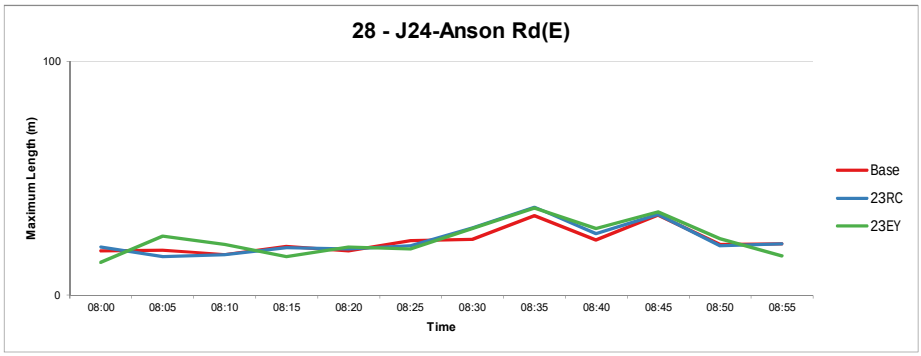
Queue Comparison Graphs
08:00-09:00

J24



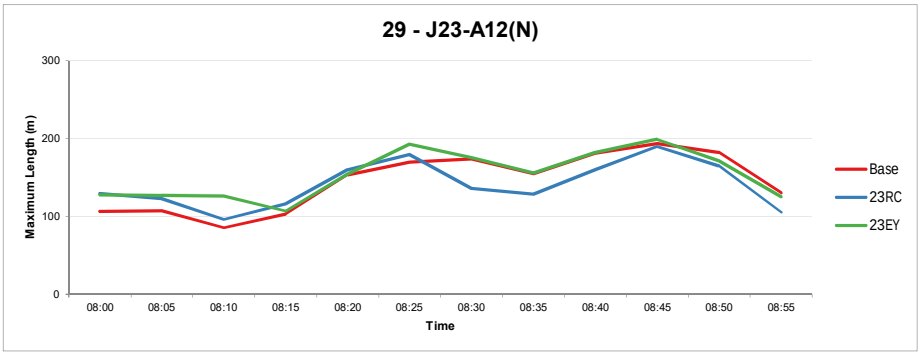


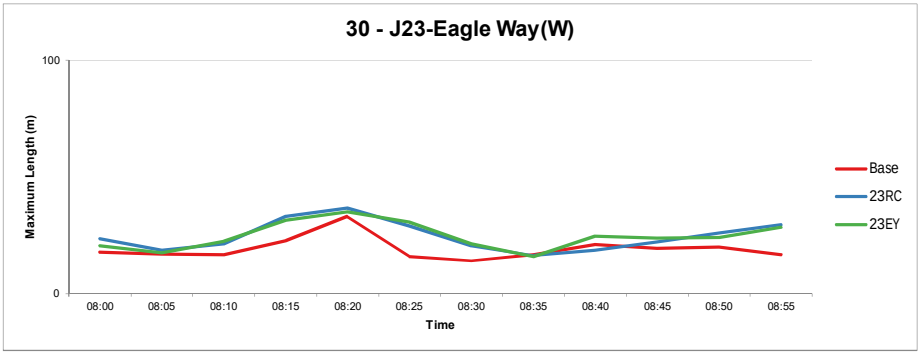


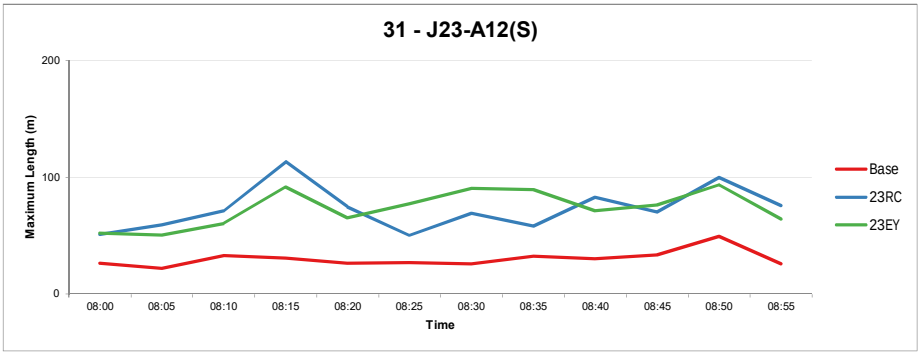


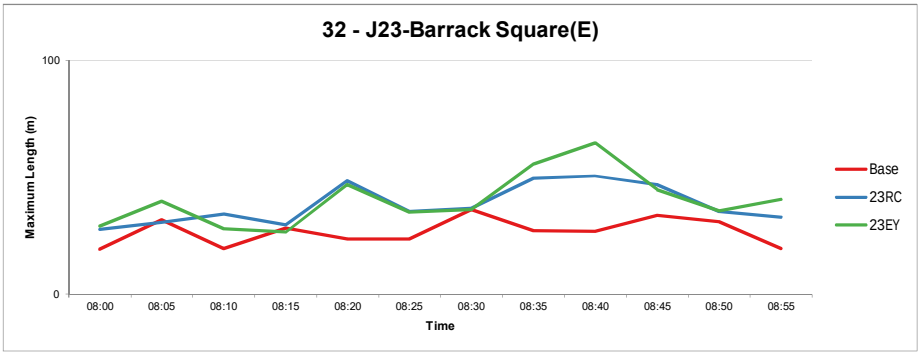
Queue Comparison Graphs
08:00-09:00

J23



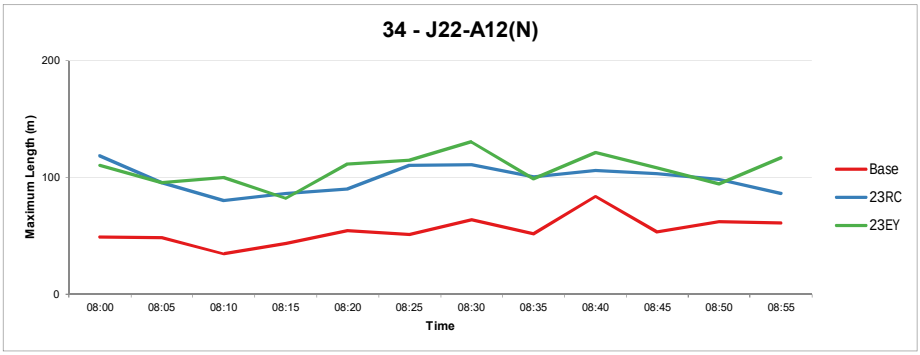


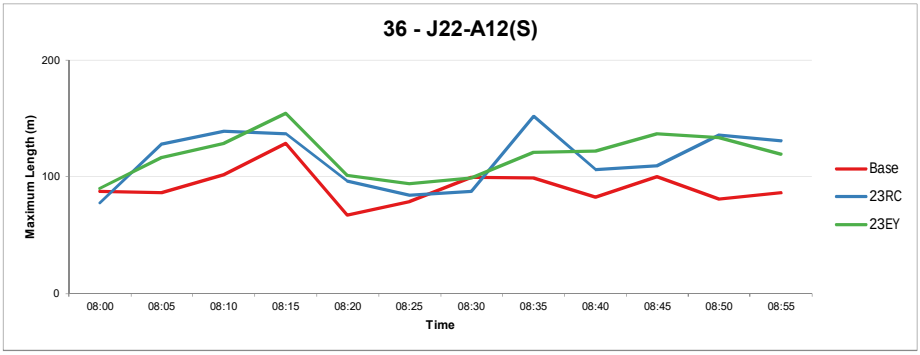


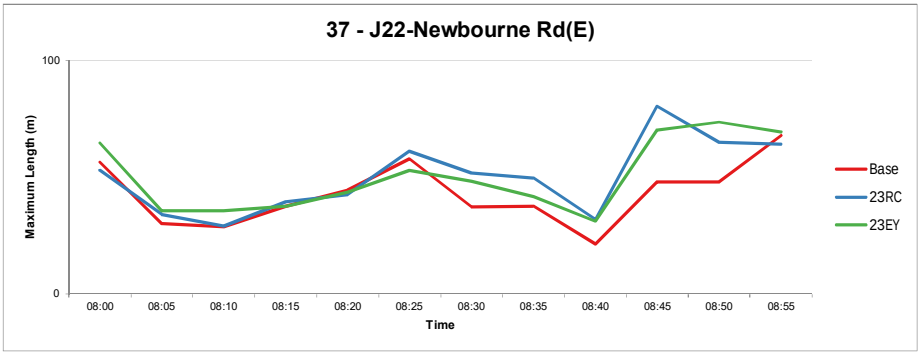


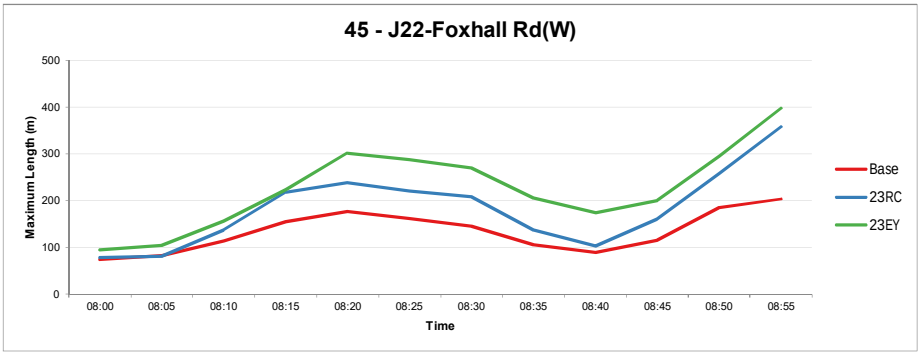
Queue Comparison Graphs
08:00-09:00

J22



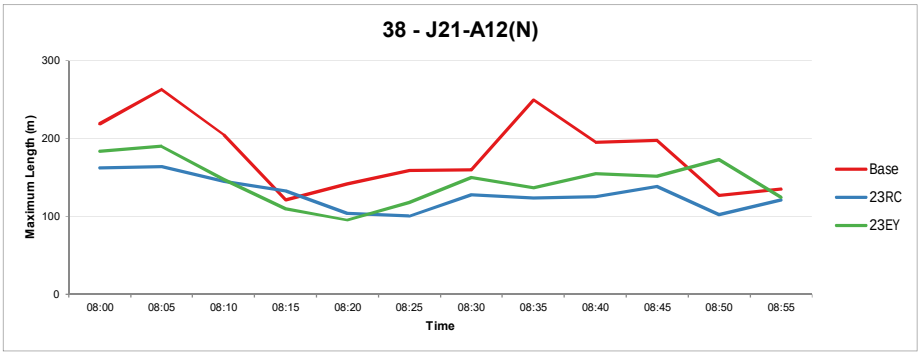


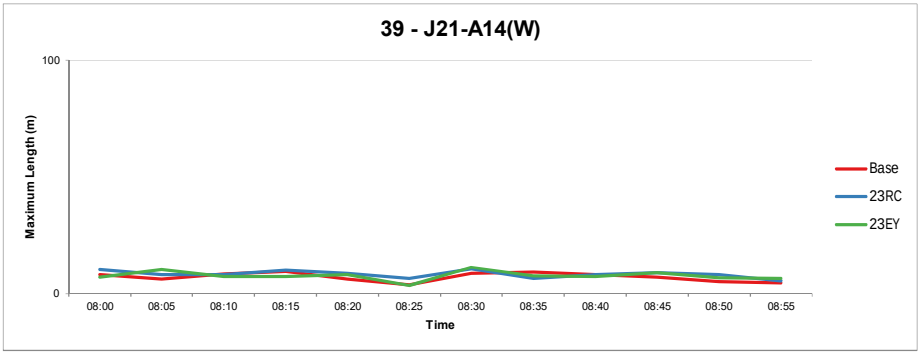


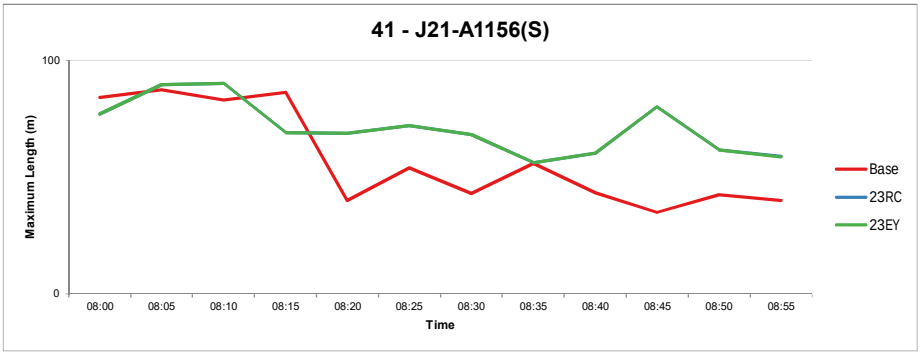


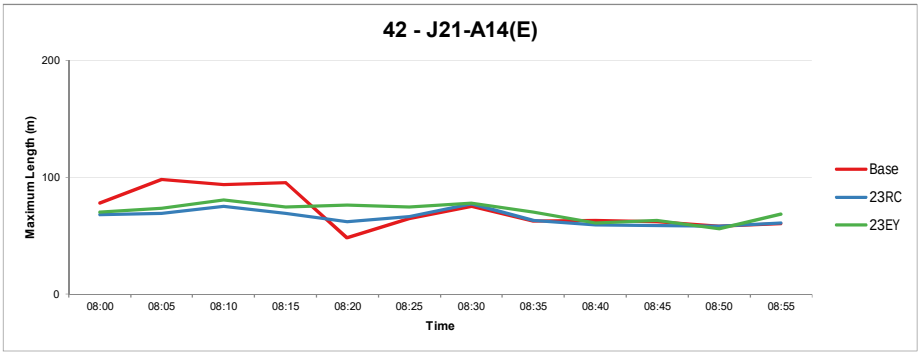
Queue Comparison Graphs
08:00-09:00

J21



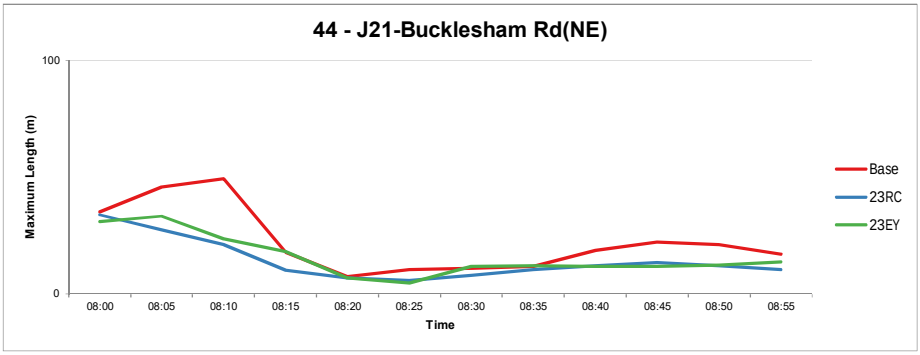






Queue Comparison Graphs
08:00-09:00

J21



Queue Comparison
08:00-09:00
Maximum Length Summary
Maximum Length (m)

	Base	23RC	23EY
1 - J28-A12(N)	112.2	109.8	93.7
2 - J28-A12(S)	71.7	55.1	80.5
3 - J28-A1152(E)	82.4	64.2	68.1
6 - J27-A12(N)	270.9	232.9	232.7
7 - J27-B1079(W)	48.7	59.3	51.8
8 - J27-A12(S)	99.1	146.1	107.3
9 - J27-B1079(E)	146.9	110.4	125.6
11 - J26-A12(N)	44.2	40.4	45.4
12 - J26-A12(S)-Right turn	18.1	19.8	17.2
13 - J26-A12(S)	107.1	130.6	136.9
14 - J26-B1438(E)	33.7	36.6	44.0
15 - J25-A12(N)	73.7	71.5	70.1
17 - J25-Martlesham PnR(NW)- Left turn	5.6	4.7	4.7
18 - J25-Martlesham PnR(NW)	8.8	8.2	8.2
19 - J25-Main Rd(W)	113.7	114.7	115.2
20 - J25-A12(S)	102.5	136.7	162.8
21 - J25-Main Rd(E)	16.0	15.6	15.0
22 - J24-A12(N)	56.0	63.4	67.5
24 - J24-Eagle Way(W)	24.7	25.8	24.1
26 - J24-A12(S)	57.9	70.3	66.8
28 - J24-Anson Rd(E)	34.2	37.7	37.3
29 - J23-A12(N)	193.5	189.6	198.9
30 - J23-Eagle Way(W)	33.1	36.7	35.0
31 - J23-A12(S)	49.4	113.1	93.5
32 - J23-Barrack Square(E)	36.2	50.5	64.7
34 - J22-A12(N)	83.7	118.7	130.5
36 - J22-A12(S)	128.6	151.8	154.3
37 - J22-Newbourne Rd(E)	67.8	80.3	73.5
45 - J22-Foxhall Rd(W)	203.4	357.9	397.6
38 - J21-A12(N)	263.0	163.7	190.0
39 - J21-A14(W)	9.5	10.6	11.3
41 - J21-A1156(S)	87.3	90.1	90.1
42 - J21-A14(E)	98.2	77.3	80.4
44 - J21-Bucklesham Rd(NE)	49.3	33.8	33.3

Queue Comparison
08:00-09:00
Average Length Summary
Maximum Length (m)

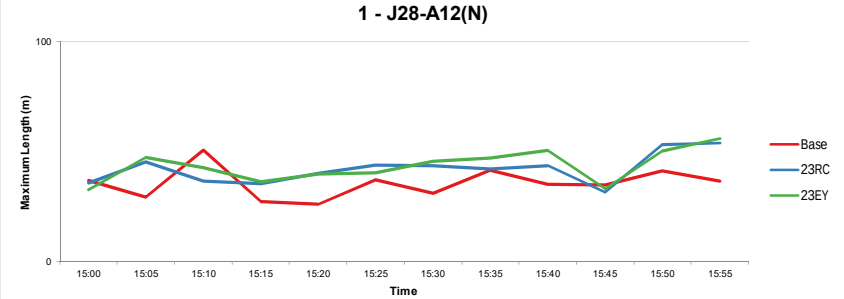
	Base	23RC	23EY
1 - J28-A12(N)	78.3	77.0	75.4
2 - J28-A12(S)	49.5	44.4	57.7
3 - J28-A1152(E)	49.6	46.1	48.1
6 - J27-A12(N)	154.9	139.0	141.7
7 - J27-B1079(W)	32.1	32.8	36.6
8 - J27-A12(S)	69.4	82.1	75.1
9 - J27-B1079(E)	62.2	51.1	54.5
11 - J26-A12(N)	35.0	33.3	34.8
12 - J26-A12(S)-Right turn	10.3	10.2	11.0
13 - J26-A12(S)	73.7	83.7	96.2
14 - J26-B1438(E)	23.0	24.4	25.1
15 - J25-A12(N)	58.1	60.0	60.7
17 - J25-Martlesham PnR(NW)- Left turn	2.7	2.5	2.5
18 - J25-Martlesham PnR(NW)	5.1	4.6	4.6
19 - J25-Main Rd(W)	88.4	87.7	89.1
20 - J25-A12(S)	84.8	103.6	114.9
21 - J25-Main Rd(E)	12.4	11.4	12.1
22 - J24-A12(N)	35.8	45.7	48.1
24 - J24-Eagle Way(W)	14.5	16.2	16.0
26 - J24-A12(S)	46.8	55.5	57.0
28 - J24-Anson Rd(E)	23.2	23.8	24.0
29 - J23-A12(N)	145.0	140.8	153.6
30 - J23-Eagle Way(W)	19.2	24.6	24.6
31 - J23-A12(S)	30.2	72.9	73.5
32 - J23-Barrack Square(E)	26.7	38.2	40.3
34 - J22-A12(N)	54.7	98.9	107.0
36 - J22-A12(S)	91.6	115.2	118.1
37 - J22-Newbourne Rd(E)	43.0	50.1	50.4
45 - J22-Foxhall Rd(W)	134.2	183.3	225.9
38 - J21-A12(N)	181.1	128.9	144.5
39 - J21-A14(W)	7.1	8.4	7.7
41 - J21-A1156(S)	57.9	71.0	71.0
42 - J21-A14(E)	71.6	65.5	70.5
44 - J21-Bucklesham Rd(NE)	22.3	14.4	16.0

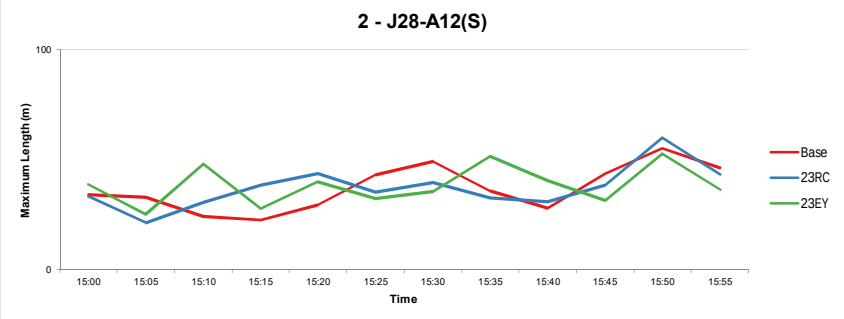
Journey Time Table
08:00-09:00
Base + all 2023

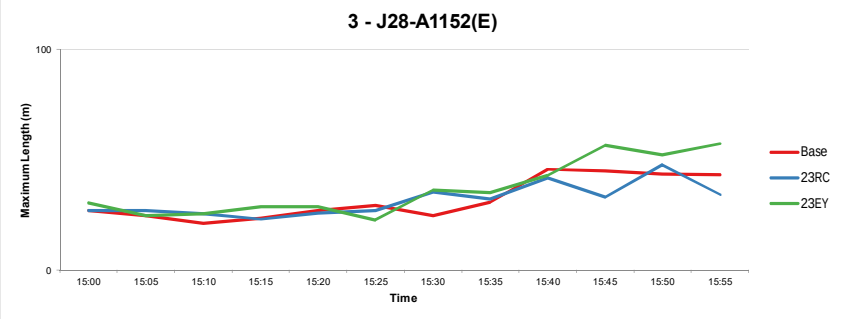
Route Names	Base	23RC	23EY
1 - J21 - J22 - NB	114	118	119
2 - J22 - J23 - NB	66	93	93
3 - J23 - J24 - NB	39	40	41
4 - J24 - J25 - NB	52	55	57
5 - J25 - J26 - NB	125	127	130
6 - J26 - J27 - NB	95	97	98
7 - J27 - J28 - NB	97	97	98
8 - J28 - A12- NB	137	138	139
51 - A12 NB	732	768	782
9 - A12 - J28 - SB	134	134	135
10 - J28 - J27 - SB	117	110	112
11 - J27 - J26 - SB	94	94	94
12 - J26 - J25 - SB	113	113	113
13 - J25 - J24 - SB	33	34	34
14 - J24 - J23 - SB	80	74	78
15 - J23 - J22 - SB	70	101	102
16 - J22 - J21 - SB	138	133	136
52 - A12 SB	776	793	805
17 - A14 WB upto Offslip	153	161	165
18 - A14 EB from Onslip	118	120	120
19 - A14 WB from Onslip	85	88	88
20 - A14 EB upto Offslip	90	92	92
21 - Felixstowe - SB	100	100	101
22 - Felixstowe - NB	116	121	121
23 - Bucklesham Road - NB	62	61	62
24 - Bucklesham Road - SB	86	70	71
26 - Foxhall road - WB	84	85	85
25 - Foxhall road - EB	149	178	216
27 - Newbourne Road -EB	43	43	43
28 - Newbourne Road -WB	64	65	65
29 - Eagle Way - EB	21	26	28
30 - Eagle Way - WB	14	14	14
31 - Gloster Road - NB	53	54	54
32 - Gloster Road - SB	55	55	56
33 - Barrack Square - SB	93	93	93
34 - Barrack Square - NB	92	95	96
35 - Anson Road - WB	43	43	44
36 - Anson Road - EB	45	45	45
37 - Eagle Way (J24) - EB	46	49	49
38 - Eagle Way (J24) - WB	44	44	44
39 - Main Road - EB	65	65	65
40 - Main Road - WB	72	72	72
41 - A1214 Main road - EB	66	66	66
42 - A1214 Main road - WB	50	50	50
43 - B1438 - WB	56	56	56
44 - B1438 - EB	51	50	50
45 - B1079 (East) - WB	61	51	51
46 - B1079 (East) - EB	30	30	30
47 - B1079 (West)- WB	33	33	33
48 - B1079 (West)- EB	40	41	42
49 - A1152 - WB	51	50	51
50 - A1152 - EB	49	49	49
72 - J22 - J22B - NB	0	0	0
73 - J22B - J23 - NB	0	0	0
J22-J23 NB (FY)	66	93	93
70 - J23 - J22B - SB	0	0	0
71 - J22B - J22 - SB	0	0	0
J23-J22 SB (FY)	70	101	102

Queue Comparison Graphs
15:00-16:00

J28

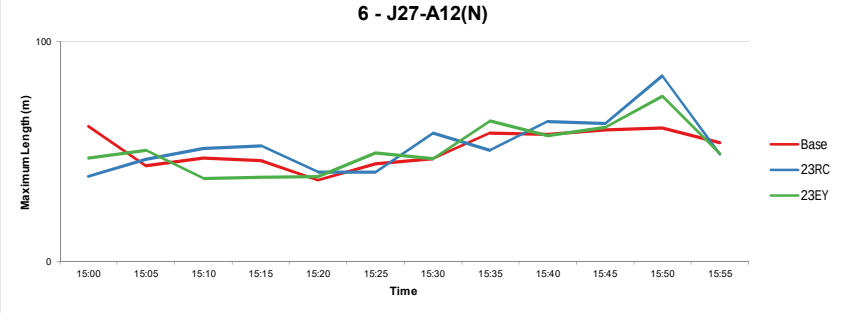


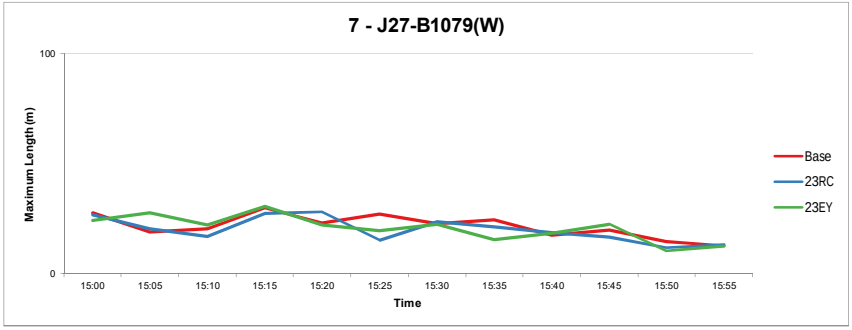


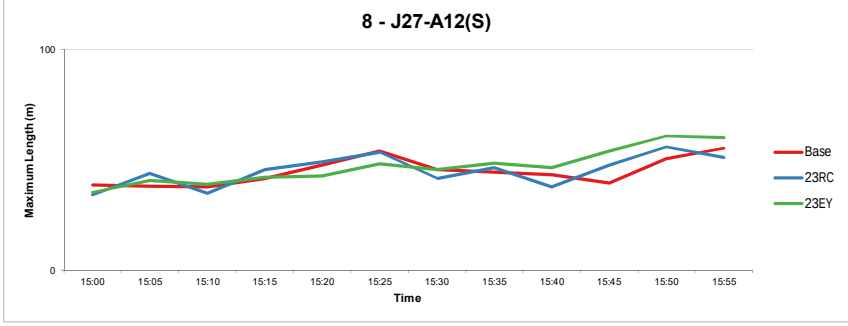


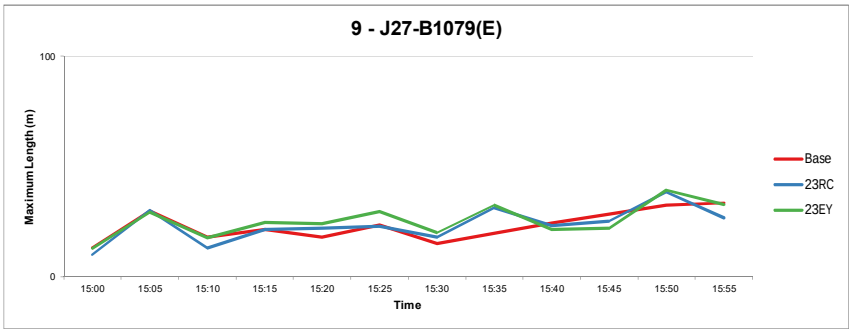
Queue Comparison Graphs
15:00-16:00

J27



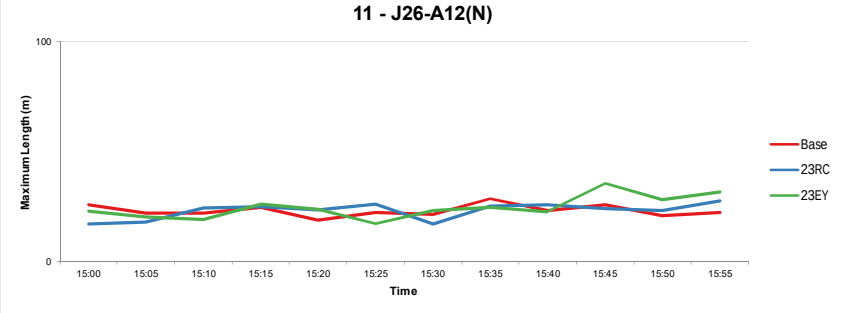


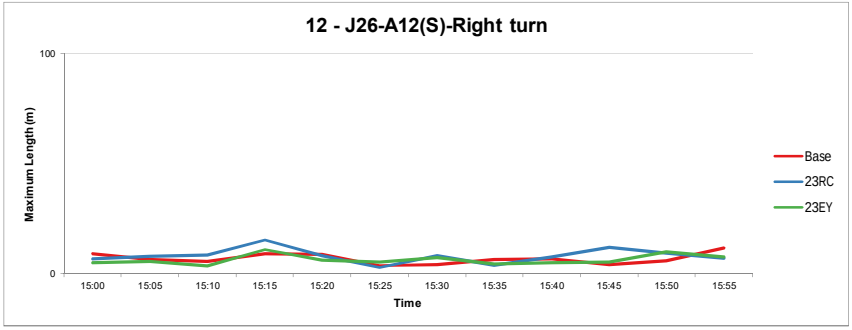


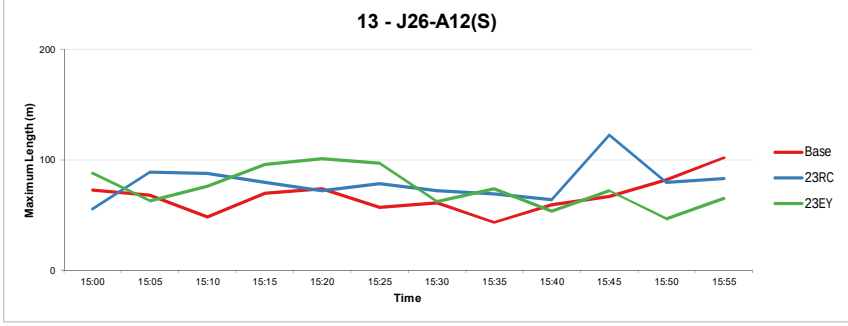


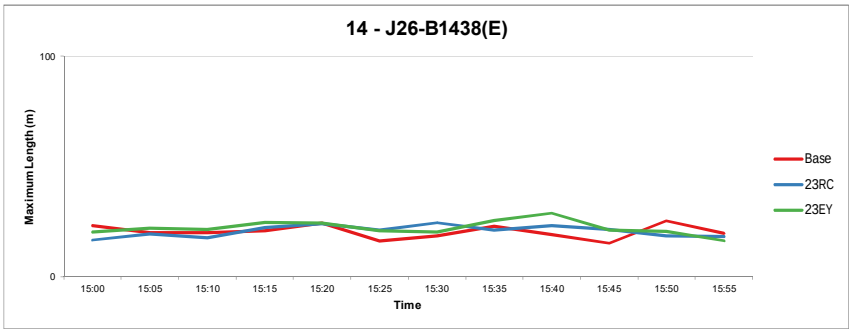
Queue Comparison Graphs
15:00-16:00

J26



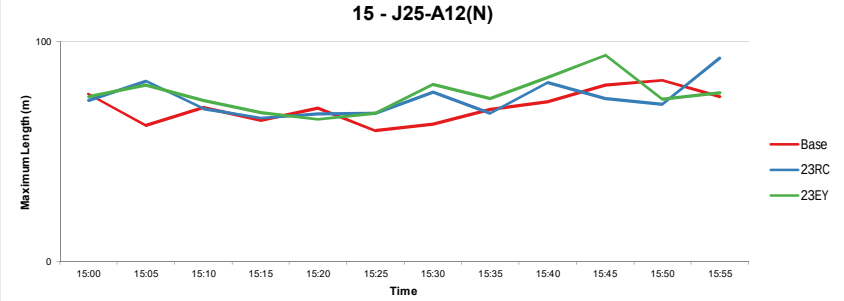


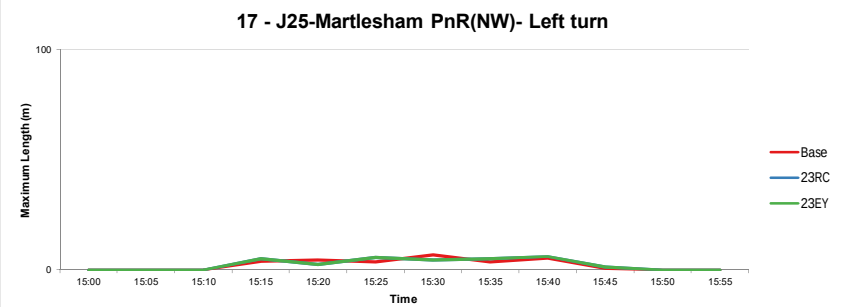


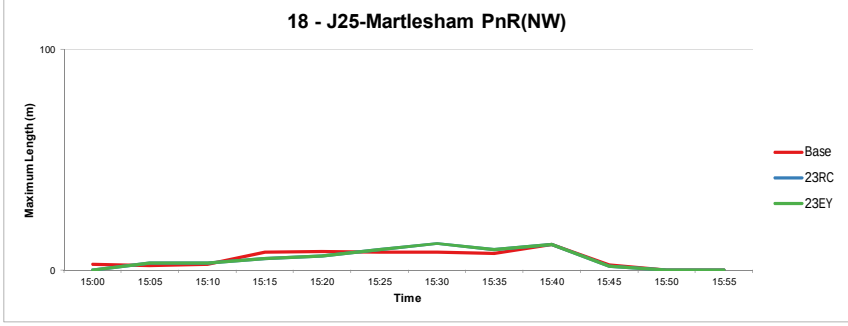


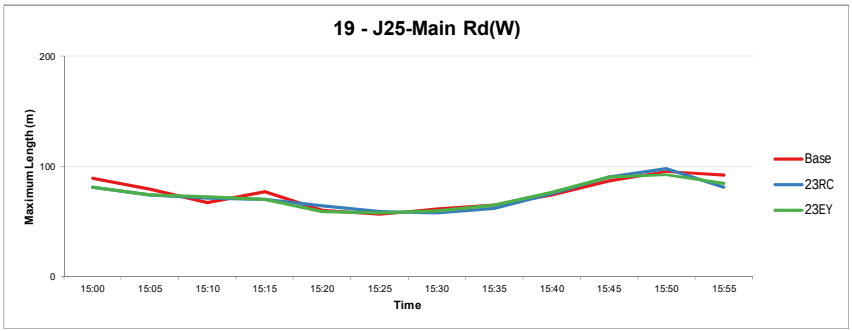
Queue Comparison Graphs
15:00-16:00

J25



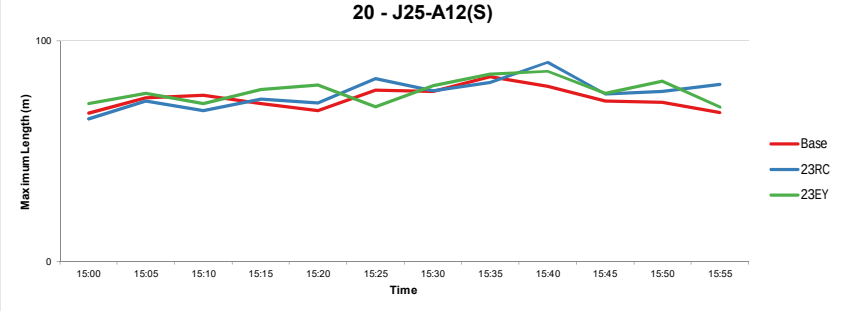


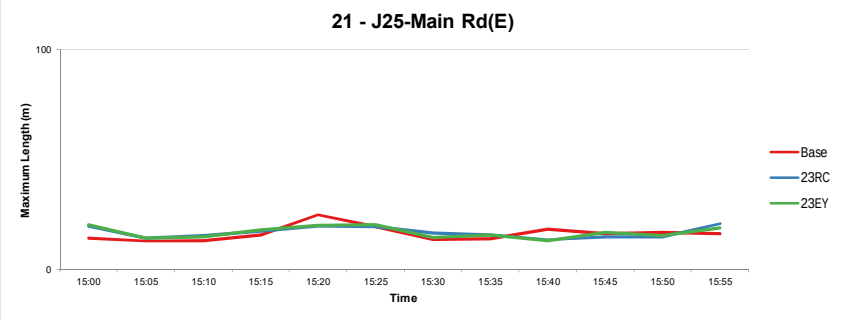




Queue Comparison Graphs
15:00-16:00

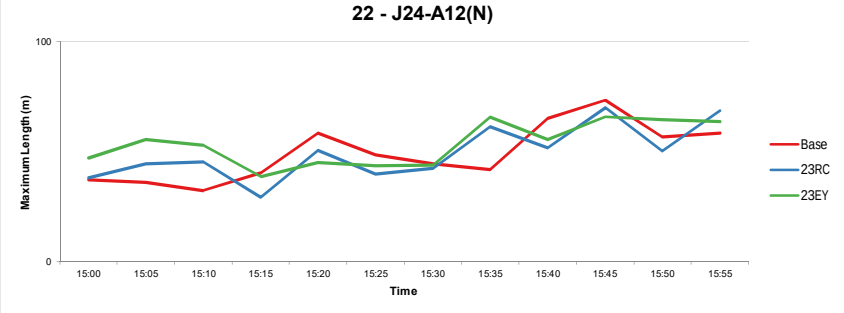
J25

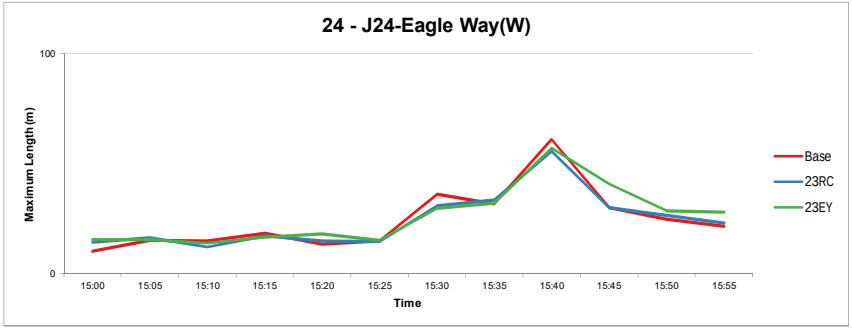


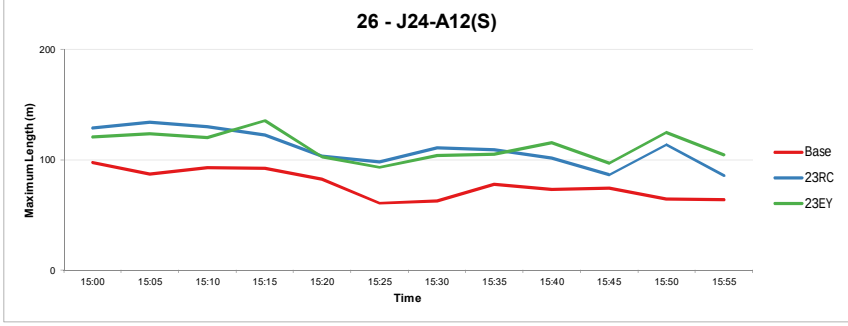


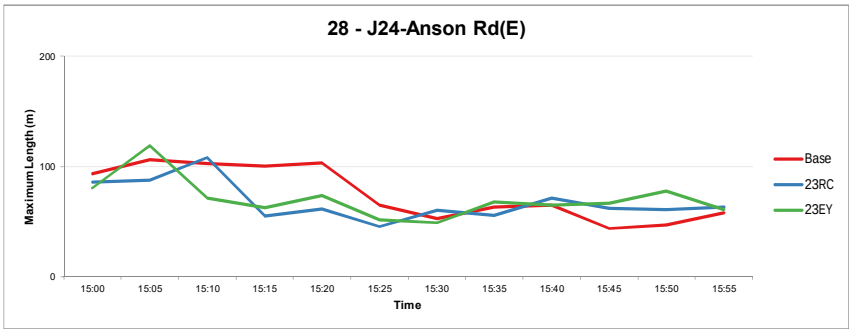
Queue Comparison Graphs
15:00-16:00

J24



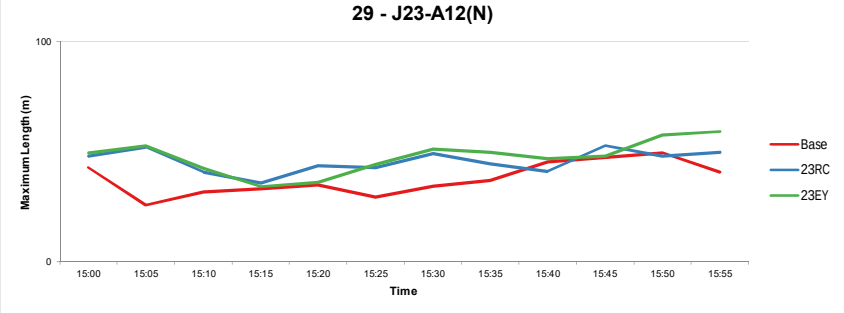


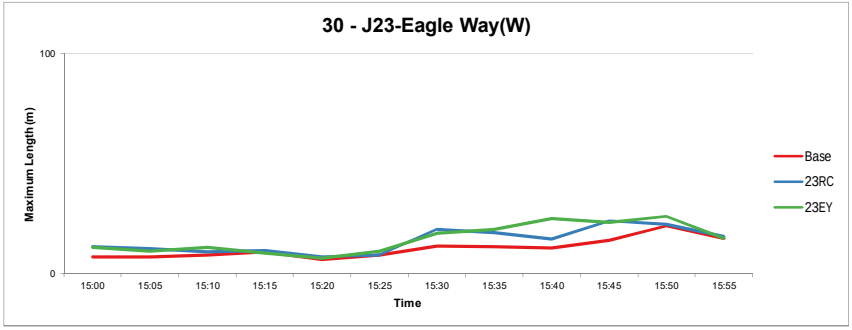


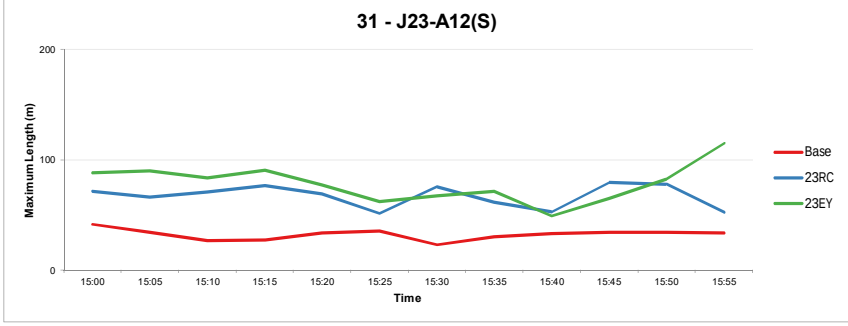


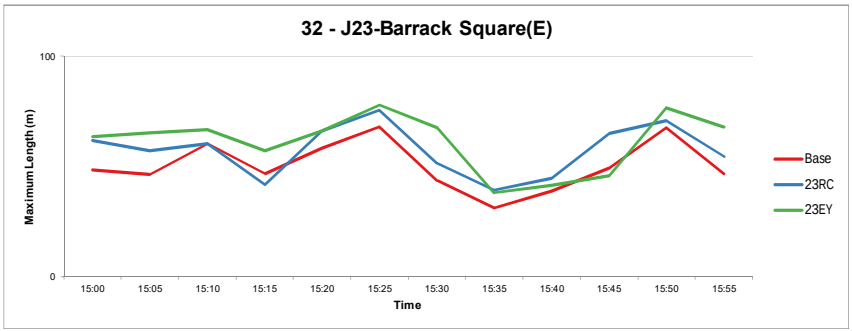
Queue Comparison Graphs
15:00-16:00

J23



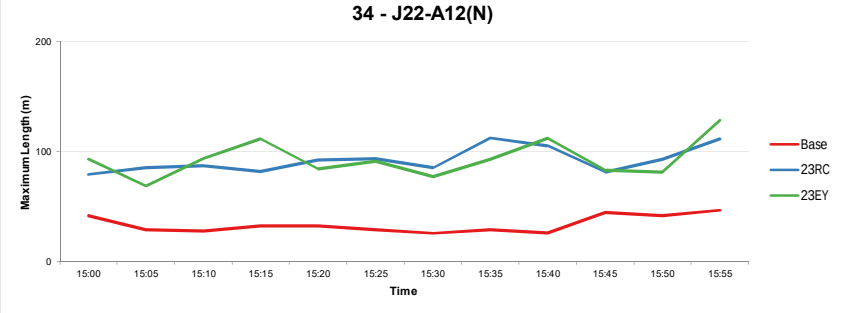


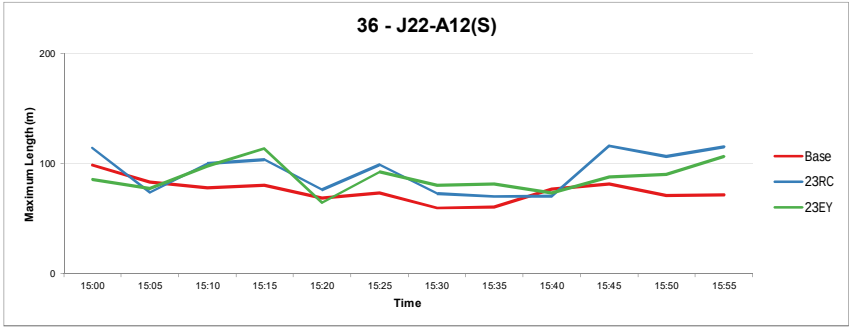


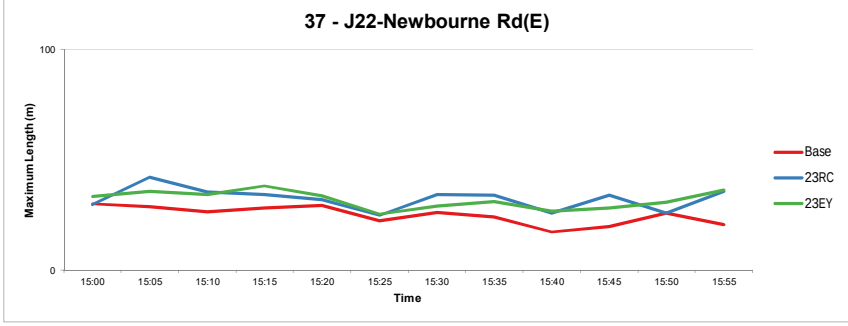


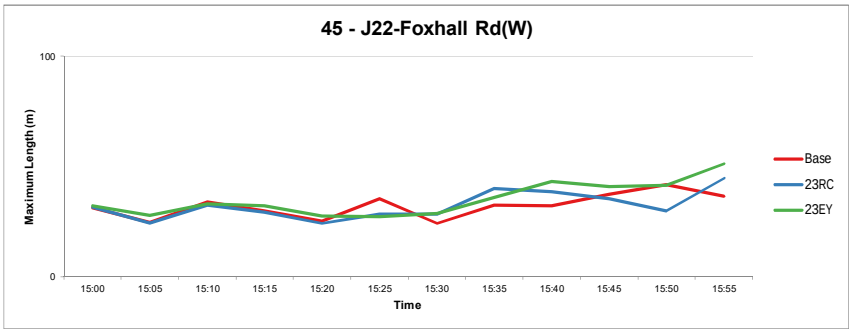
Queue Comparison Graphs
15:00-16:00

J22



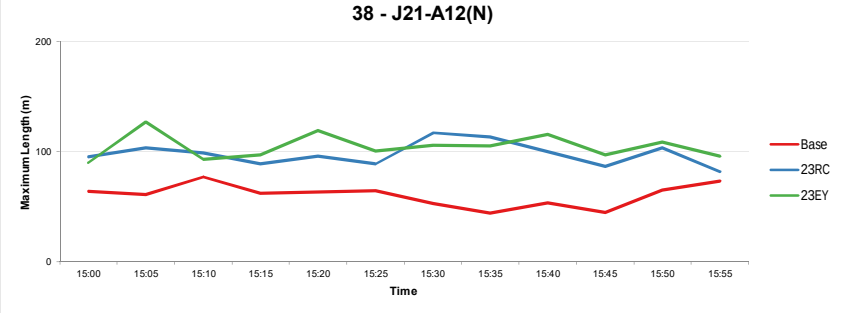


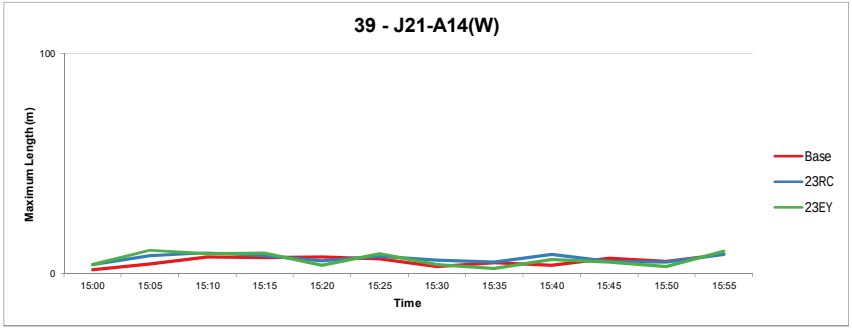


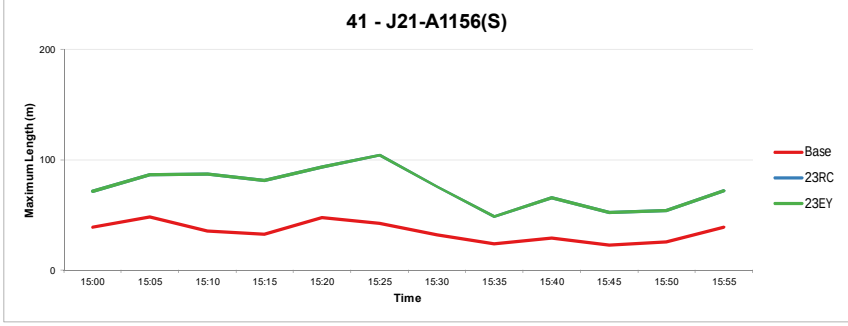


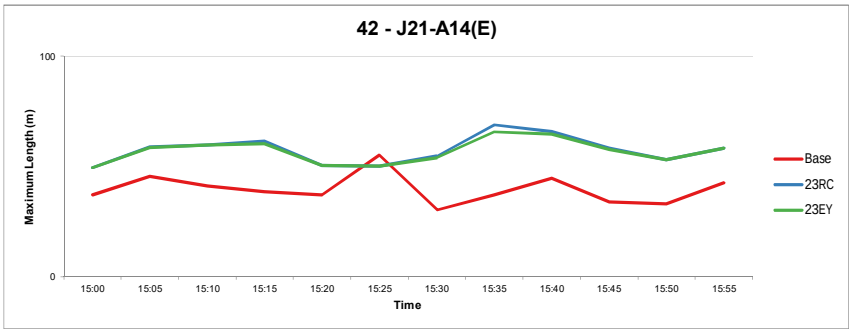
Queue Comparison Graphs
15:00-16:00

J21



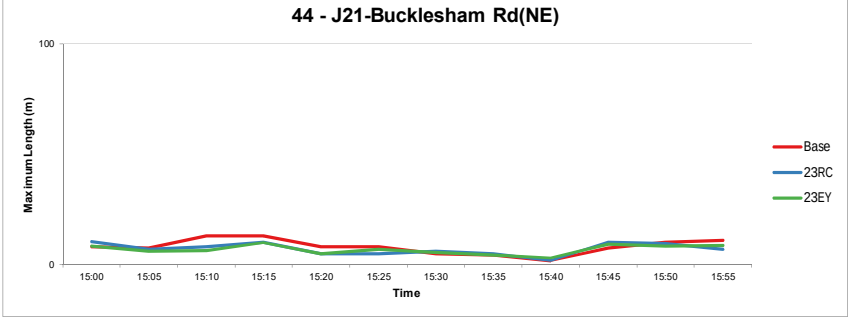






Queue Comparison Graphs
15:00-16:00

J21



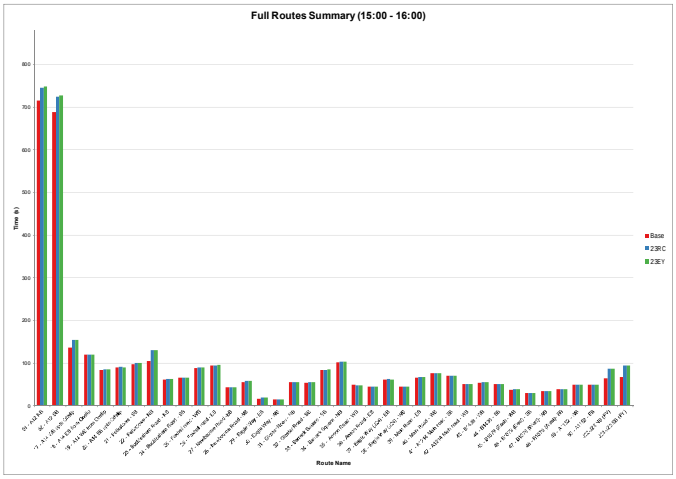
Queue Comparison
15:00-16:00
Maximum Length Summary
Maximum Length (m)

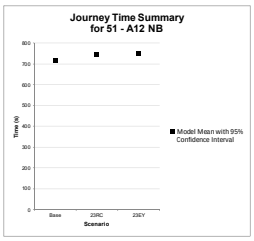
	Base	23RC	23EY
1 - J28-A12(N)	50.7	53.9	55.9
2 - J28-A12(S)	55.1	60.0	52.7
3 - J28-A1152(E)	45.6	47.8	57.2
6 - J27-A12(N)	61.5	84.4	75.2
7 - J27-B1079(W)	29.8	28.1	30.6
8 - J27-A12(S)	55.2	55.8	60.7
9 - J27-B1079(E)	33.5	38.3	39.4
11 - J26-A12(N)	28.7	27.6	35.7
12 - J26-A12(S)-Right turn	11.7	15.3	11.1
13 - J26-A12(S)	101.7	122.5	100.9
14 - J26-B1438(E)	25.4	24.6	28.8
15 - J25-A12(N)	82.3	92.5	93.8
17 - J25-Martlesham PnR(NW)- Left turn	6.8	6.1	6.1
18 - J25-Martlesham PnR(NW)	11.6	12.0	12.0
19 - J25-Main Rd(W)	95.5	98.0	92.4
20 - J25-A12(S)	83.8	90.4	86.4
21 - J25-Main Rd(E)	24.9	20.9	20.4
22 - J24-A12(N)	73.4	70.0	65.9
24 - J24-Eagle Way(W)	61.0	55.6	57.0
26 - J24-A12(S)	97.4	134.0	135.4
28 - J24-Anson Rd(E)	106.2	108.0	118.9
29 - J23-A12(N)	49.5	52.7	59.1
30 - J23-Eagle Way(W)	21.7	24.0	26.0
31 - J23-A12(S)	41.3	79.4	114.8
32 - J23-Barrack Square(E)	67.9	75.4	77.8
34 - J22-A12(N)	46.9	112.3	128.5
36 - J22-A12(S)	98.8	116.3	113.7
37 - J22-Newbourne Rd(E)	29.9	42.0	38.2
45 - J22-Foxhall Rd(W)	41.8	44.6	51.3
38 - J21-A12(N)	77.2	117.1	126.8
39 - J21-A14(W)	8.9	9.6	10.8
41 - J21-A1156(S)	48.0	104.1	104.1
42 - J21-A14(E)	55.2	68.8	65.7
44 - J21-Bucklesham Rd(NE)	13.0	10.3	10.0

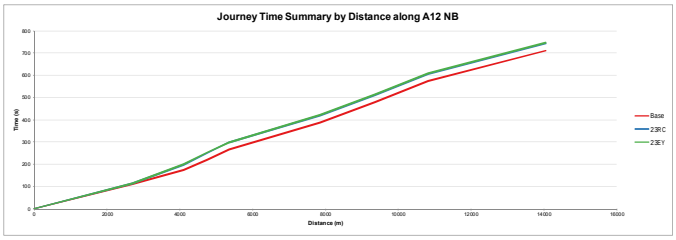
Queue Comparison
15:00-16:00
Average Length Summary
Maximum Length (m)

	Base	23RC	23EY
1 - J28-A12(N)	35.7	42.1	43.5
2 - J28-A12(S)	37.1	37.3	38.4
3 - J28-A1152(E)	32.1	31.6	36.8
6 - J27-A12(N)	51.5	53.3	51.3
7 - J27-B1079(W)	21.6	20.0	20.7
8 - J27-A12(S)	44.6	45.1	46.8
9 - J27-B1079(E)	23.1	23.5	25.5
11 - J26-A12(N)	23.3	23.2	24.7
12 - J26-A12(S)-Right turn	6.8	8.2	6.4
13 - J26-A12(S)	66.8	79.2	74.2
14 - J26-B1438(E)	20.5	20.7	22.2
15 - J25-A12(N)	70.2	74.0	75.8
17 - J25-Martlesham PnR(NW)- Left turn	2.4	2.5	2.5
18 - J25-Martlesham PnR(NW)	5.1	5.1	5.1
19 - J25-Main Rd(W)	75.5	73.7	73.6
20 - J25-A12(S)	74.0	76.4	77.2
21 - J25-Main Rd(E)	16.4	17.0	16.9
22 - J24-A12(N)	49.4	49.4	53.5
24 - J24-Eagle Way(W)	24.4	24.2	25.9
26 - J24-A12(S)	77.3	110.3	112.1
28 - J24-Anson Rd(E)	75.0	68.0	70.5
29 - J23-A12(N)	37.7	45.7	47.6
30 - J23-Eagle Way(W)	11.5	14.9	15.9
31 - J23-A12(S)	32.2	67.0	78.4
32 - J23-Barrack Square(E)	50.4	57.3	61.1
34 - J22-A12(N)	34.1	92.4	93.3
36 - J22-A12(S)	75.3	93.2	87.7
37 - J22-Newbourne Rd(E)	24.8	32.3	31.8
45 - J22-Foxhall Rd(W)	32.1	32.3	35.1
38 - J21-A12(N)	60.5	97.8	104.6
39 - J21-A14(W)	5.8	7.0	6.6
41 - J21-A1156(S)	34.6	74.2	74.2
42 - J21-A14(E)	39.7	57.4	56.9
44 - J21-Bucklesham Rd(NE)	8.1	7.1	6.8

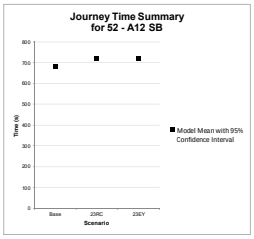
Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

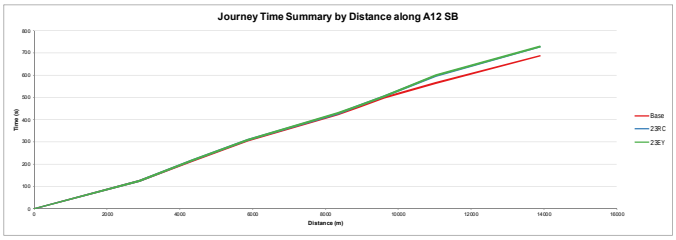


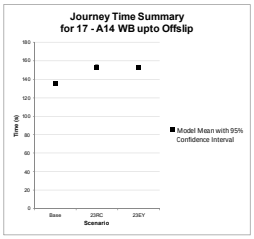


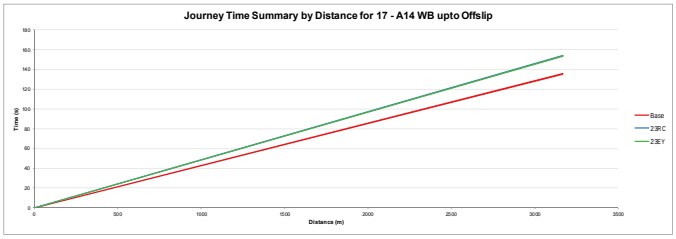


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

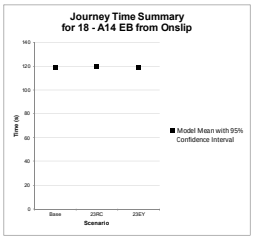


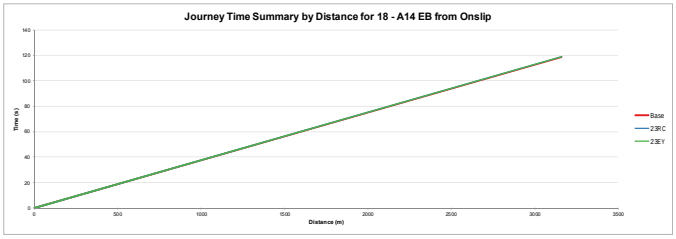


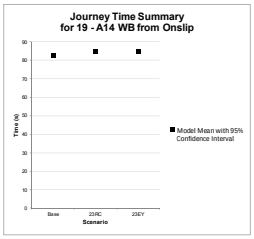


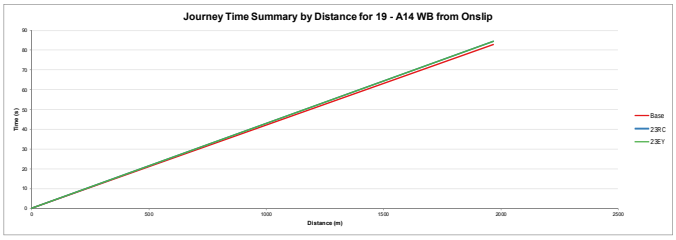


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

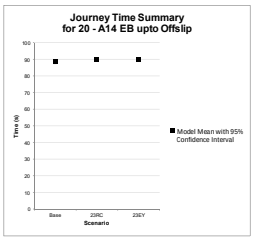


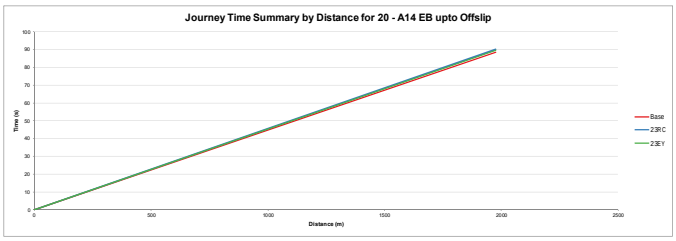


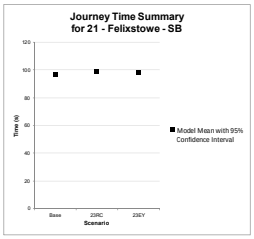


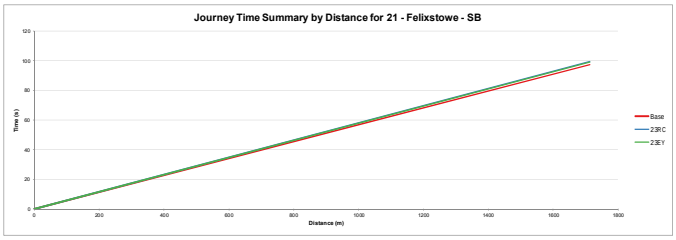


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

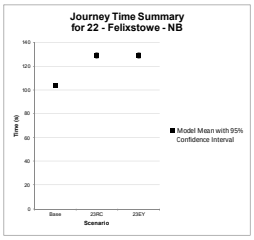


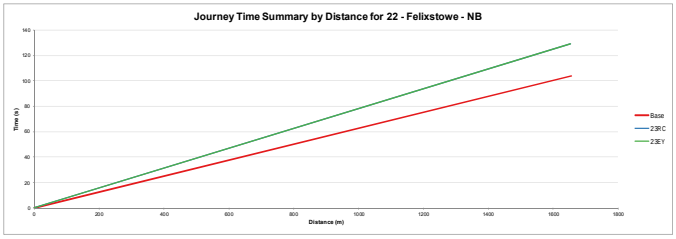


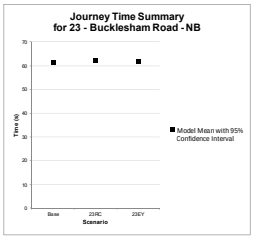


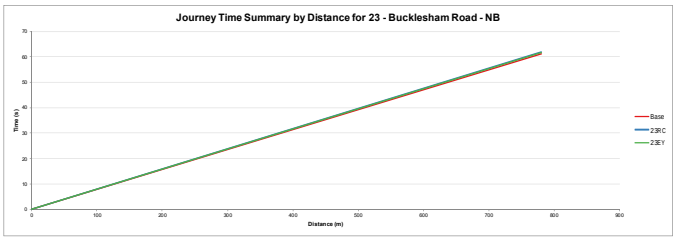


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

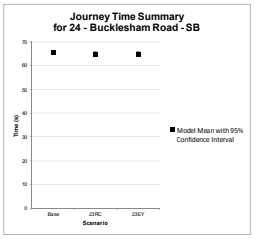


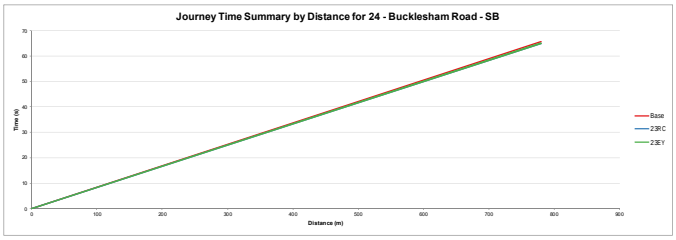


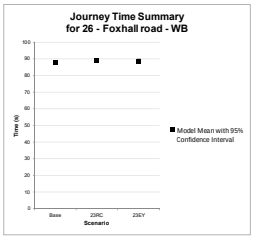


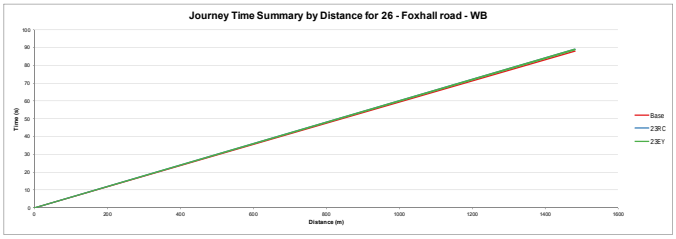


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

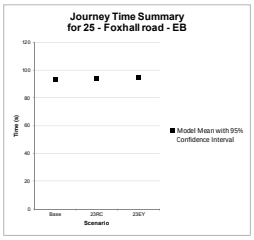


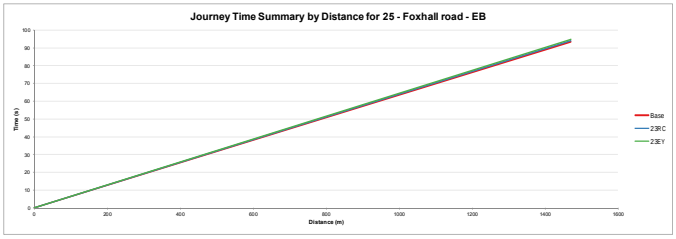


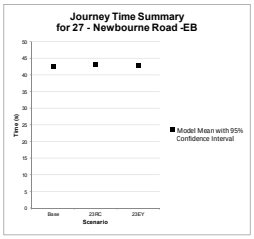


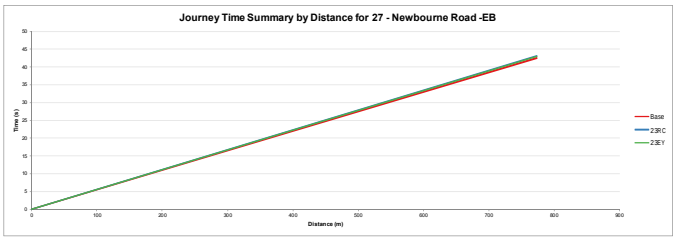


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

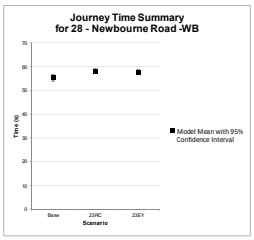


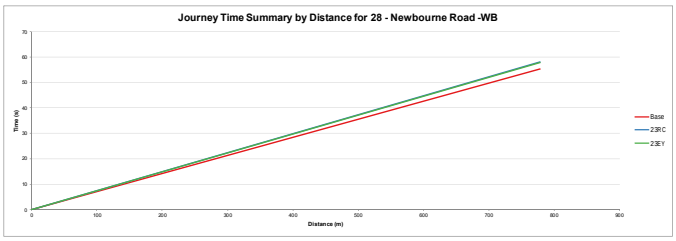


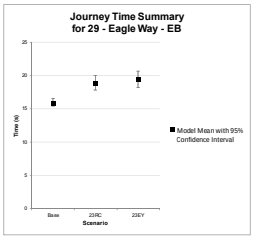


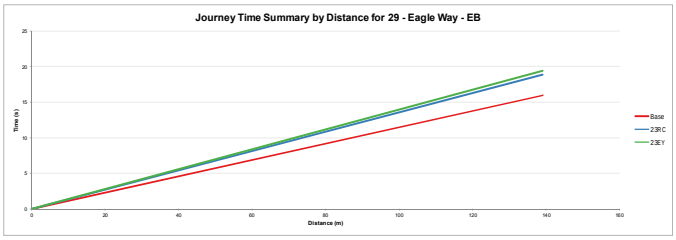


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

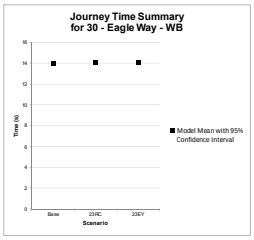


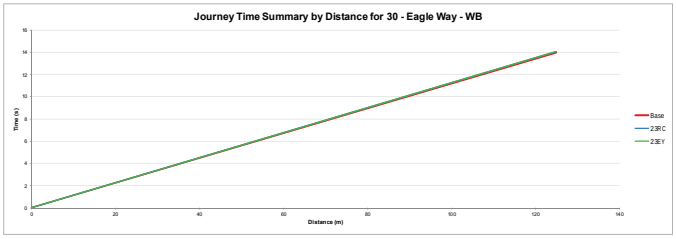


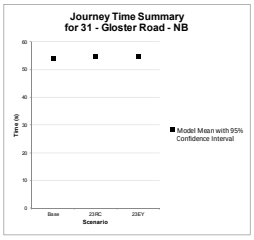


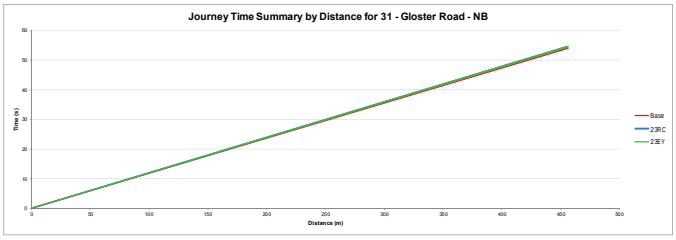


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

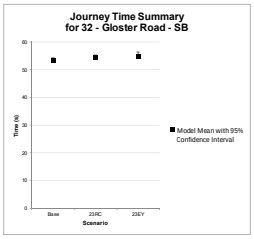




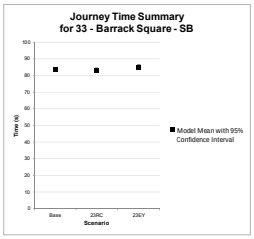


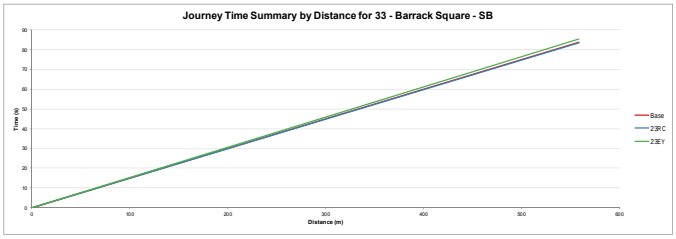


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

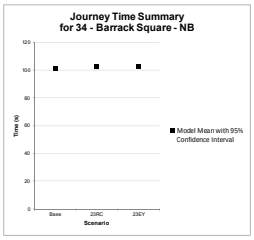


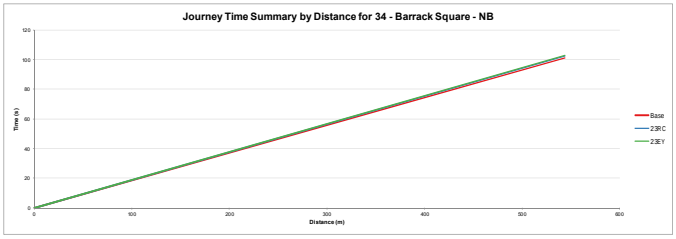


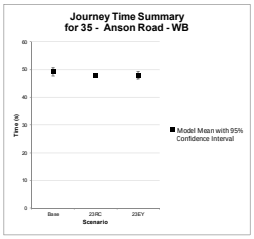


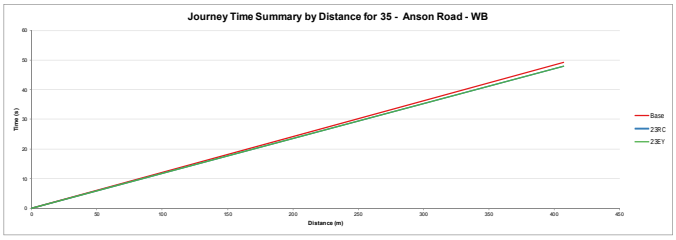


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

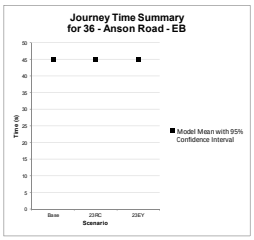


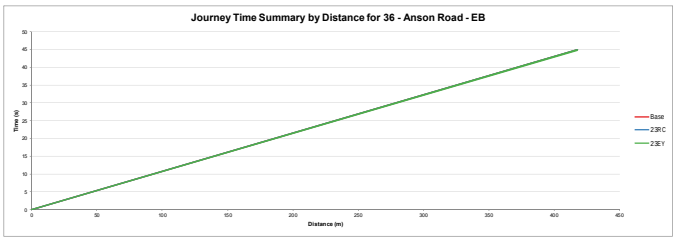


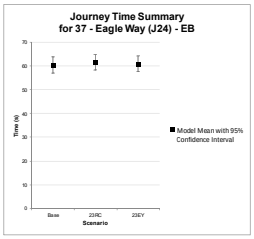


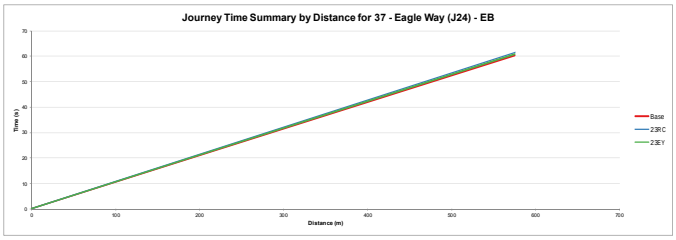


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

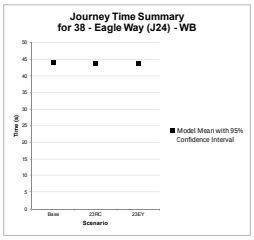


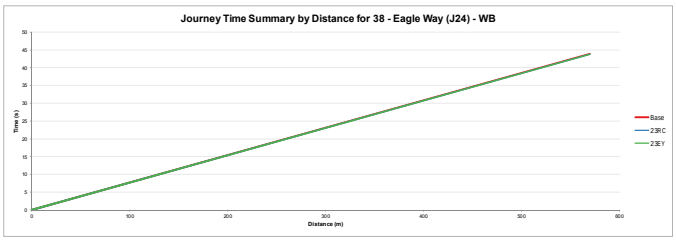


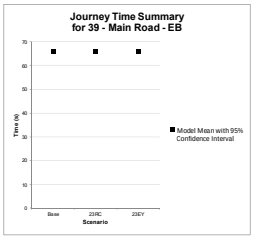


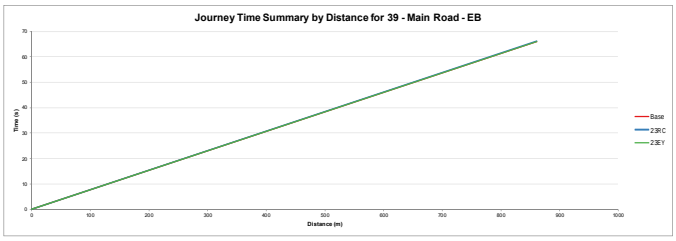


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

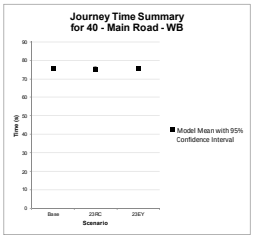


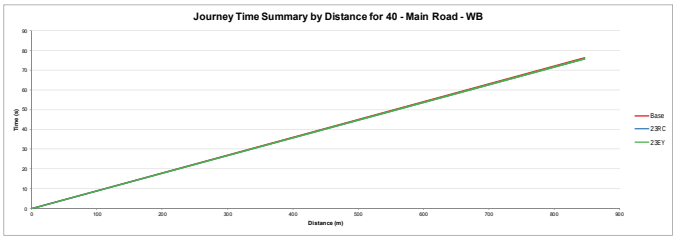


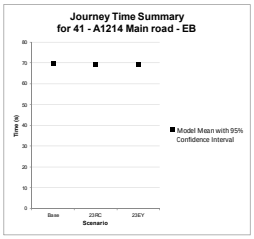


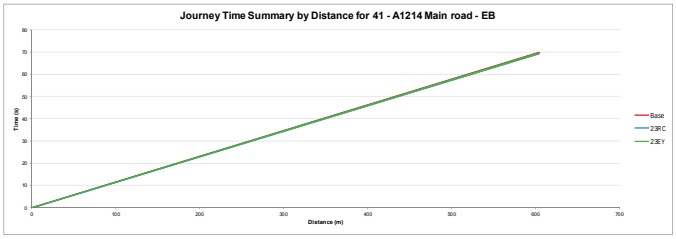


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

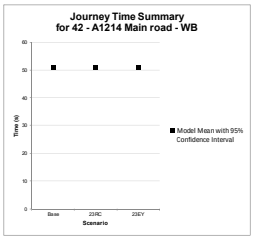


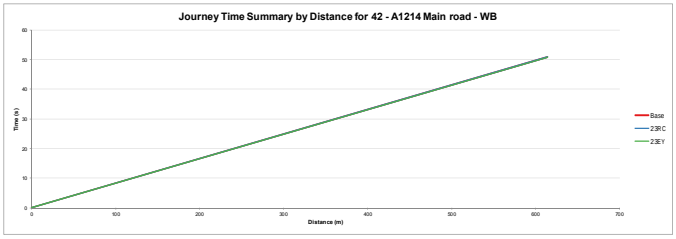


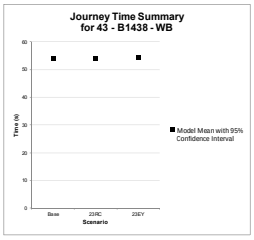


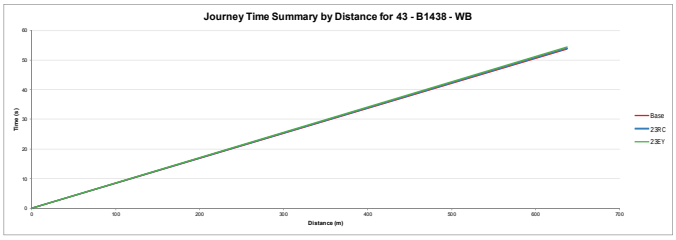


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

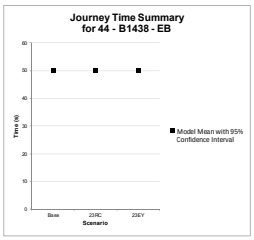


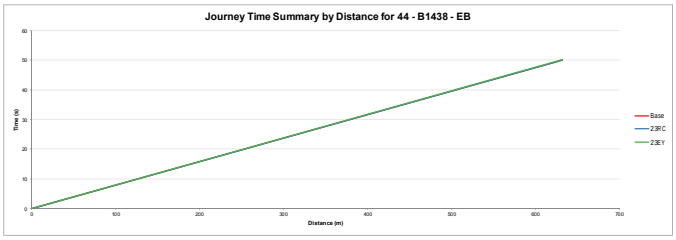


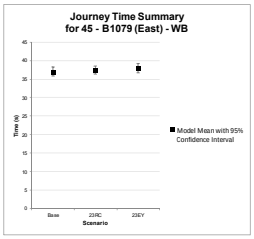


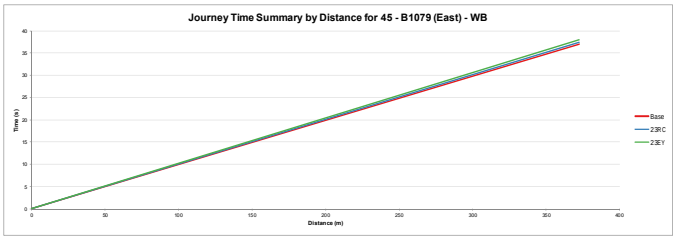


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

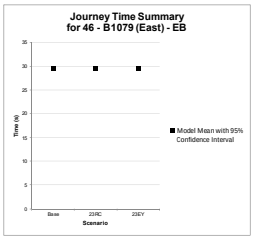


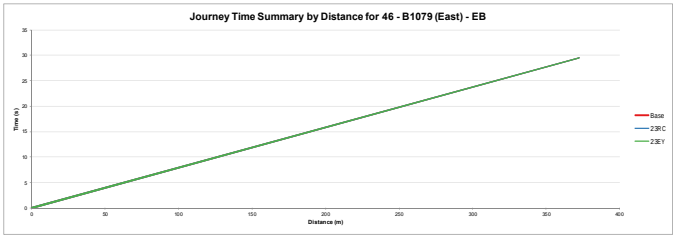


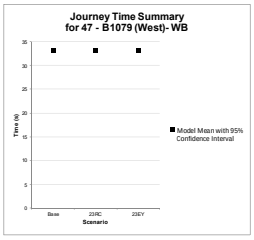


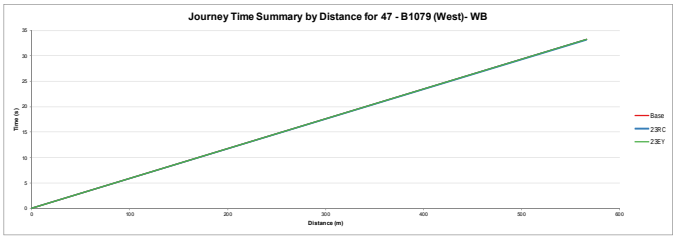


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

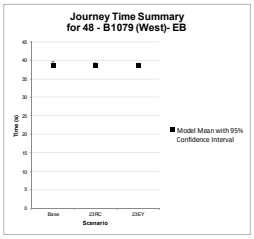


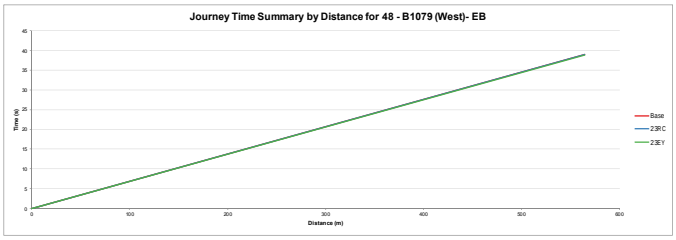


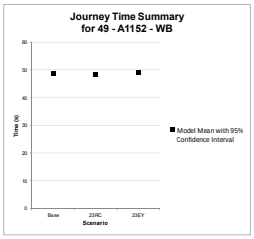


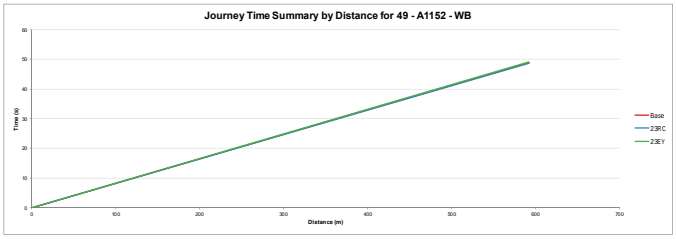


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

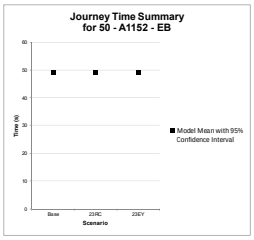


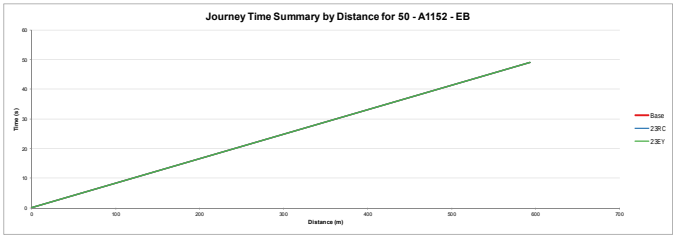


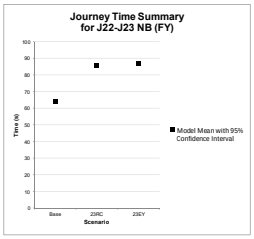


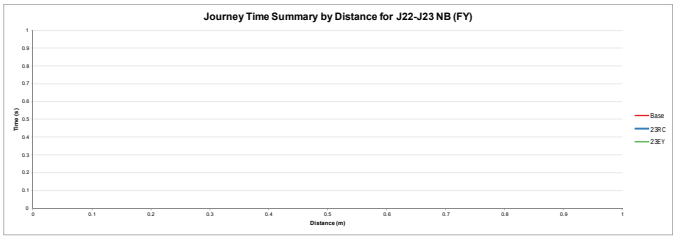


Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

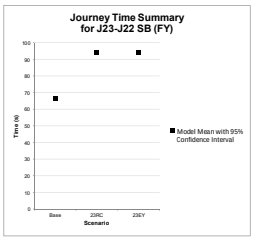


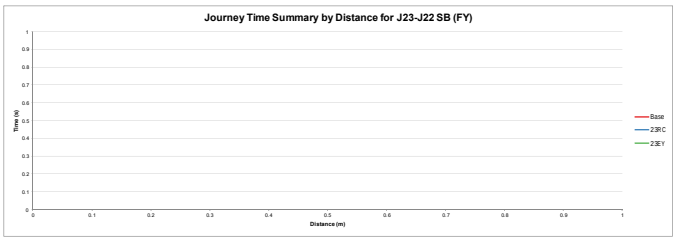




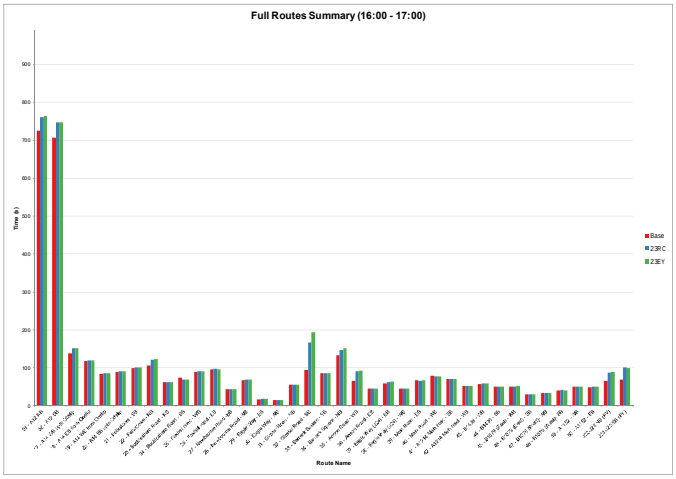


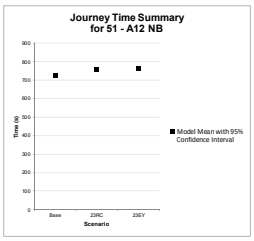
Journey Time Comparison Graphs
PM
15:00 - 16:00
Base + all 2023

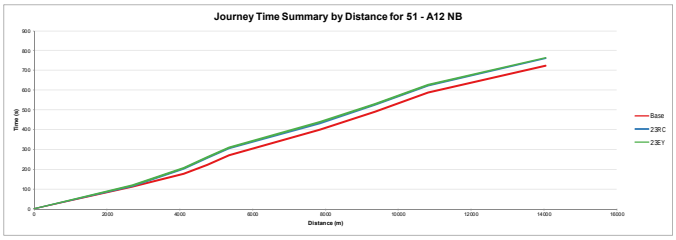




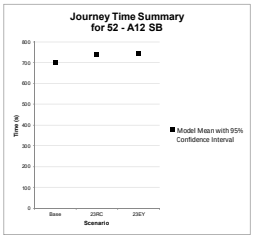
Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

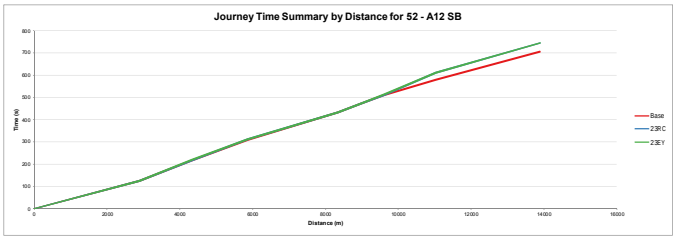


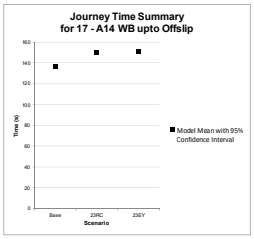


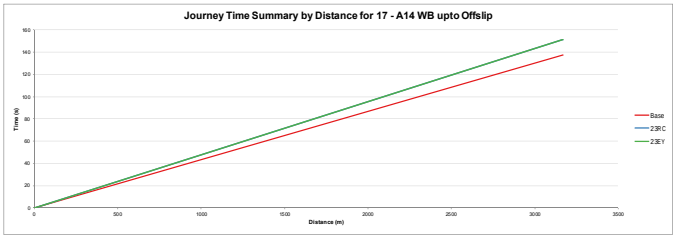


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

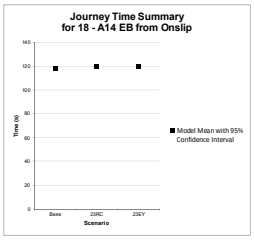


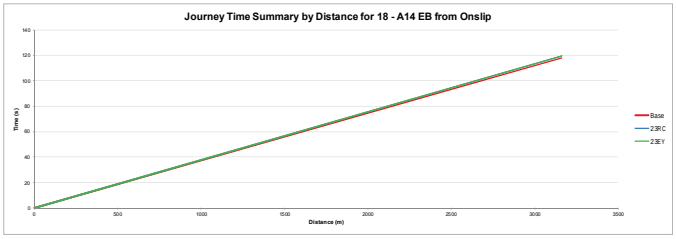


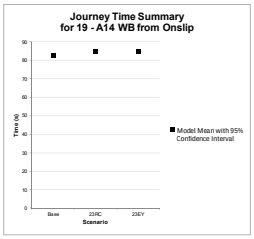


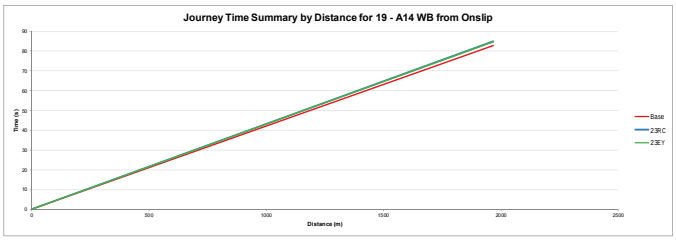


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

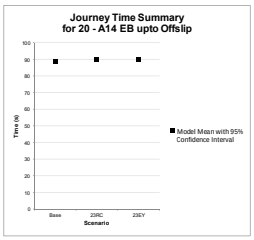


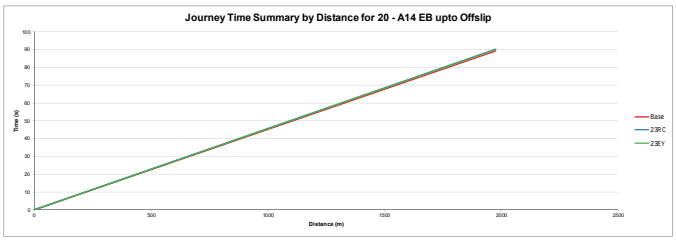


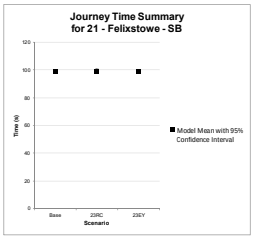


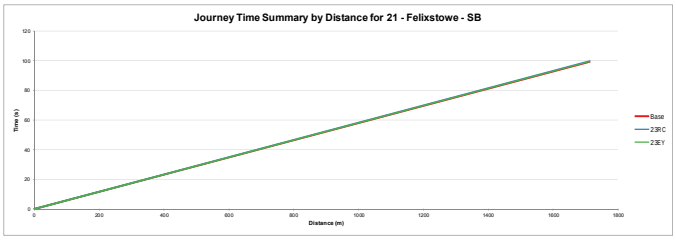


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

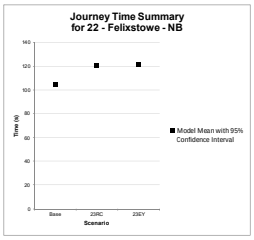


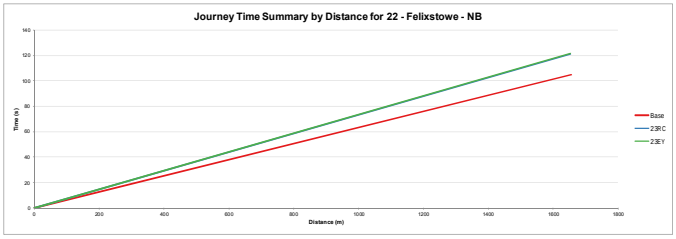


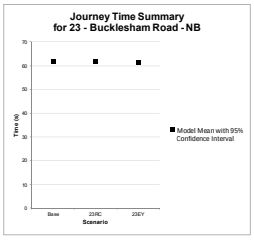


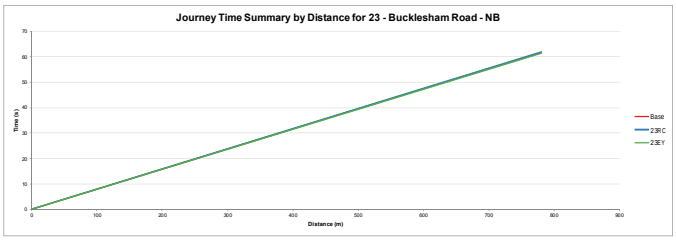


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

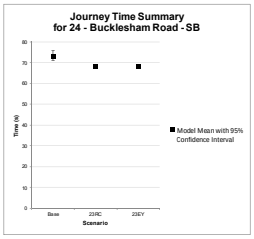


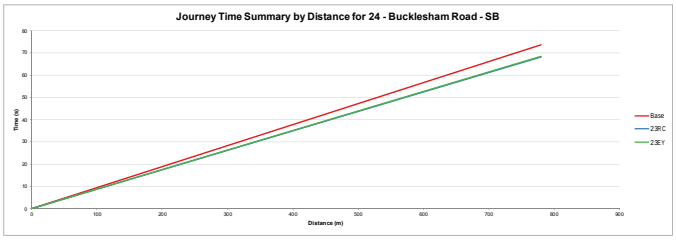


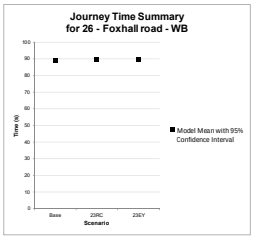


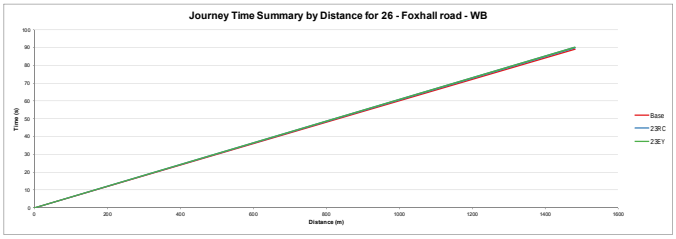


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

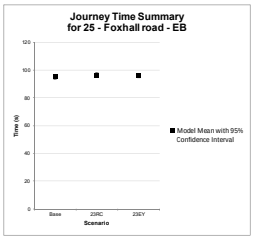


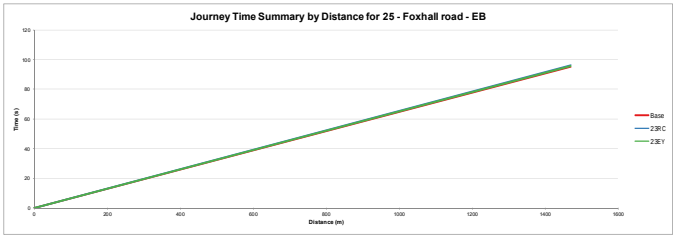


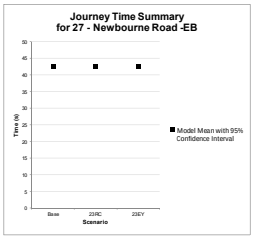


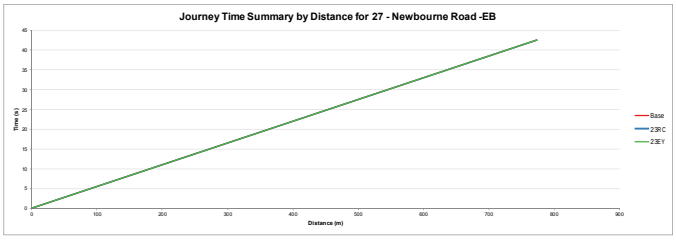


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

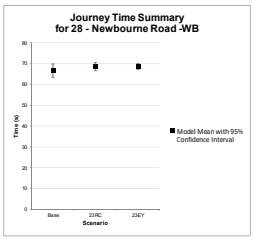


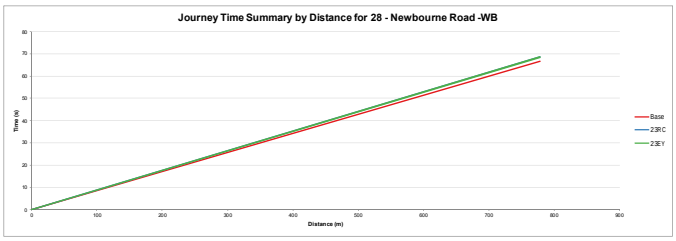


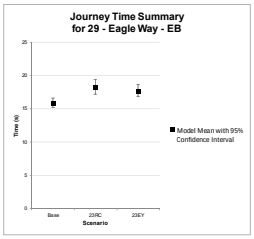


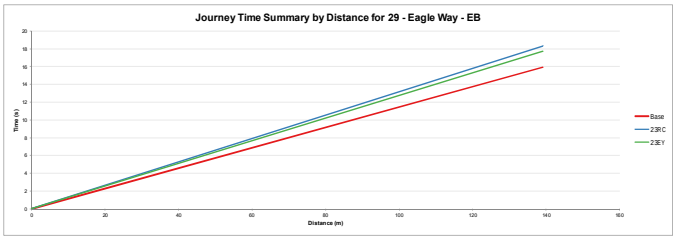


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

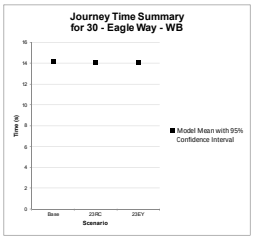


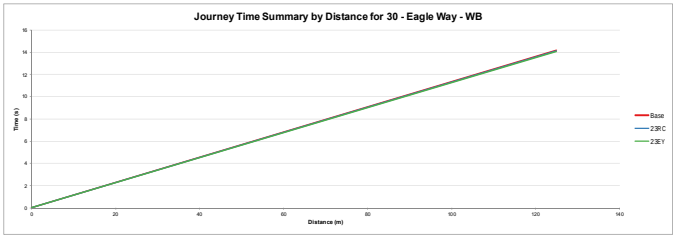


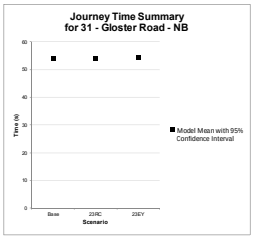


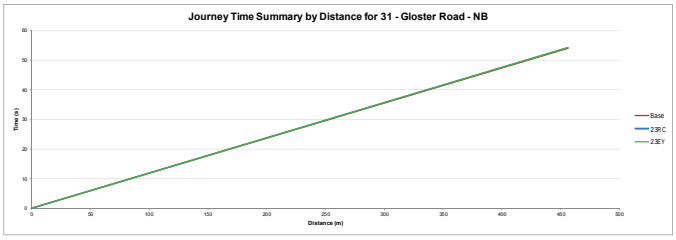


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

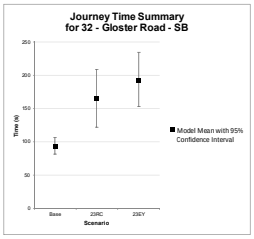


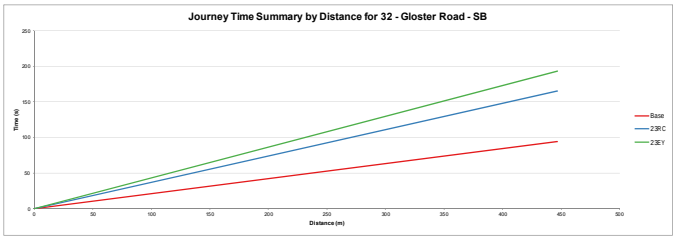


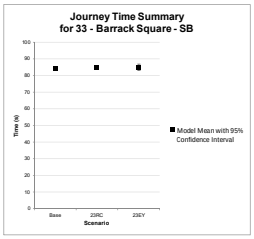


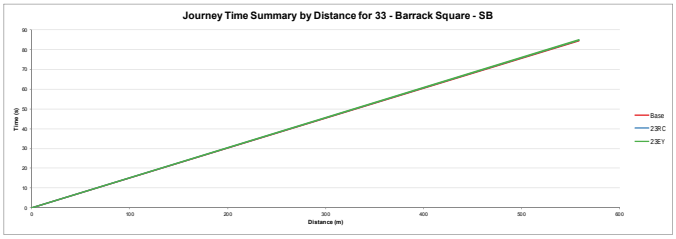


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

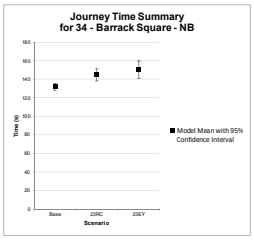


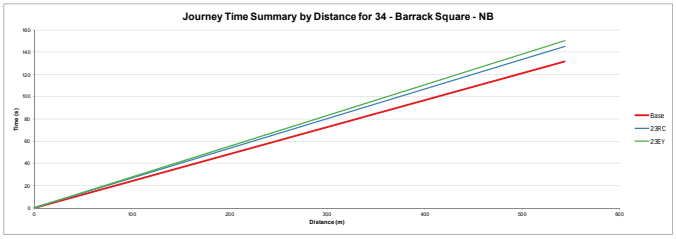


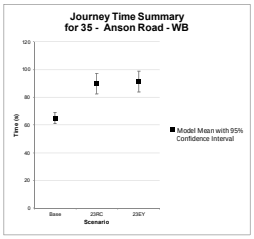


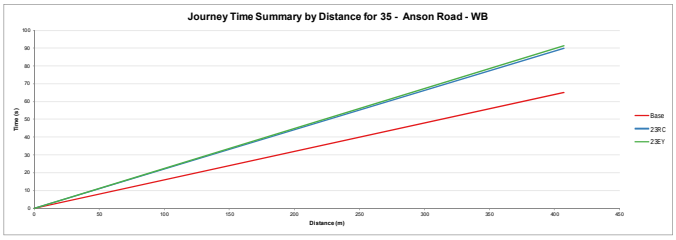


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

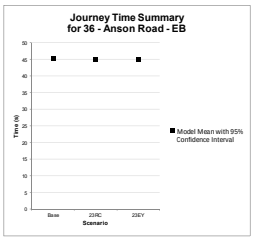


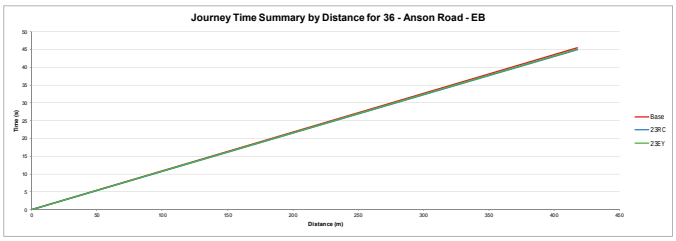


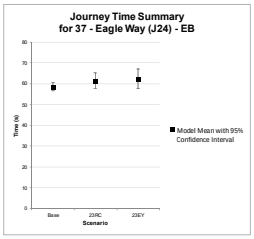


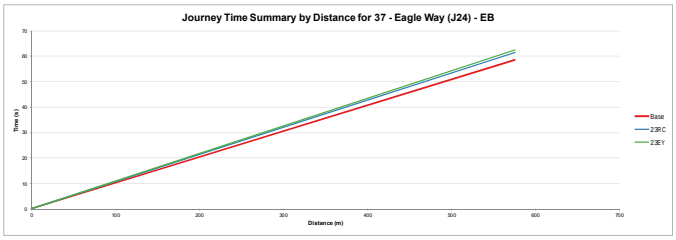


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

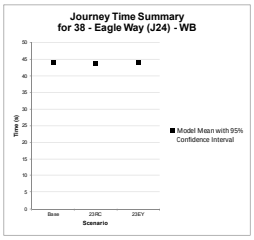


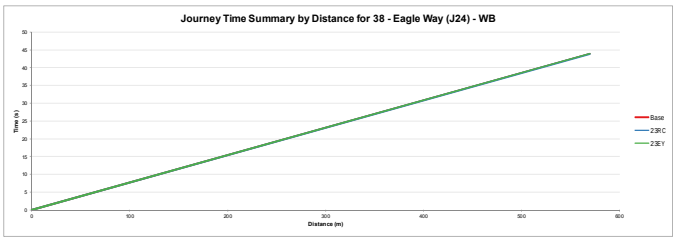


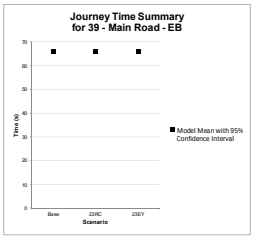


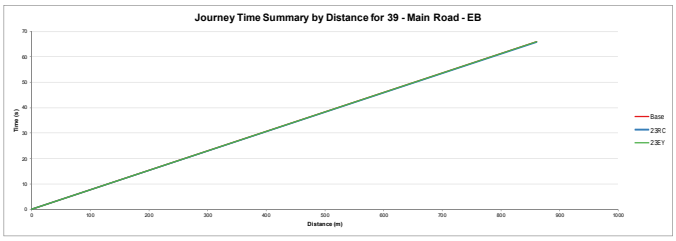


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

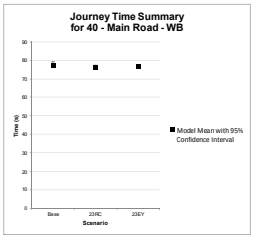


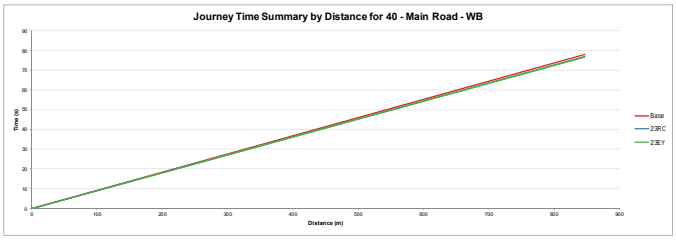


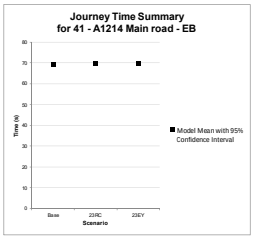


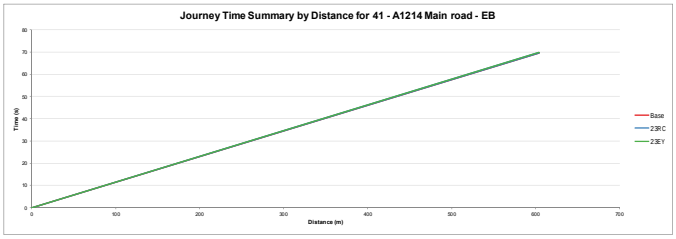


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

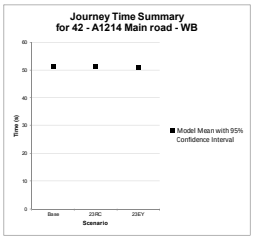


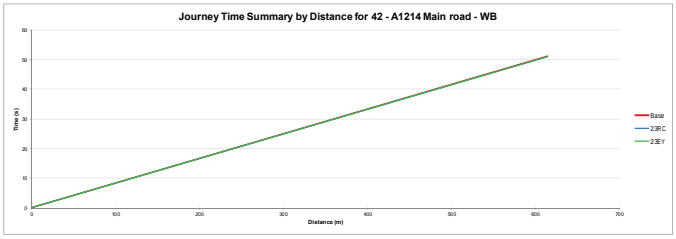


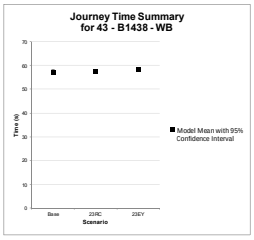


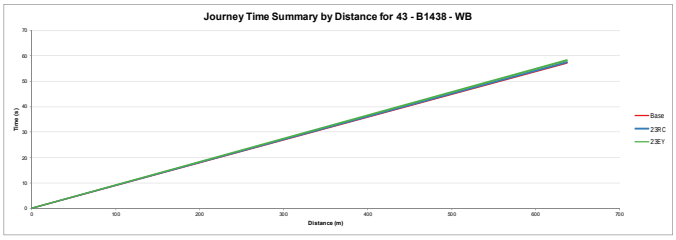


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

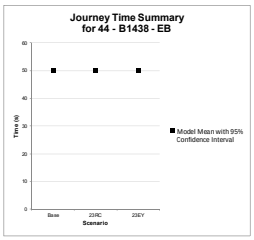


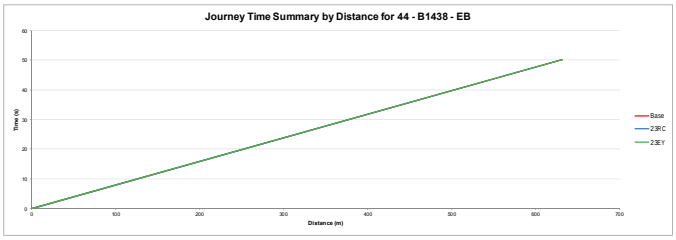


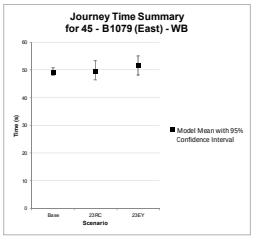


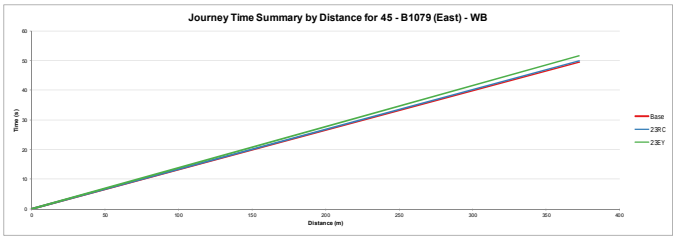


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

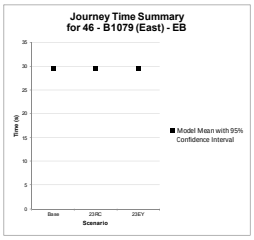


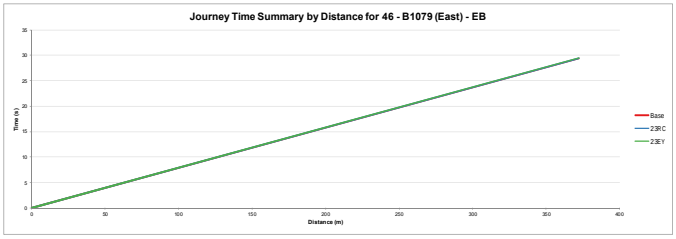


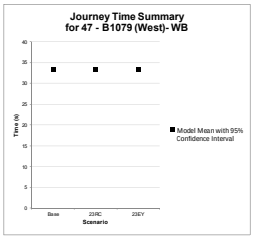


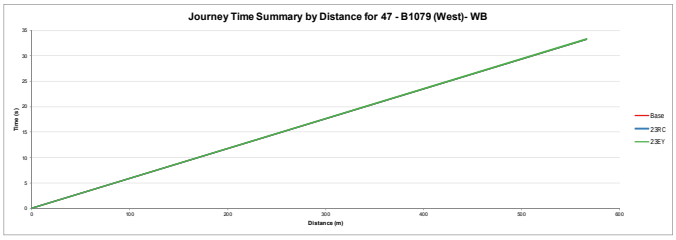


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

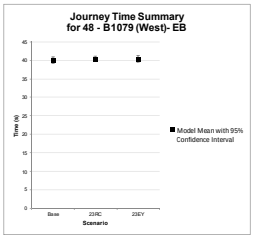


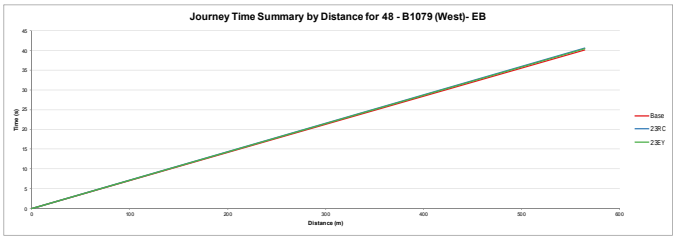


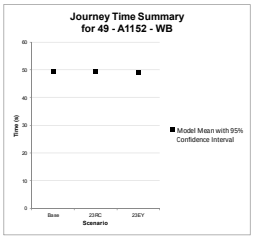


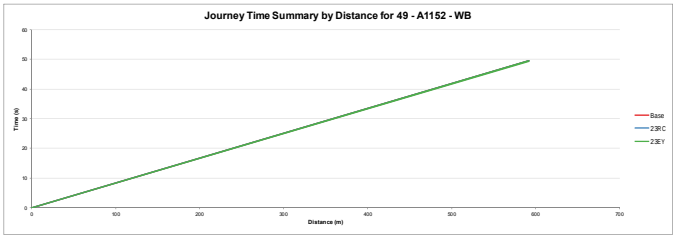


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

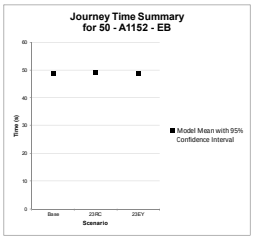


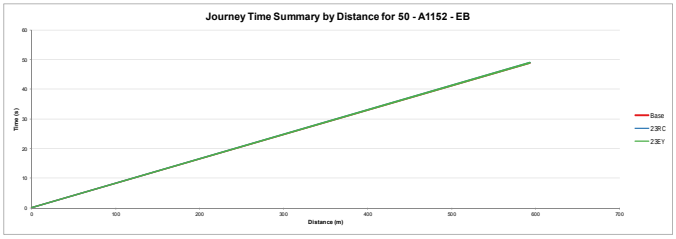


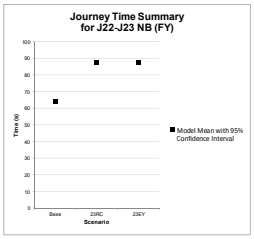


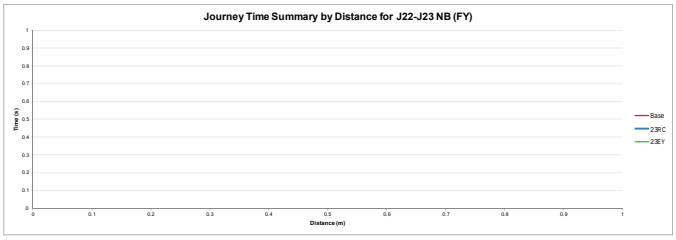


Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

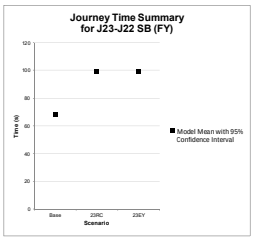


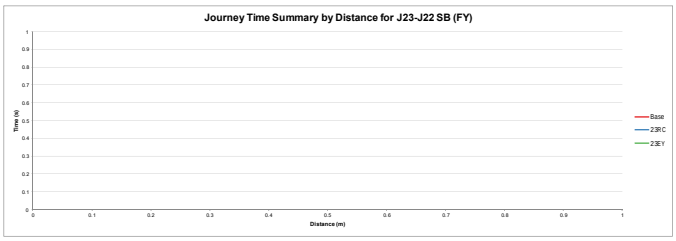




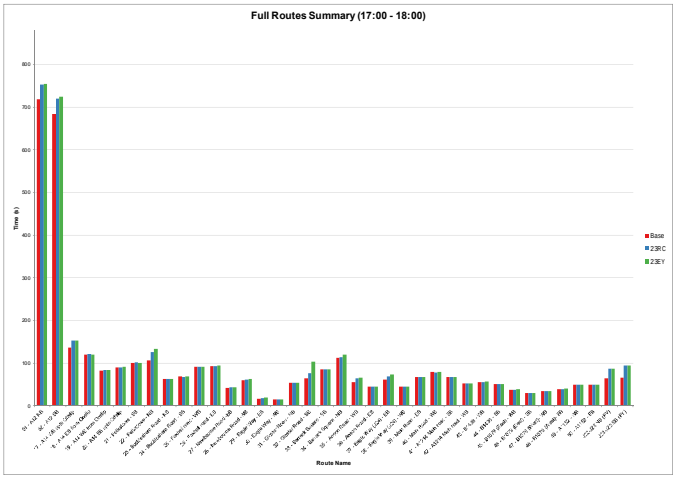


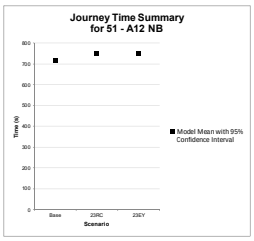
Journey Time Comparison Graphs
PM
16:00 - 17:00
Base + all 2023

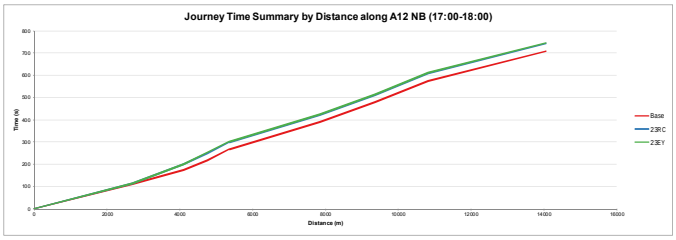




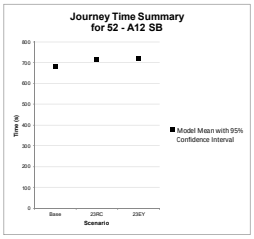
Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

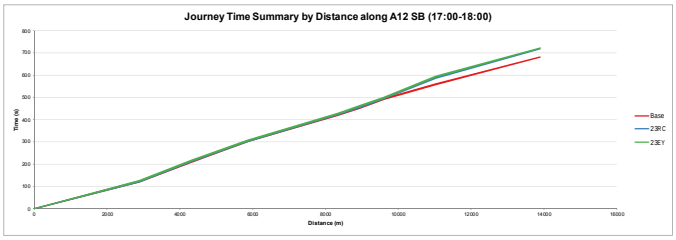


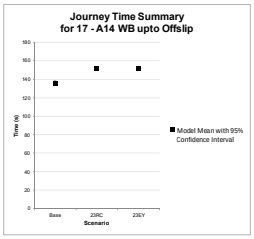


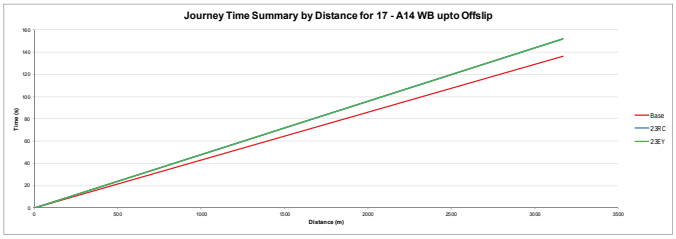


Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

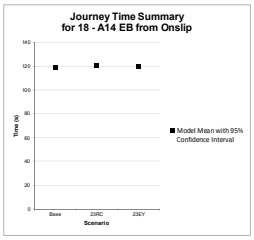


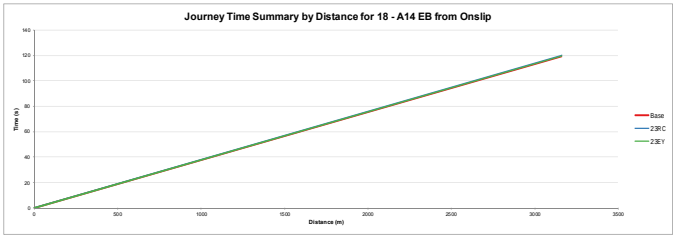


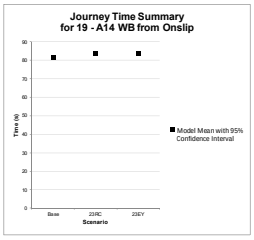


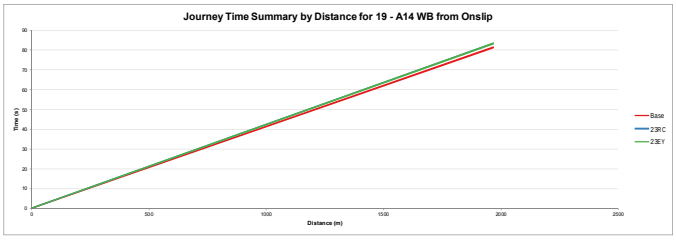


Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

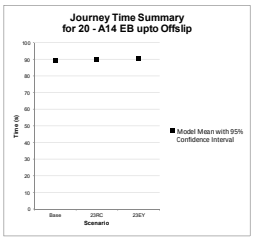


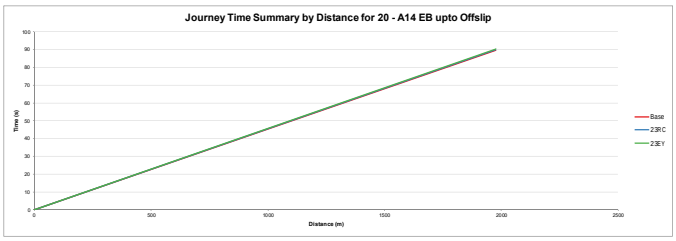


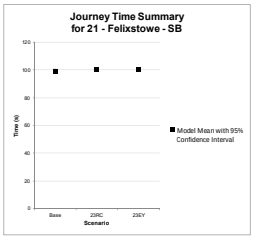


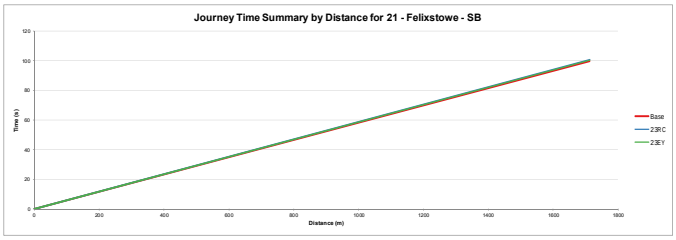


Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

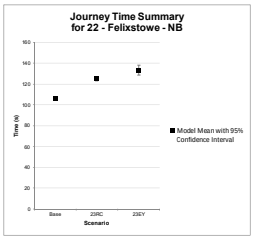


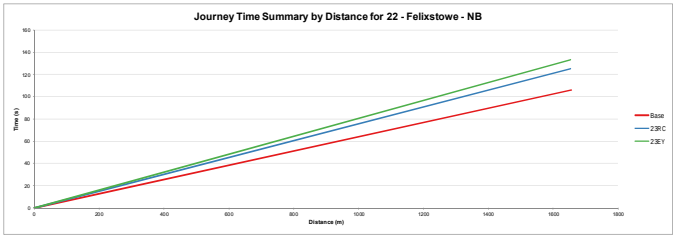


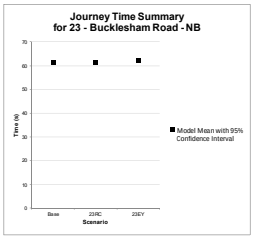


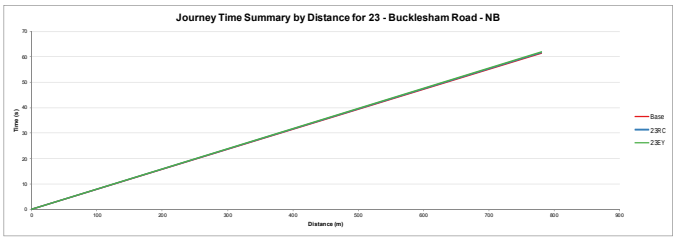


Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

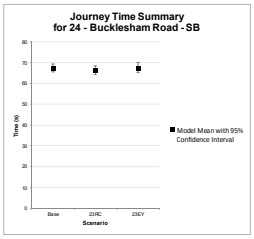


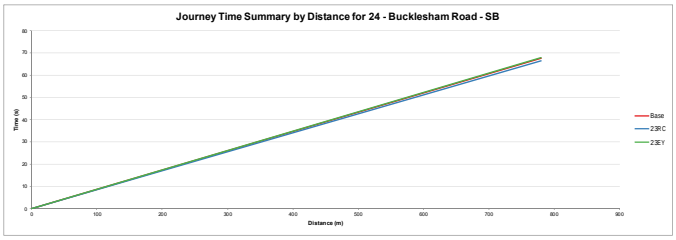


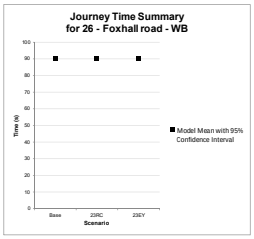


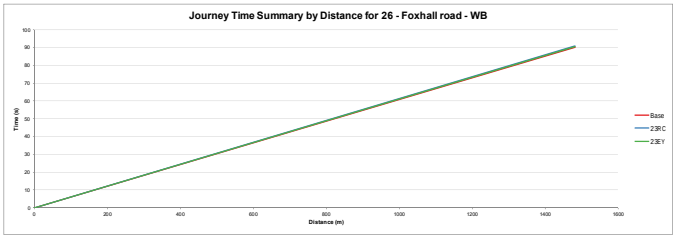


Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

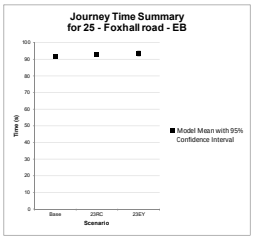


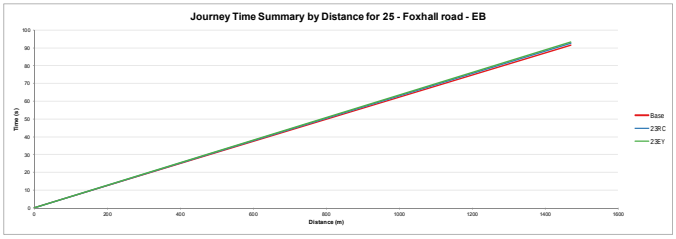


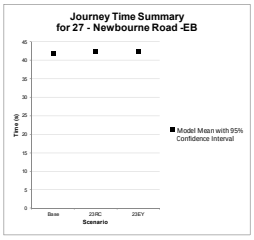


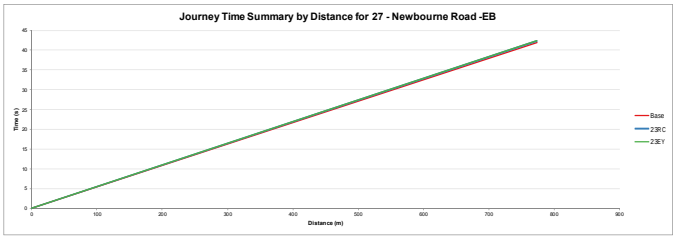


Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

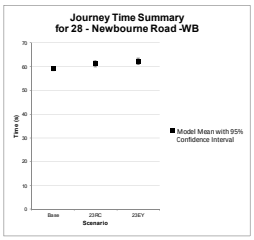


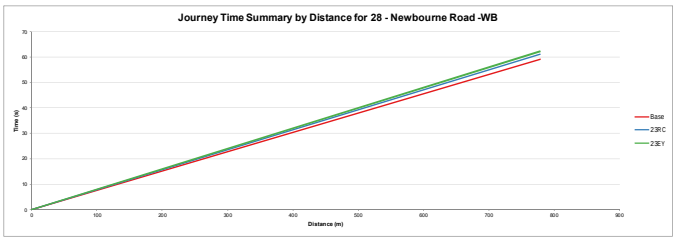


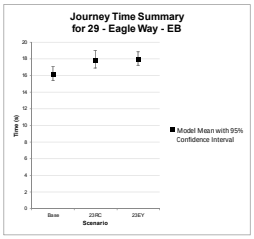


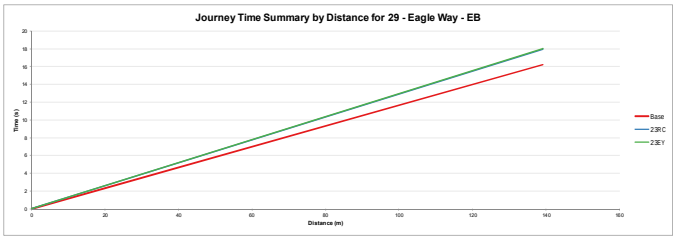


Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

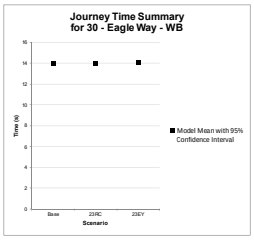


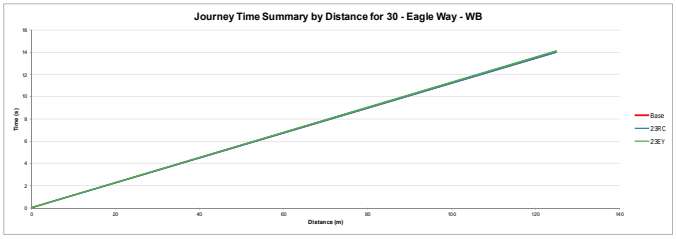


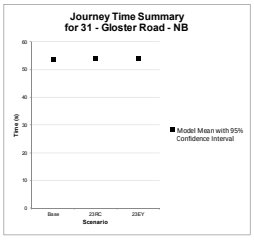


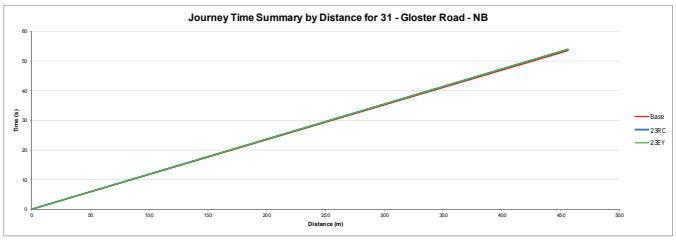


Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

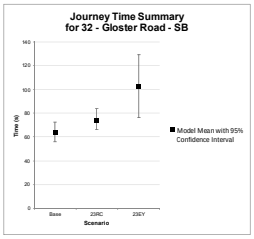


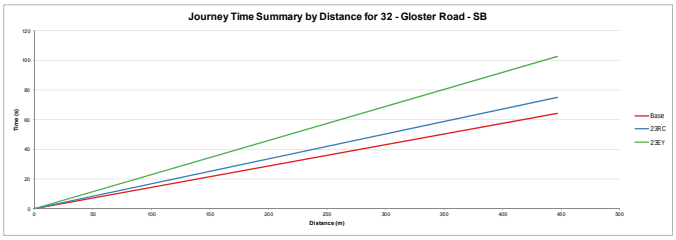


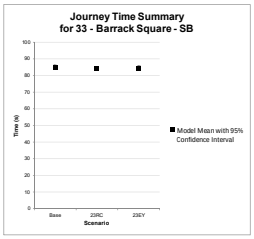


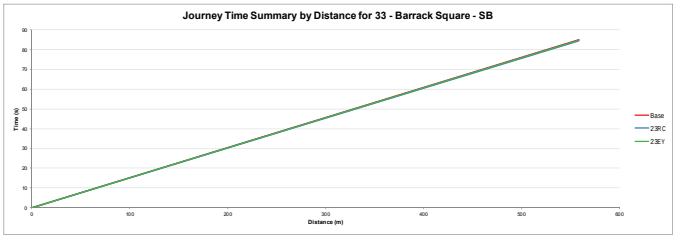


Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

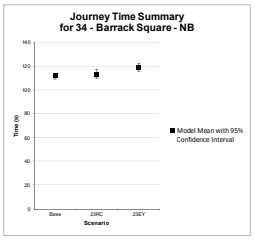


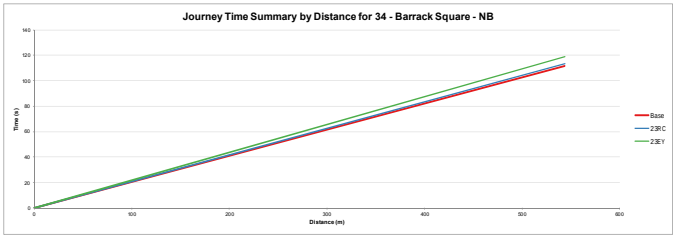


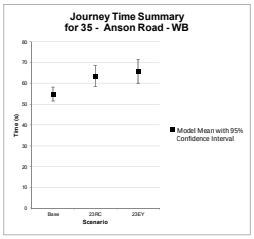




Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

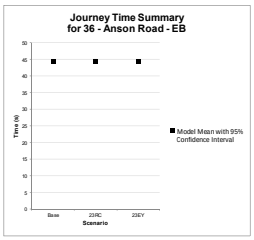


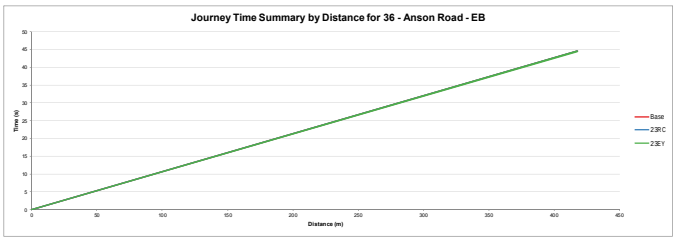


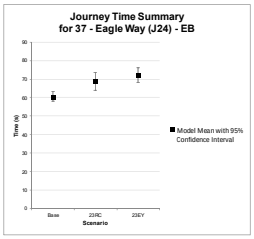


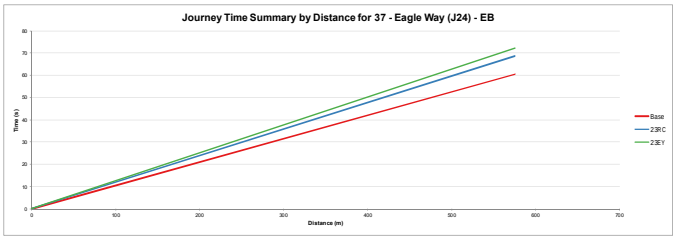


Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

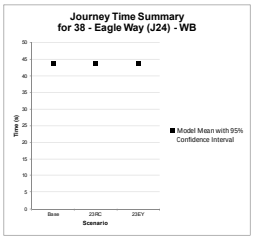


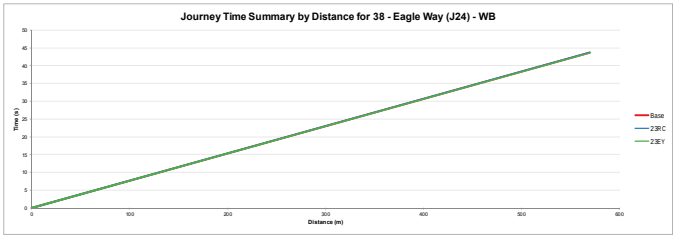


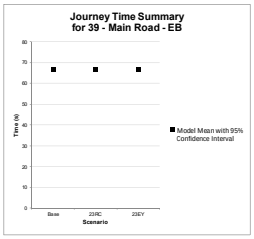


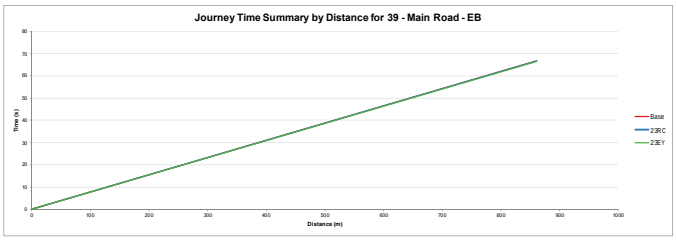


Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

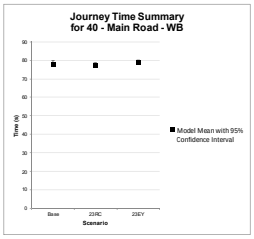


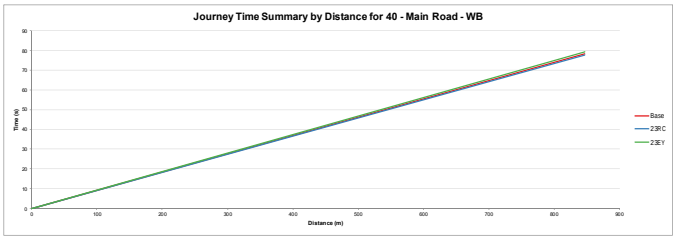


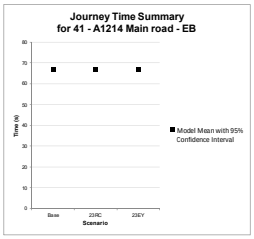


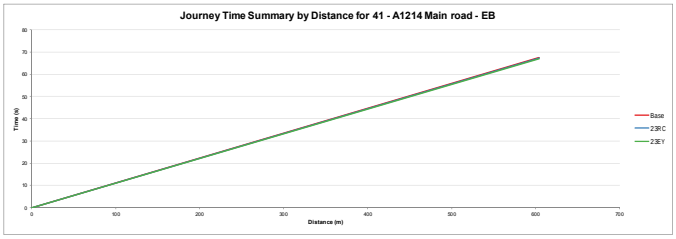


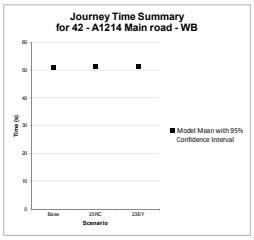
Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

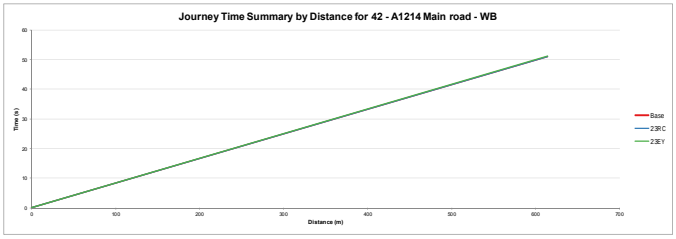


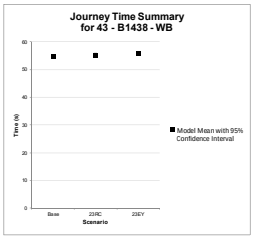


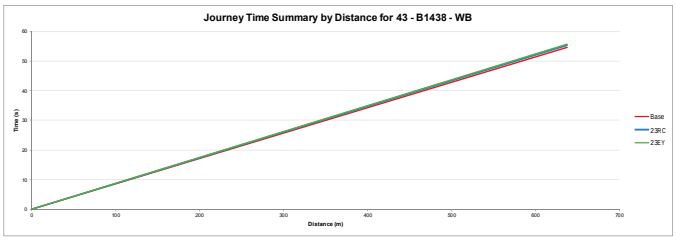




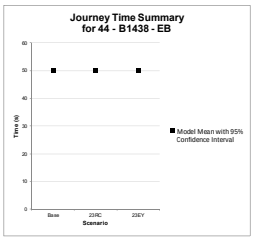

Journey Time Summary
for 42 - A1214 Main road - WB
Time (s)
Scenario
Base
23RC
23EY
Model Mean with 95% Confidence Interval

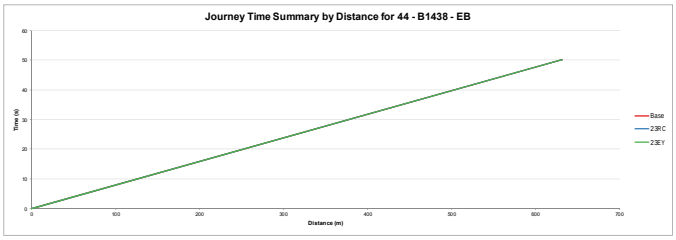

Journey Time Summary by Distance for 42 - A1214 Main road - WB
Time (s)
Distance (m)
Base
23RC
23EY

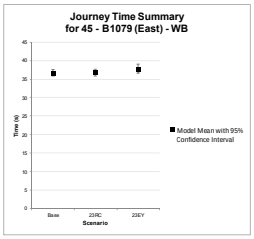

Journey Time Summary
for 43 - B1438 - WB
Time (s)
Scenario
Base
23RC
23EY
Model Mean with 95% Confidence Interval

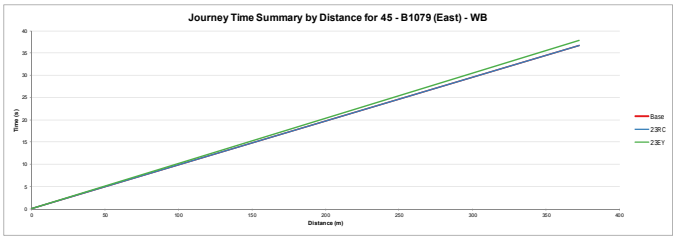

Journey Time Summary by Distance for 43 - B1438 - WB
Time (s)
Distance (m)
Base
23RC
23EY

Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

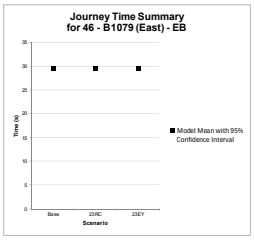


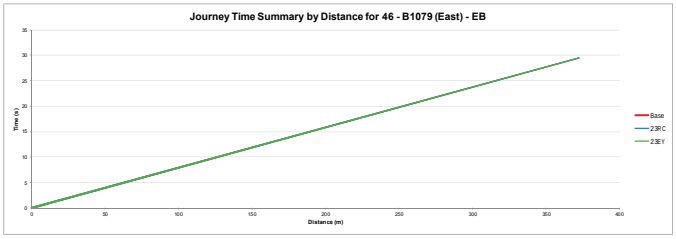


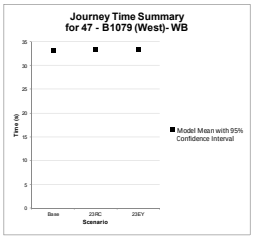


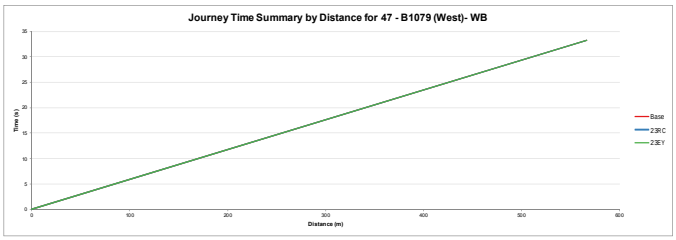


Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

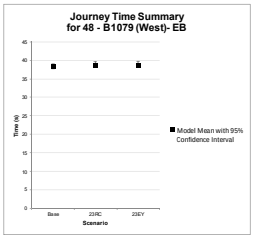


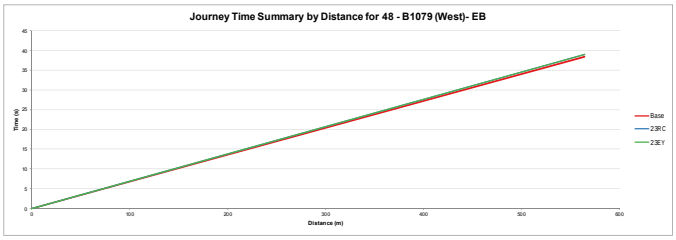


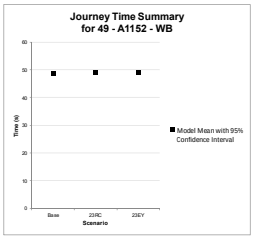


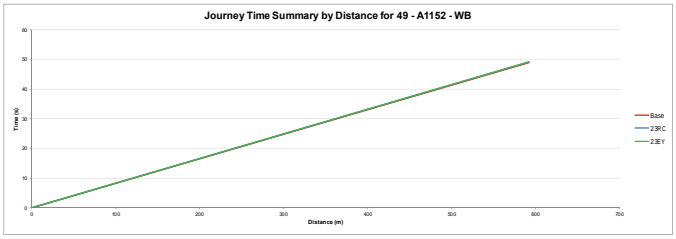


Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

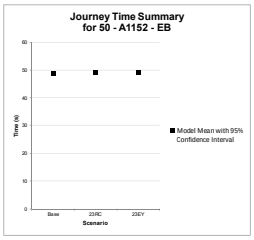


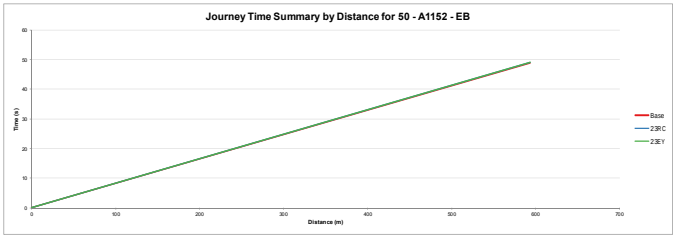


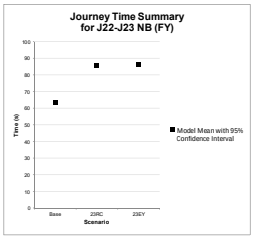


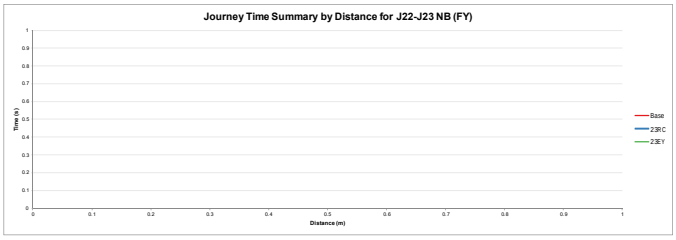


Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023

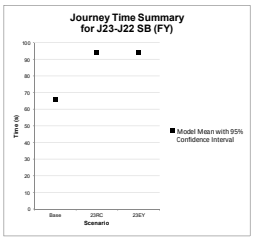


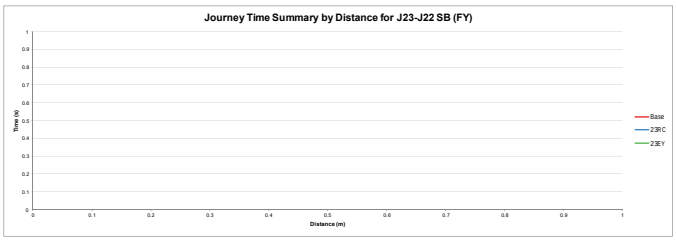






Journey Time Comparison Graphs
PM
17:00 - 18:00
Base + all 2023



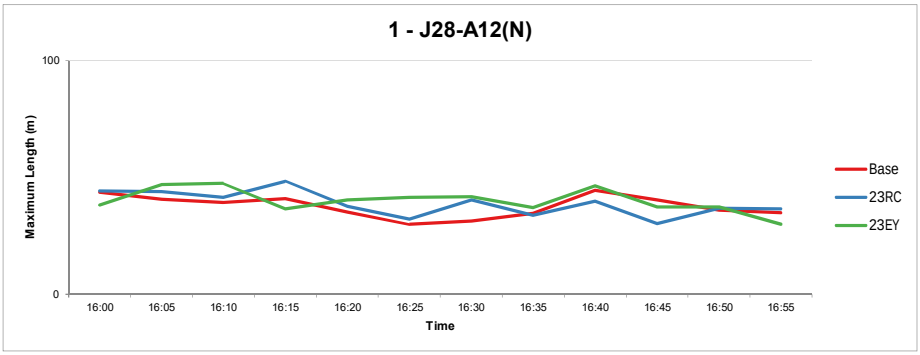


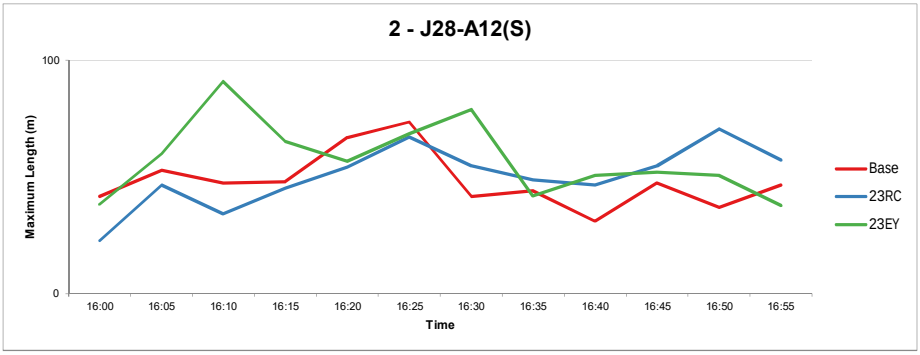
Journey Time Table
15:00-16:00
Base + all 2023

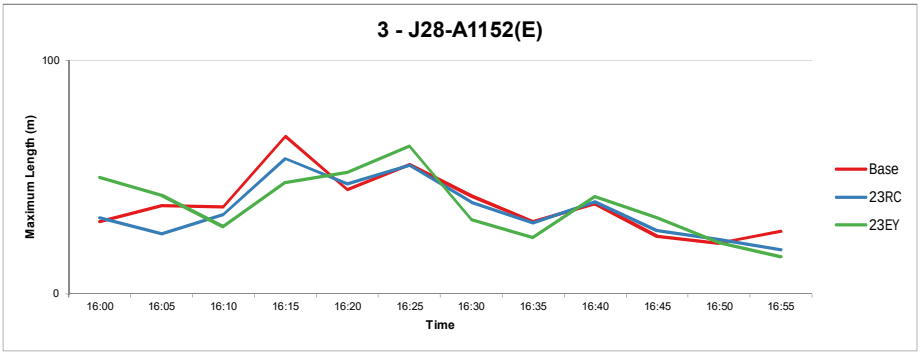
Route Names	Base	23RC	23EY
1 - J21 - J22 - NB	111	113	113
2 - J22 - J23 - NB	64	86	87
3 - J23 - J24 - NB	46	52	52
4 - J24 - J25 - NB	46	47	48
5 - J25 - J26 - NB	122	123	124
6 - J26 - J27 - NB	90	90	91
7 - J27 - J28 - NB	96	97	97
8 - J28 - A12- NB	136	136	137
51 - A12 NB	714	745	748
9 - A12 - J28 - SB	123	125	126
10 - J28 - J27 - SB	92	92	92
11 - J27 - J26 - SB	91	92	92
12 - J26 - J25 - SB	118	119	119
13 - J25 - J24 - SB	34	35	35
14 - J24 - J23 - SB	39	41	41
15 - J23 - J22 - SB	66	94	94
16 - J22 - J21 - SB	122	129	130
52 - A12 SB	687	724	726
17 - A14 WB upto Offslip	136	154	154
18 - A14 EB from Onslip	119	119	119
19 - A14 WB from Onslip	83	85	85
20 - A14 EB upto Offslip	88	90	90
21 - Felixstowe - SB	97	99	99
22 - Felixstowe - NB	104	129	129
23 - Bucklesham Road - NB	61	62	62
24 - Bucklesham Road - SB	66	65	65
26 - Foxhall road - WB	88	89	89
25 - Foxhall road - EB	93	94	95
27 - Newbourne Road -EB	43	43	43
28 - Newbourne Road -WB	55	58	58
29 - Eagle Way - EB	16	19	19
30 - Eagle Way - WB	14	14	14
31 - Gloster Road - NB	54	55	55
32 - Gloster Road - SB	54	55	55
33 - Barrack Square - SB	84	83	85
34 - Barrack Square - NB	101	102	103
35 - Anson Road - WB	49	48	48
36 - Anson Road - EB	45	45	45
37 - Eagle Way (J24) - EB	60	62	61
38 - Eagle Way (J24) - WB	44	44	44
39 - Main Road - EB	66	66	66
40 - Main Road - WB	76	76	76
41 - A1214 Main road - EB	70	69	69
42 - A1214 Main road - WB	51	51	51
43 - B1438 - WB	54	54	54
44 - B1438 - EB	50	50	50
45 - B1079 (East) - WB	37	37	38
46 - B1079 (East) - EB	30	30	30
47 - B1079 (West)- WB	33	33	33
48 - B1079 (West)- EB	39	39	39
49 - A1152 - WB	49	49	49
50 - A1152 - EB	49	49	49
72 - J22 - J22B - NB	0	0	0
73 - J22B - J23 - NB	0	0	0
J22-J23 NB (FY)	64	86	87
70 - J23 - J22B - SB	0	0	0
71 - J22B - J22 - SB	0	0	0
J23-J22 SB (FY)	66	94	94

Queue Comparison Graphs
16:00-17:00

J28

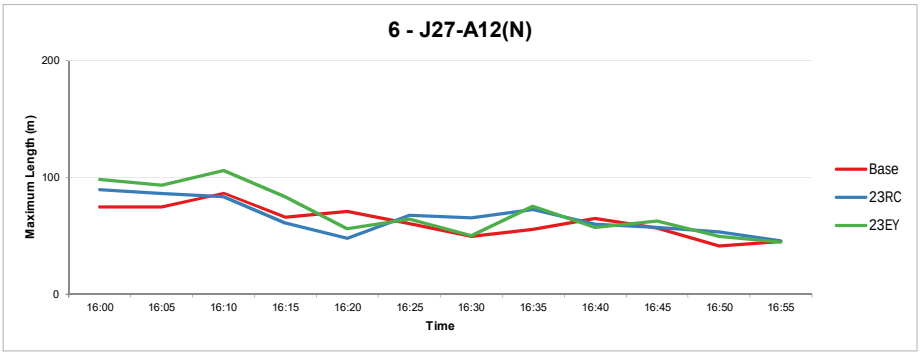


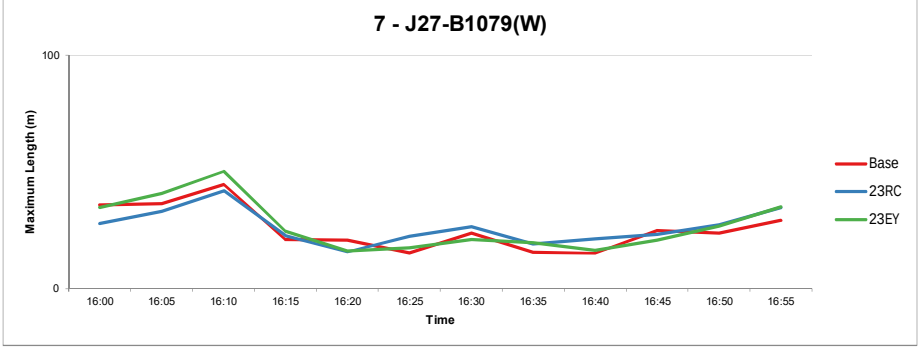


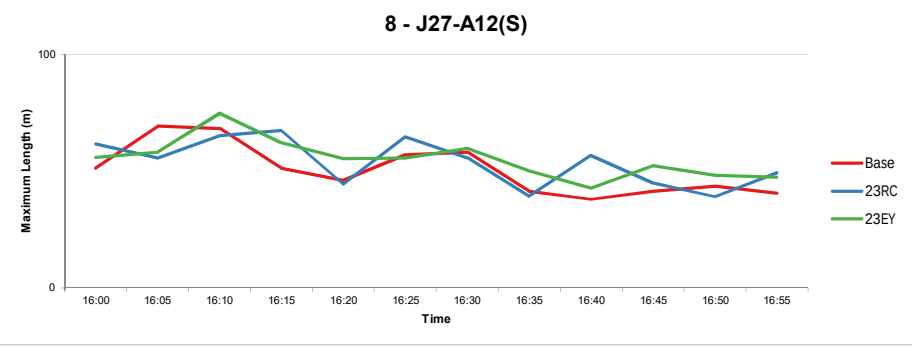


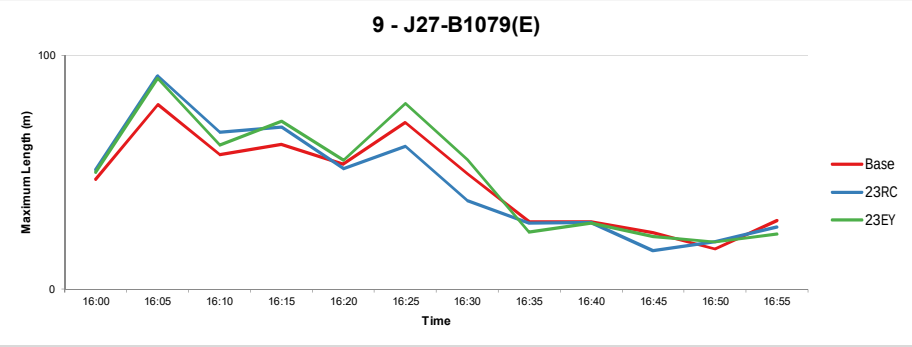
Queue Comparison Graphs
16:00-17:00

J27



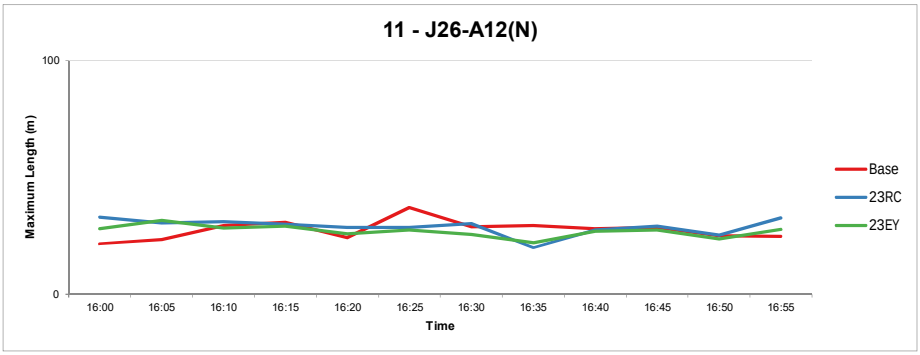


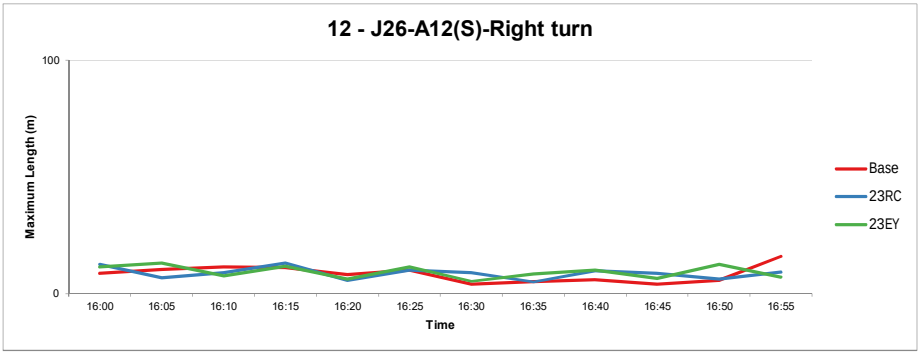


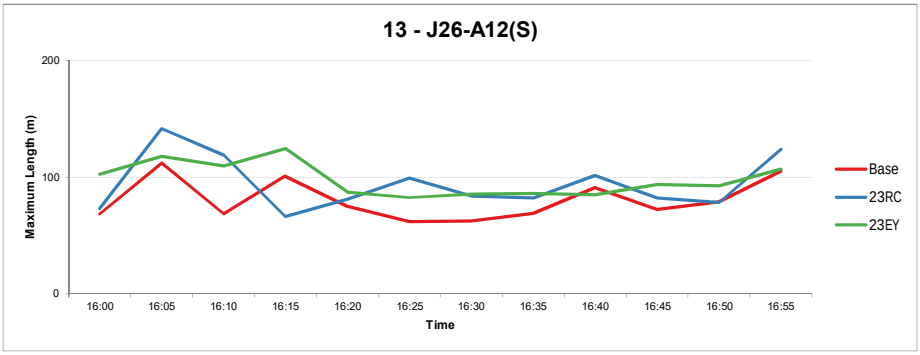


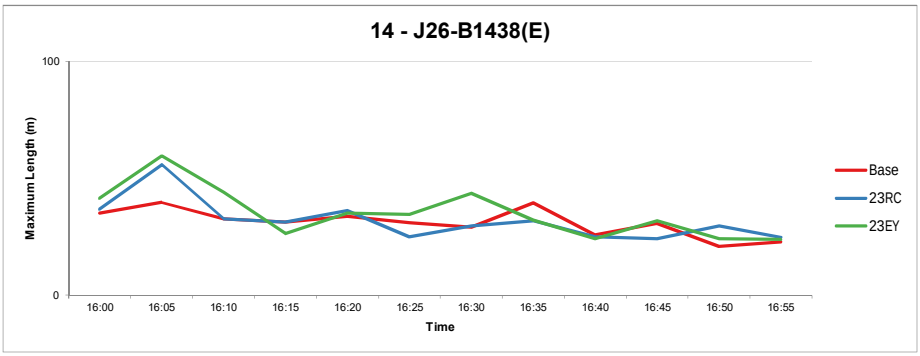
Queue Comparison Graphs
16:00-17:00

J26



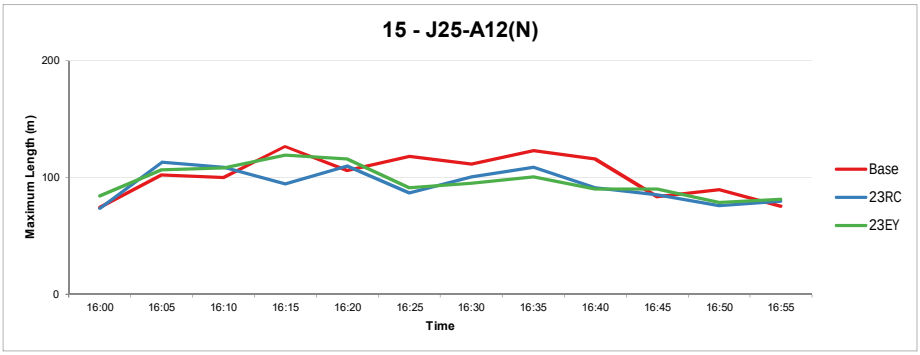


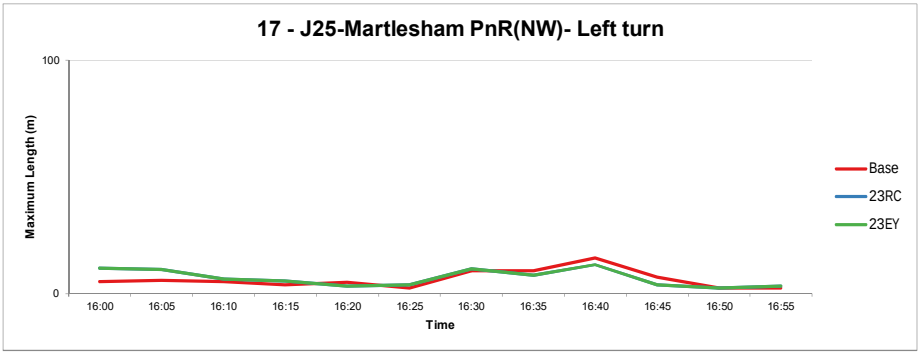


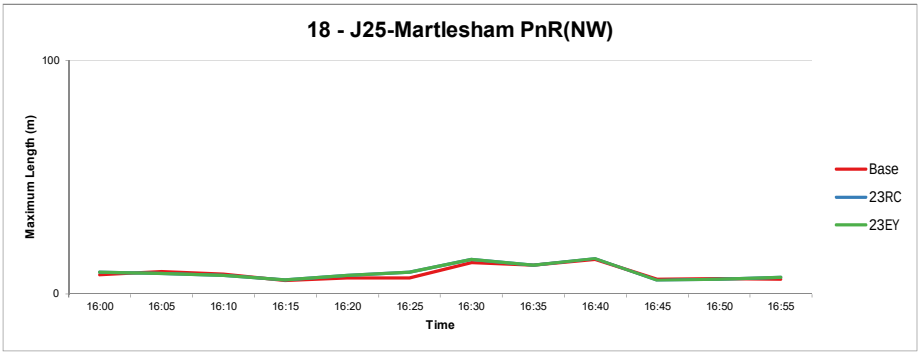


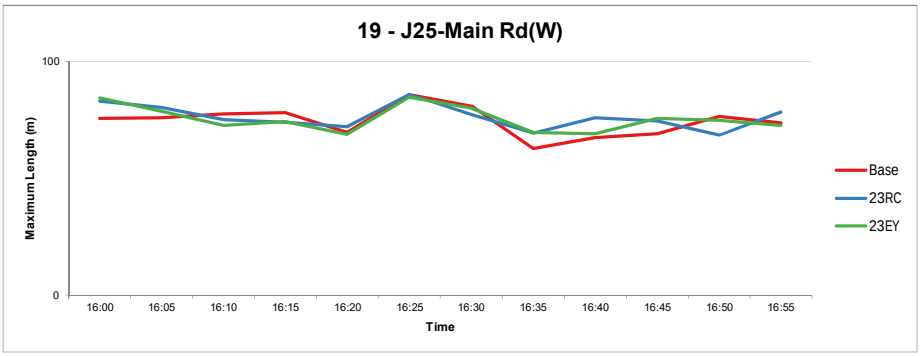
Queue Comparison Graphs
16:00-17:00

J25



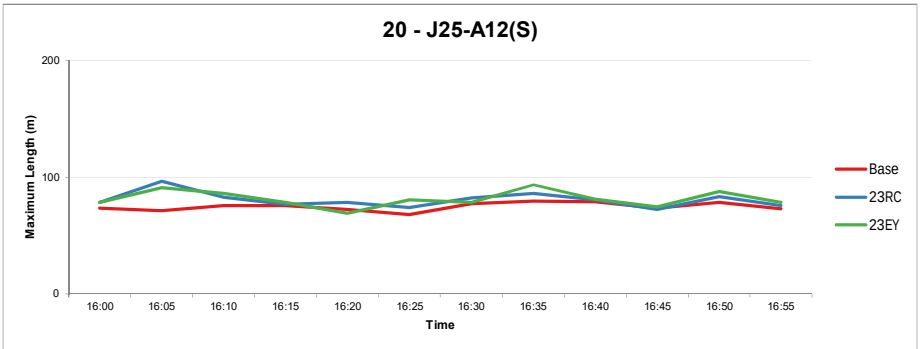


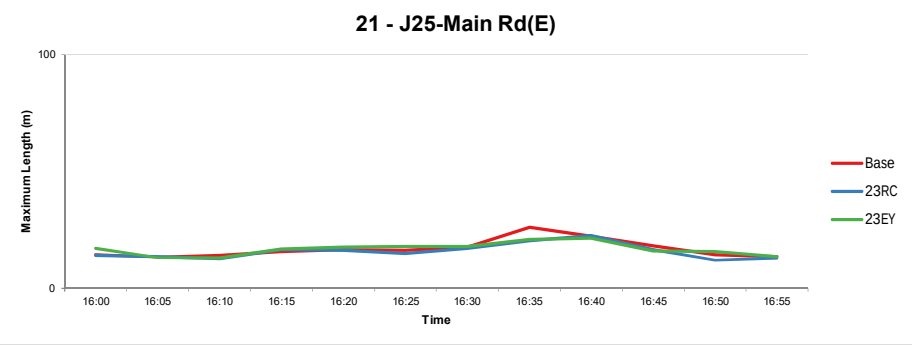




Queue Comparison Graphs
16:00-17:00

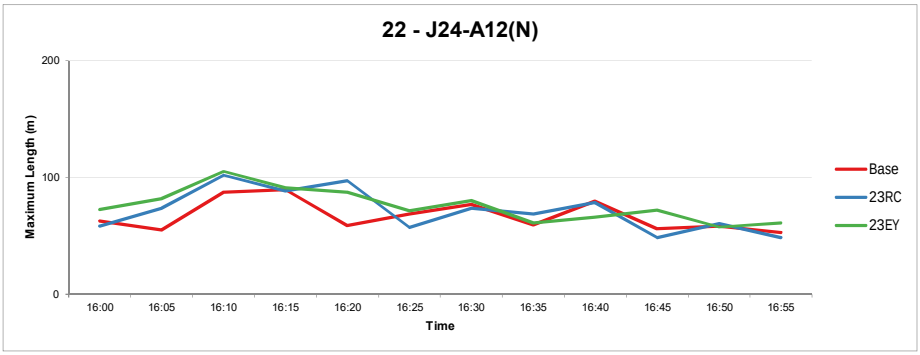
J25

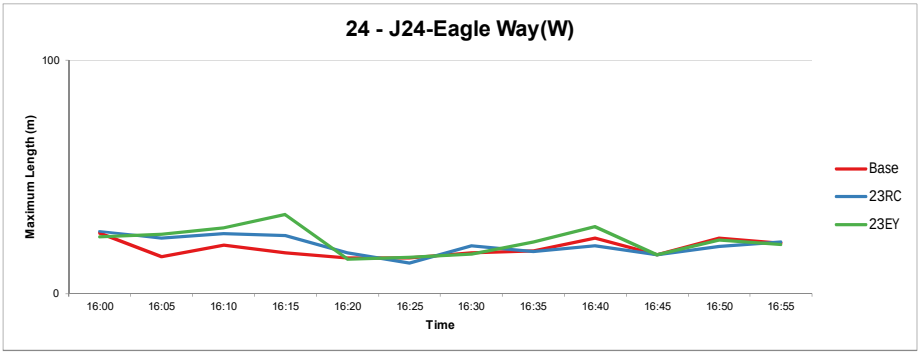


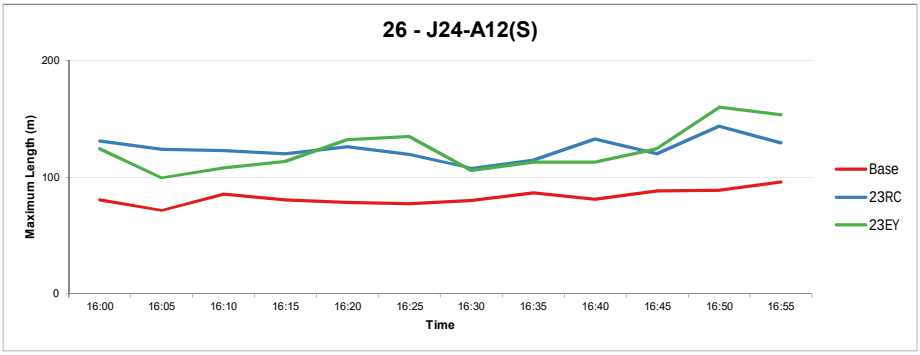


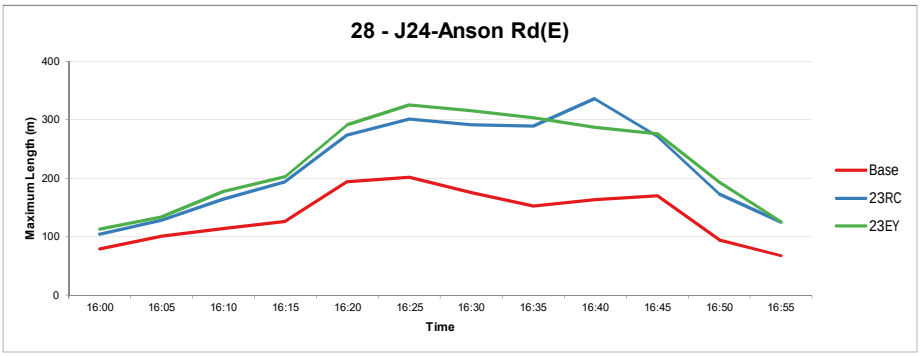
Queue Comparison Graphs
16:00-17:00

J24



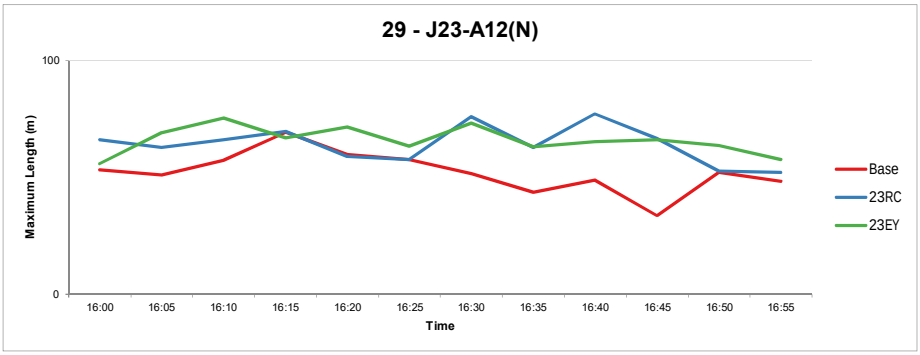


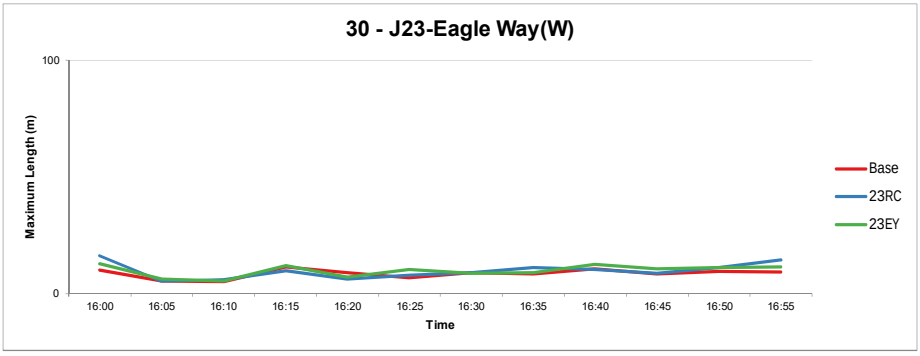


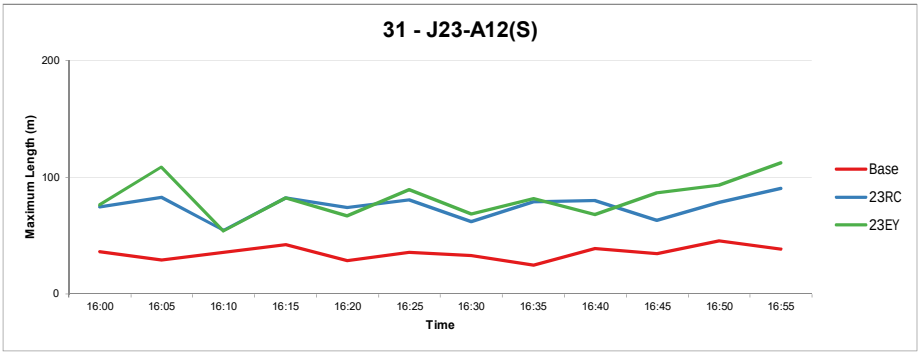


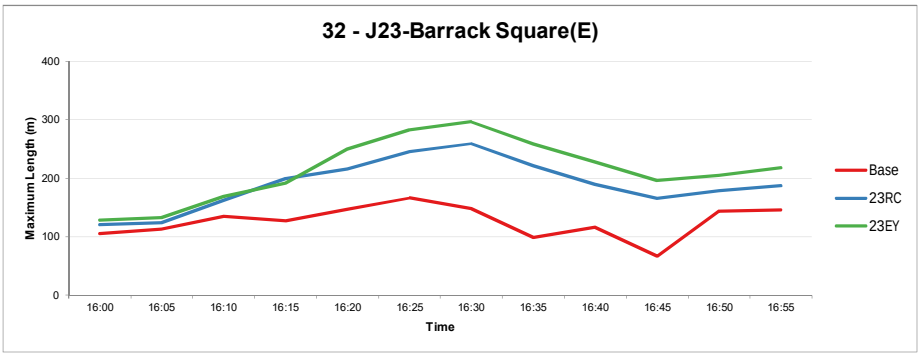
Queue Comparison Graphs
16:00-17:00

J23



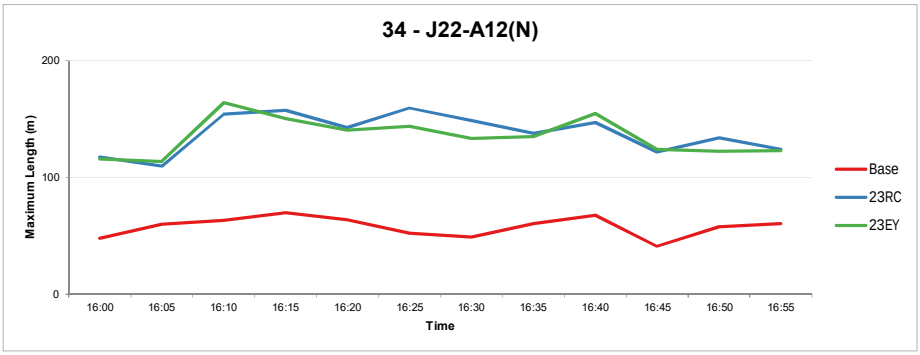


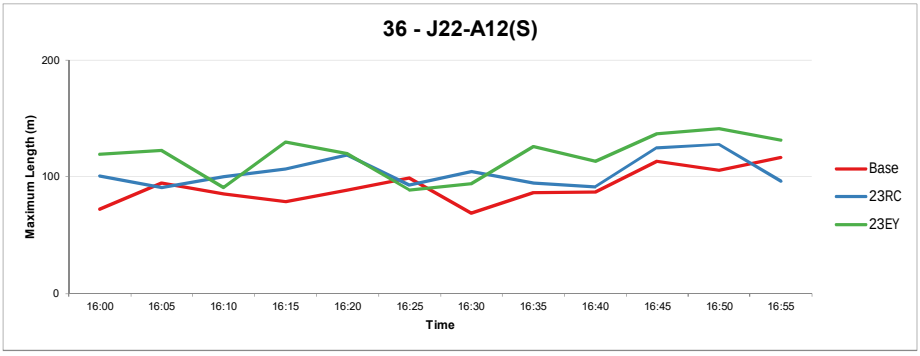


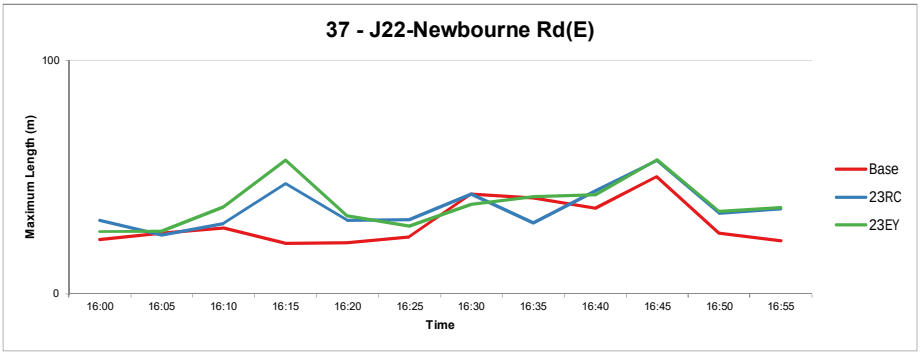


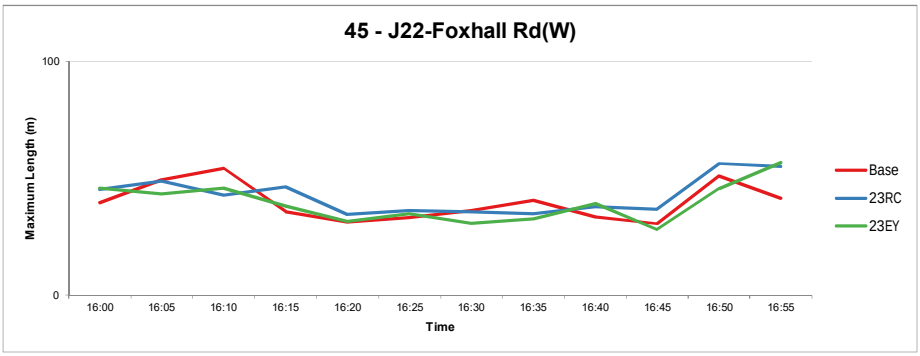
Queue Comparison Graphs
16:00-17:00

J22



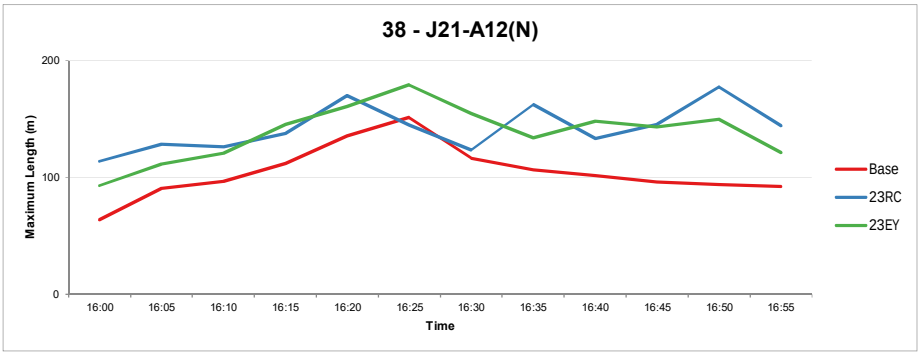


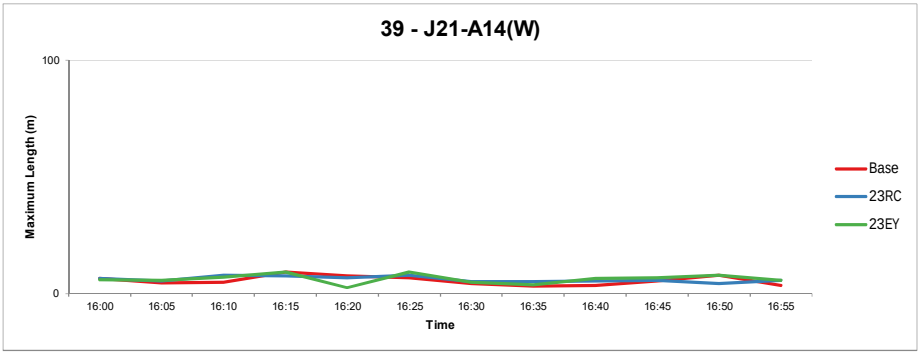


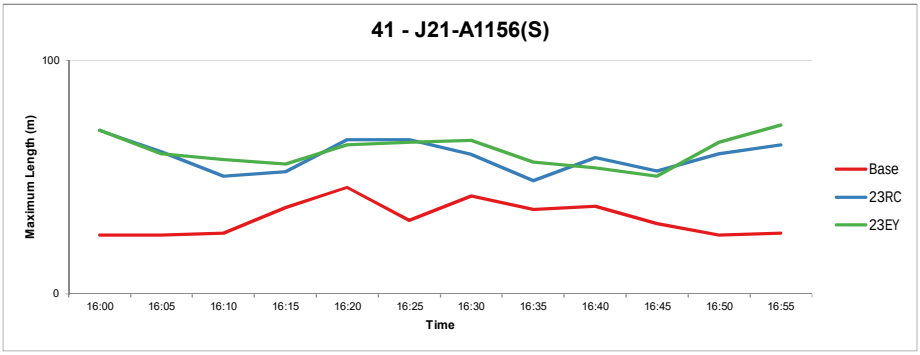


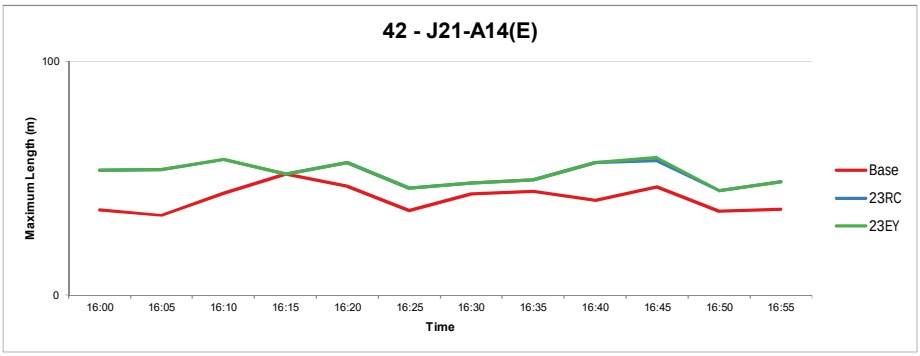
Queue Comparison Graphs
16:00-17:00

J21



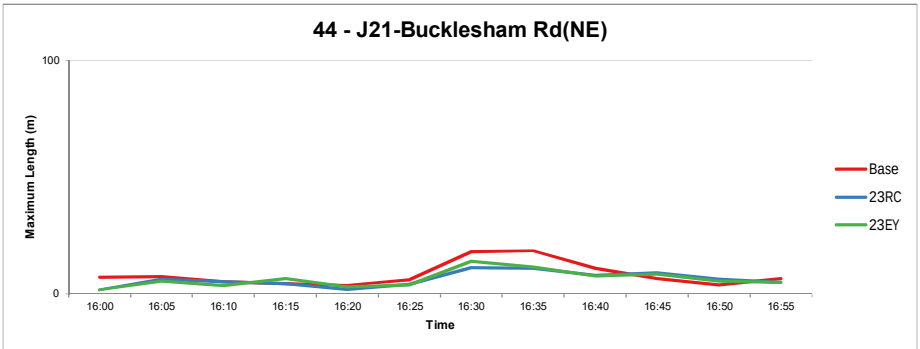






Queue Comparison Graphs
16:00-17:00

J21



Queue Comparison
16:00-17:00
Maximum Length Summary
Maximum Length (m)

	Base	23RC	23EY
1 - J28-A12(N)	44.5	48.4	47.4
2 - J28-A12(S)	73.4	70.5	90.8
3 - J28-A1152(E)	67.4	57.9	63.2
6 - J27-A12(N)	86.6	89.6	106.1
7 - J27-B1079(W)	44.6	41.9	50.2
8 - J27-A12(S)	69.2	67.4	74.8
9 - J27-B1079(E)	78.9	91.1	90.1
11 - J26-A12(N)	37.1	33.1	31.7
12 - J26-A12(S)-Right turn	15.9	13.1	13.0
13 - J26-A12(S)	112.1	141.5	124.4
14 - J26-B1438(E)	39.6	55.9	59.5
15 - J25-A12(N)	126.4	112.9	119.1
17 - J25-Martlesham PnR(NW)- Left turn	15.2	12.4	12.4
18 - J25-Martlesham PnR(NW)	14.9	15.3	15.3
19 - J25-Main Rd(W)	85.8	85.9	84.7
20 - J25-A12(S)	79.5	96.3	93.4
21 - J25-Main Rd(E)	26.2	22.5	21.5
22 - J24-A12(N)	89.6	101.9	105.1
24 - J24-Eagle Way(W)	26.0	26.6	33.8
26 - J24-A12(S)	95.7	143.6	159.8
28 - J24-Anson Rd(E)	201.9	336.2	325.6
29 - J23-A12(N)	69.3	77.1	75.4
30 - J23-Eagle Way(W)	11.4	16.3	12.8
31 - J23-A12(S)	45.5	90.5	112.3
32 - J23-Barrack Square(E)	166.2	259.2	296.6
34 - J22-A12(N)	69.8	159.4	163.8
36 - J22-A12(S)	116.6	127.8	141.1
37 - J22-Newbourne Rd(E)	50.2	57.1	57.4
45 - J22-Foxhall Rd(W)	54.2	56.3	56.7
38 - J21-A12(N)	151.3	177.4	179.2
39 - J21-A14(W)	9.3	8.0	9.2
41 - J21-A1156(S)	45.7	70.0	72.3
42 - J21-A14(E)	51.8	57.9	58.8
44 - J21-Bucklesham Rd(NE)	18.5	11.2	14.0

Queue Comparison
16:00-17:00
Average Length Summary
Maximum Length (m)

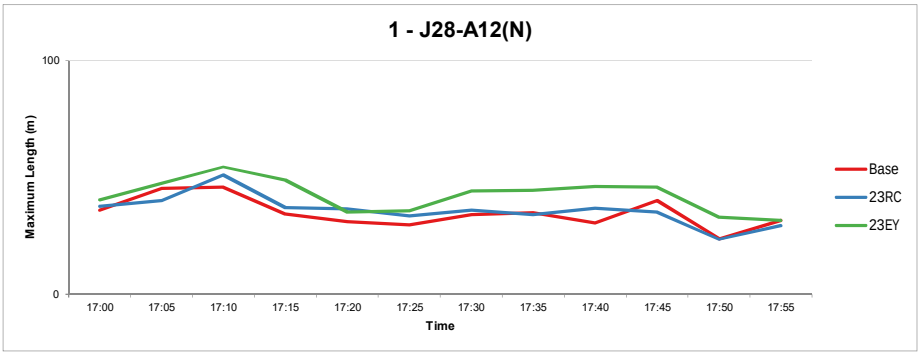
	Base	23RC	23EY
1 - J28-A12(N)	37.6	38.8	40.1
2 - J28-A12(S)	48.1	50.2	57.6
3 - J28-A1152(E)	38.2	36.0	37.7
6 - J27-A12(N)	62.2	65.8	70.2
7 - J27-B1079(W)	25.5	26.3	27.0
8 - J27-A12(S)	50.5	53.6	55.2
9 - J27-B1079(E)	45.7	45.8	48.5
11 - J26-A12(N)	27.7	28.9	27.1
12 - J26-A12(S)-Right turn	8.4	8.8	9.3
13 - J26-A12(S)	80.6	94.4	97.8
14 - J26-B1438(E)	31.0	31.9	35.0
15 - J25-A12(N)	102.1	93.9	96.6
17 - J25-Martlesham PnR(NW)- Left turn	6.1	6.7	6.7
18 - J25-Martlesham PnR(NW)	8.9	9.3	9.3
19 - J25-Main Rd(W)	74.4	76.2	75.4
20 - J25-A12(S)	74.8	80.6	81.5
21 - J25-Main Rd(E)	17.0	15.9	16.8
22 - J24-A12(N)	67.1	71.4	75.6
24 - J24-Eagle Way(W)	19.3	20.8	22.6
26 - J24-A12(S)	82.9	124.3	123.5
28 - J24-Anson Rd(E)	136.6	221.3	228.8
29 - J23-A12(N)	52.3	64.1	66.0
30 - J23-Eagle Way(W)	8.6	9.7	9.8
31 - J23-A12(S)	35.2	75.2	82.3
32 - J23-Barrack Square(E)	126.2	189.3	213.1
34 - J22-A12(N)	57.9	137.7	135.0
36 - J22-A12(S)	91.4	104.2	117.8
37 - J22-Newbourne Rd(E)	30.5	36.9	38.6
45 - J22-Foxhall Rd(W)	39.7	42.5	39.4
38 - J21-A12(N)	104.7	142.3	138.4
39 - J21-A14(W)	5.6	6.1	6.3
41 - J21-A1156(S)	32.3	59.1	61.3
42 - J21-A14(E)	41.4	52.0	52.1
44 - J21-Bucklesham Rd(NE)	8.3	6.2	6.4

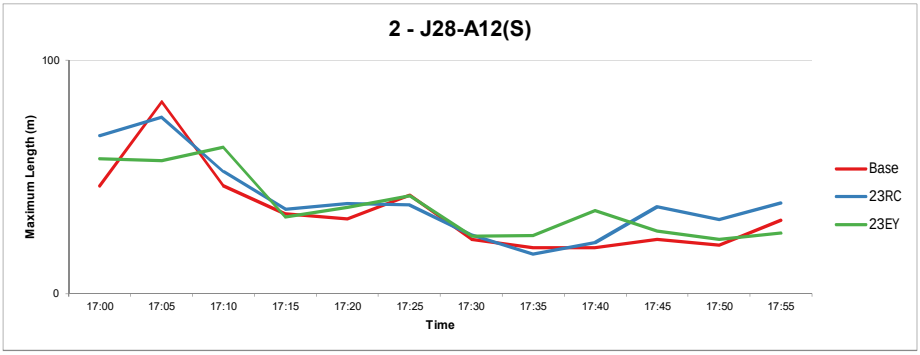
Journey Time Table
16:00-17:00
Base + all 2023

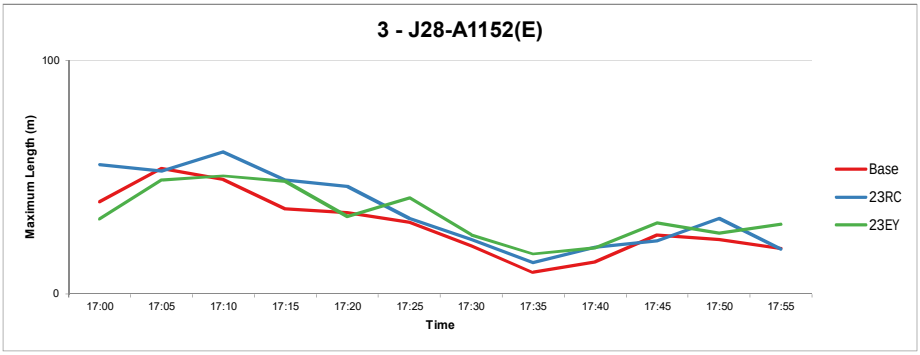
Route Names	Base	23RC	23EY
1 - J21 - J22 - NB	113	116	119
2 - J22 - J23 - NB	64	88	88
3 - J23 - J24 - NB	46	53	53
4 - J24 - J25 - NB	48	49	49
5 - J25 - J26 - NB	128	128	129
6 - J26 - J27 - NB	91	92	92
7 - J27 - J28 - NB	97	98	98
8 - J28 - A12- NB	136	136	137
51 - A12 NB	725	760	764
9 - A12 - J28 - SB	123	124	124
10 - J28 - J27 - SB	93	93	94
11 - J27 - J26 - SB	94	94	94
12 - J26 - J25 - SB	124	121	122
13 - J25 - J24 - SB	36	37	37
14 - J24 - J23 - SB	40	42	42
15 - J23 - J22 - SB	68	100	99
16 - J22 - J21 - SB	127	134	133
52 - A12 SB	706	746	747
17 - A14 WB upto Offslip	137	151	151
18 - A14 EB from Onslip	118	120	119
19 - A14 WB from Onslip	83	85	85
20 - A14 EB upto Offslip	89	90	90
21 - Felixstowe - SB	99	100	100
22 - Felixstowe - NB	105	121	122
23 - Bucklesham Road - NB	62	62	61
24 - Bucklesham Road - SB	73	68	68
26 - Foxhall road - WB	89	90	90
25 - Foxhall road - EB	95	97	96
27 - Newbourne Road -EB	43	43	43
28 - Newbourne Road -WB	67	69	69
29 - Eagle Way - EB	16	18	18
30 - Eagle Way - WB	14	14	14
31 - Gloster Road - NB	54	54	54
32 - Gloster Road - SB	94	165	193
33 - Barrack Square - SB	85	85	85
34 - Barrack Square - NB	132	145	151
35 - Anson Road - WB	65	90	91
36 - Anson Road - EB	45	45	45
37 - Eagle Way (J24) - EB	59	62	62
38 - Eagle Way (J24) - WB	44	44	44
39 - Main Road - EB	66	66	66
40 - Main Road - WB	78	77	77
41 - A1214 Main road - EB	70	70	70
42 - A1214 Main road - WB	51	51	51
43 - B1438 - WB	57	58	58
44 - B1438 - EB	50	50	50
45 - B1079 (East) - WB	49	50	52
46 - B1079 (East) - EB	29	29	29
47 - B1079 (West)- WB	33	33	33
48 - B1079 (West)- EB	40	41	40
49 - A1152 - WB	50	50	49
50 - A1152 - EB	49	49	49
72 - J22 - J22B - NB	0	0	0
73 - J22B - J23 - NB	0	0	0
J22-J23 NB (FY)	64	88	88
70 - J23 - J22B - SB	0	0	0
71 - J22B - J22 - SB	0	0	0
J23-J22 SB (FY)	68	100	99

Queue Comparison Graphs
17:00-18:00

J28

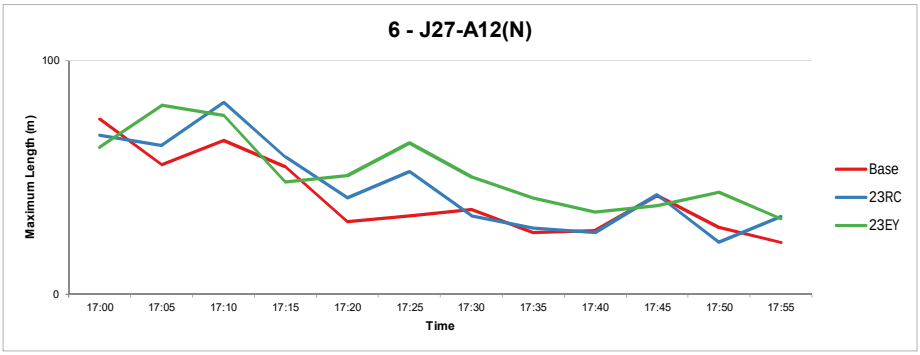


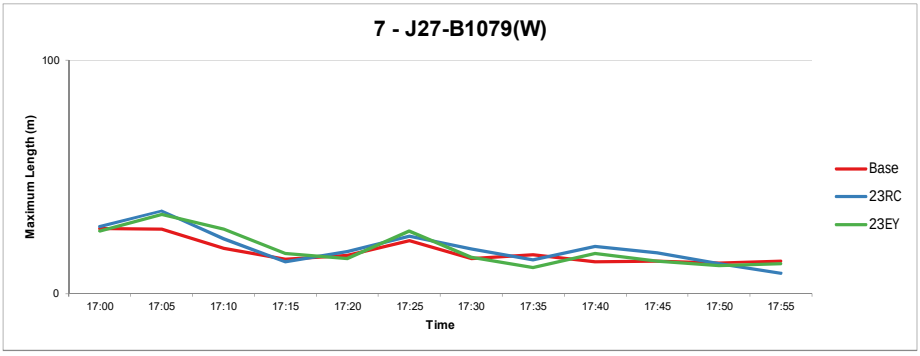


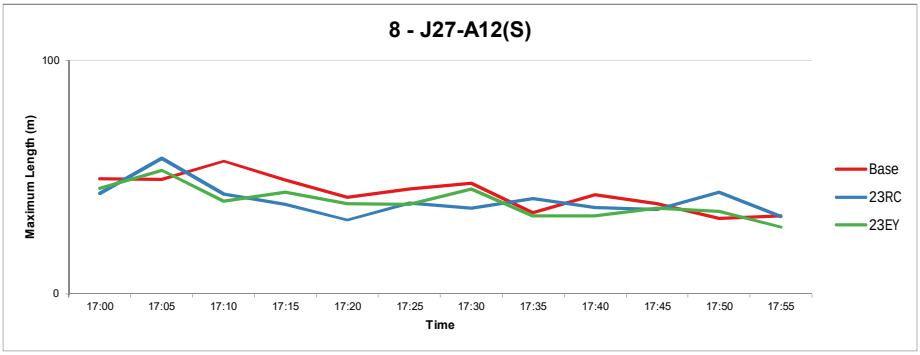


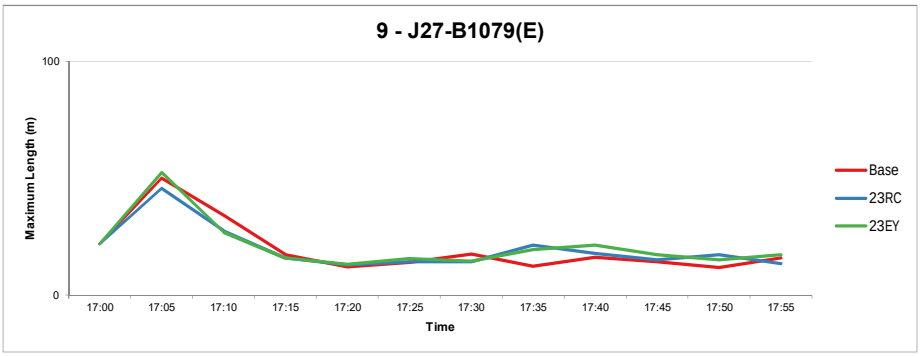
Queue Comparison Graphs
17:00-18:00

J27



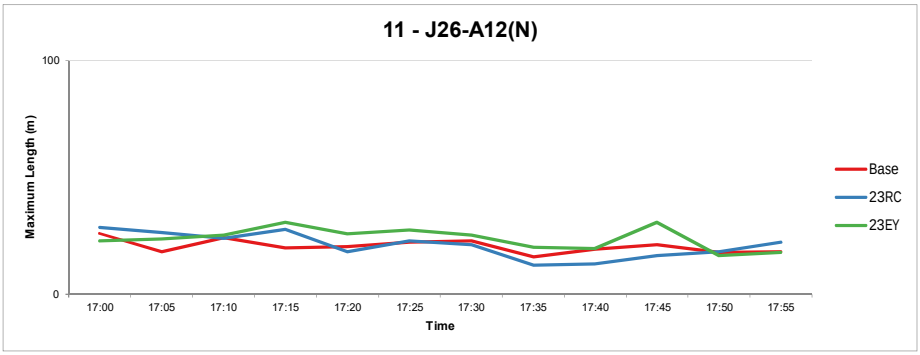


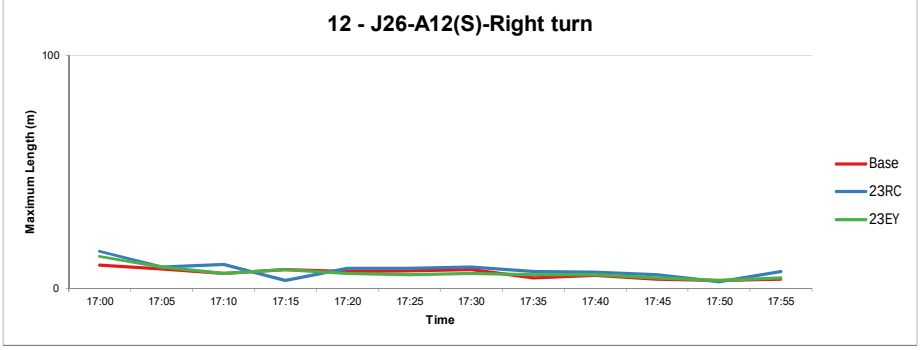


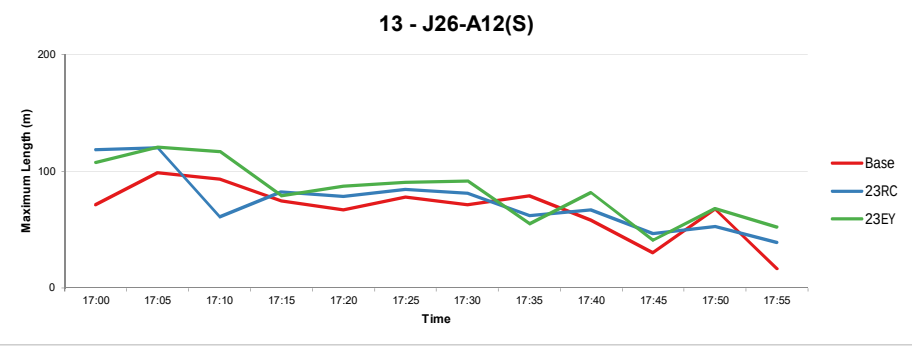


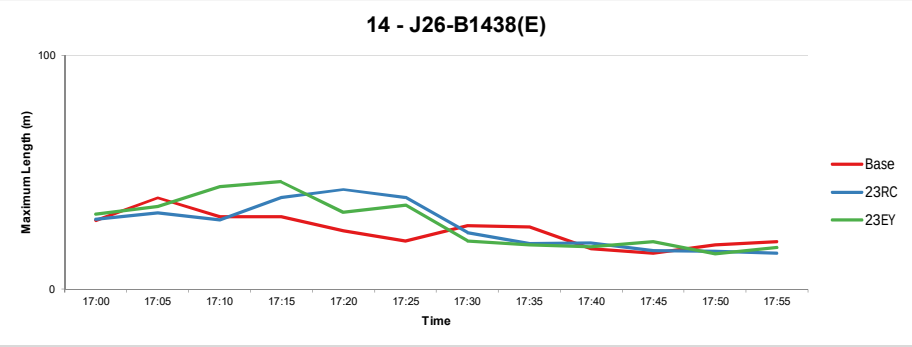
Queue Comparison Graphs
17:00-18:00

J26



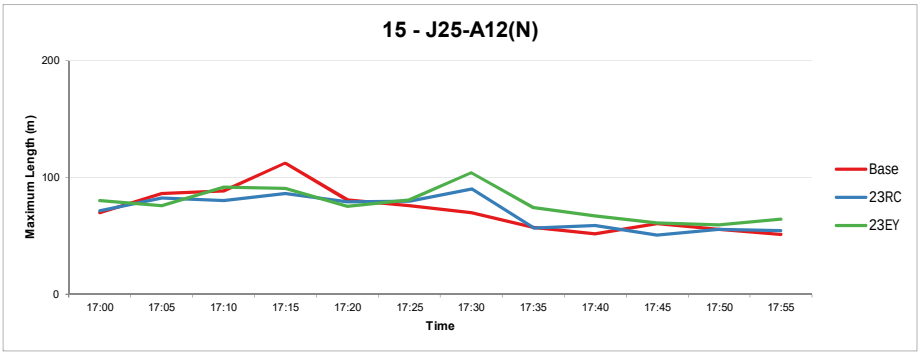


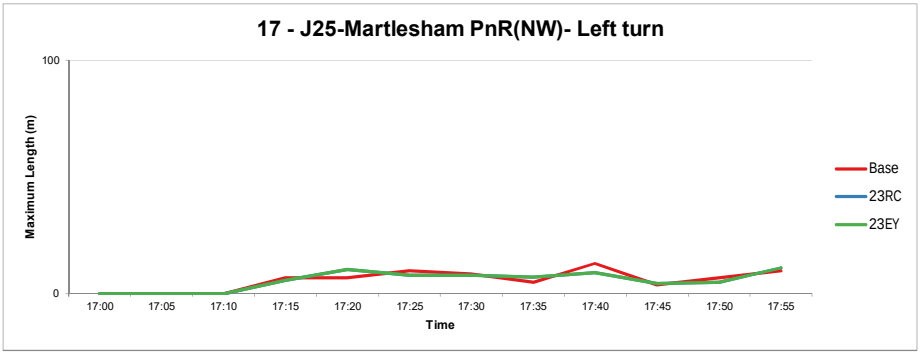


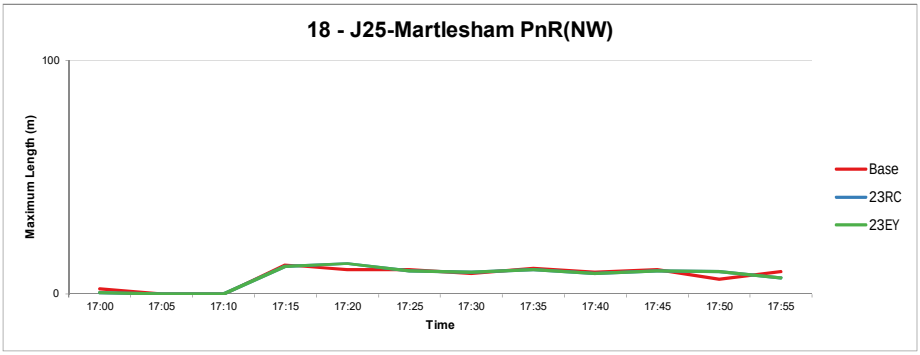


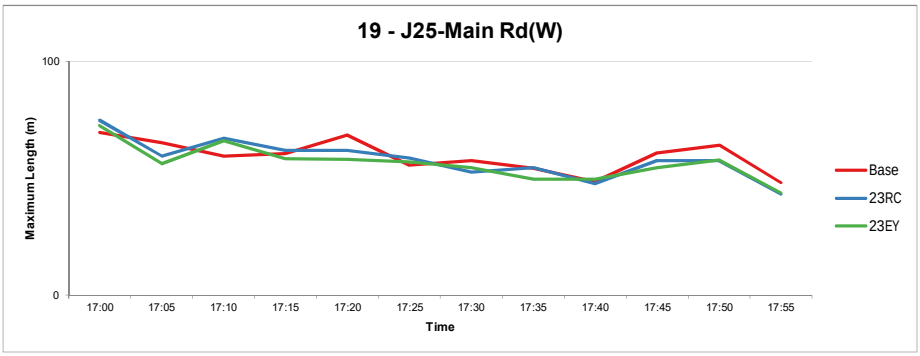
Queue Comparison Graphs
17:00-18:00

J25



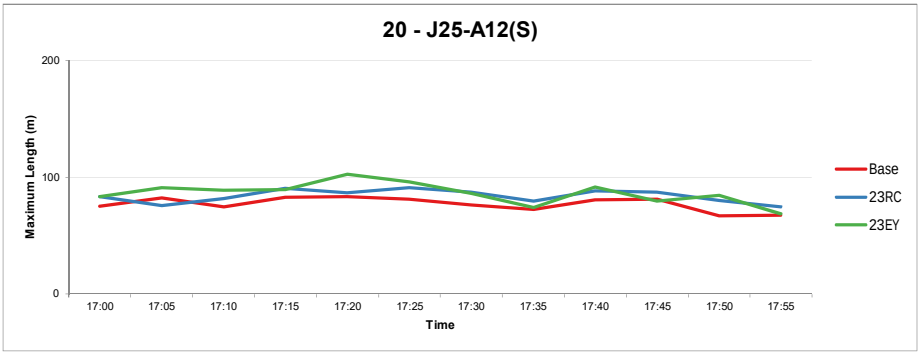


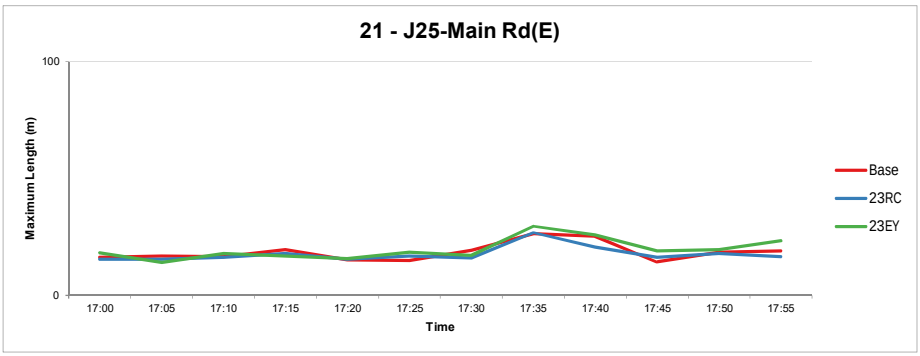




Queue Comparison Graphs
17:00-18:00

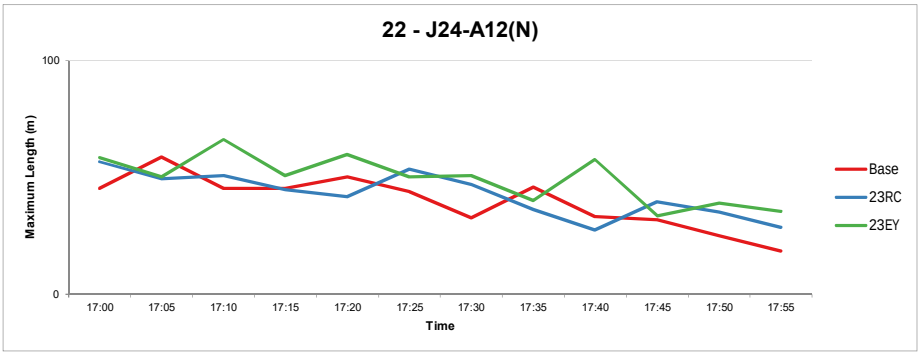
J25

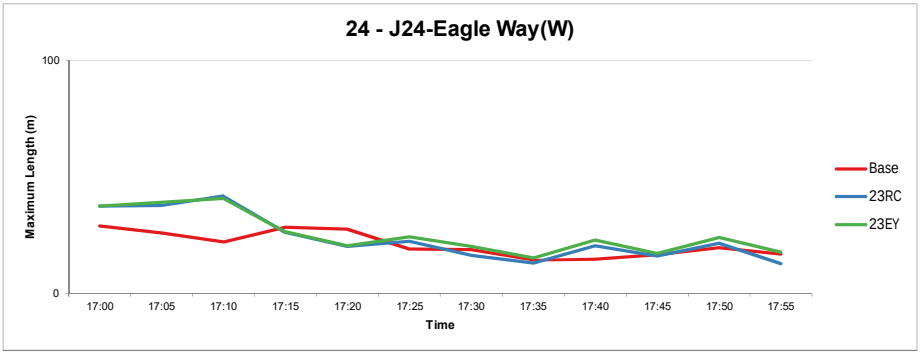


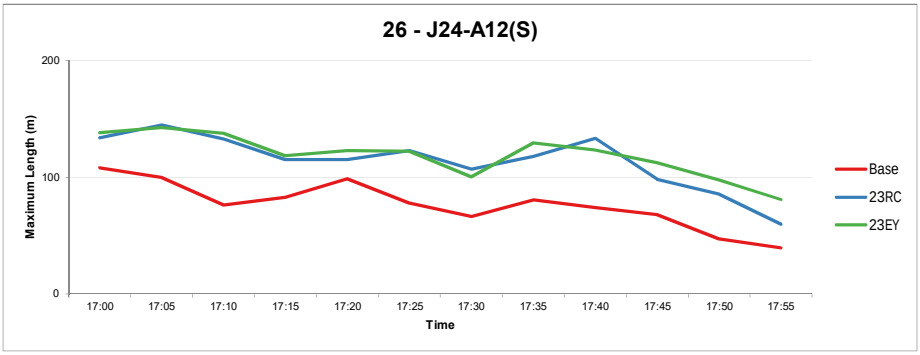


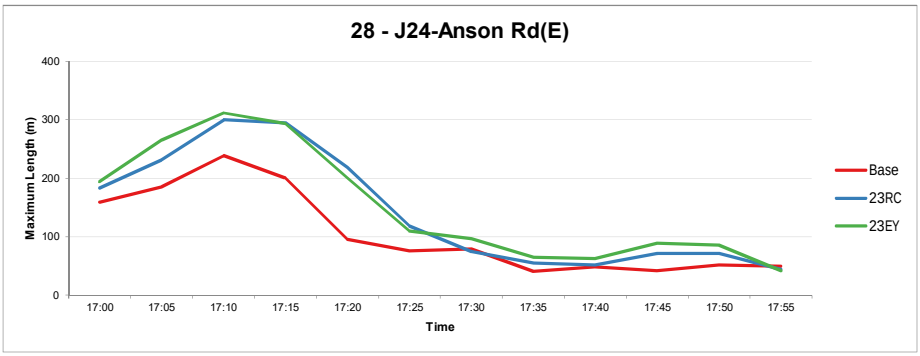
Queue Comparison Graphs
17:00-18:00

J24



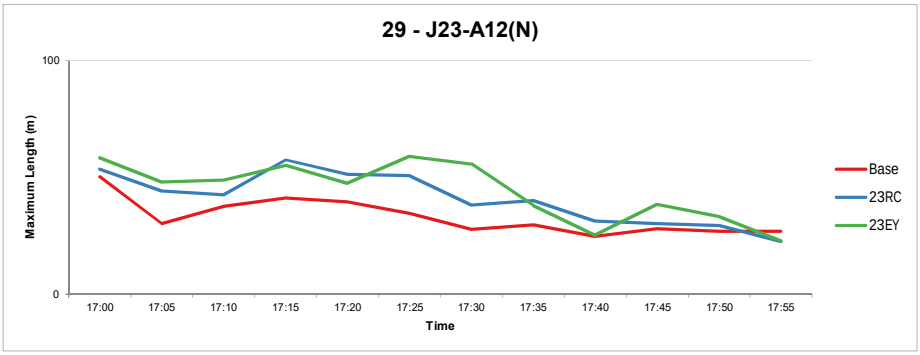


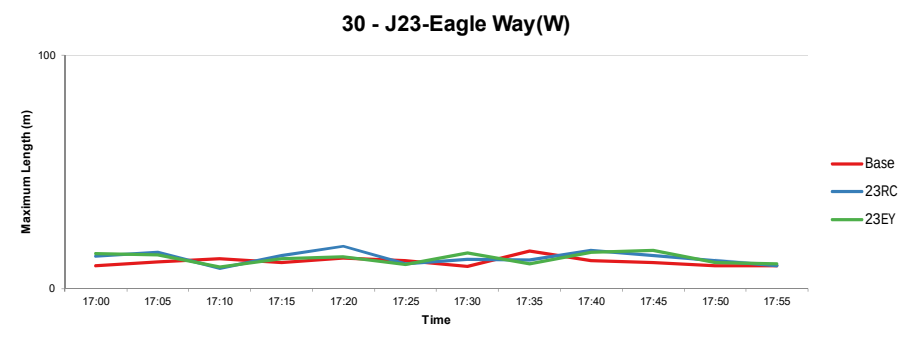


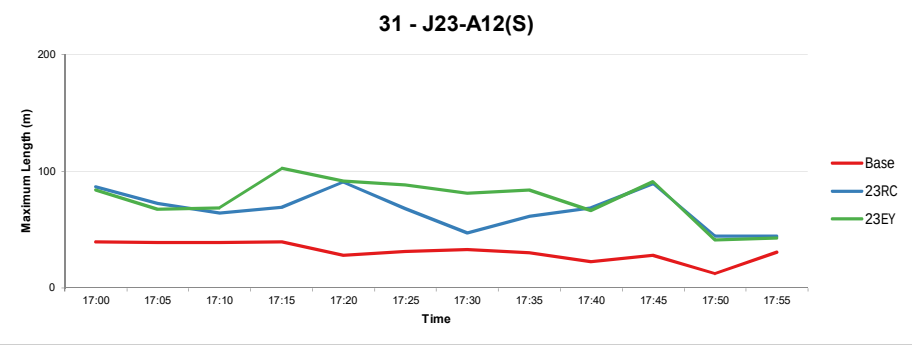


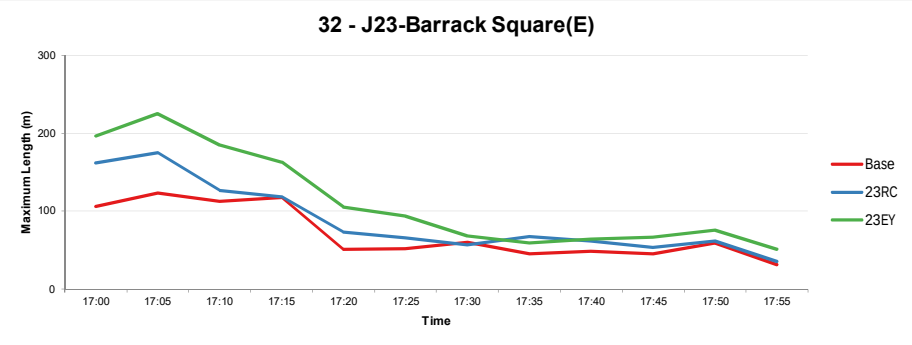
Queue Comparison Graphs
17:00-18:00

J23



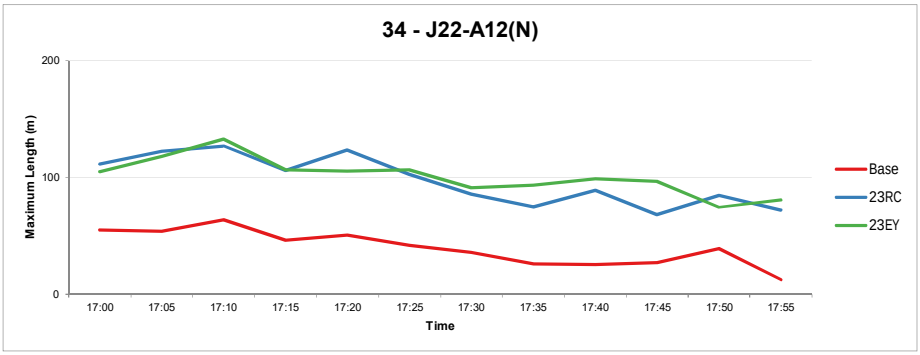


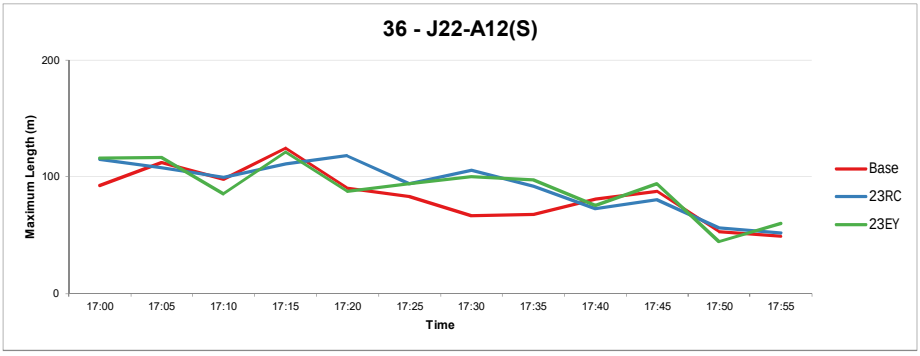


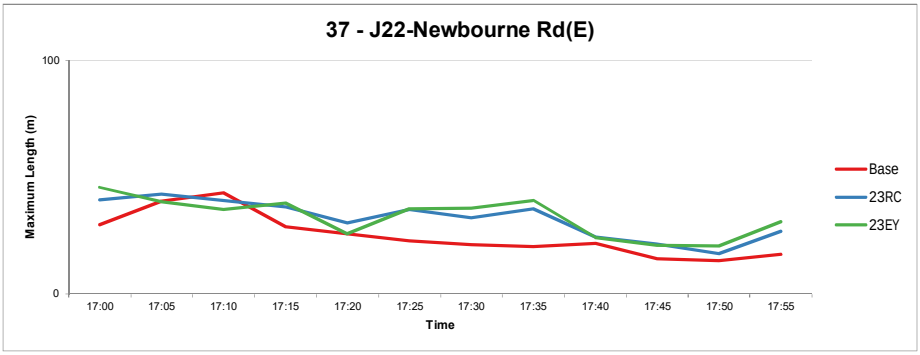


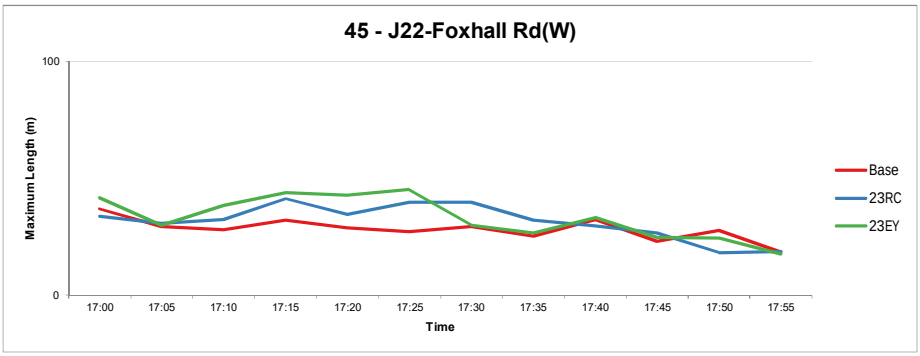
Queue Comparison Graphs
17:00-18:00

J22



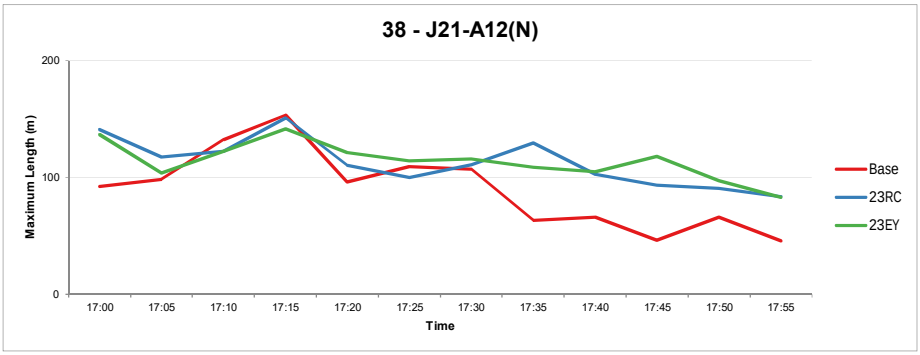


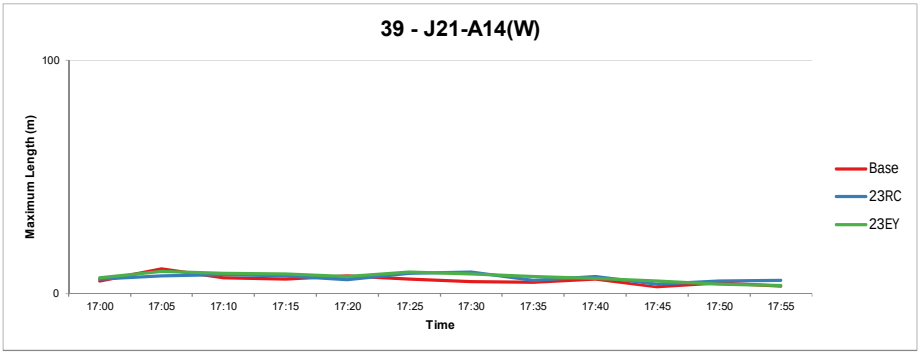


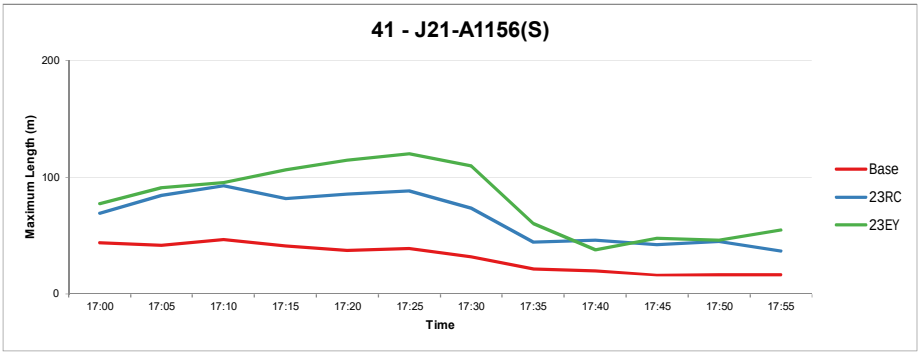


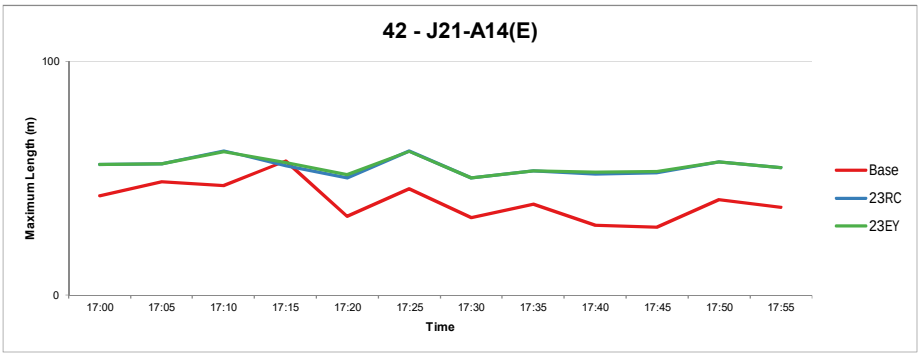
Queue Comparison Graphs
17:00-18:00

J21



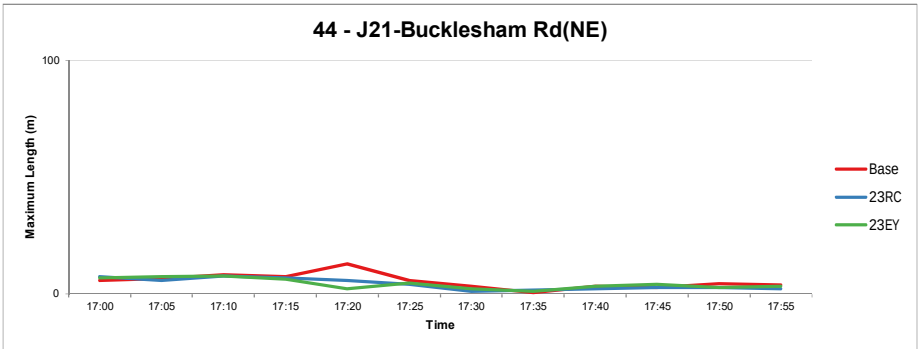






Queue Comparison Graphs
17:00-18:00

J21



Queue Comparison
17:00-18:00
Maximum Length Summary
Maximum Length (m)

	Base	23RC	23EY
1 - J28-A12(N)	45.9	51.1	54.5
2 - J28-A12(S)	82.1	75.5	62.7
3 - J28-A1152(E)	53.8	60.8	50.6
6 - J27-A12(N)	74.9	82.1	80.8
7 - J27-B1079(W)	27.8	35.4	33.9
8 - J27-A12(S)	56.8	58.1	52.9
9 - J27-B1079(E)	50.0	45.7	52.5
11 - J26-A12(N)	26.0	28.7	30.9
12 - J26-A12(S)-Right turn	10.0	16.0	13.8
13 - J26-A12(S)	98.6	119.9	120.4
14 - J26-B1438(E)	39.1	42.6	45.9
15 - J25-A12(N)	112.1	90.2	104.1
17 - J25-Martlesham PnR(NW)- Left turn	12.9	11.0	11.0
18 - J25-Martlesham PnR(NW)	12.5	13.1	13.1
19 - J25-Main Rd(W)	69.6	74.8	72.5
20 - J25-A12(S)	83.2	90.8	102.6
21 - J25-Main Rd(E)	26.4	26.8	29.6
22 - J24-A12(N)	58.8	56.7	66.2
24 - J24-Eagle Way(W)	28.9	41.8	40.7
26 - J24-A12(S)	108.1	144.4	142.6
28 - J24-Anson Rd(E)	238.6	299.9	311.7
29 - J23-A12(N)	50.3	57.5	59.0
30 - J23-Eagle Way(W)	16.1	18.2	16.3
31 - J23-A12(S)	39.5	90.8	102.4
32 - J23-Barrack Square(E)	123.3	175.2	225.0
34 - J22-A12(N)	63.7	127.0	132.9
36 - J22-A12(S)	124.6	118.0	121.2
37 - J22-Newbourne Rd(E)	43.3	42.8	45.6
45 - J22-Foxhall Rd(W)	36.9	41.2	45.1
38 - J21-A12(N)	153.4	150.9	141.5
39 - J21-A14(W)	10.6	9.4	9.5
41 - J21-A1156(S)	46.5	92.5	120.0
42 - J21-A14(E)	57.4	61.8	61.5
44 - J21-Bucklesham Rd(NE)	12.9	7.7	7.6

Queue Comparison
17:00-18:00
Average Length Summary
Maximum Length (m)

	Base	23RC	23EY
1 - J28-A12(N)	34.8	36.0	42.3
2 - J28-A12(S)	35.1	40.0	37.5
3 - J28-A1152(E)	29.7	35.6	33.5
6 - J27-A12(N)	41.5	46.1	52.0
7 - J27-B1079(W)	17.9	19.7	19.2
8 - J27-A12(S)	43.3	40.0	39.3
9 - J27-B1079(E)	19.8	19.8	20.9
11 - J26-A12(N)	20.6	21.0	23.9
12 - J26-A12(S)-Right turn	6.5	8.1	6.8
13 - J26-A12(S)	67.1	74.4	82.5
14 - J26-B1438(E)	25.2	27.1	28.1
15 - J25-A12(N)	71.7	70.5	77.1
17 - J25-Martlesham PnR(NW)- Left turn	5.8	5.7	5.7
18 - J25-Martlesham PnR(NW)	7.6	7.6	7.6
19 - J25-Main Rd(W)	59.4	58.1	56.5
20 - J25-A12(S)	77.1	83.8	86.3
21 - J25-Main Rd(E)	18.5	17.7	19.7
22 - J24-A12(N)	39.7	42.6	49.4
24 - J24-Eagle Way(W)	21.1	23.9	25.5
26 - J24-A12(S)	76.6	113.8	118.8
28 - J24-Anson Rd(E)	105.6	142.7	151.4
29 - J23-A12(N)	33.2	41.0	44.3
30 - J23-Eagle Way(W)	11.6	13.2	12.9
31 - J23-A12(S)	31.1	67.2	75.7
32 - J23-Barrack Square(E)	71.1	88.2	112.9
34 - J22-A12(N)	39.9	97.2	100.8
36 - J22-A12(S)	83.8	92.1	91.0
37 - J22-Newbourne Rd(E)	25.0	32.2	33.0
45 - J22-Foxhall Rd(W)	28.2	31.5	33.2
38 - J21-A12(N)	89.7	112.7	113.9
39 - J21-A14(W)	5.8	6.8	7.1
41 - J21-A1156(S)	31.1	65.8	80.1
42 - J21-A14(E)	40.3	55.0	55.3
44 - J21-Bucklesham Rd(NE)	5.5	4.3	4.4

Journey Time Table
17:00-18:00
Base + all 2023

Route Names	Base	23RC	23EY
1 - J21 - J22 - NB	111	114	114
2 - J22 - J23 - NB	63	85	86
3 - J23 - J24 - NB	44	51	52
4 - J24 - J25 - NB	47	48	48
5 - J25 - J26 - NB	123	124	125
6 - J26 - J27 - NB	89	89	89
7 - J27 - J28 - NB	95	96	97
8 - J28 - A12- NB	136	136	135
51 - A12 NB	717	751	754
9 - A12 - J28 - SB	122	122	124
10 - J28 - J27 - SB	90	91	91
11 - J27 - J26 - SB	90	90	91
12 - J26 - J25 - SB	119	119	120
13 - J25 - J24 - SB	33	34	34
14 - J24 - J23 - SB	38	39	39
15 - J23 - J22 - SB	66	94	94
16 - J22 - J21 - SB	124	129	129
52 - A12 SB	682	719	724
17 - A14 WB upto Offslip	136	152	152
18 - A14 EB from Onslip	119	120	120
19 - A14 WB from Onslip	81	83	83
20 - A14 EB upto Offslip	89	90	90
21 - Felixstowe - SB	100	101	100
22 - Felixstowe - NB	106	125	133
23 - Bucklesham Road - NB	62	62	62
24 - Bucklesham Road - SB	68	66	68
26 - Foxhall road - WB	90	91	91
25 - Foxhall road - EB	92	93	93
27 - Newbourne Road -EB	42	42	42
28 - Newbourne Road -WB	59	61	62
29 - Eagle Way - EB	16	18	18
30 - Eagle Way - WB	14	14	14
31 - Gloster Road - NB	54	54	54
32 - Gloster Road - SB	64	75	103
33 - Barrack Square - SB	85	85	85
34 - Barrack Square - NB	112	114	119
35 - Anson Road - WB	55	64	66
36 - Anson Road - EB	45	45	44
37 - Eagle Way (J24) - EB	61	69	72
38 - Eagle Way (J24) - WB	44	44	44
39 - Main Road - EB	67	67	67
40 - Main Road - WB	78	78	79
41 - A1214 Main road - EB	67	67	67
42 - A1214 Main road - WB	51	51	51
43 - B1438 - WB	55	55	56
44 - B1438 - EB	50	50	50
45 - B1079 (East) - WB	37	37	38
46 - B1079 (East) - EB	30	30	29
47 - B1079 (West)- WB	33	33	33
48 - B1079 (West)- EB	38	39	39
49 - A1152 - WB	49	49	49
50 - A1152 - EB	49	49	49
72 - J22 - J22B - NB	0	0	0
73 - J22B - J23 - NB	0	0	0
J22-J23 NB (FY)	63	85	86
70 - J23 - J22B - SB	0	0	0
71 - J22B - J22 - SB	0	0	0
J23-J22 SB (FY)	66	94	94

Overall Network Statistics
AM (6:00 -9:00) , PM (15:00 -18:00)
Base + all 2023

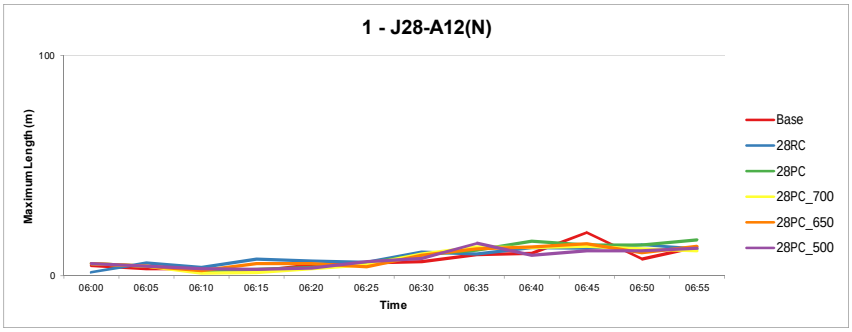
Overall Network Statistics	AM (6:00 -9:00)			PM (15:00 -18:00)		
	Base	2023RC	2023EY	2023RC	2023RC	2023EY
Total Time taken (s)	8602451	9164701	9556919	12308460	12308460	12490684
Total Time taken (h)	2390	2546	2655	3419	3419	3470
Total Distance (km)	163638	168070	173630	218666	218666	220896
Total Vehicles	24866	25535	26018	34457	34457	34695
Total Delay (s)	1452184	1791889	1943212	2631618	2631618	2718879
Total Delay (h)	403	498	540	731	731	755
Avg Speed (mph)	43	41	41	40	40	40
Avg Delay / Vehicle (s)	58	70	75	76	76	78

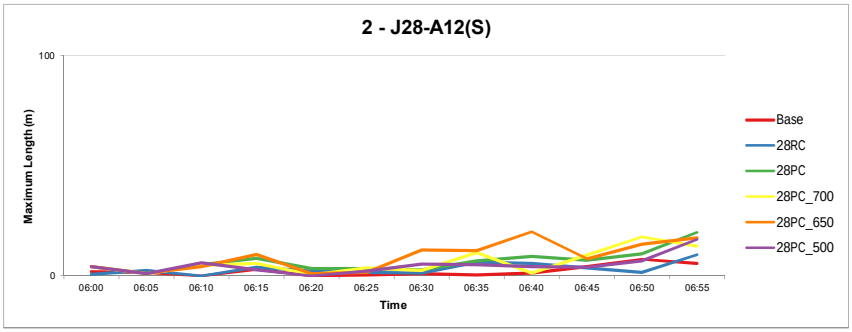
Appendix D

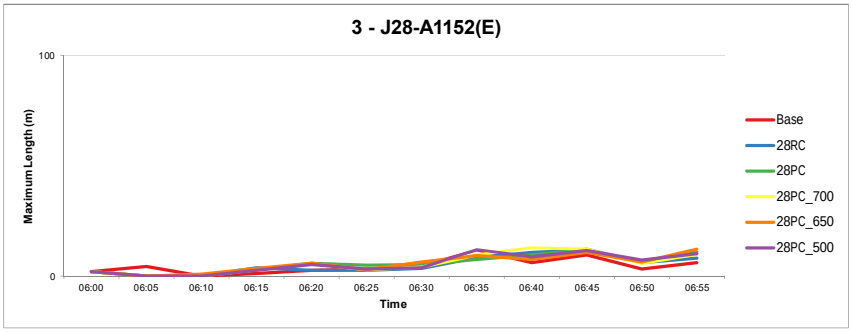
2028 FORECAST MODEL RESULTS

Queue Comparison Graphs
06:00-07:00

J28

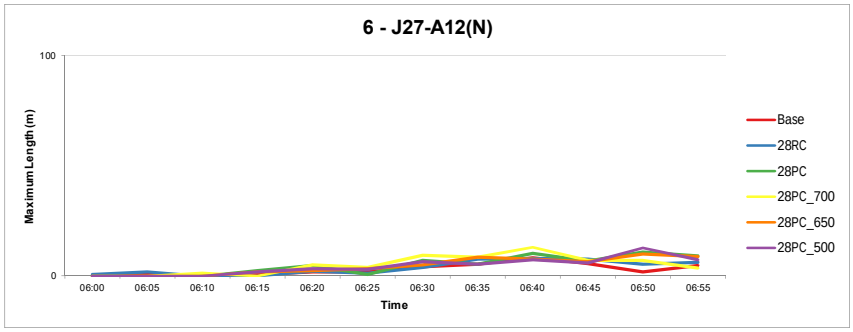


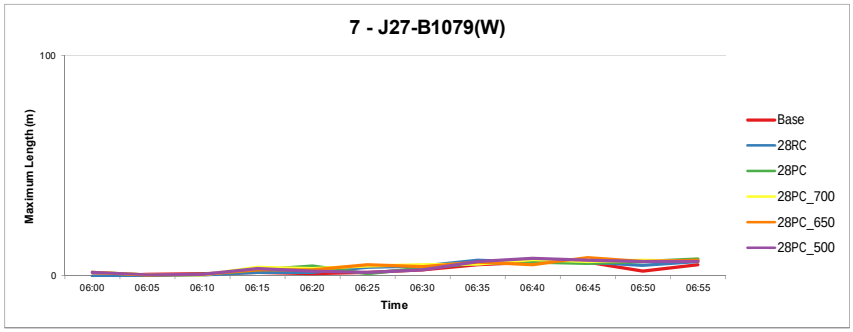


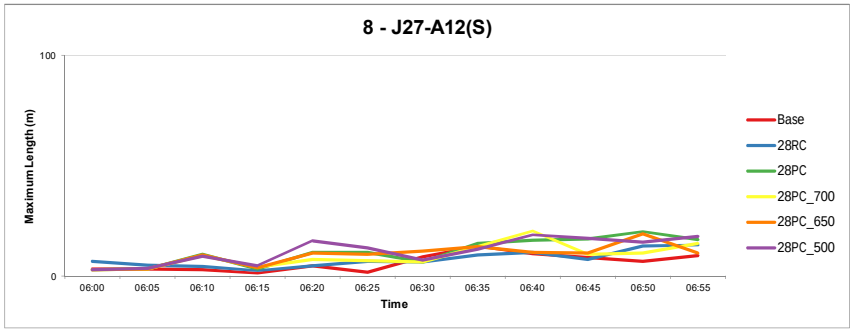


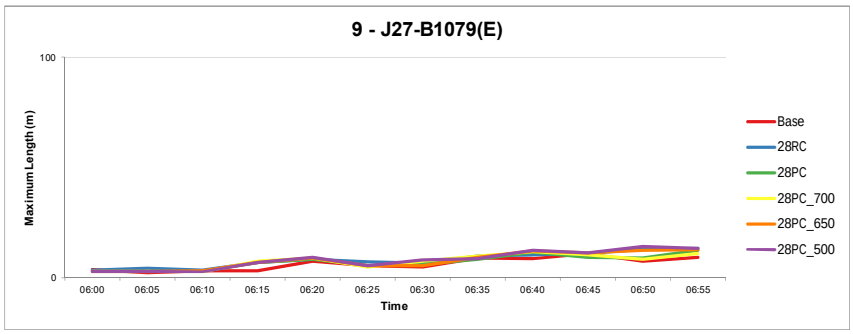
Queue Comparison Graphs
06:00-07:00

J27



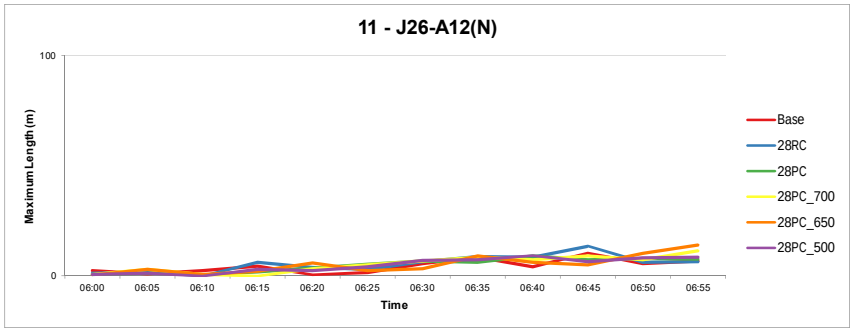


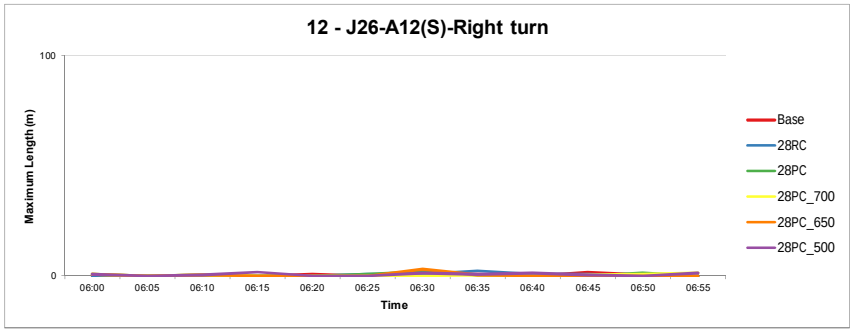


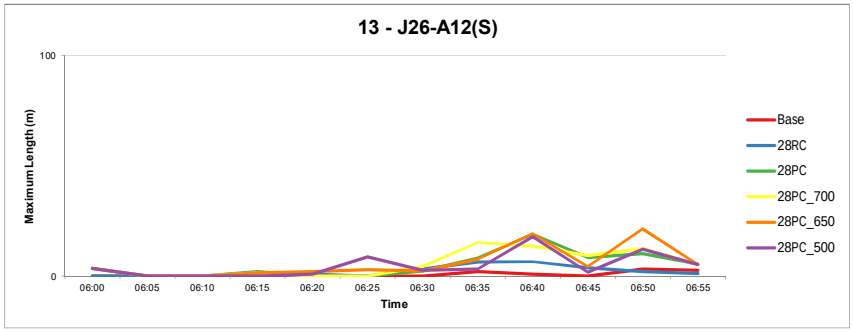


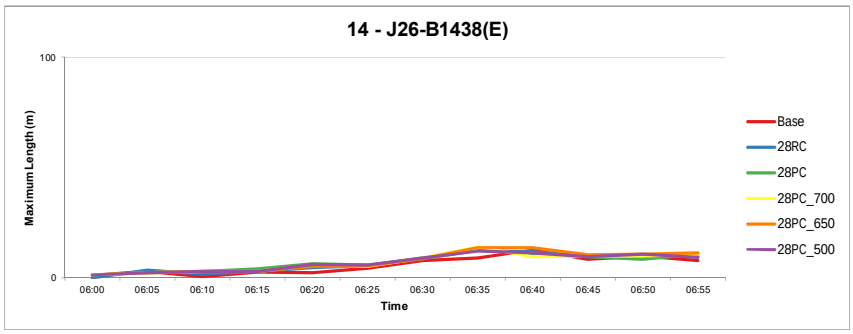
Queue Comparison Graphs
06:00-07:00

J26



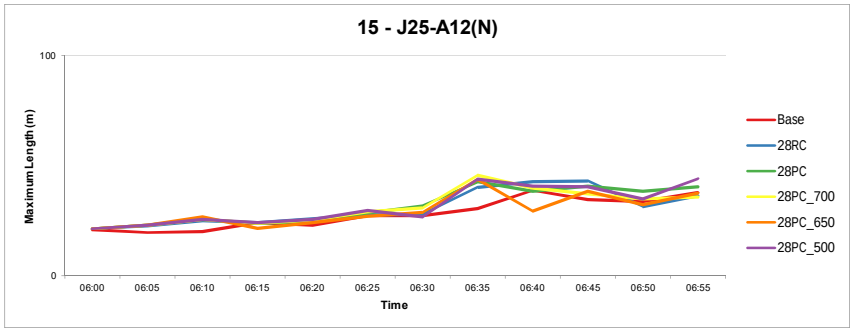


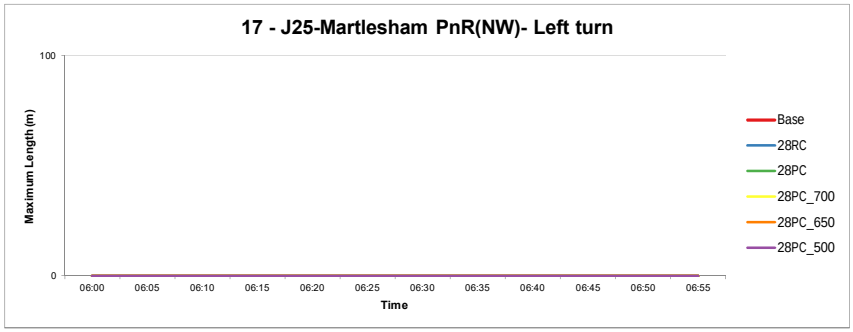


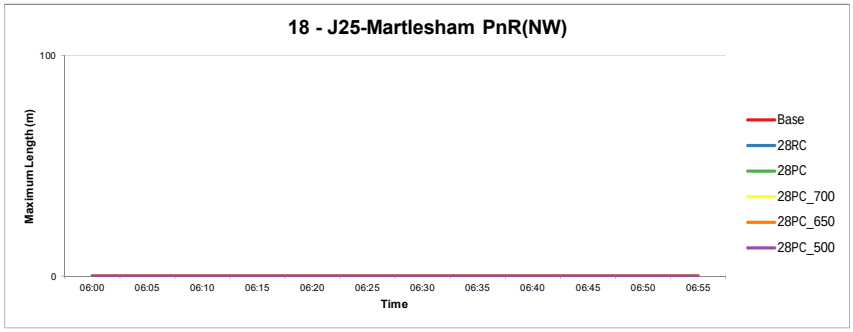


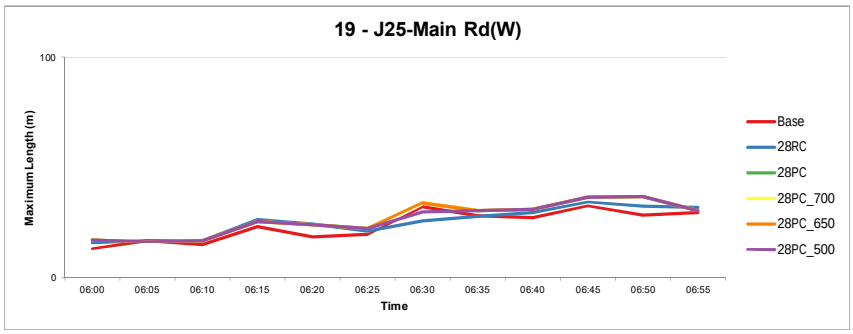
Queue Comparison Graphs
06:00-07:00

J25



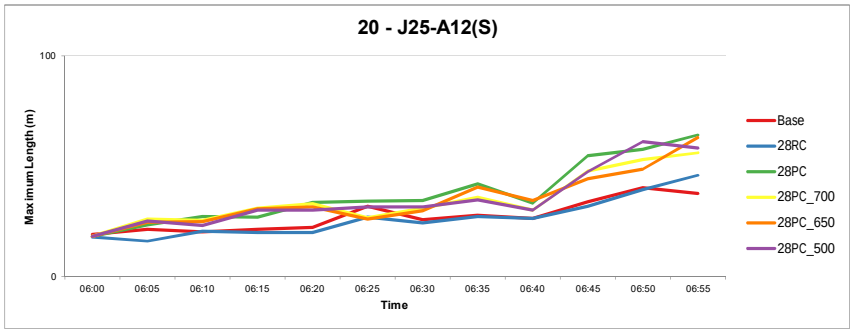


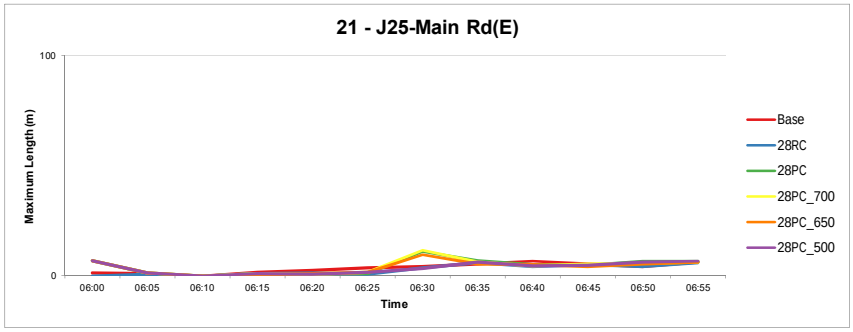




Queue Comparison Graphs
06:00-07:00

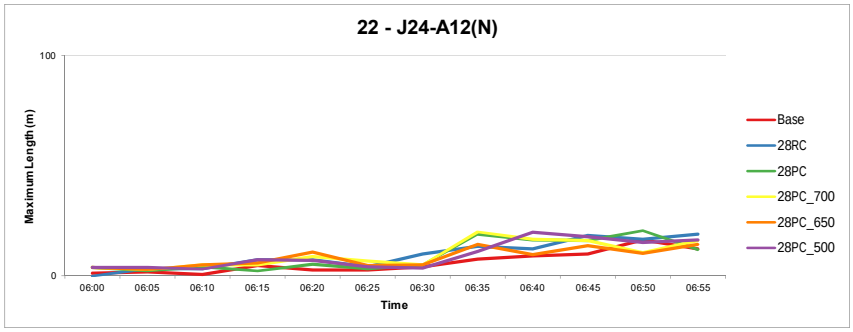
J25

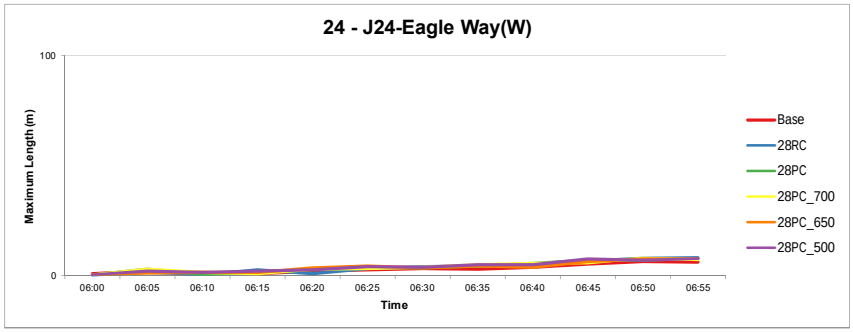


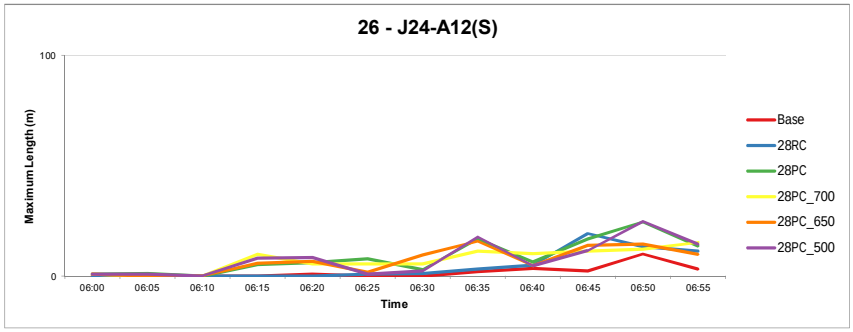


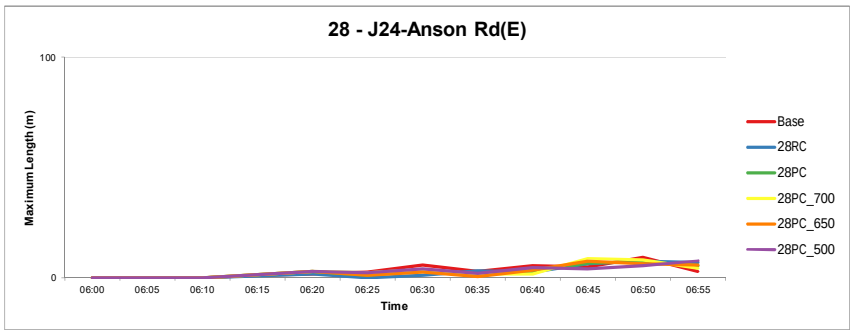
Queue Comparison Graphs
06:00-07:00

J24



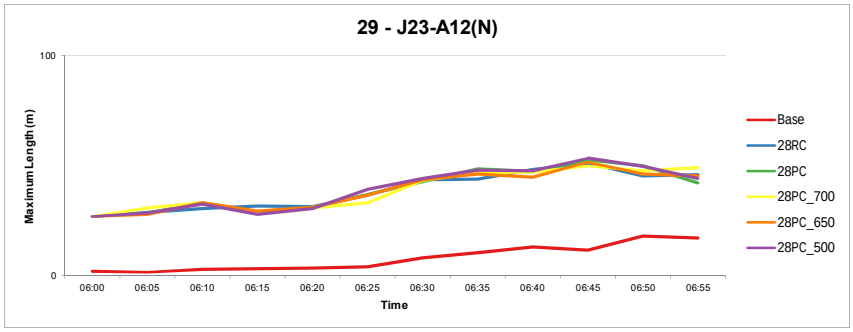


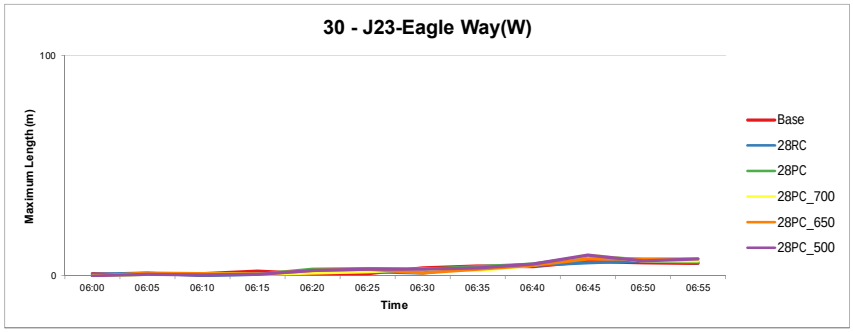


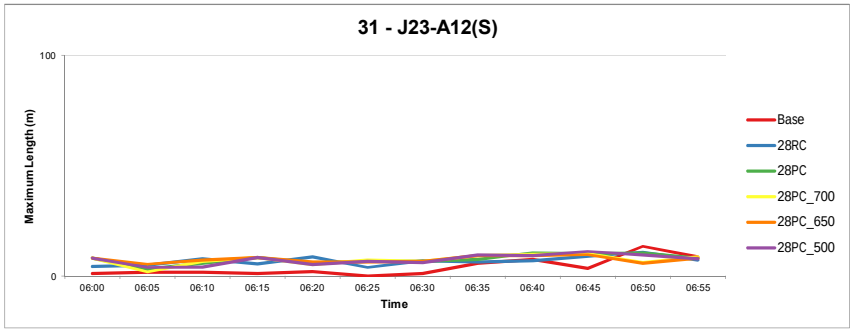


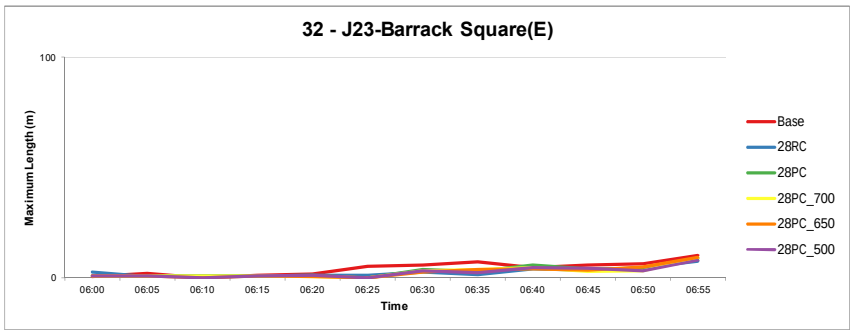
Queue Comparison Graphs
06:00-07:00

J23



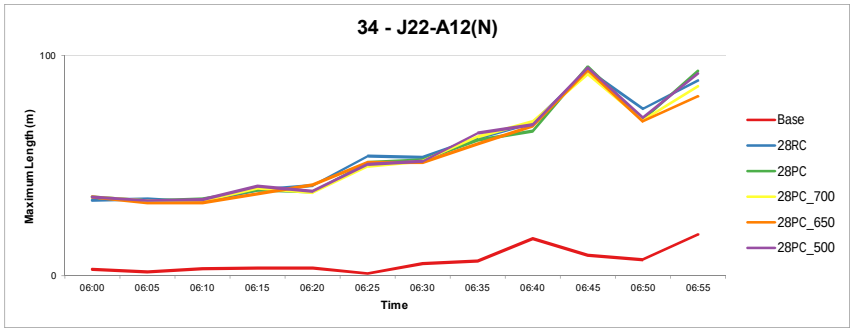


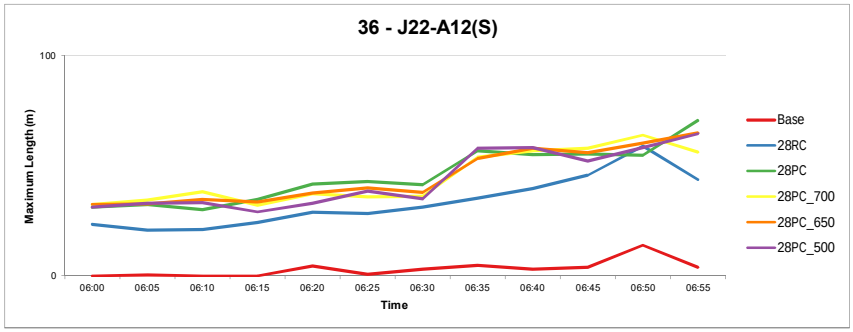


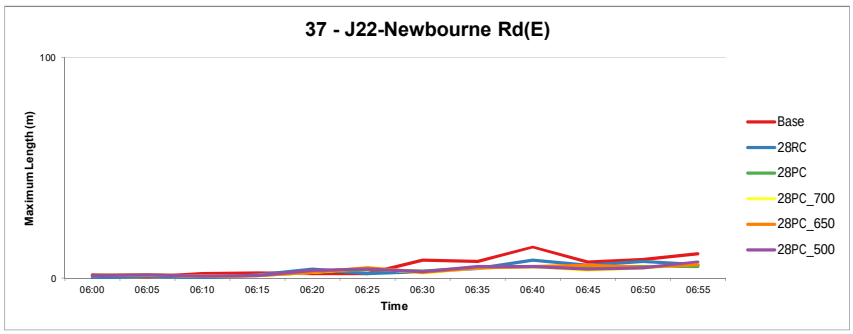


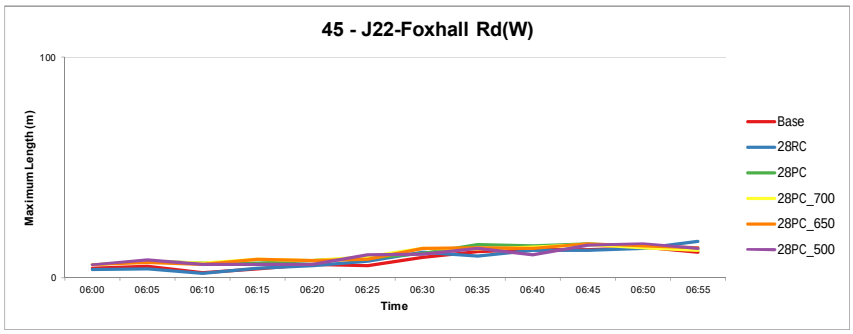
Queue Comparison Graphs
06:00-07:00

J22



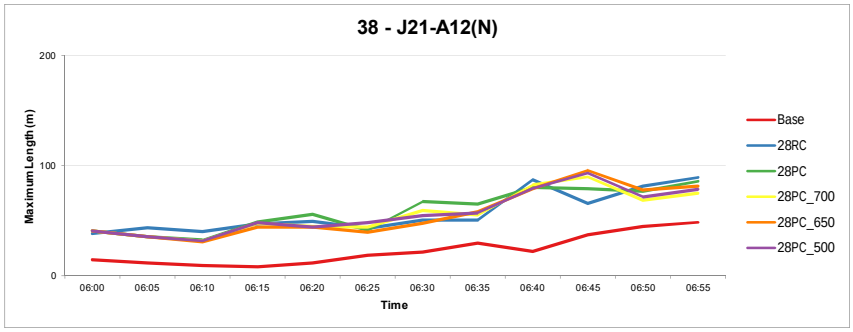


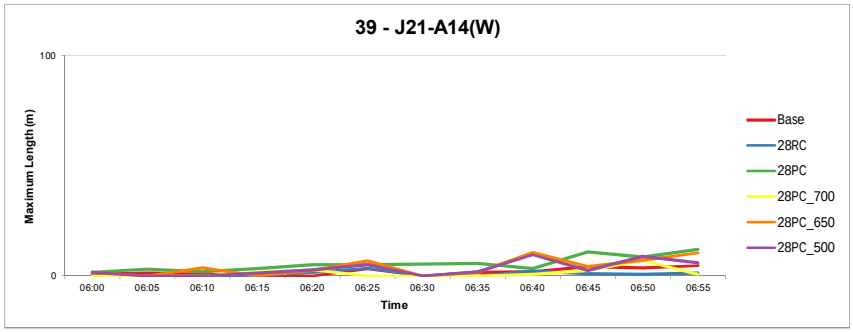


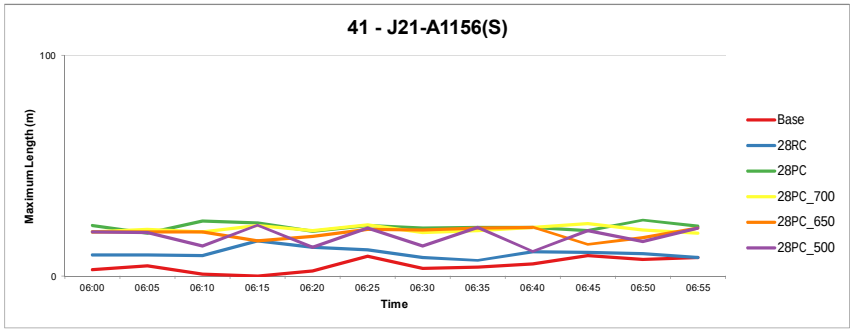


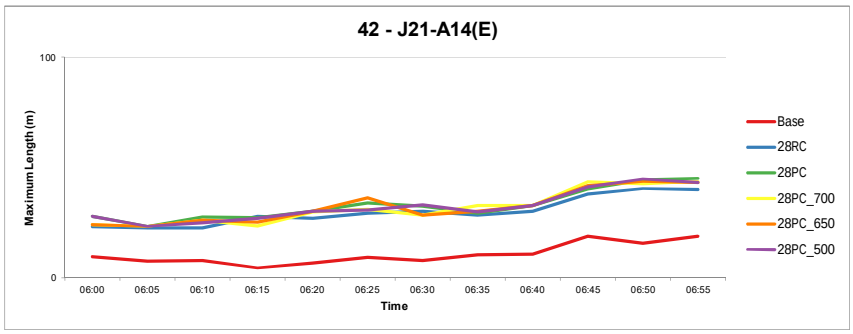
Queue Comparison Graphs
06:00-07:00

J21



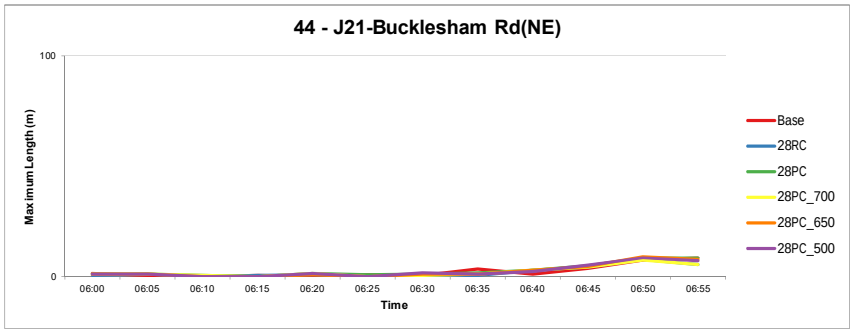






Queue Comparison Graphs
06:00-07:00

J21



Queue Comparison
06:00-07:00
Maximum Length Summary
Maximum Length (m)

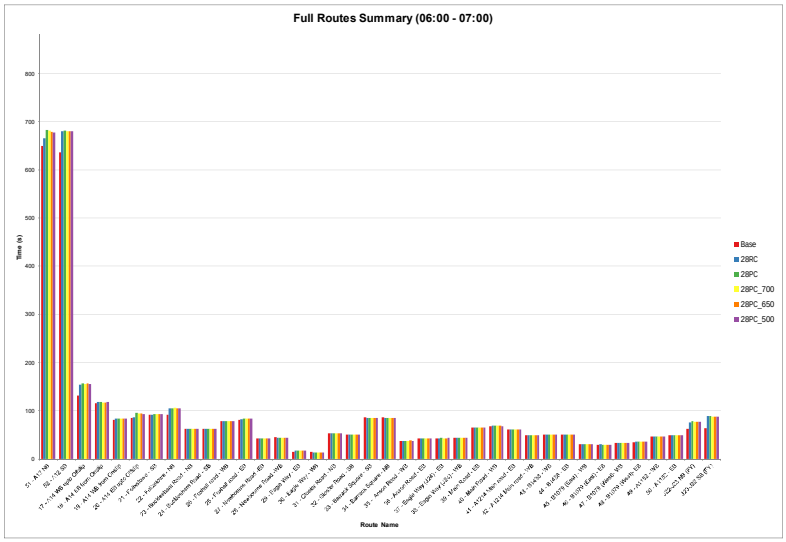
	Base	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J28-A12(N)	19.8	14.2	16.4	13.4	14.6	14.8
2 - J28-A12(S)	7.5	9.6	19.6	17.8	19.9	16.5
3 - J28-A1152(E)	11.6	11.9	12.2	12.9	12.1	11.9
6 - J27-A12(N)	8.3	7.9	10.8	13.1	9.9	12.8
7 - J27-B1079(W)	6.2	7.2	7.6	7.4	8.4	8.0
8 - J27-A12(S)	13.5	14.0	20.1	20.4	19.1	18.6
9 - J27-B1079(E)	10.8	13.5	12.4	11.7	12.8	14.1
11 - J26-A12(N)	10.5	13.5	9.1	11.4	14.0	9.2
12 - J26-A12(S)-Right turn	1.7	2.2	1.9	1.3	3.1	1.7
13 - J26-A12(S)	3.1	6.5	19.0	15.2	21.4	17.9
14 - J26-B1438(E)	12.5	12.3	12.3	14.0	13.8	12.1
15 - J25-A12(N)	38.8	43.0	42.7	45.6	43.7	44.2
17 - J25-Martlesham PnR(NW)- Left turn	0.0	0.0	0.0	0.0	0.0	0.0
18 - J25-Martlesham PnR(NW)	0.0	0.0	0.0	0.0	0.0	0.0
19 - J25-Main Rd(W)	32.6	34.3	36.8	36.8	36.8	36.8
20 - J25-A12(S)	40.3	45.9	64.2	56.2	63.2	61.2
21 - J25-Main Rd(E)	6.6	5.9	11.0	11.6	9.6	6.7
22 - J24-A12(N)	16.3	18.9	20.6	20.0	14.3	19.8
24 - J24-Eagle Way(W)	6.4	8.3	7.8	8.1	7.9	7.8
26 - J24-A12(S)	9.9	19.2	24.5	15.3	15.8	24.7
28 - J24-Anson Rd(E)	9.2	7.7	7.2	8.8	7.5	7.7
29 - J23-A12(N)	18.1	51.0	52.4	49.8	51.5	53.4
30 - J23-Eagle Way(W)	6.5	6.7	9.0	9.4	7.8	9.5
31 - J23-A12(S)	13.5	10.9	10.5	10.2	9.7	11.2
32 - J23-Barrack Square(E)	10.1	7.5	8.6	9.1	9.3	7.9
34 - J22-A12(N)	18.7	93.3	94.9	91.5	93.3	94.4
36 - J22-A12(S)	13.9	58.9	70.6	63.9	64.8	64.6
37 - J22-Newbourne Rd(E)	14.1	8.1	5.3	6.4	6.0	7.3
45 - J22-Foxhall Rd(W)	13.7	16.5	15.3	15.0	15.5	15.5
38 - J21-A12(N)	48.6	89.4	85.8	89.9	95.8	93.2
39 - J21-A14(W)	4.7	3.4	12.1	7.0	10.5	9.4
41 - J21-A1156(S)	9.2	15.9	25.4	23.8	22.1	22.9
42 - J21-A14(E)	18.8	40.5	45.0	43.6	43.6	44.9
44 - J21-Bucklesham Rd(NE)	8.5	7.6	8.5	7.5	9.0	8.5

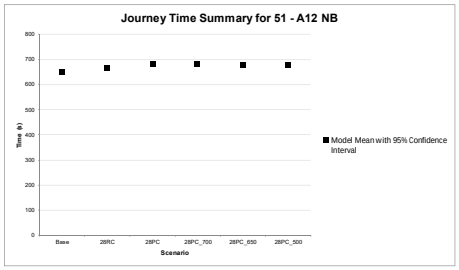
wsp

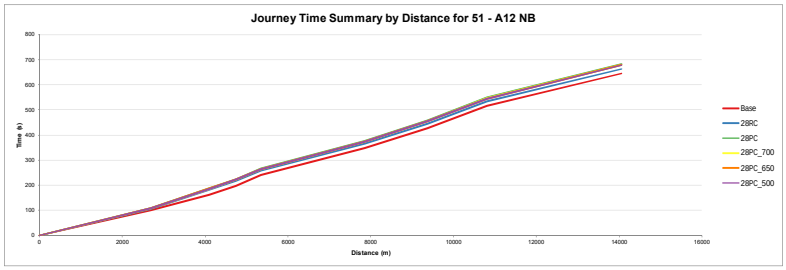
Queue Comparison
06:00-07:00
Average Length Summary
Maximum Length (m)

	Base	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J28-A12(N)	7.6	8.8	8.9	7.8	8.5	7.8
2 - J28-A12(S)	2.3	3.2	6.7	6.2	8.7	4.8
3 - J28-A1152(E)	4.5	5.0	5.6	5.6	5.6	5.5
6 - J27-A12(N)	2.9	3.7	4.8	4.9	4.5	4.4
7 - J27-B1079(W)	2.8	3.6	3.9	4.4	4.2	3.9
8 - J27-A12(S)	6.1	7.6	10.9	9.1	9.6	11.4
9 - J27-B1079(E)	6.3	8.1	7.2	7.4	7.8	8.2
11 - J26-A12(N)	4.5	5.5	4.9	5.3	5.2	4.8
12 - J26-A12(S)-Right turn	0.3	0.4	0.4	0.3	0.4	0.6
13 - J26-A12(S)	0.7	2.0	4.9	5.4	5.8	4.6
14 - J26-B1438(E)	5.8	6.7	6.9	6.9	7.4	6.9
15 - J25-A12(N)	28.2	30.7	31.6	31.0	29.5	31.7
17 - J25-Martlesham PnR(NW)- Left turn	0.0	0.0	0.0	0.0	0.0	0.0
18 - J25-Martlesham PnR(NW)	0.0	0.0	0.0	0.0	0.0	0.0
19 - J25-Main Rd(W)	23.7	25.2	26.8	26.8	26.8	26.4
20 - J25-A12(S)	27.3	26.4	37.5	34.6	34.8	35.2
21 - J25-Main Rd(E)	3.5	2.6	4.3	4.2	3.9	3.5
22 - J24-A12(N)	6.1	9.6	9.2	9.7	8.3	9.5
24 - J24-Eagle Way(W)	3.2	3.8	4.0	4.1	3.9	4.2
26 - J24-A12(S)	1.8	4.5	8.5	7.3	6.9	7.8
28 - J24-Anson Rd(E)	3.0	2.5	2.7	2.9	2.6	2.9
29 - J23-A12(N)	8.1	38.7	39.1	38.9	38.5	39.4
30 - J23-Eagle Way(W)	3.1	2.9	3.7	3.2	3.4	3.6
31 - J23-A12(S)	4.0	6.8	7.6	7.4	7.5	7.4
32 - J23-Barrack Square(E)	4.2	2.6	2.8	2.5	2.5	2.4
34 - J22-A12(N)	6.8	56.7	56.0	55.4	54.7	56.5
36 - J22-A12(S)	3.2	33.4	45.5	44.6	45.1	43.7
37 - J22-Newbourne Rd(E)	5.6	3.5	3.3	3.2	3.4	3.4
45 - J22-Foxhall Rd(W)	8.3	8.6	10.5	10.6	10.6	10.1
38 - J21-A12(N)	23.3	57.3	59.1	56.3	56.3	56.8
39 - J21-A14(W)	1.8	0.9	5.5	1.3	4.0	3.3
41 - J21-A1156(S)	4.8	10.4	22.4	21.2	19.4	17.9
42 - J21-A14(E)	10.6	29.9	32.8	31.8	32.1	32.4
44 - J21-Bucklesham Rd(NE)	2.3	2.0	2.7	2.2	2.5	2.5

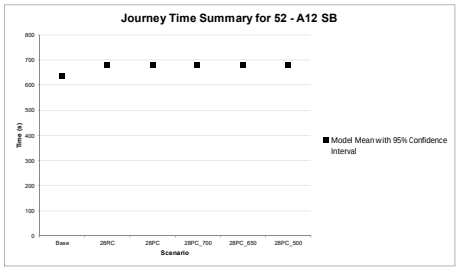
Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

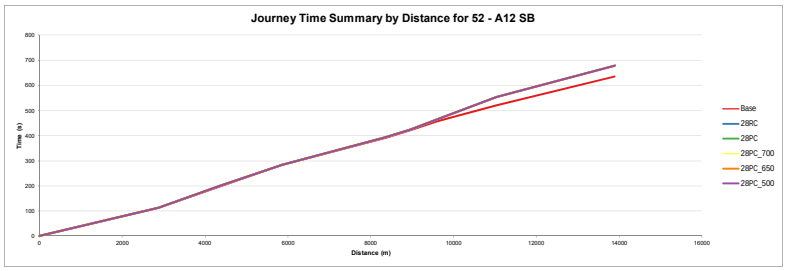


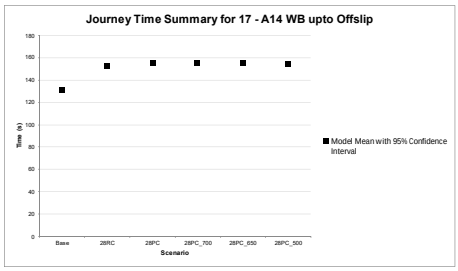


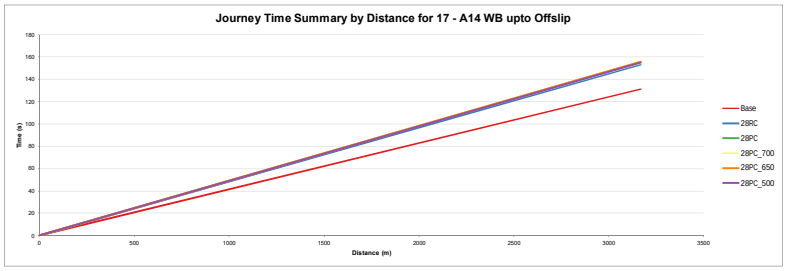


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

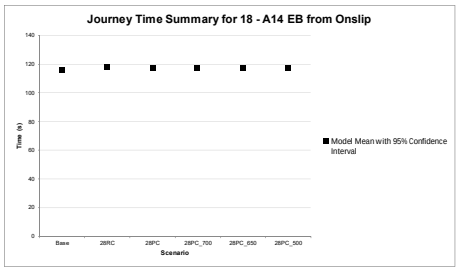


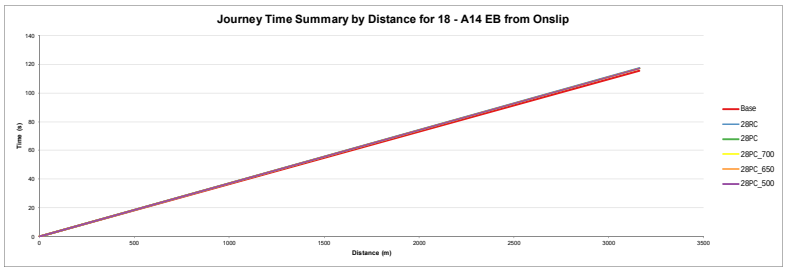


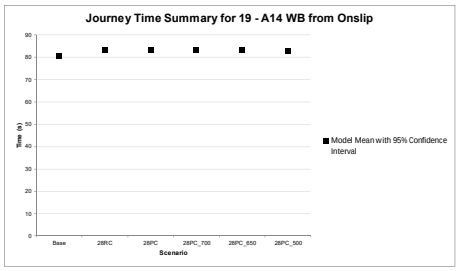


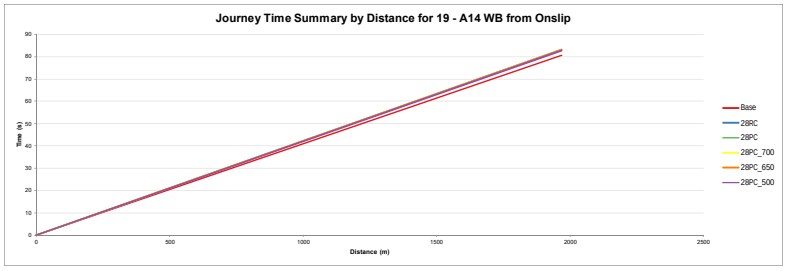


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

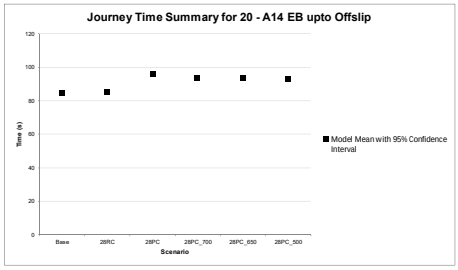


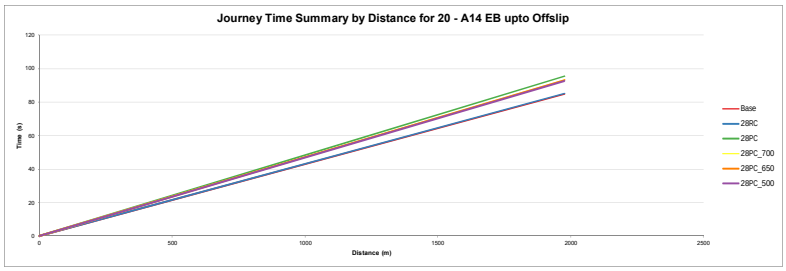


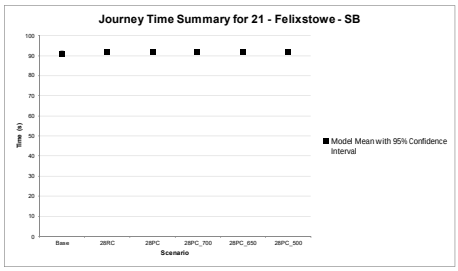


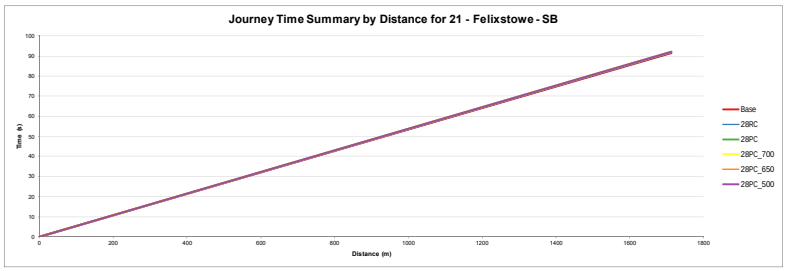


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

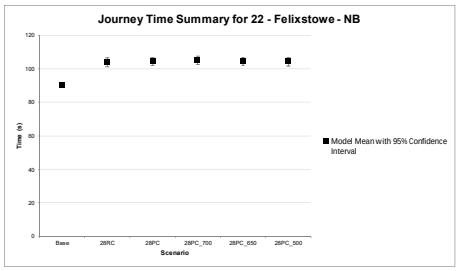


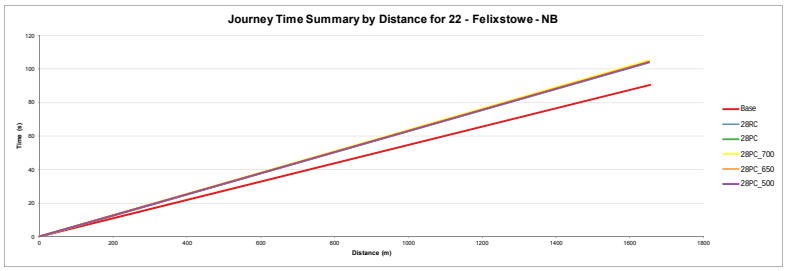


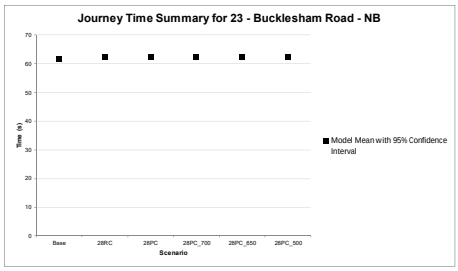


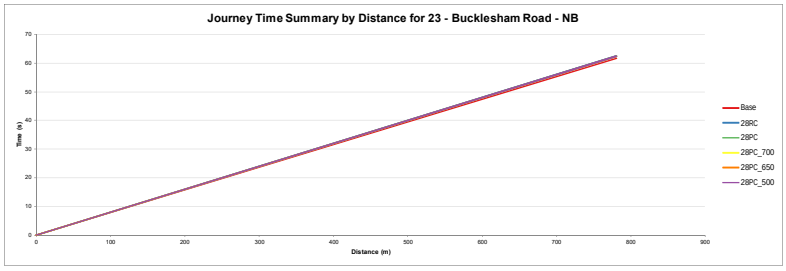


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

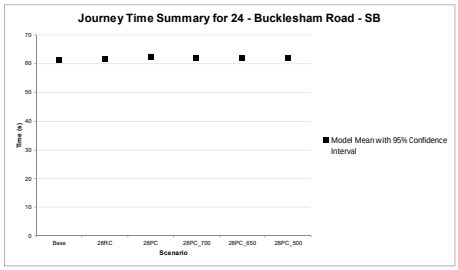


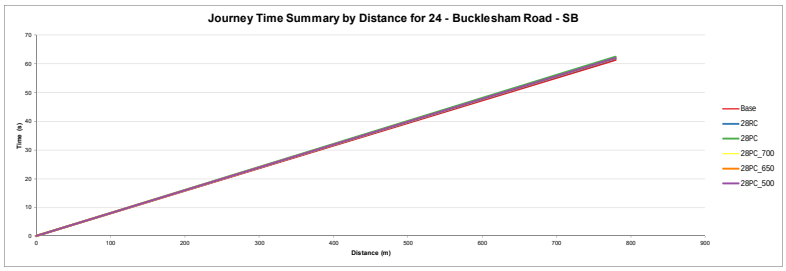


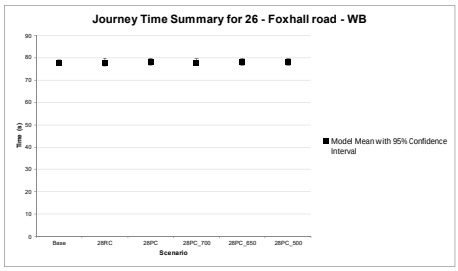


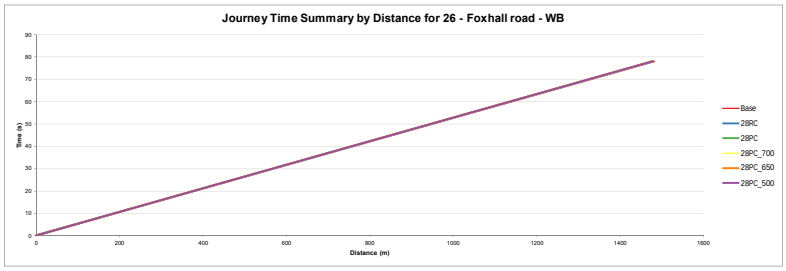


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

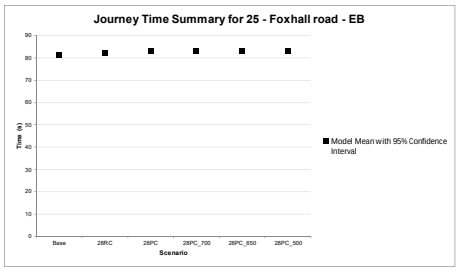


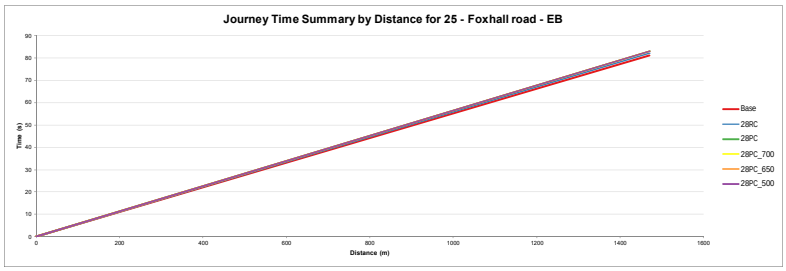


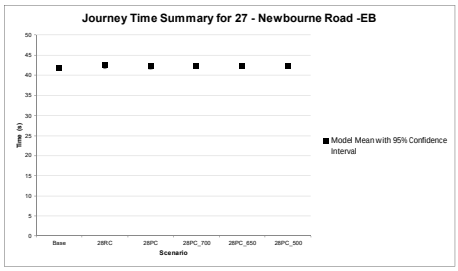


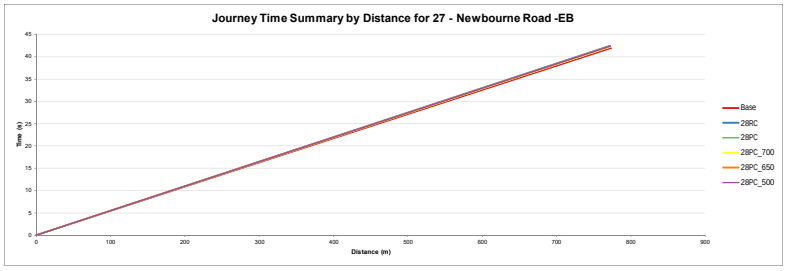


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

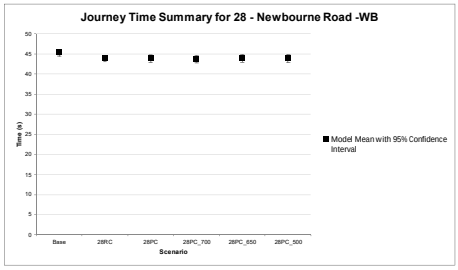


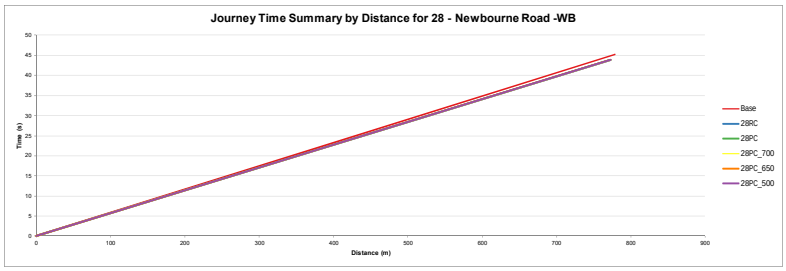


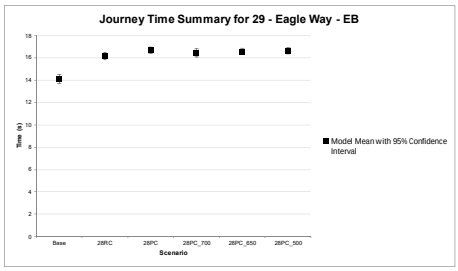


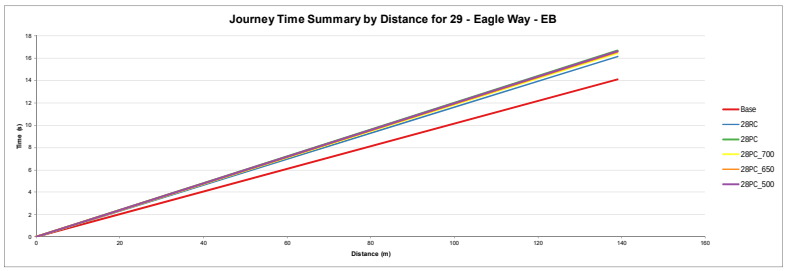


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

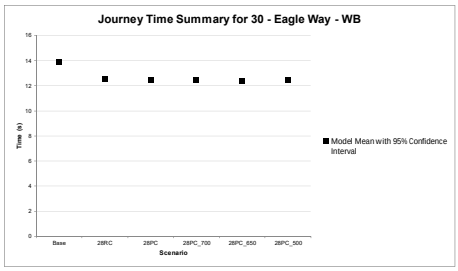


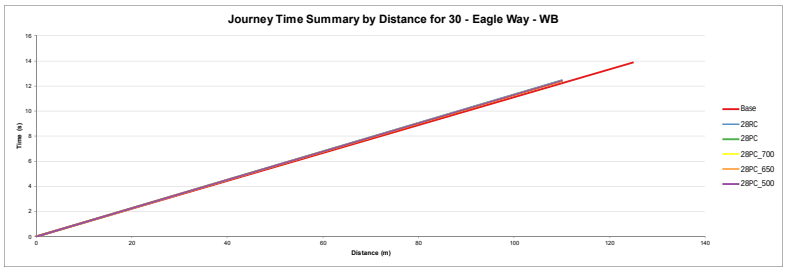


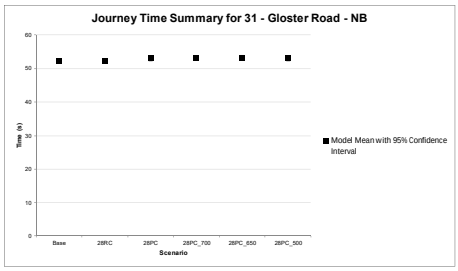


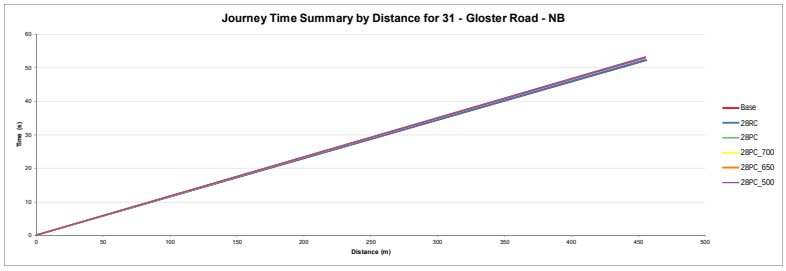


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028



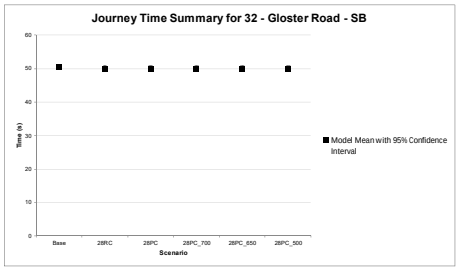


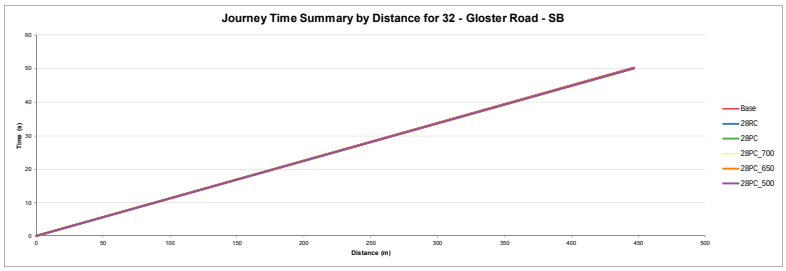


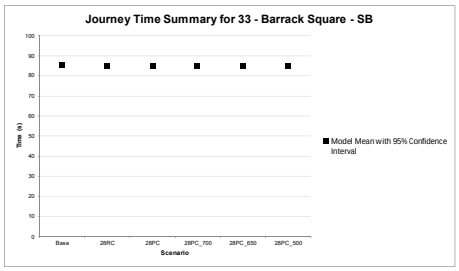


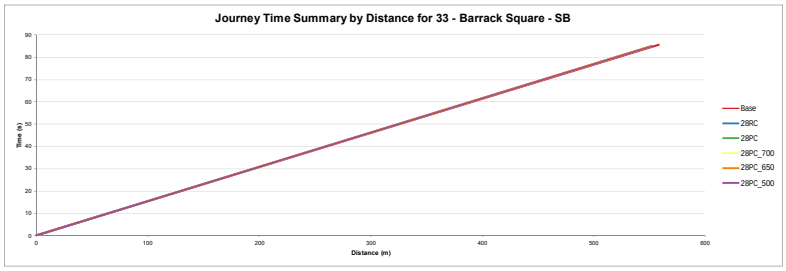
wsp

Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

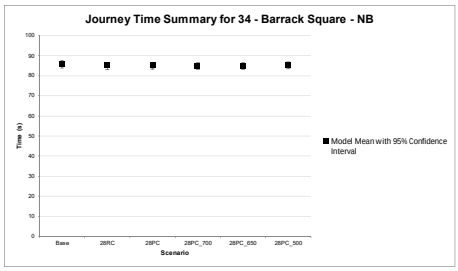


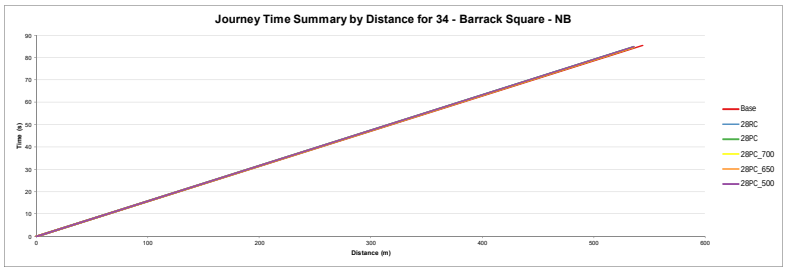


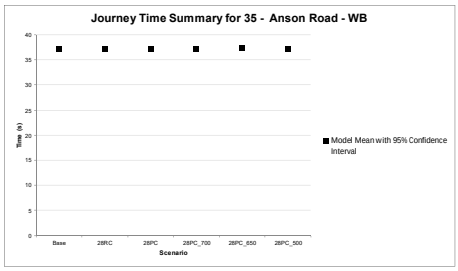


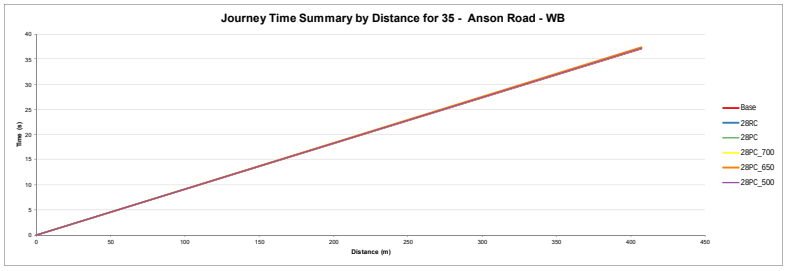


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

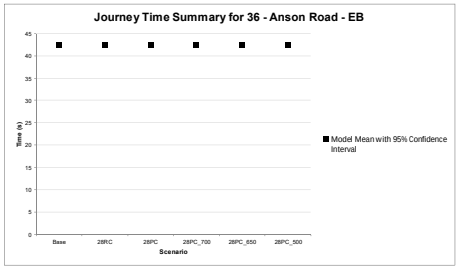


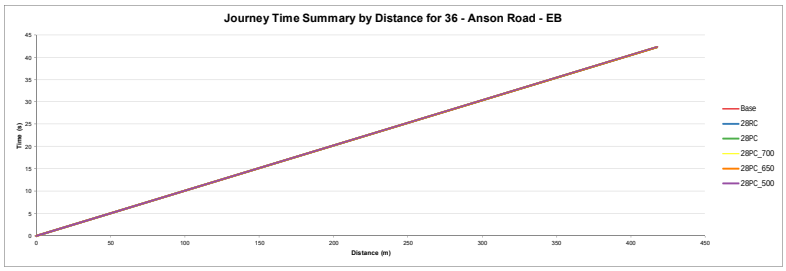


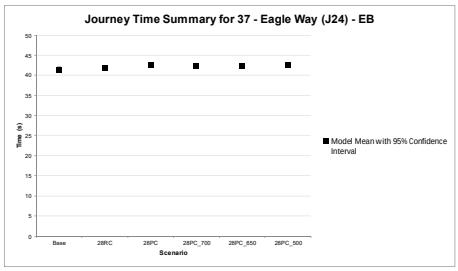


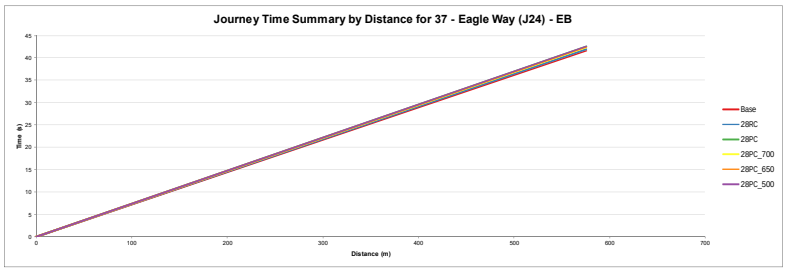


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

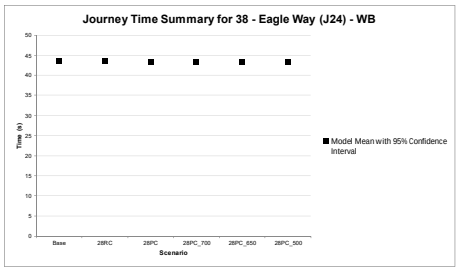


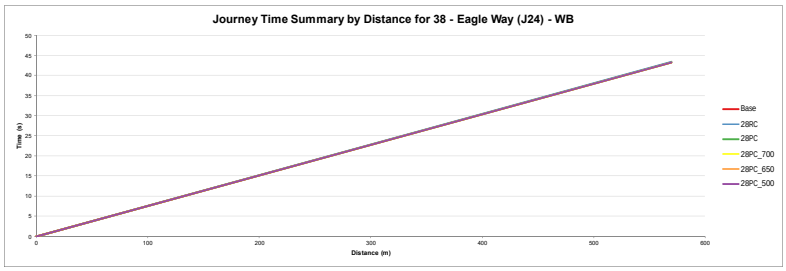


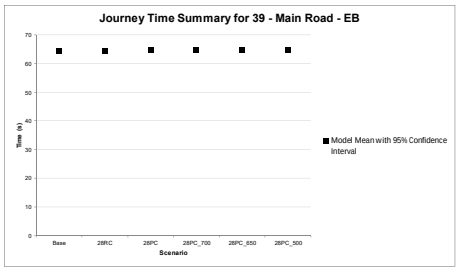


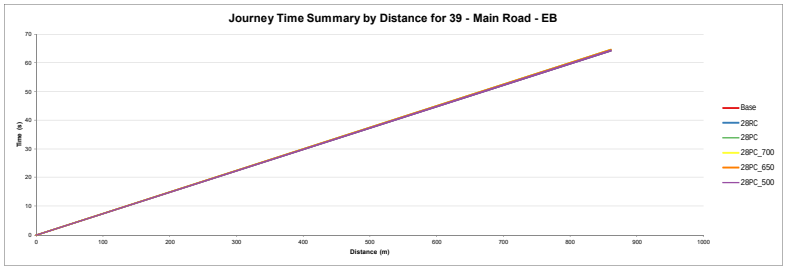


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

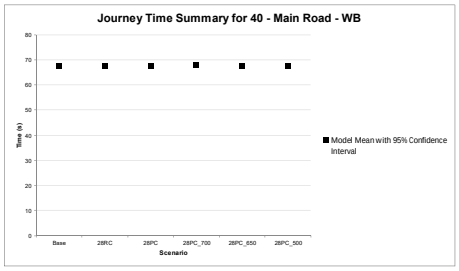


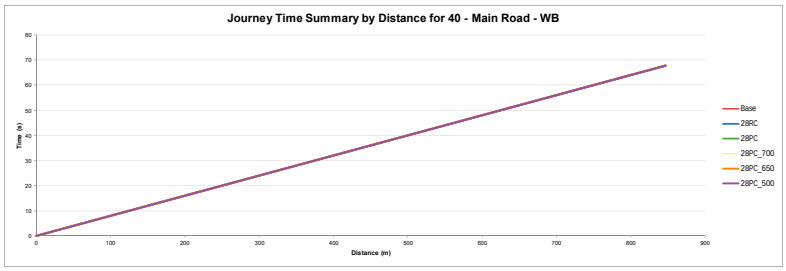


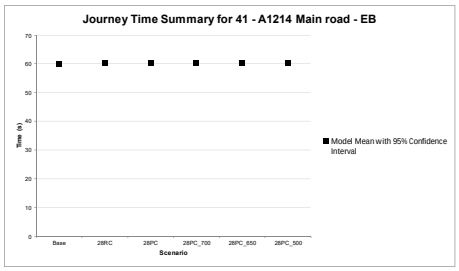


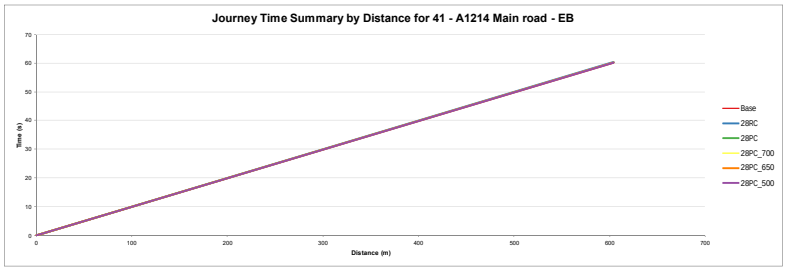


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

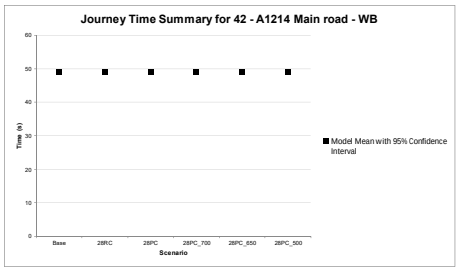


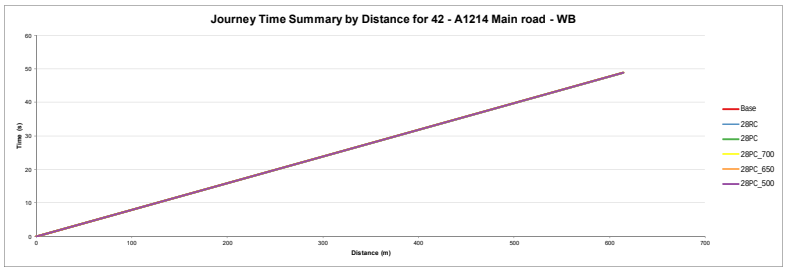


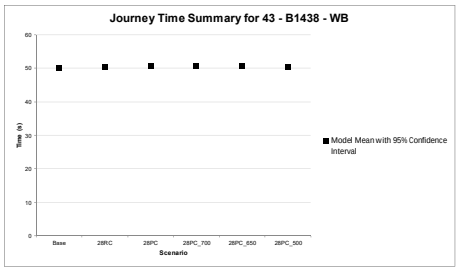


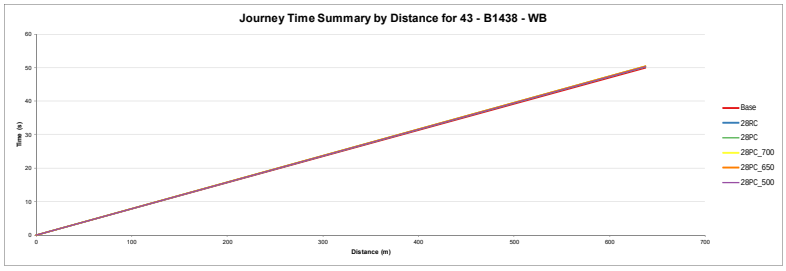


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

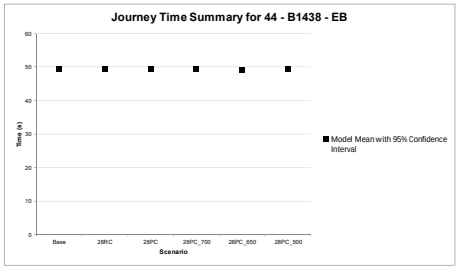


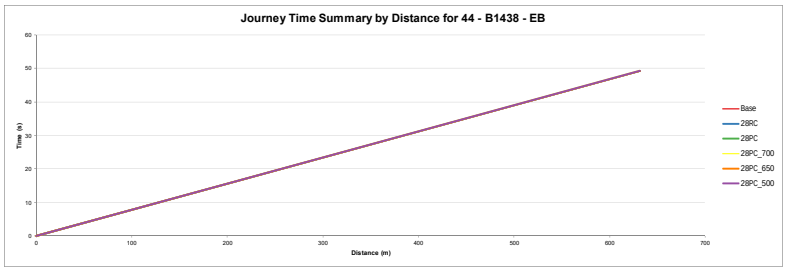


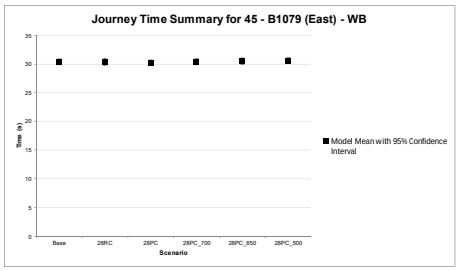


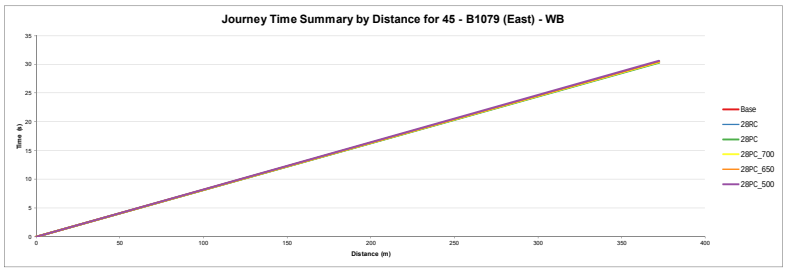


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

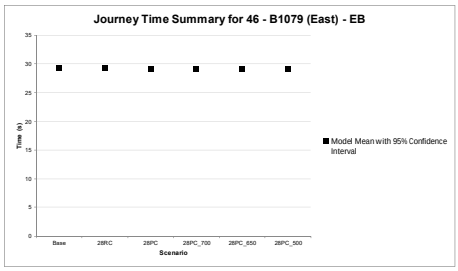


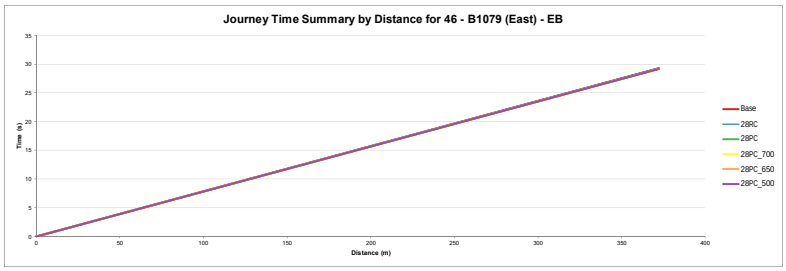


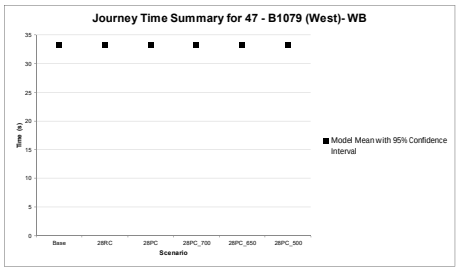


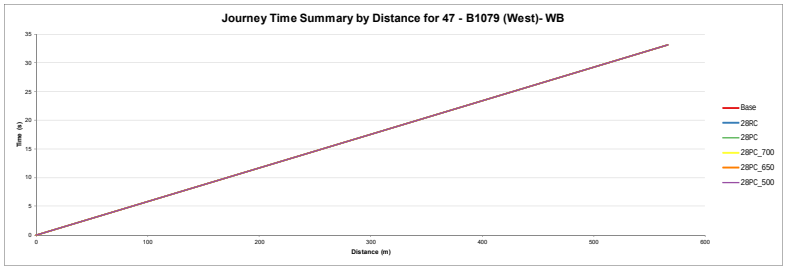


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

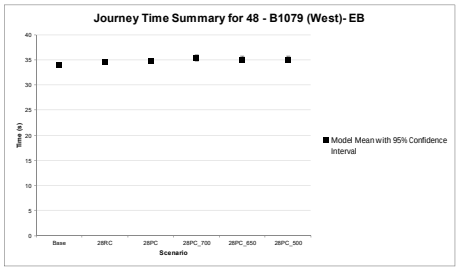


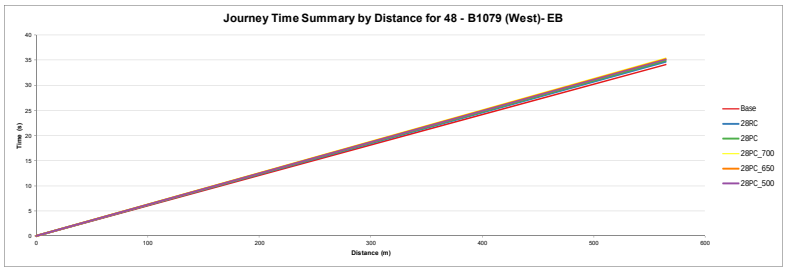


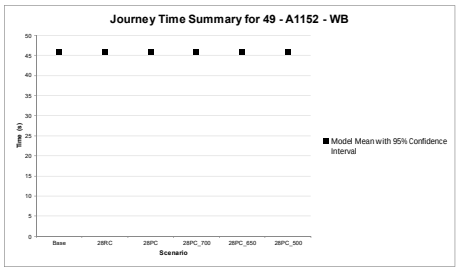


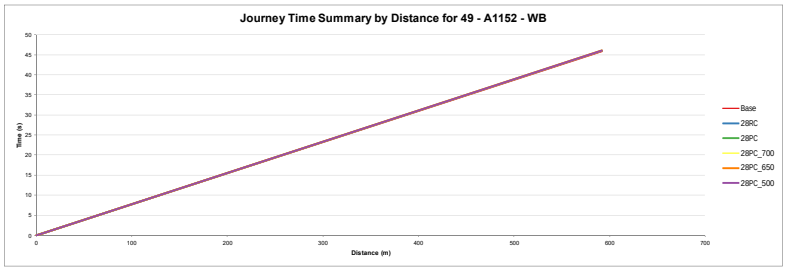


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

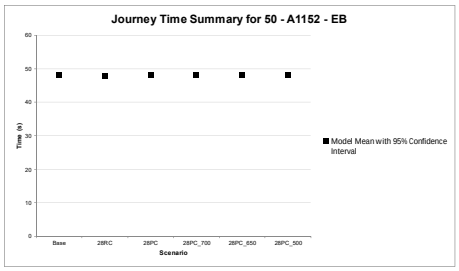


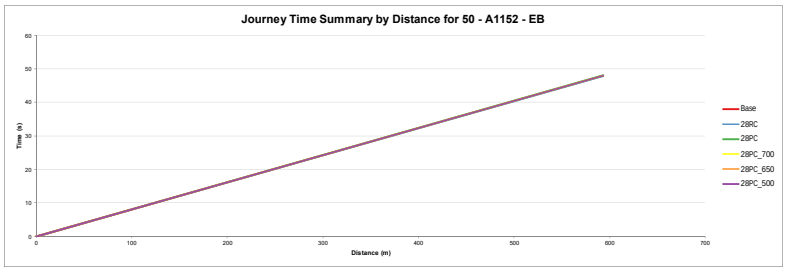


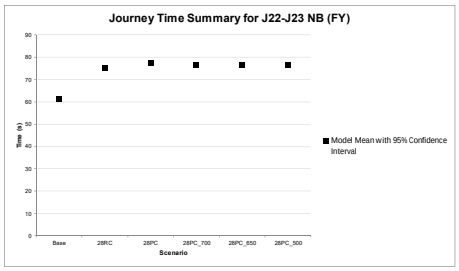


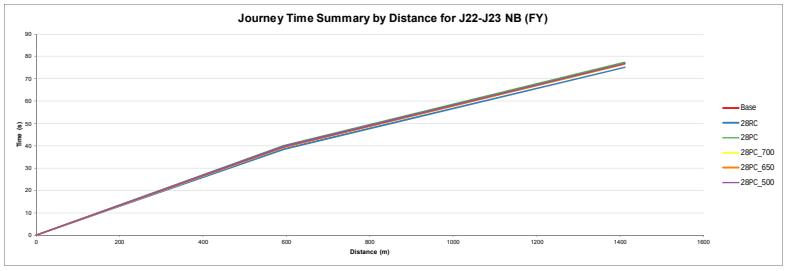


Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028



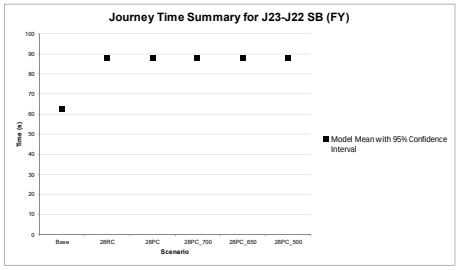


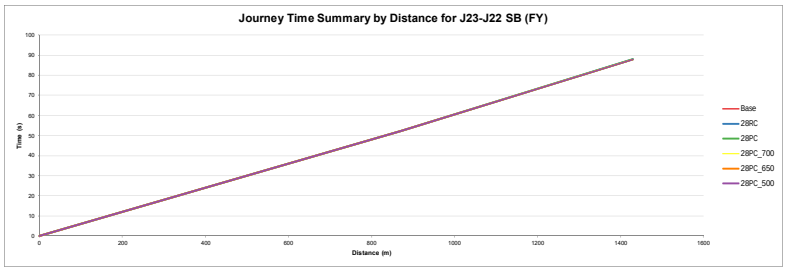




wsp

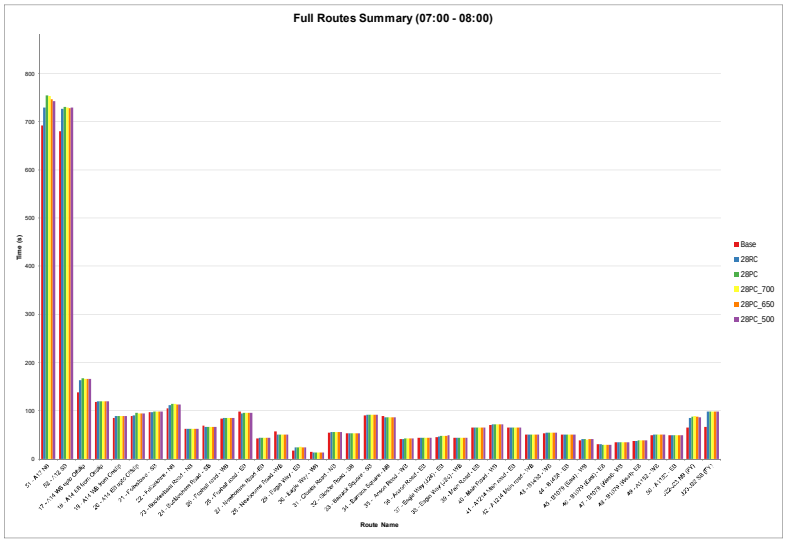
Journey Time Comparison Graphs
AM
06:00 - 07:00
Base + all 2028

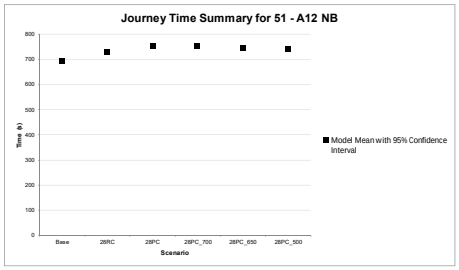


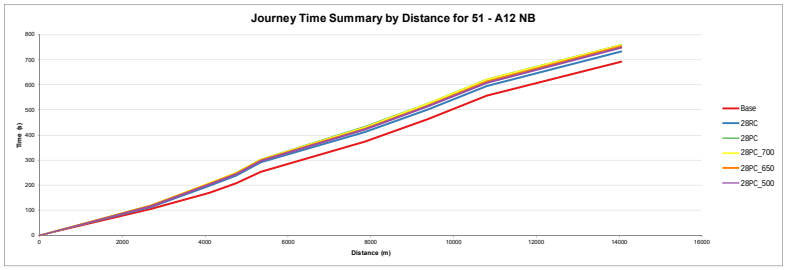


wsp

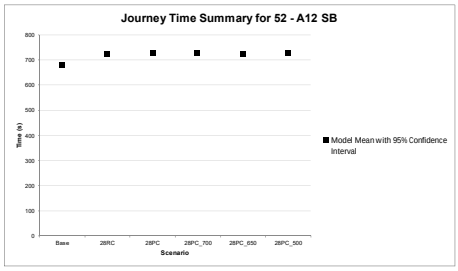
Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

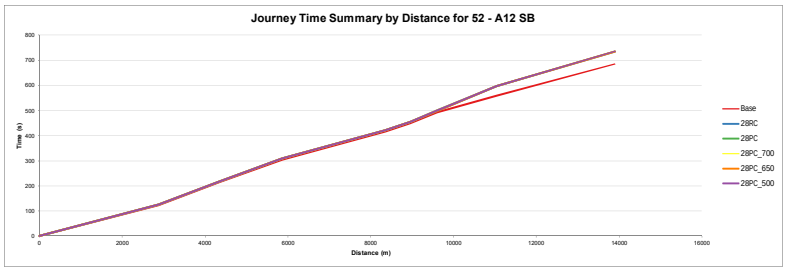


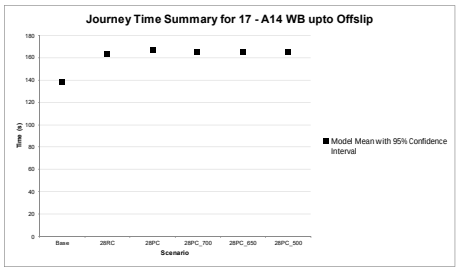


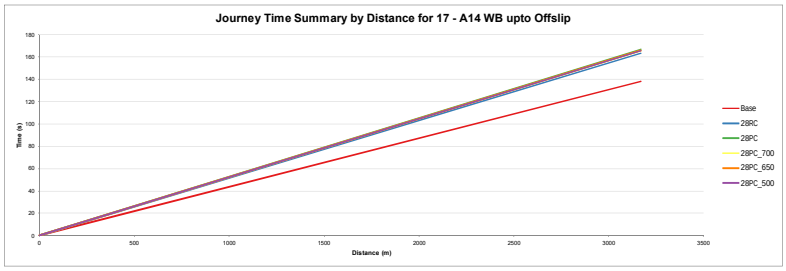


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

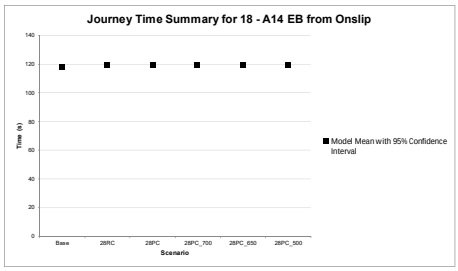


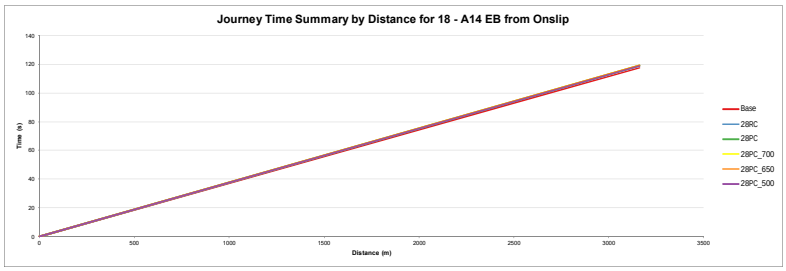


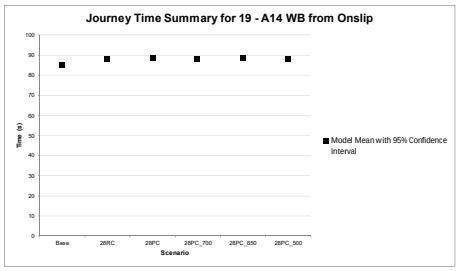


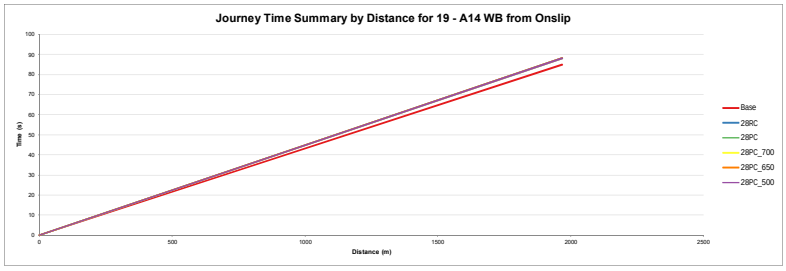


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

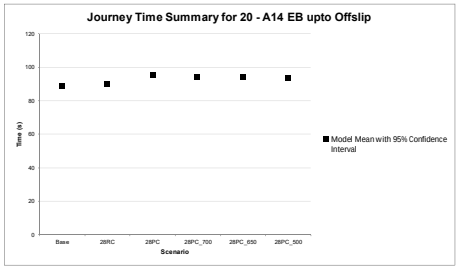


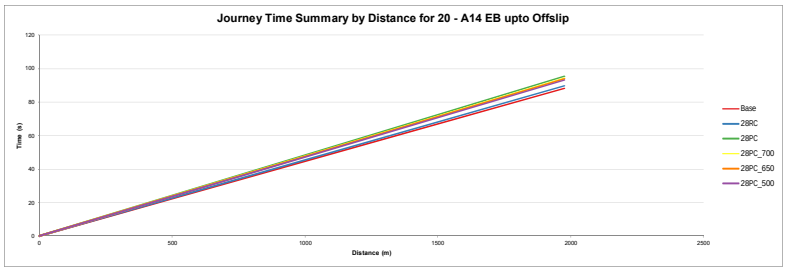


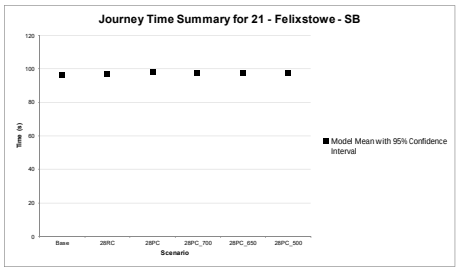


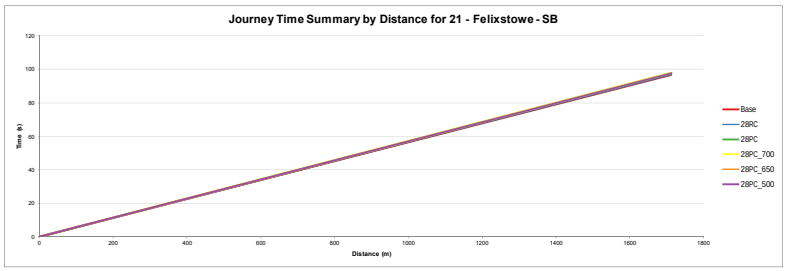


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

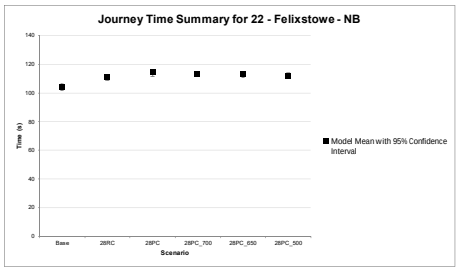


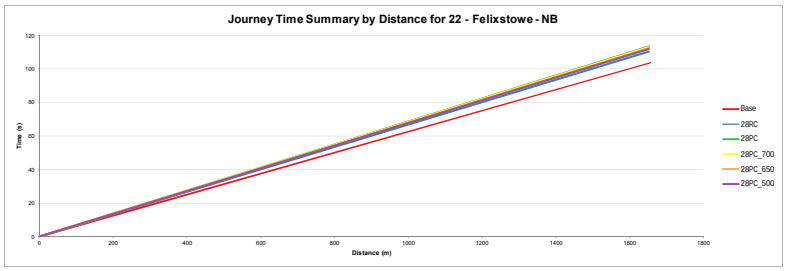


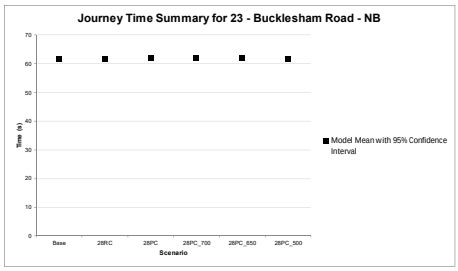


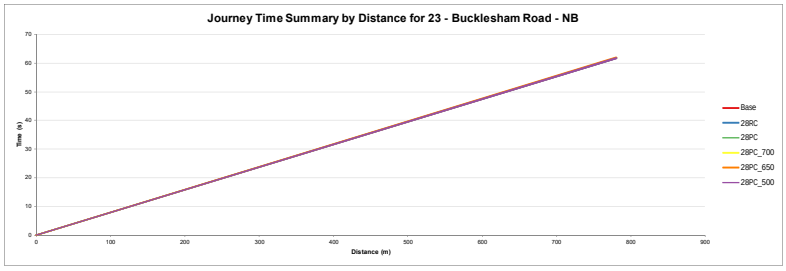


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

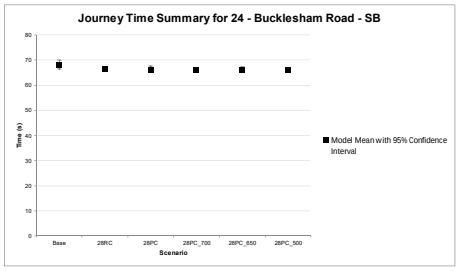


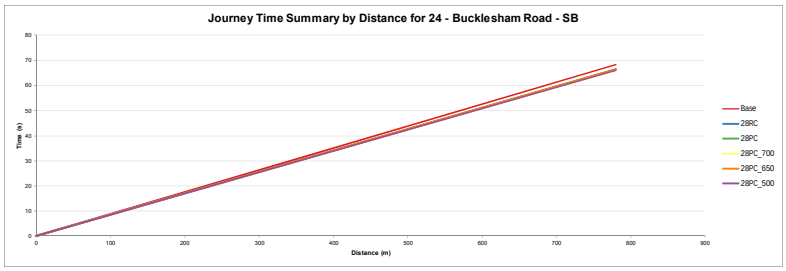


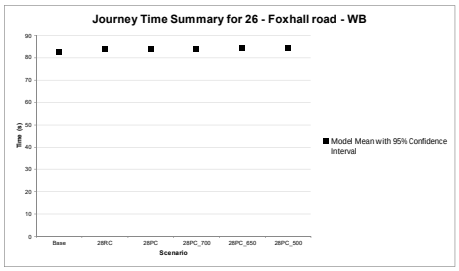


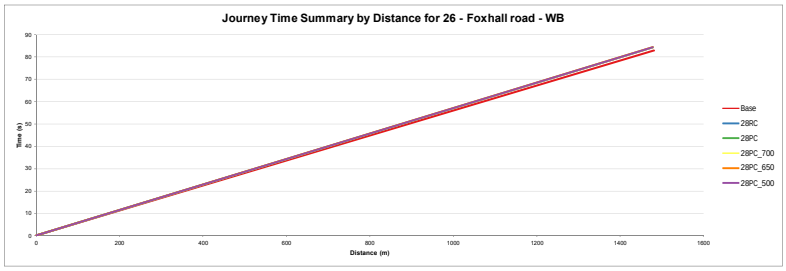


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

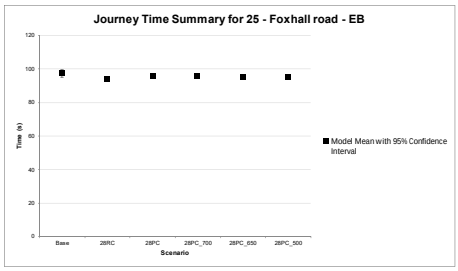


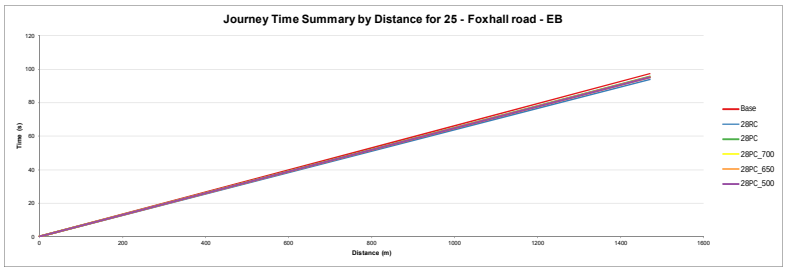


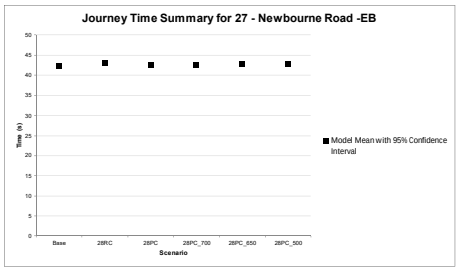


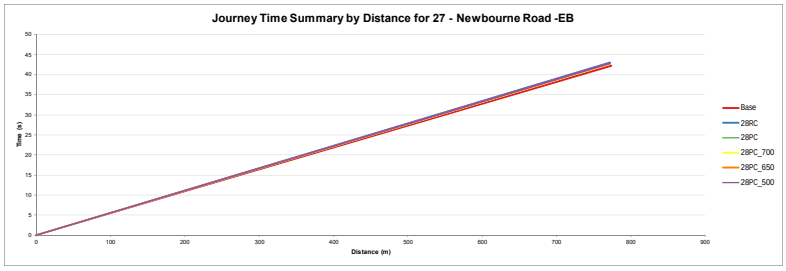


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028



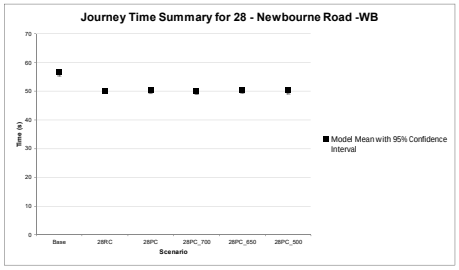


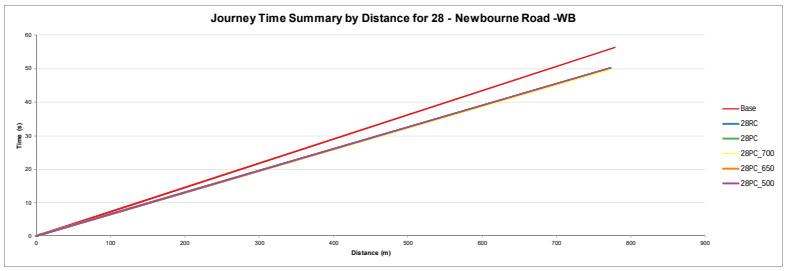


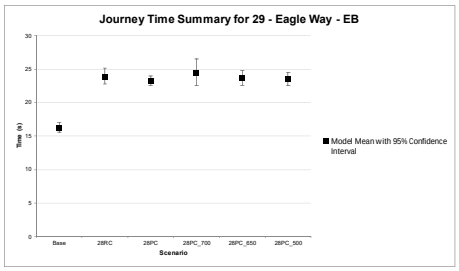


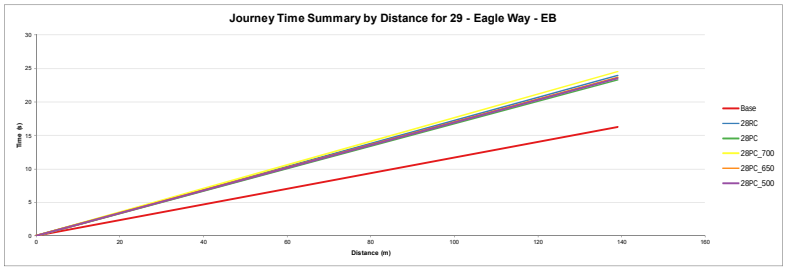
wsp

Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

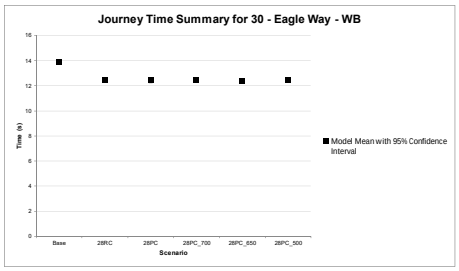


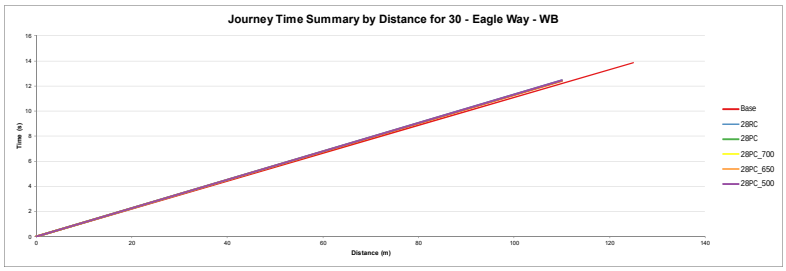


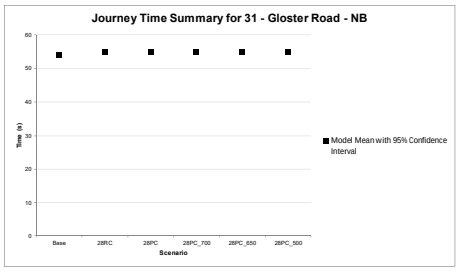


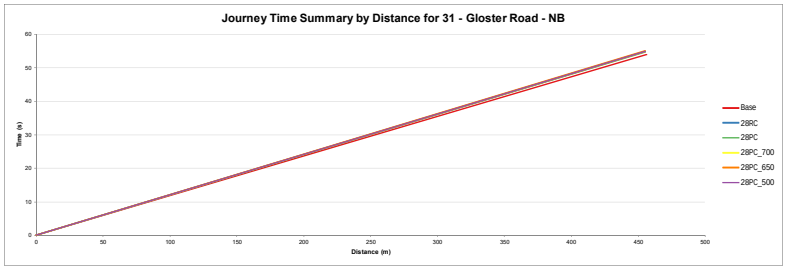


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

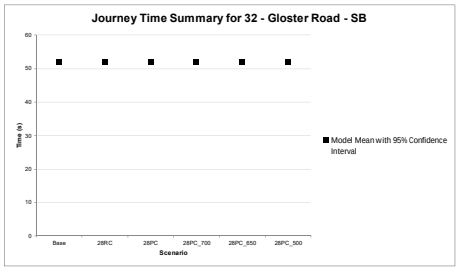


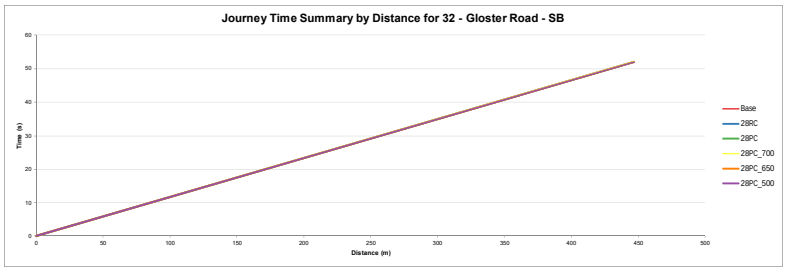


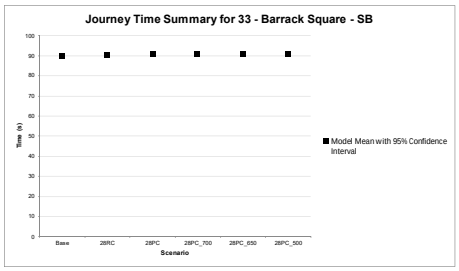


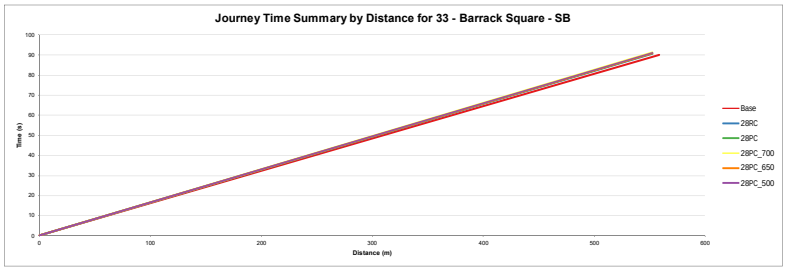


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

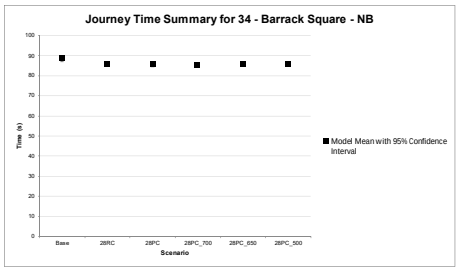


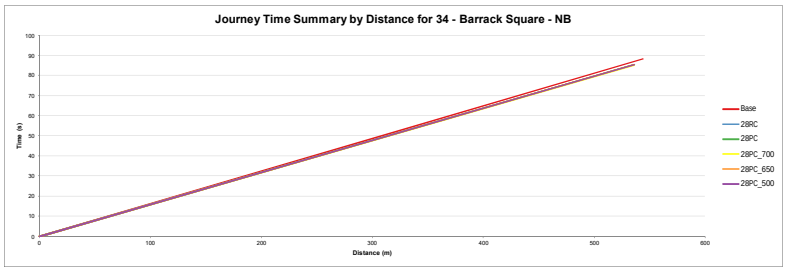


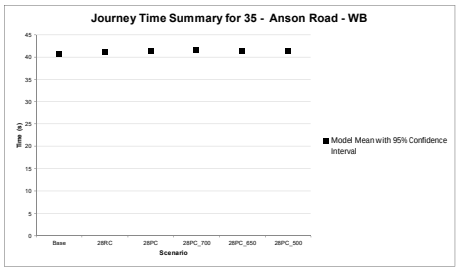


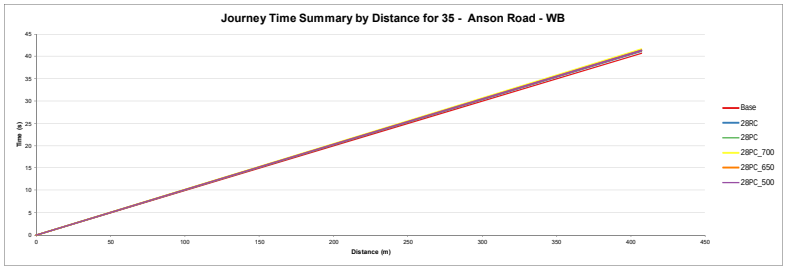


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

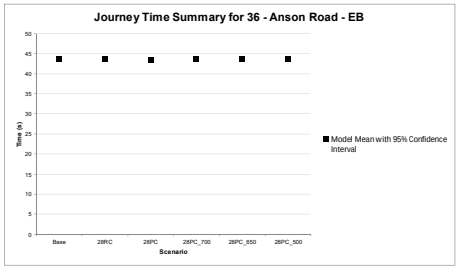


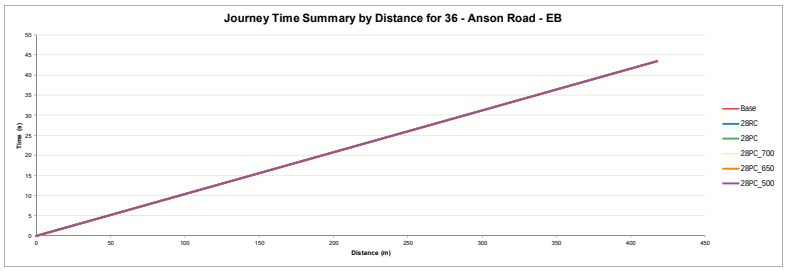


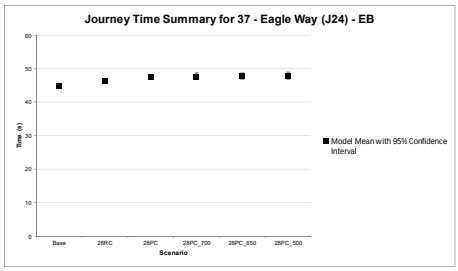


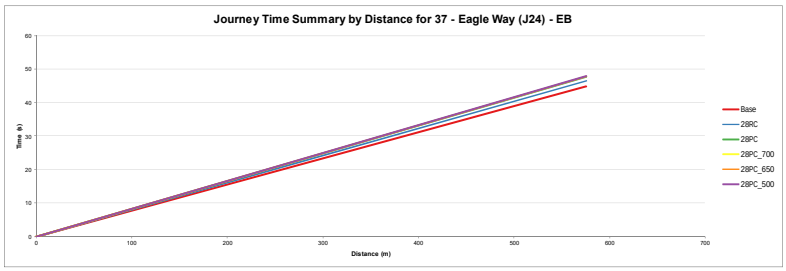


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

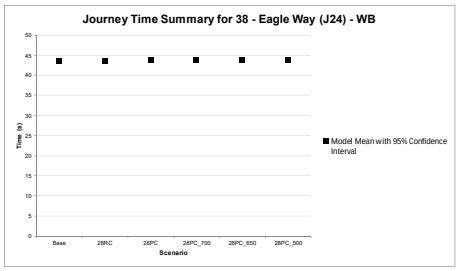


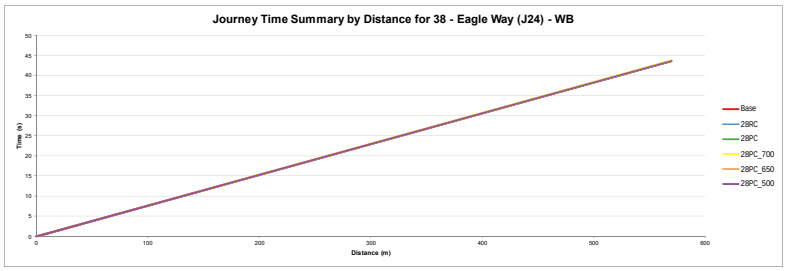


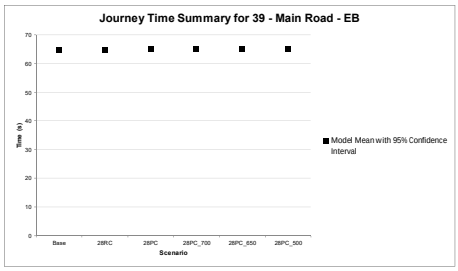


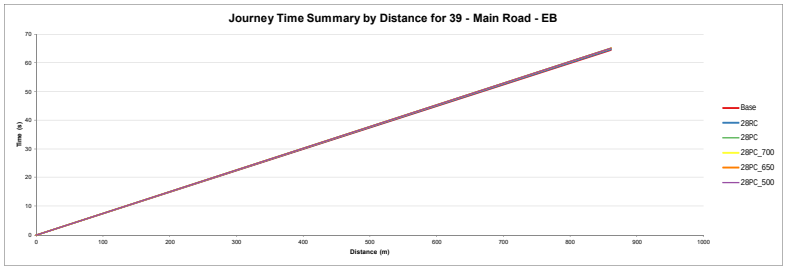


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

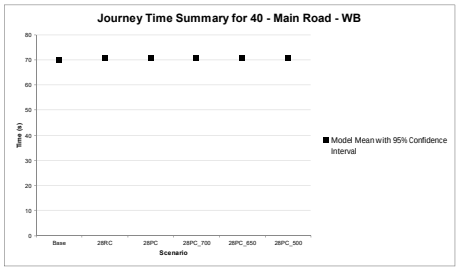


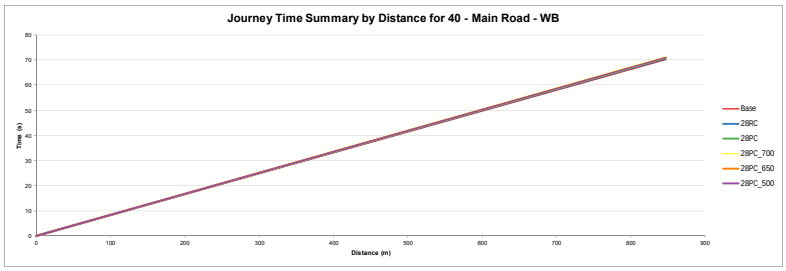


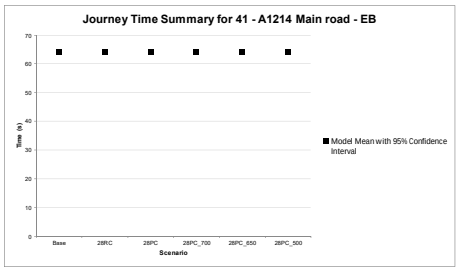


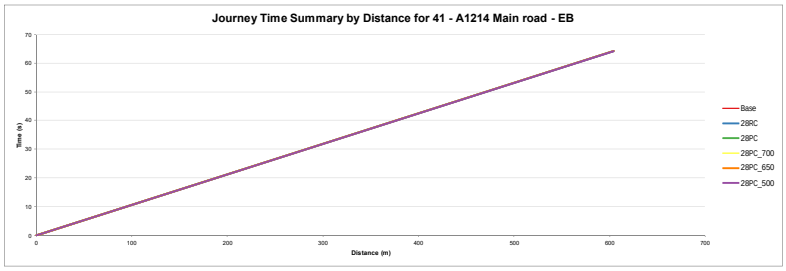


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

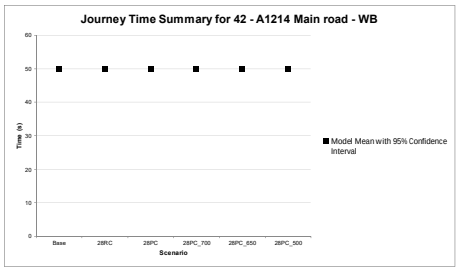


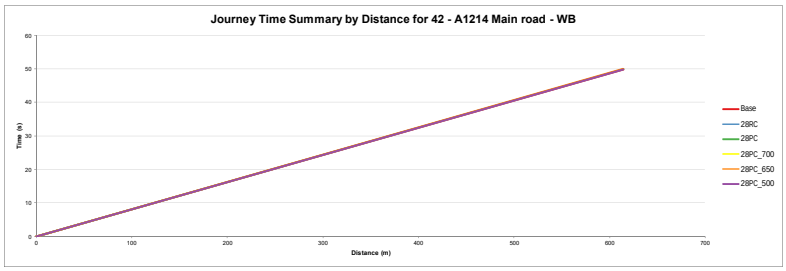


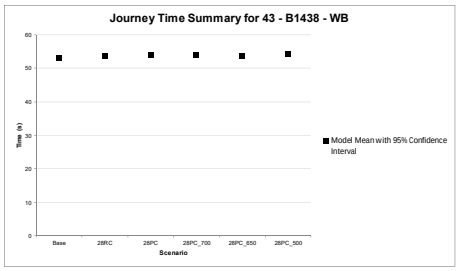


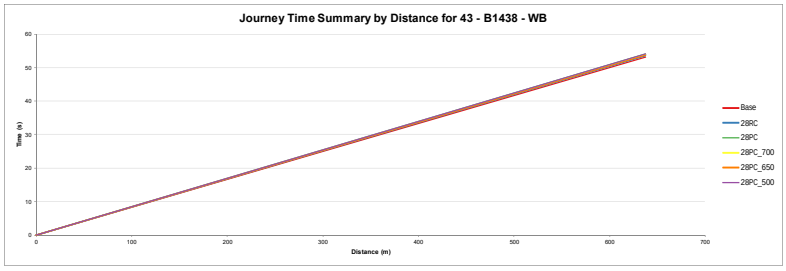


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

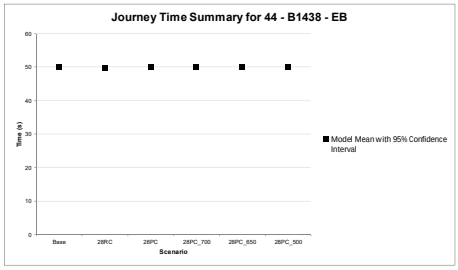


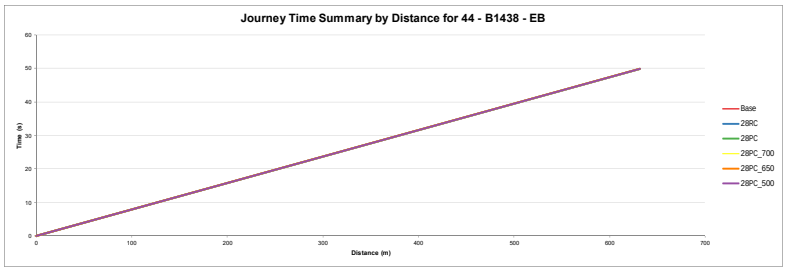


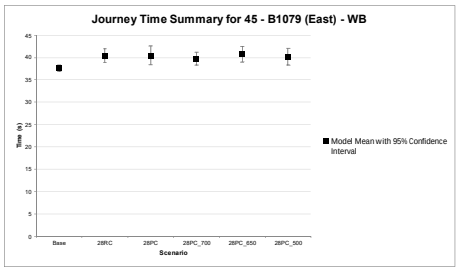


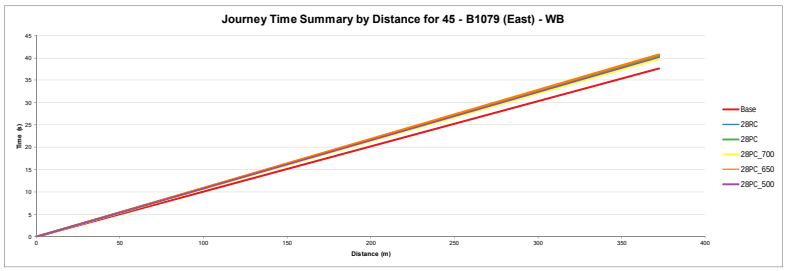


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

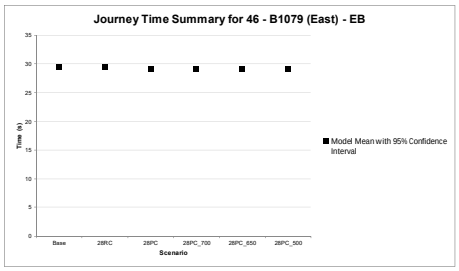


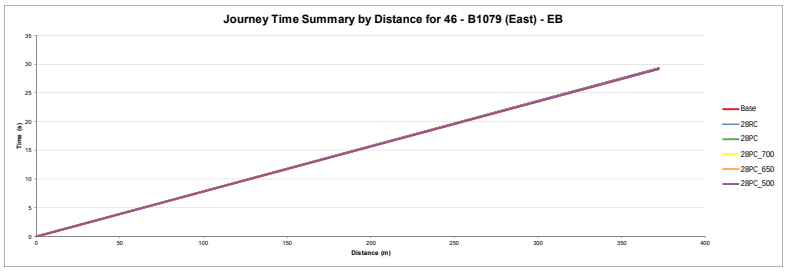


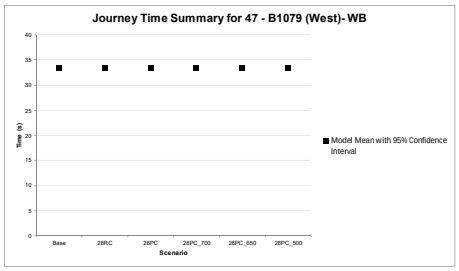


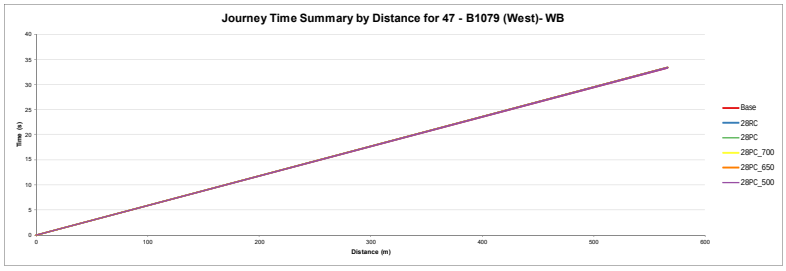


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

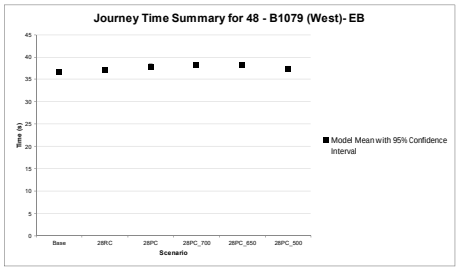


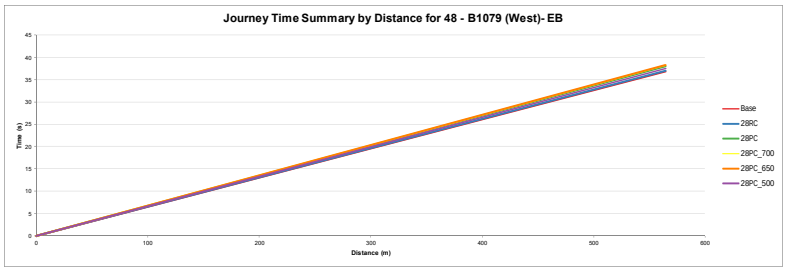


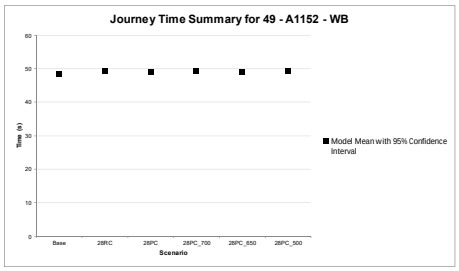


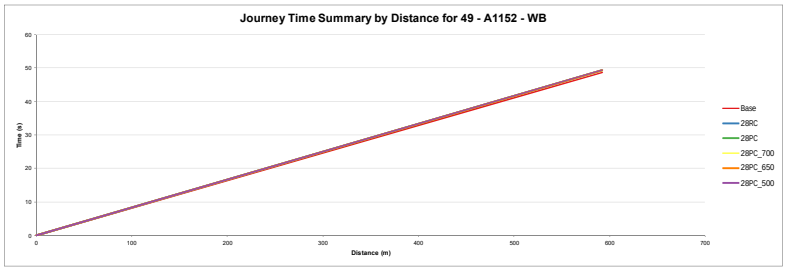


Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028



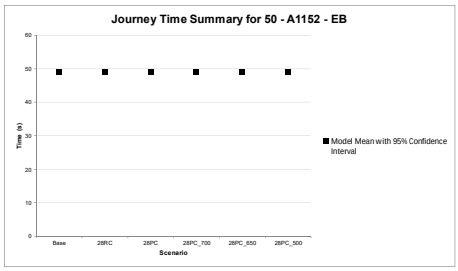


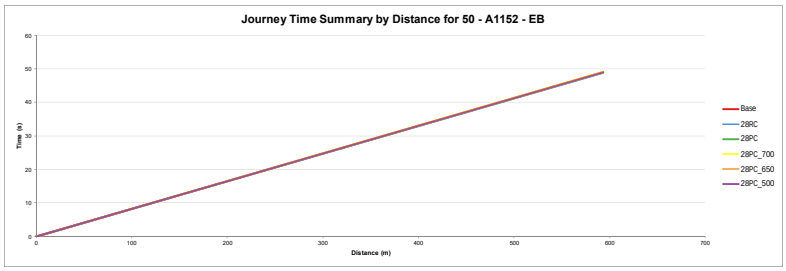


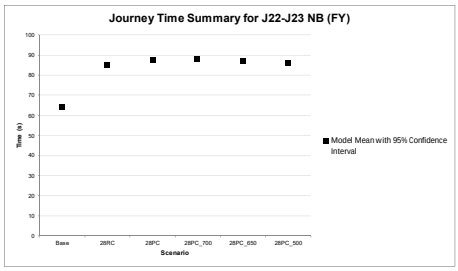


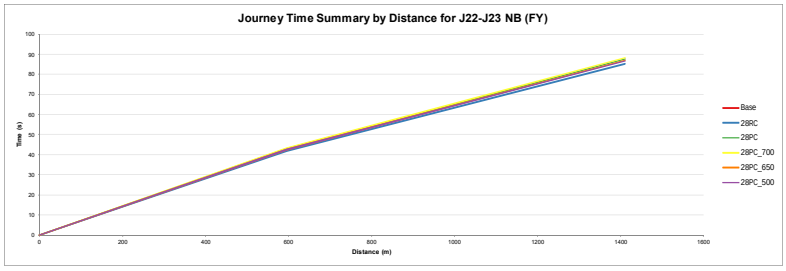
wsp

Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

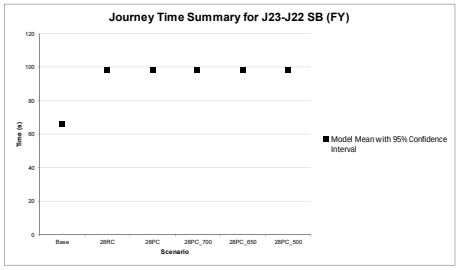


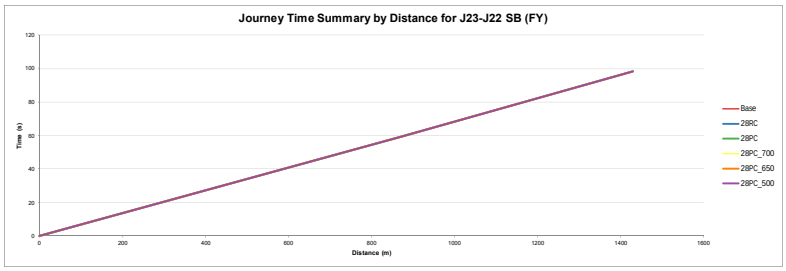




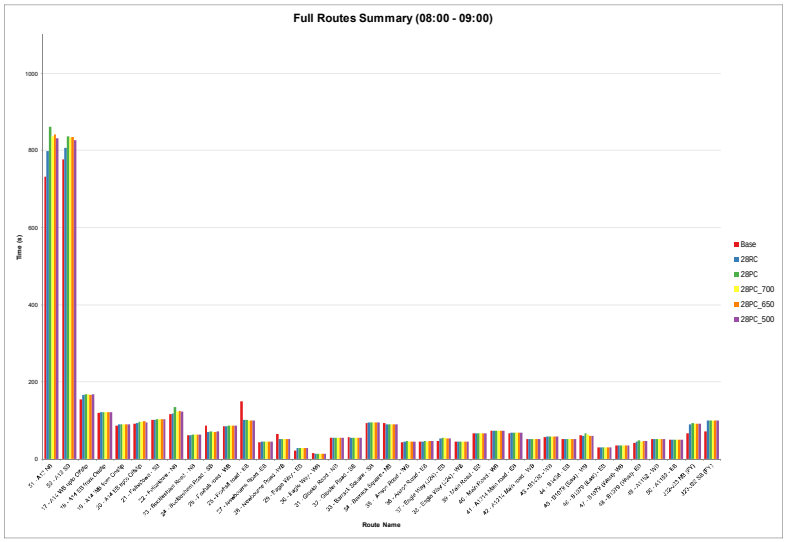


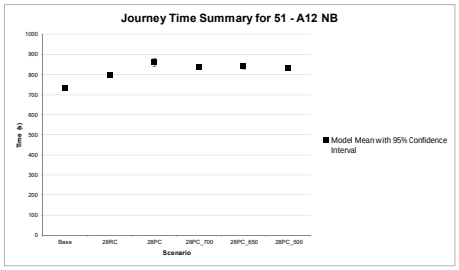
Journey Time Comparison Graphs
AM
07:00 - 08:00
Base + all 2028

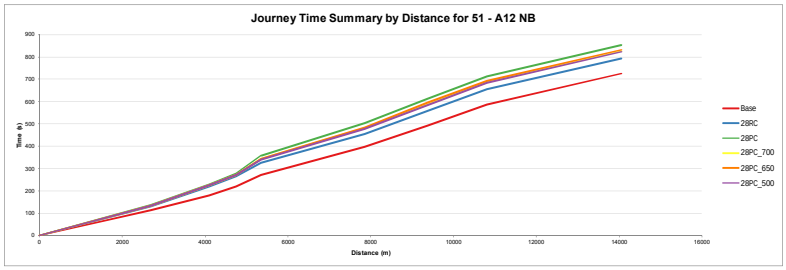




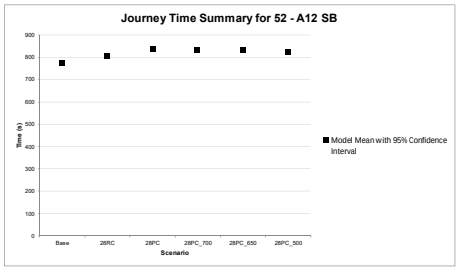
Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

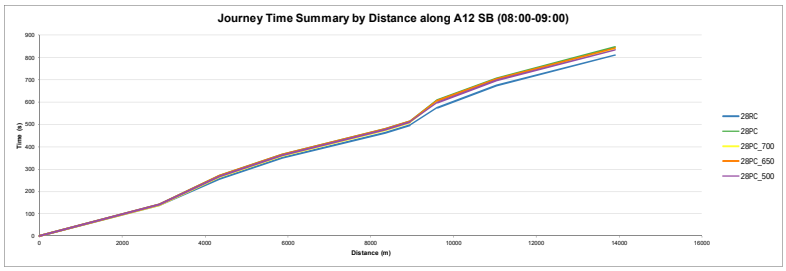


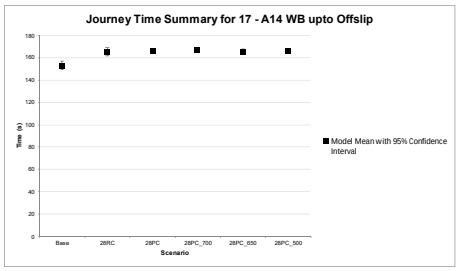


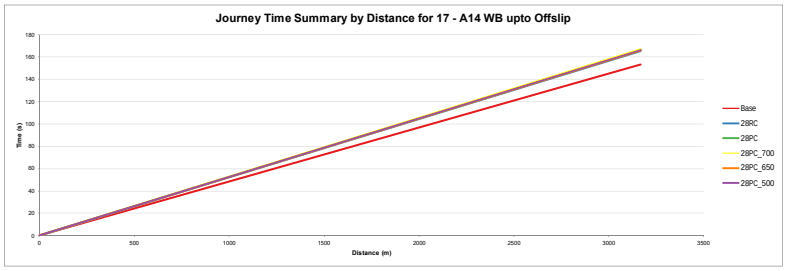


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

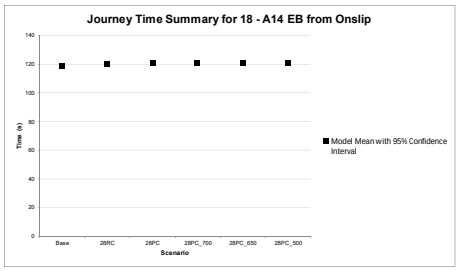


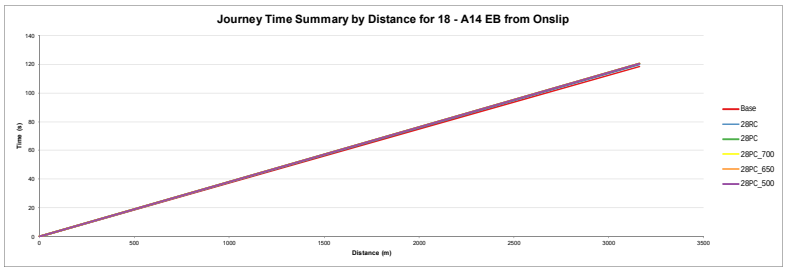


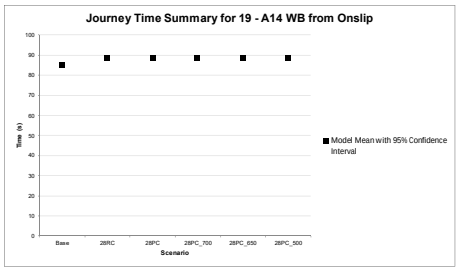


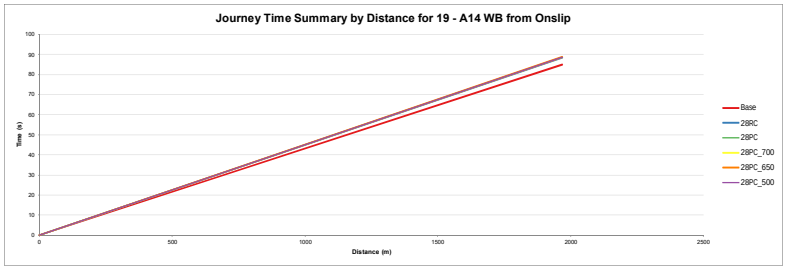


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

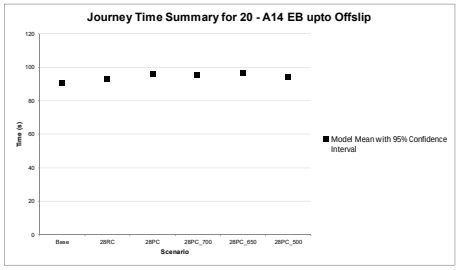


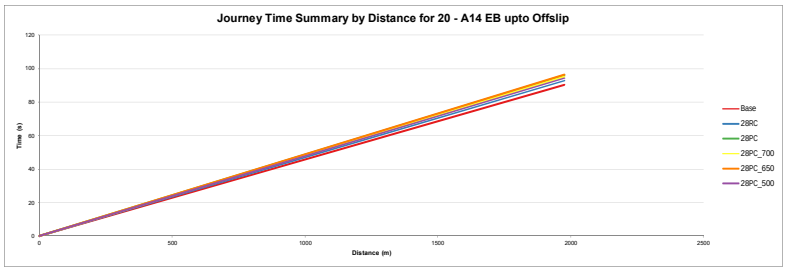


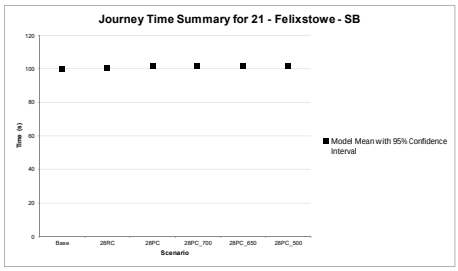


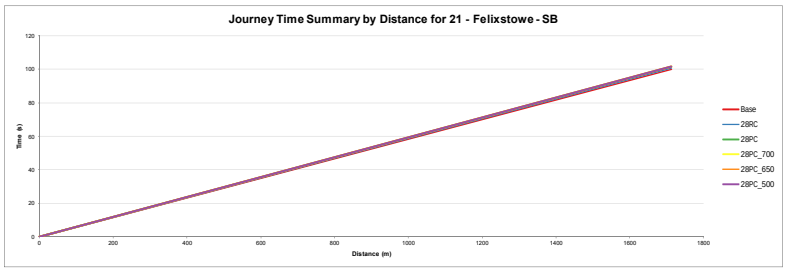


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

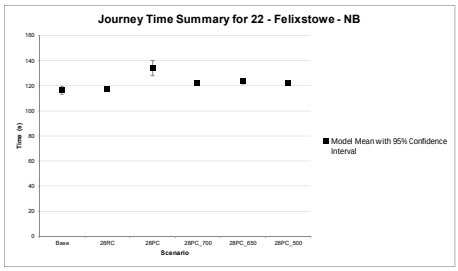


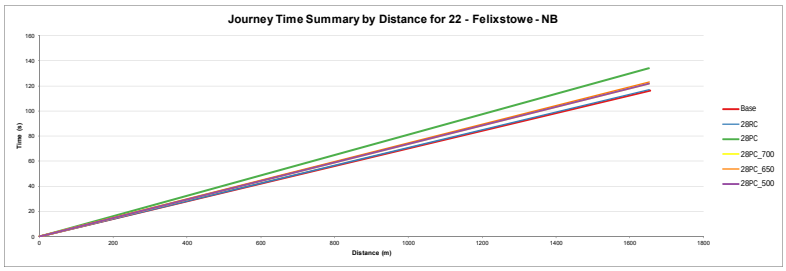


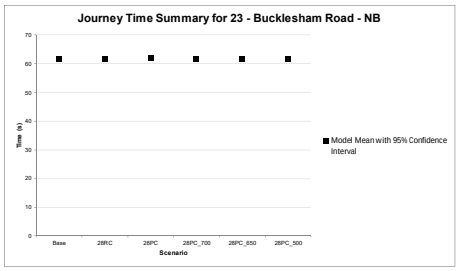


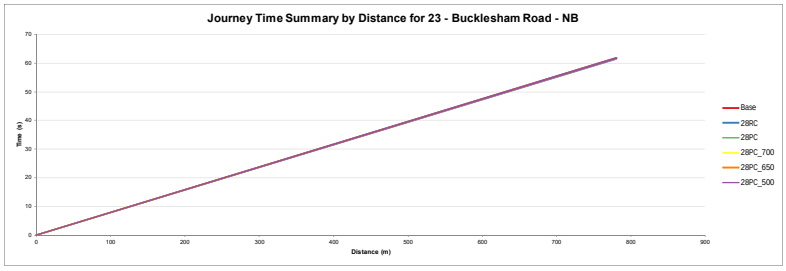


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

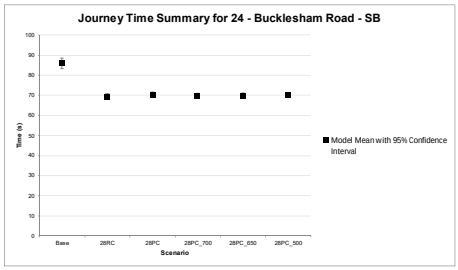


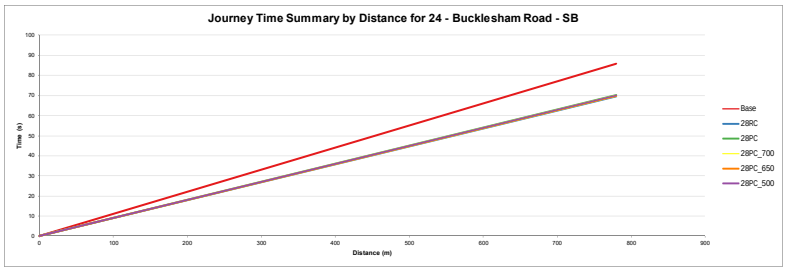


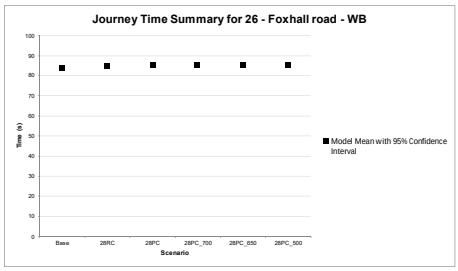


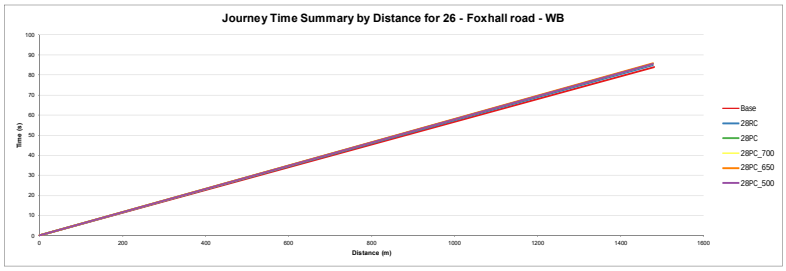


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

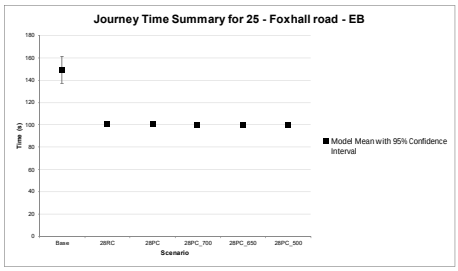


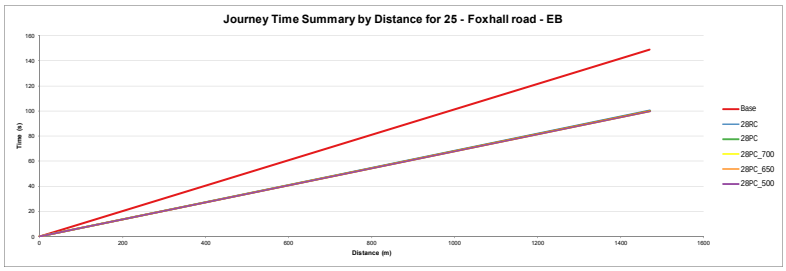


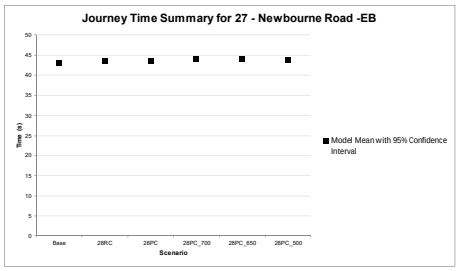


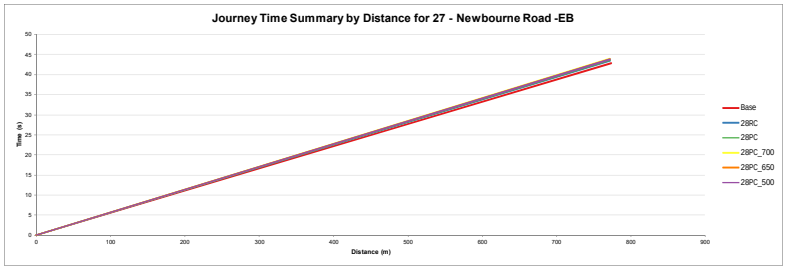


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

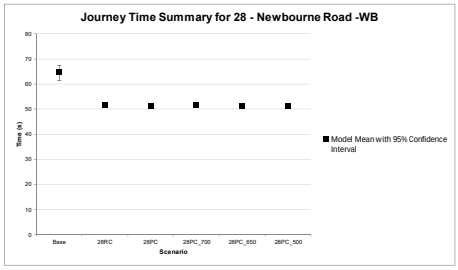


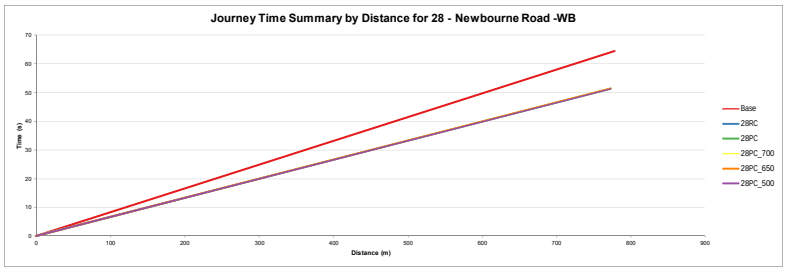


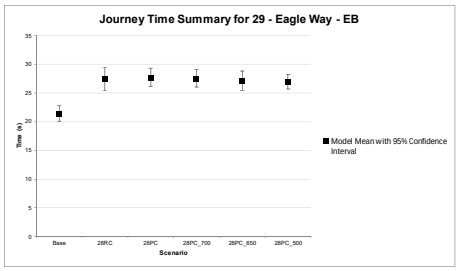


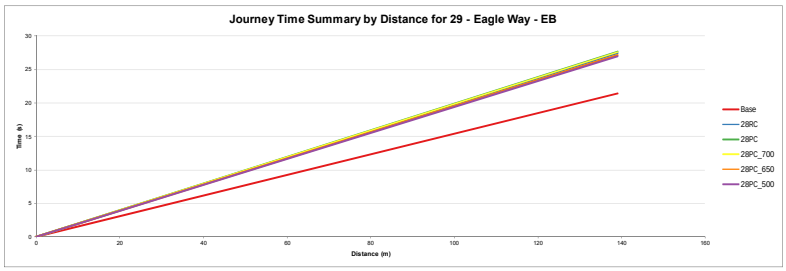


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

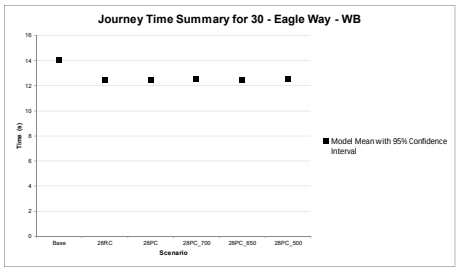


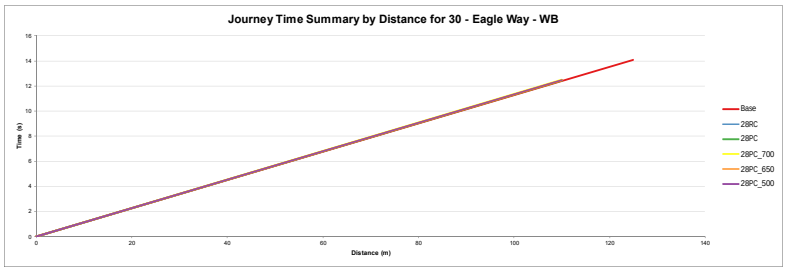


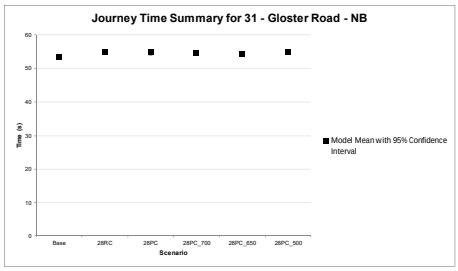


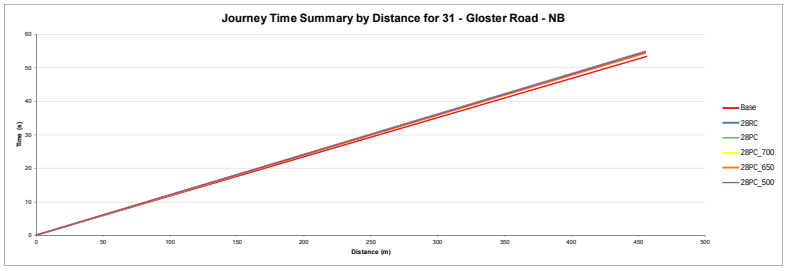


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

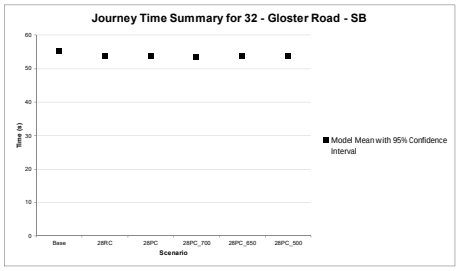


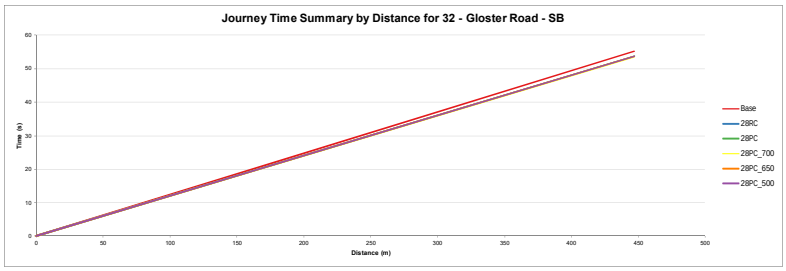


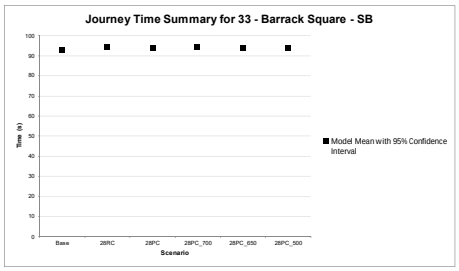


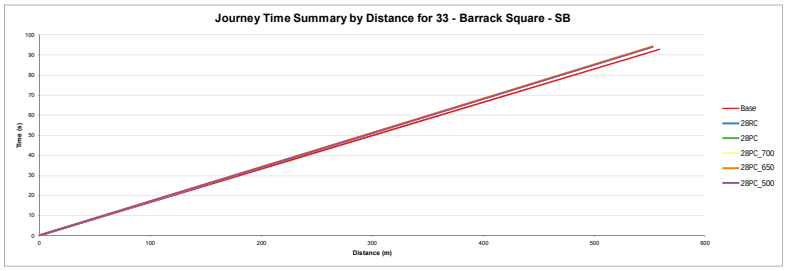


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

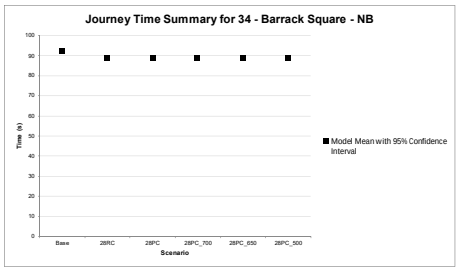


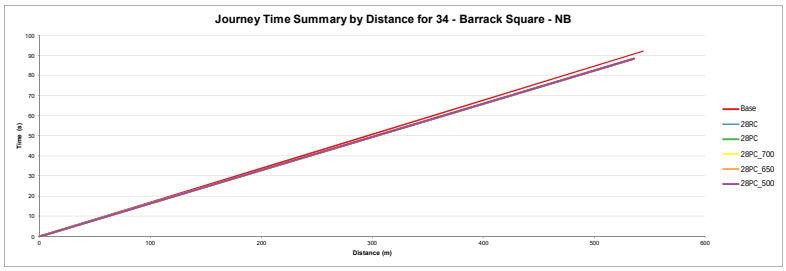


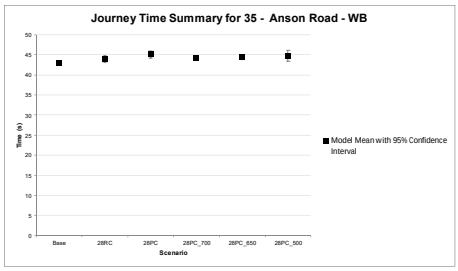


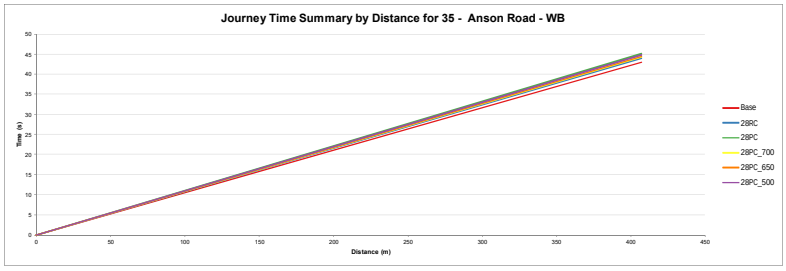


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

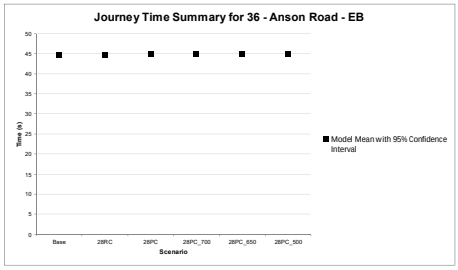


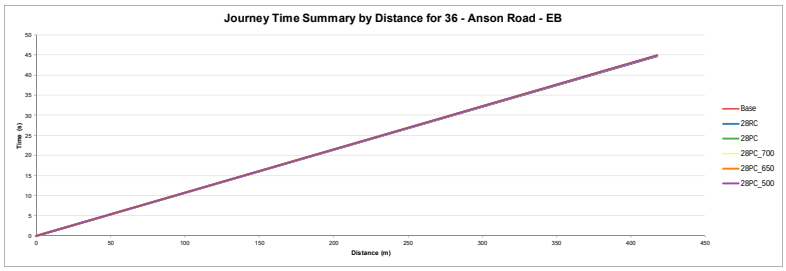


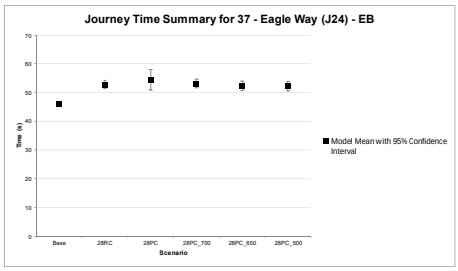


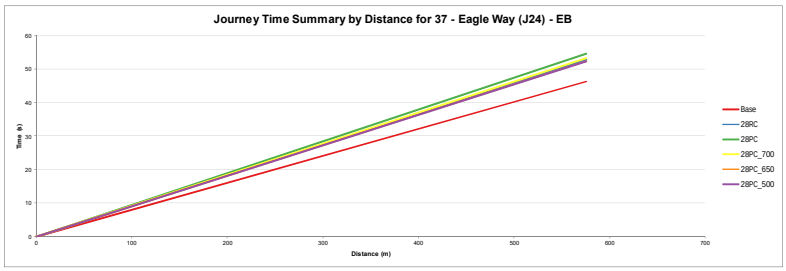


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

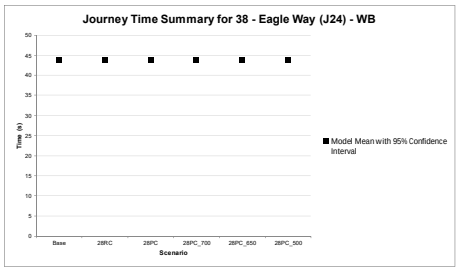


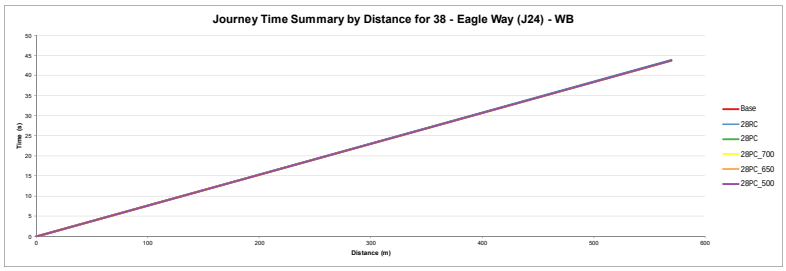


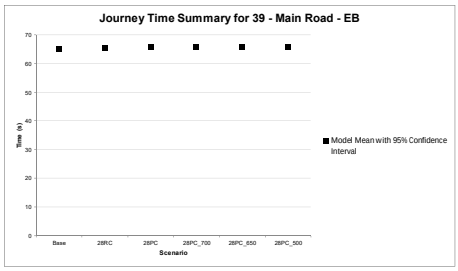


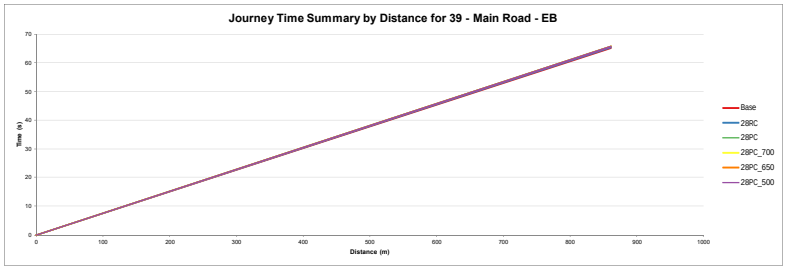


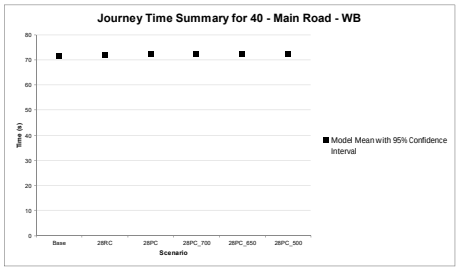
Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

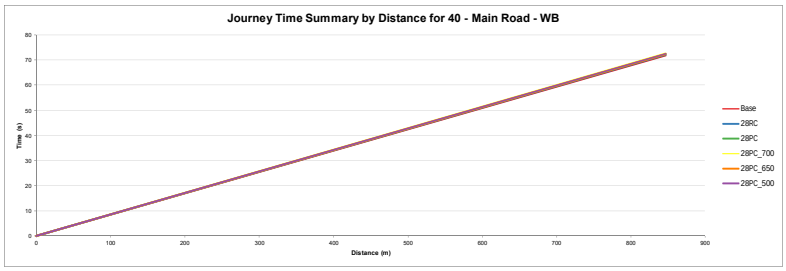


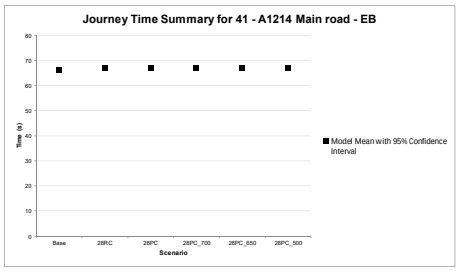


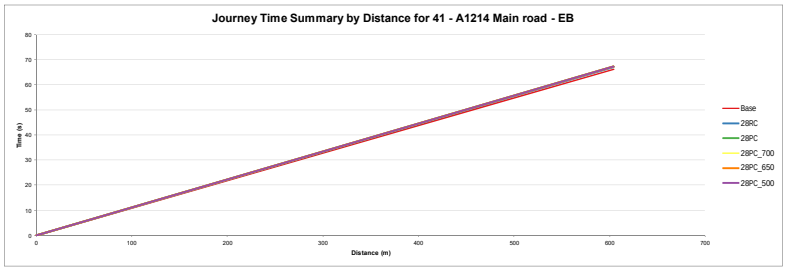




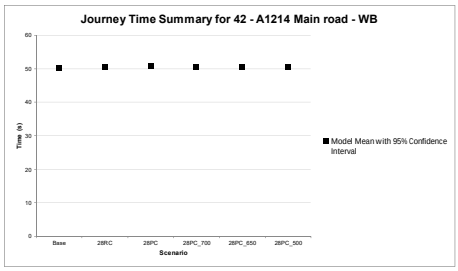

Journey Time Summary for 40 - Main Road - WB
Time (s)
Scenario
Base
28RC
28PC
28PC_700
28PC_650
28PC_500
Model Mean with 95% Confidence Interval

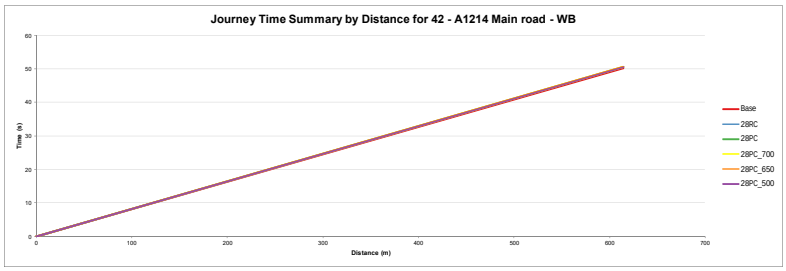

Journey Time Summary by Distance for 40 - Main Road - WB
Time (s)
Distance (m)
Base
28RC
28PC
28PC_700
28PC_650
28PC_500

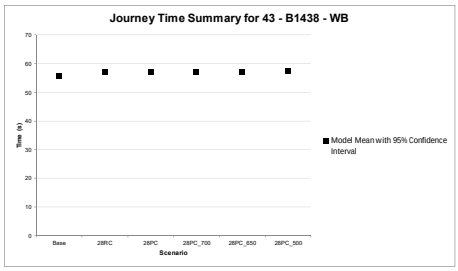

Journey Time Summary for 41 - A1214 Main road - EB
Time (s)
Scenario
Base
28RC
28PC
28PC_700
28PC_650
28PC_500
Model Mean with 95% Confidence Interval

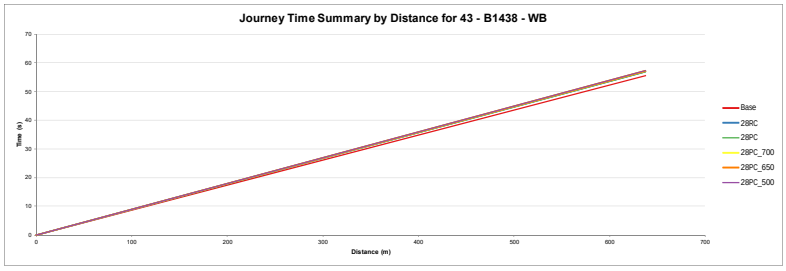

Journey Time Summary by Distance for 41 - A1214 Main road - EB
Time (s)
Distance (m)
Base
28RC
28PC
28PC_700
28PC_650
28PC_500

Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

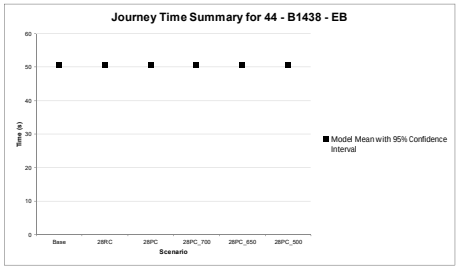


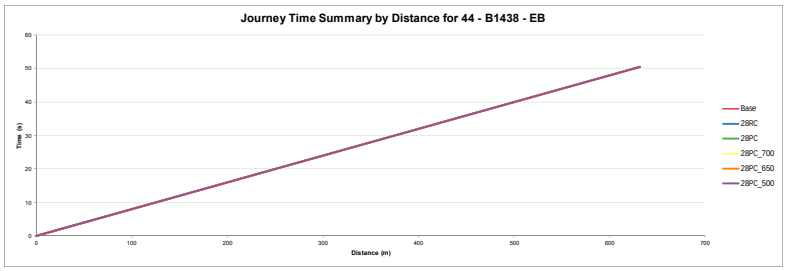


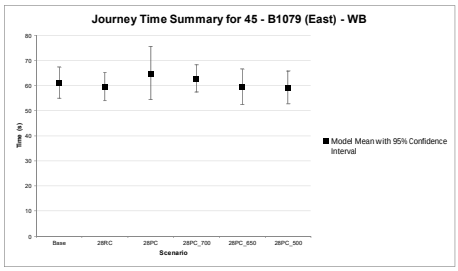


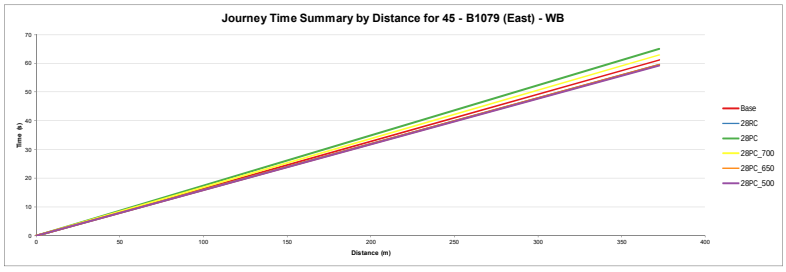


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

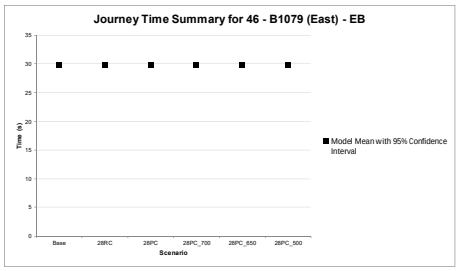


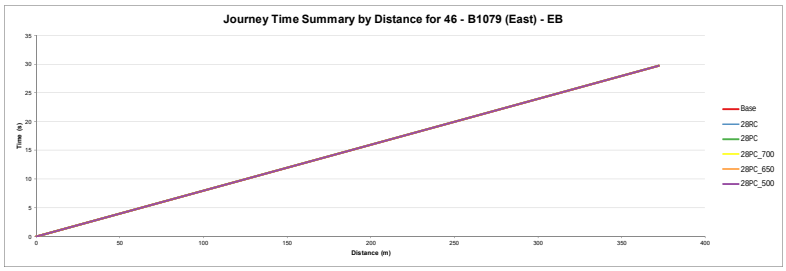


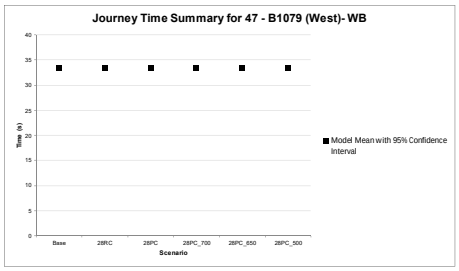


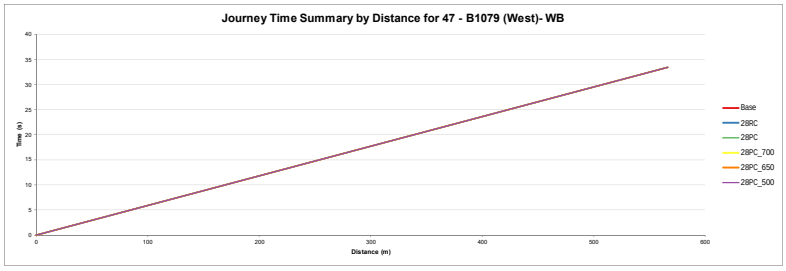


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

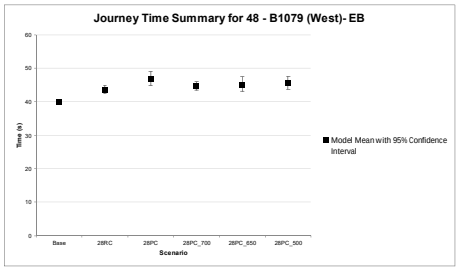


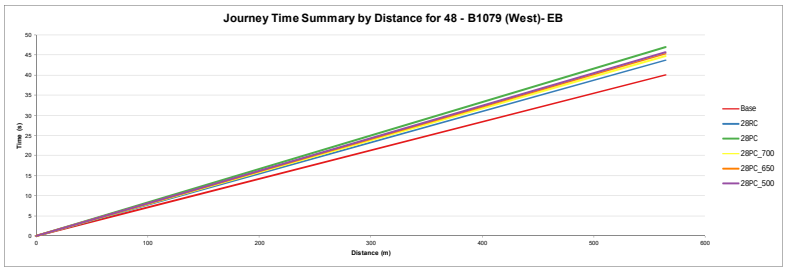


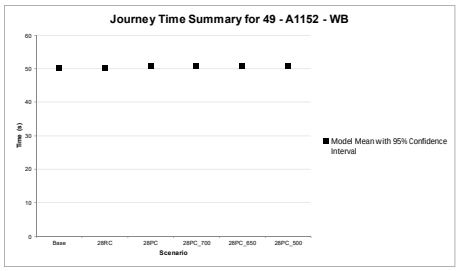


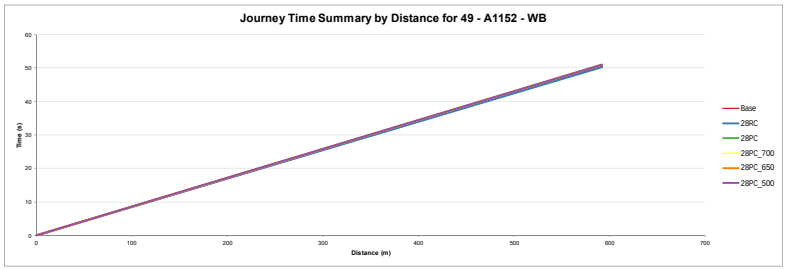


Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028



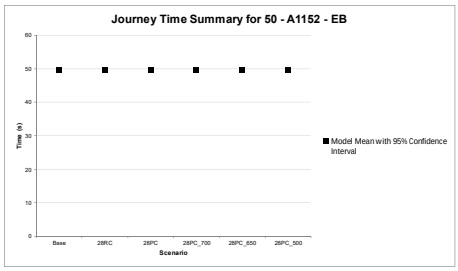


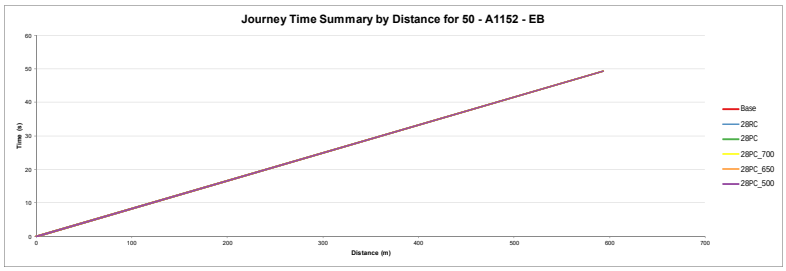


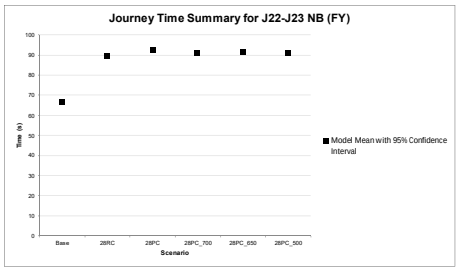


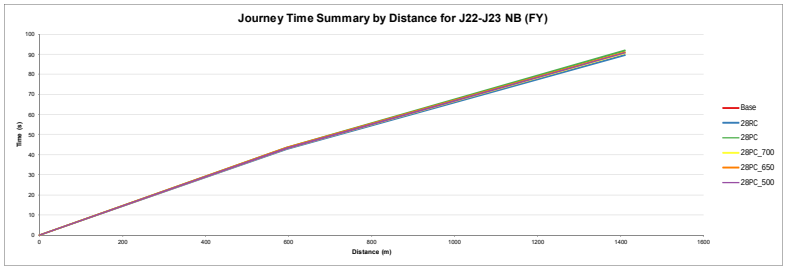
wsp

Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028

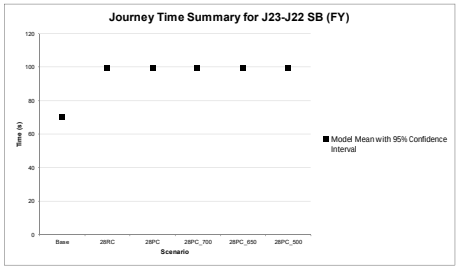


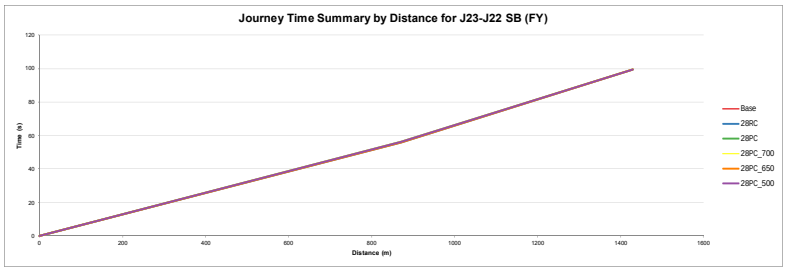






Journey Time Comparison Graphs
AM
08:00 - 09:00
Base + all 2028





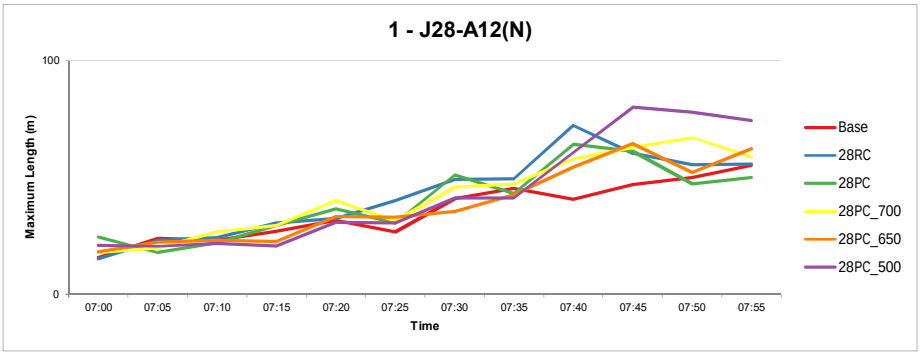
wsp

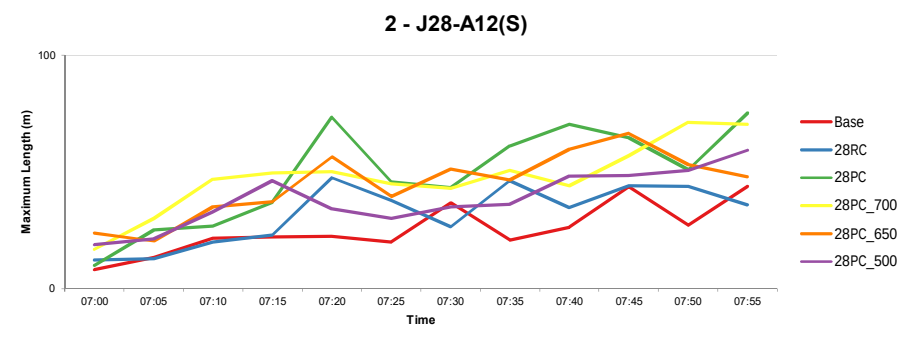
Journey Time Table
06:00-07:00
Base + all 2028

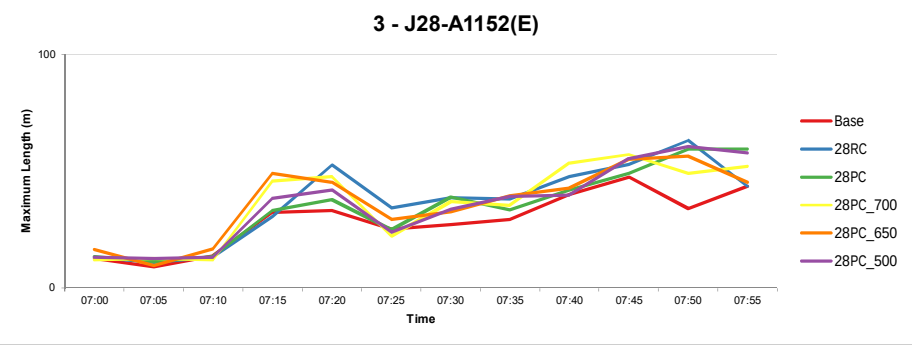
Route Names	Base	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J21 - J22 - NB	101	107	110	110	110	109
2 - J22 - J23 - NB	61	75	77	77	77	77
3 - J23 - J24 - NB	35	36	36	36	36	36
4 - J24 - J25 - NB	45	40	42	41	41	41
5 - J25 - J26 - NB	107	107	110	109	109	109
6 - J26 - J27 - NB	79	79	81	81	81	81
7 - J27 - J28 - NB	89	89	91	91	91	91
8 - J28 - A12- NB	130	130	134	134	133	133
51 - A12 NB	648	664	682	680	678	677
9 - A12 - J28 - SB	114	114	114	114	114	114
10 - J28 - J27 - SB	84	84	85	84	84	84
11 - J27 - J26 - SB	85	85	85	85	85	85
12 - J26 - J25 - SB	109	109	110	110	110	110
13 - J25 - J24 - SB	30	30	30	30	30	30
14 - J24 - J23 - SB	36	42	42	42	42	42
15 - J23 - J22 - SB	63	88	88	88	88	88
16 - J22 - J21 - SB	116	126	126	125	126	126
52 - A12 SB	636	679	680	679	679	679
17 - A14 WB upto Offslip	131	153	156	155	155	155
18 - A14 EB from Onslip	115	117	117	117	117	117
19 - A14 WB from Onslip	81	83	83	83	83	83
20 - A14 EB upto Offslip	85	85	95	93	93	93
21 - Felixstowe - SB	91	92	92	92	92	92
22 - Felixstowe - NB	91	104	104	105	104	104
23 - Bucklesham Road - NB	62	62	62	62	62	62
24 - Bucklesham Road - SB	61	62	62	62	62	62
26 - Foxhall road - WB	78	78	78	78	78	78
25 - Foxhall road - EB	81	82	83	83	83	83
27 - Newbourne Road -EB	42	42	42	42	42	42
28 - Newbourne Road -WB	45	44	44	44	44	44
29 - Eagle Way - EB	14	16	17	16	17	17
30 - Eagle Way - WB	14	12	12	12	12	12
31 - Gloster Road - NB	52	52	53	53	53	53
32 - Gloster Road - SB	50	50	50	50	50	50
33 - Barrack Square - SB	86	85	85	85	85	85
34 - Barrack Square - NB	86	85	85	85	85	85
35 - Anson Road - WB	37	37	37	37	37	37
36 - Anson Road - EB	42	42	42	42	42	42
37 - Eagle Way (J24) - EB	42	42	43	42	42	43
38 - Eagle Way (J24) - WB	43	43	43	43	43	43
39 - Main Road - EB	64	64	65	65	65	64
40 - Main Road - WB	68	68	68	68	68	68
41 - A1214 Main road - EB	60	60	60	60	60	60
42 - A1214 Main road - WB	49	49	49	49	49	49
43 - B1438 - WB	50	50	50	50	51	50
44 - B1438 - EB	49	49	49	49	49	49
45 - B1079 (East) - WB	30	30	30	30	30	31
46 - B1079 (East) - EB	29	29	29	29	29	29
47 - B1079 (West)- WB	33	33	33	33	33	33
48 - B1079 (West)- EB	34	35	35	35	35	35
49 - A1152 - WB	46	46	46	46	46	46
50 - A1152 - EB	48	48	48	48	48	48
72 - J22 - J22B - NB	0	39	40	39	40	40
73 - J22B - J23 - NB	0	37	37	37	37	37
J22-J23 NB (FY)	61	75	77	77	77	77
70 - J23 - J22B - SB	0	52	52	52	52	52
71 - J22B - J22 - SB	0	36	36	36	36	36
J23-J22 SB (FY)	63	88	88	88	88	88

Queue Comparison Graphs
07:00-08:00

J28

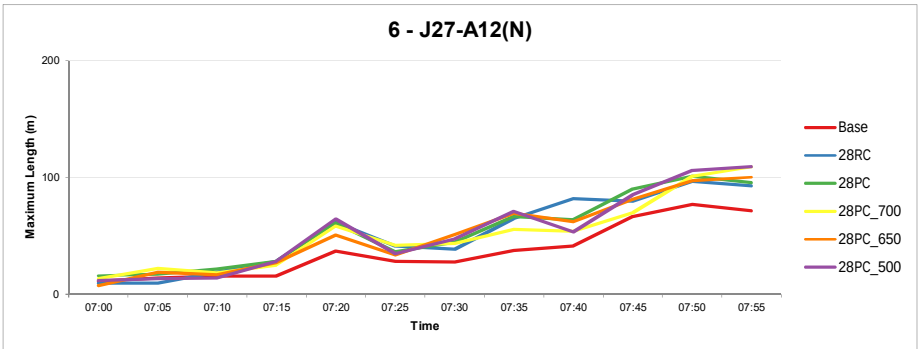


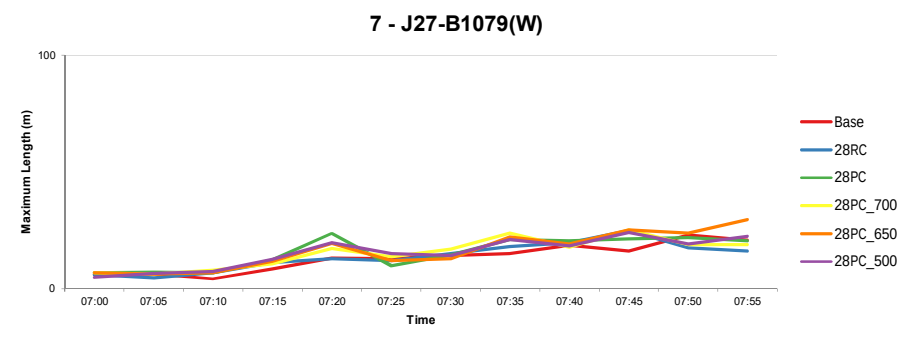


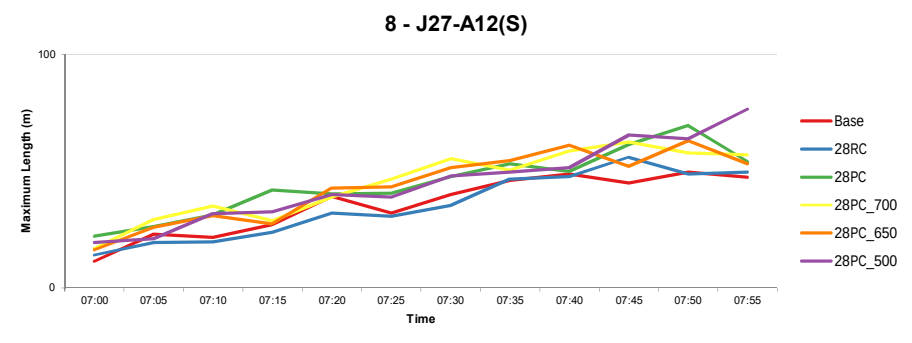


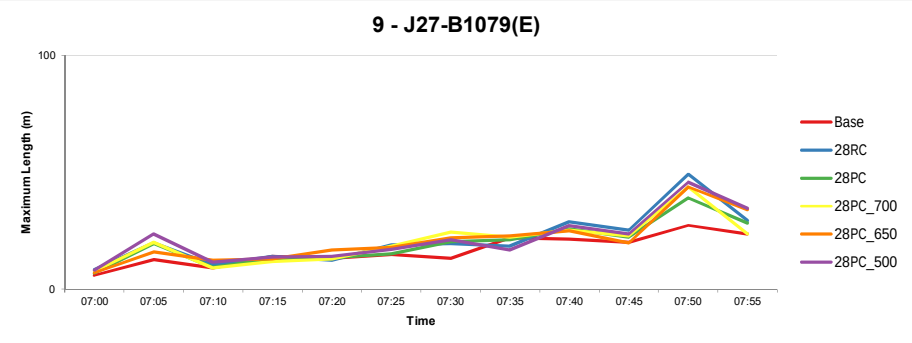
Queue Comparison Graphs
07:00-08:00

J27



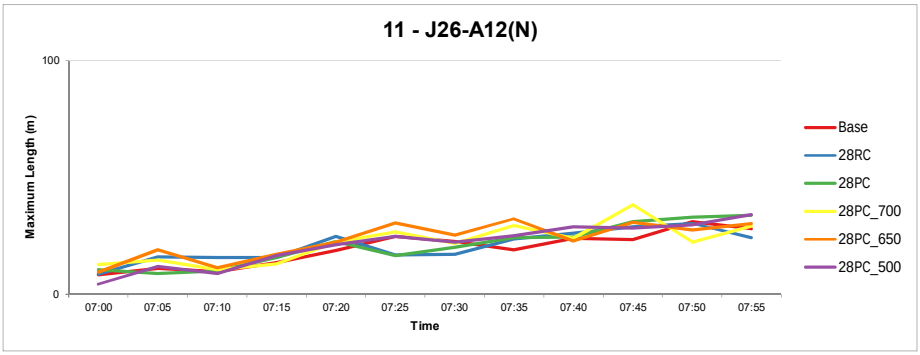


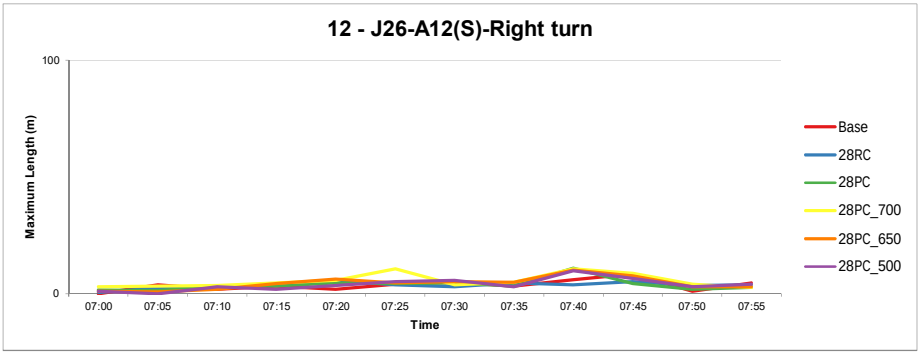


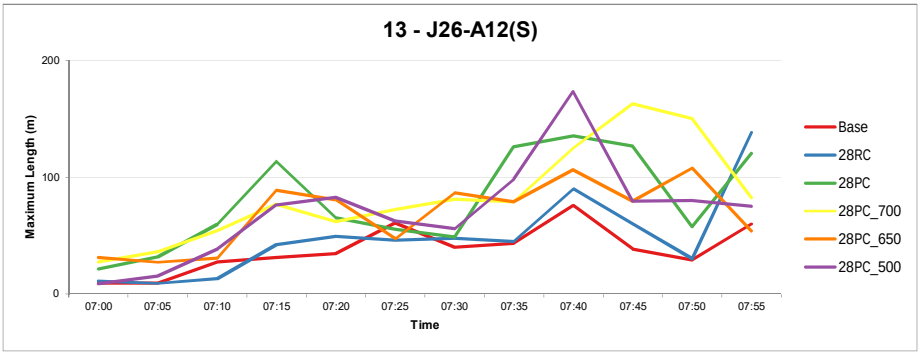


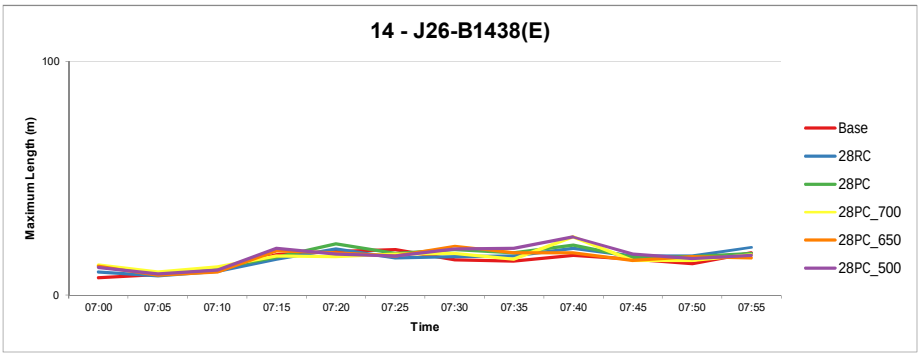
Queue Comparison Graphs
07:00-08:00

J26



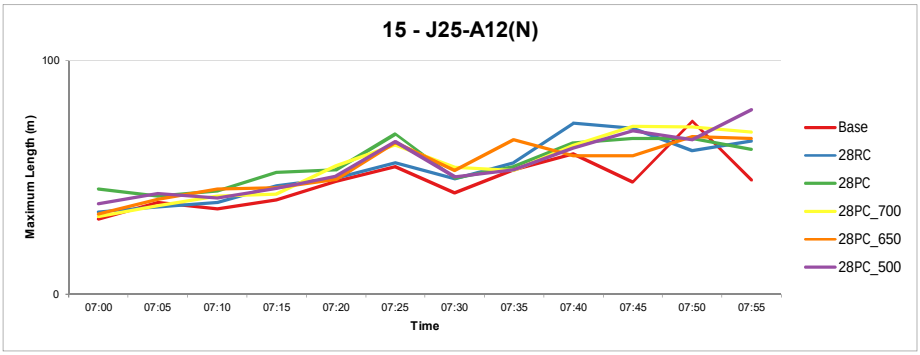


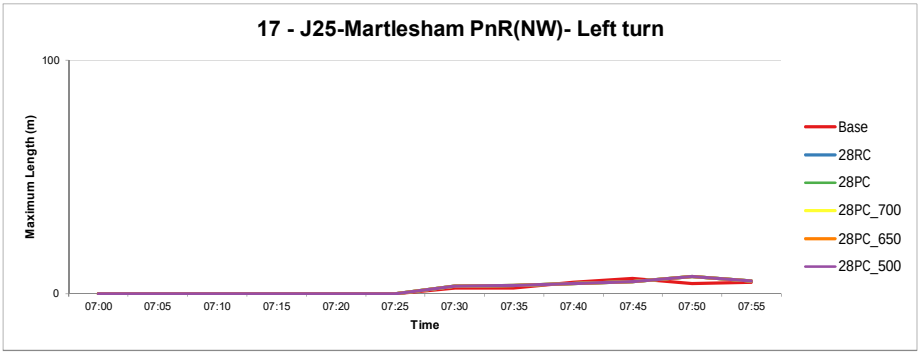


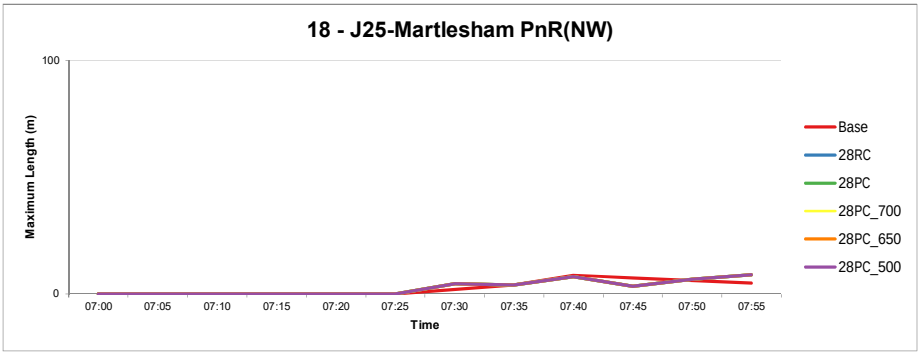


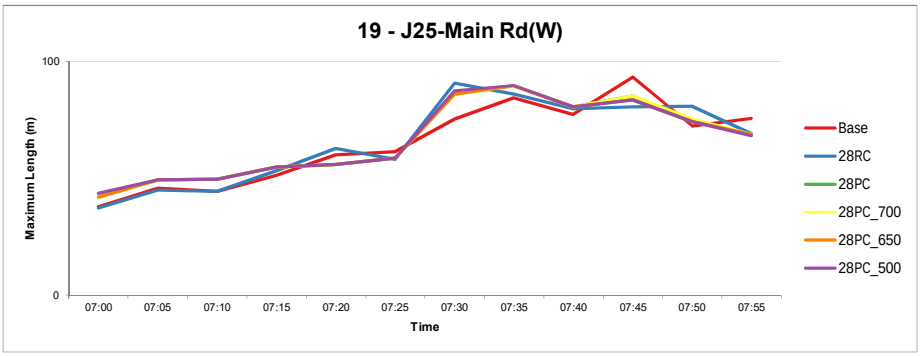
Queue Comparison Graphs
07:00-08:00

J25



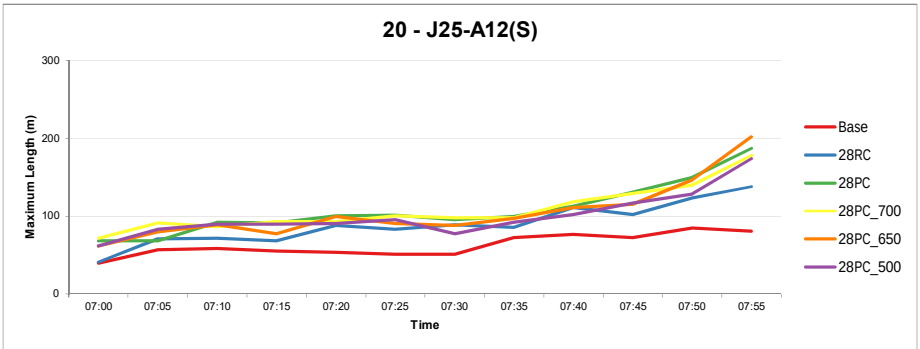


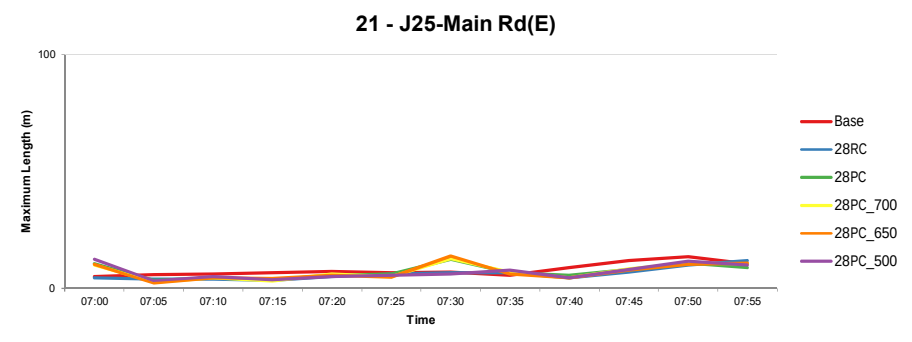




Queue Comparison Graphs
07:00-08:00

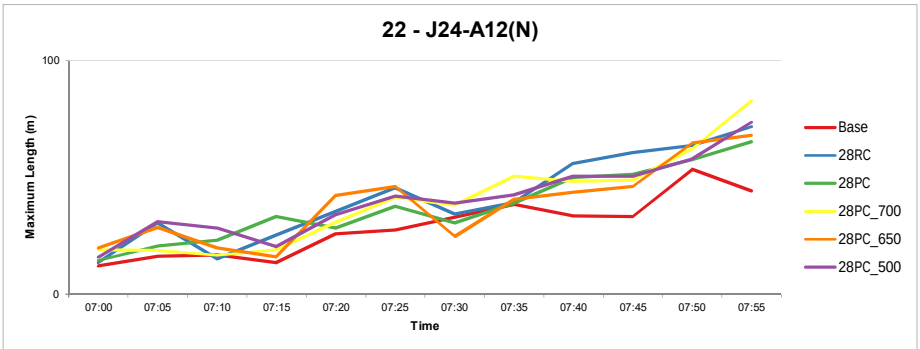
J25

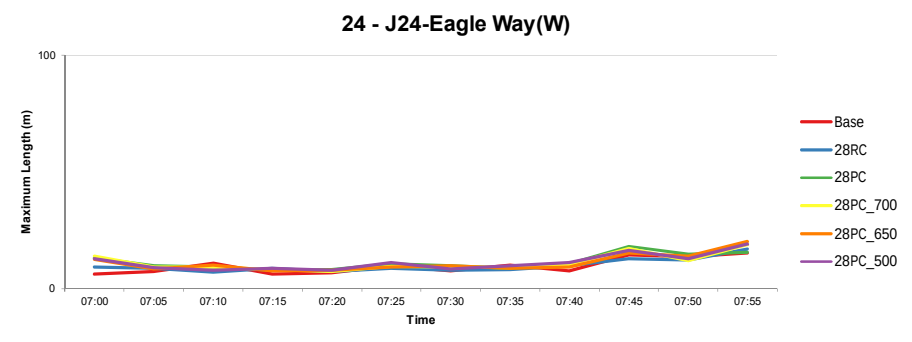


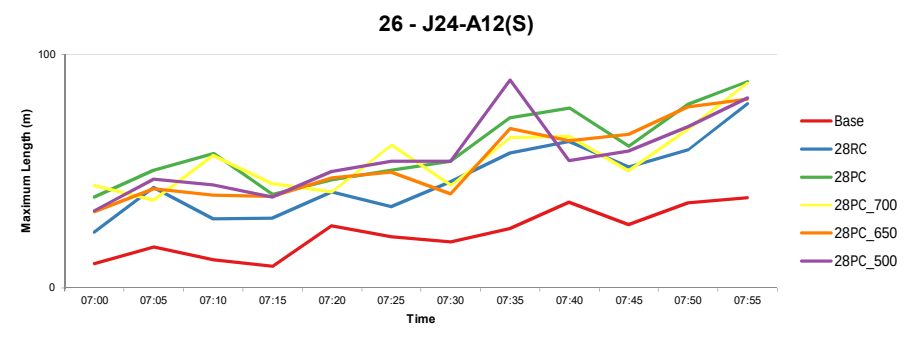


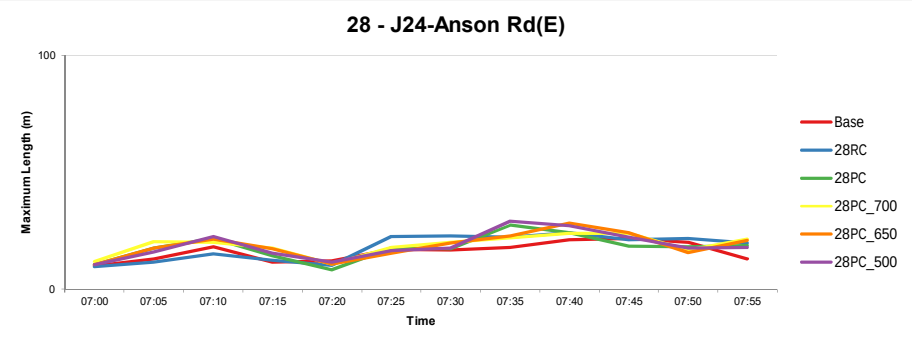
Queue Comparison Graphs
07:00-08:00

J24



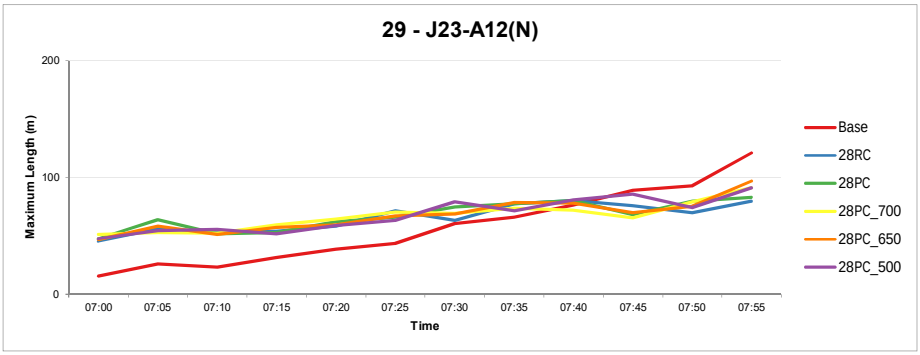


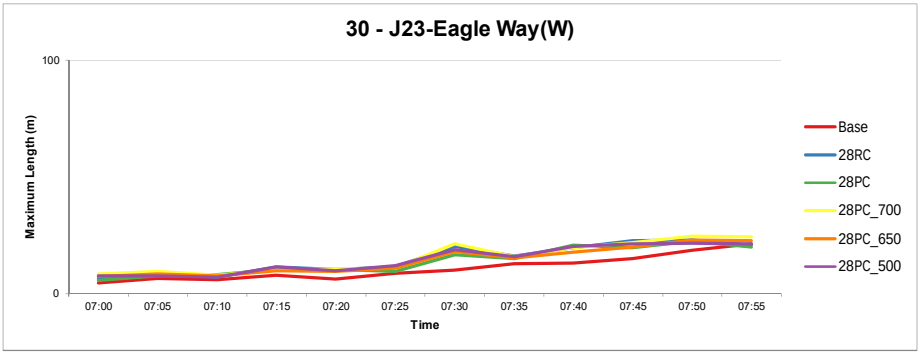


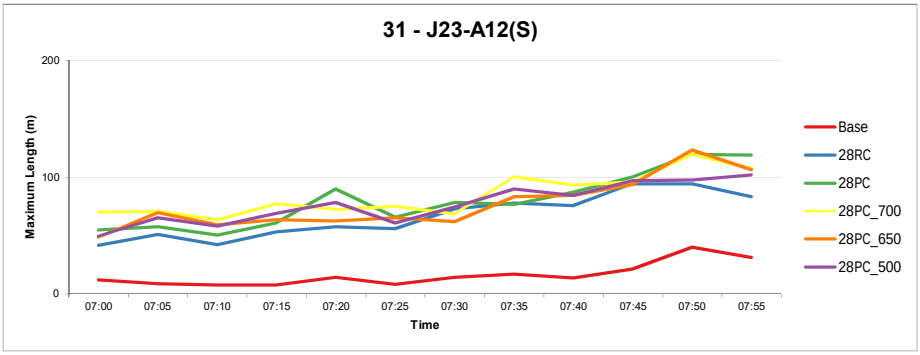


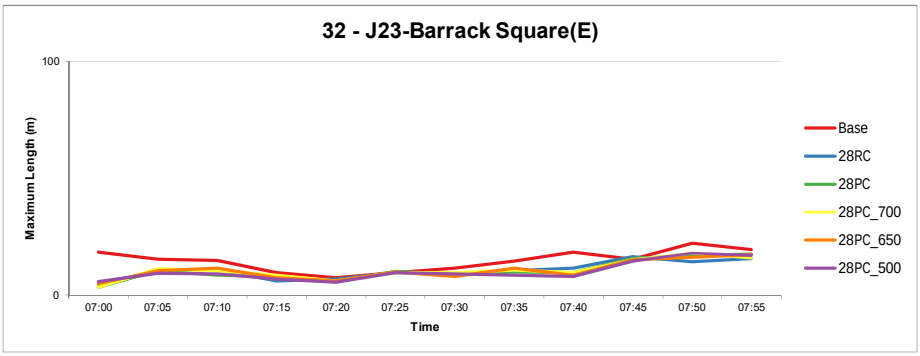
Queue Comparison Graphs
07:00-08:00

J23



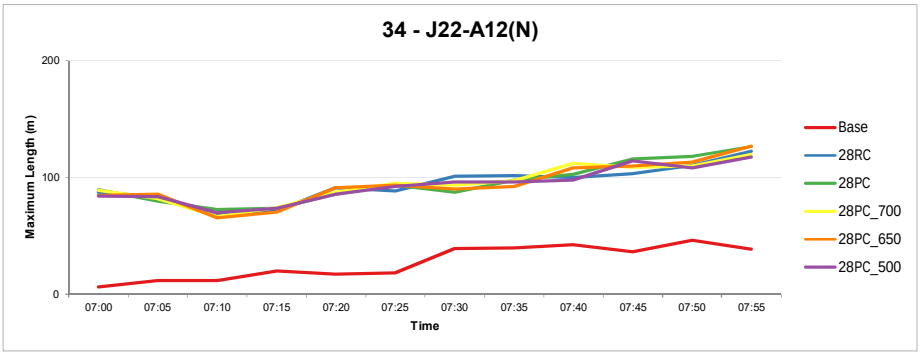


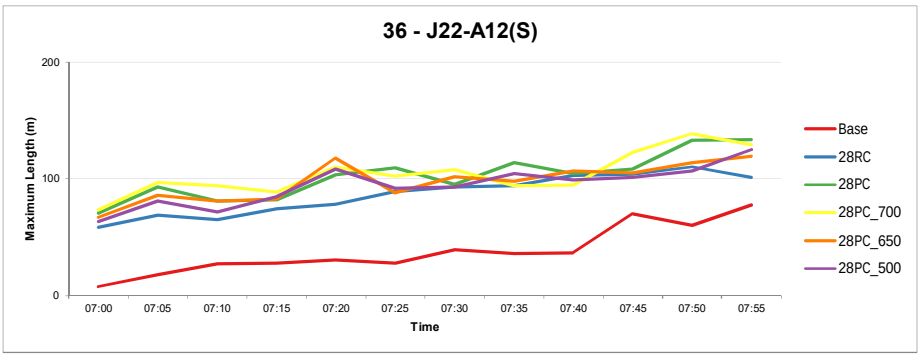


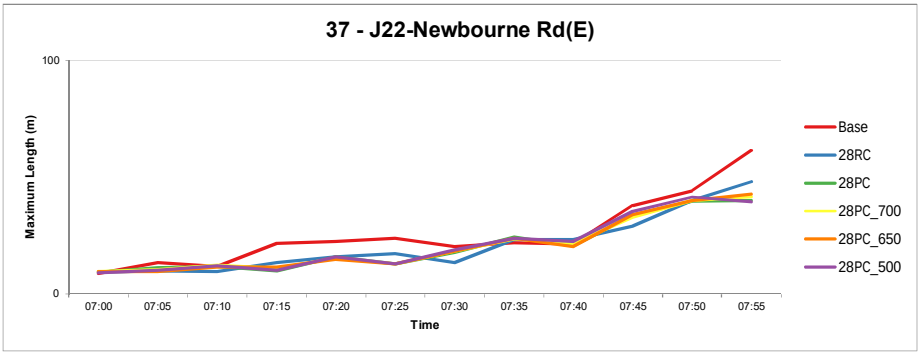


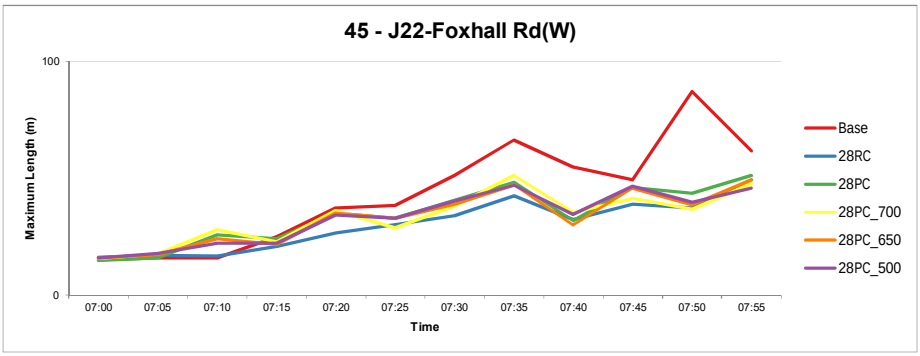
Queue Comparison Graphs
07:00-08:00

J22



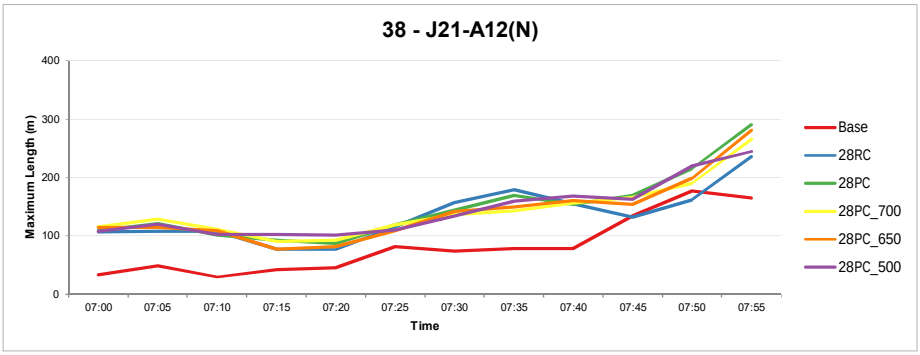


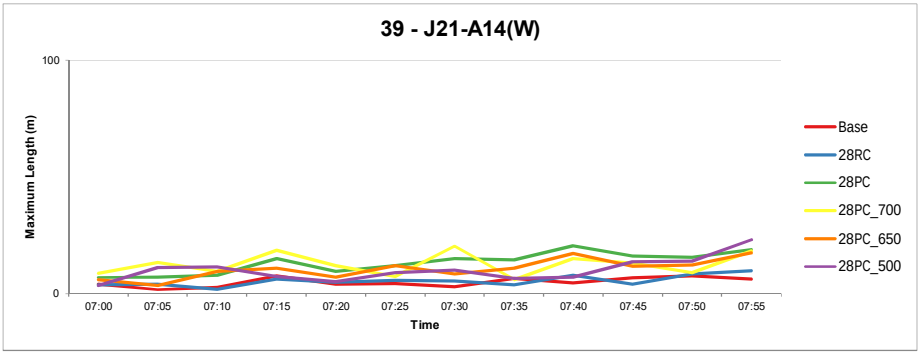


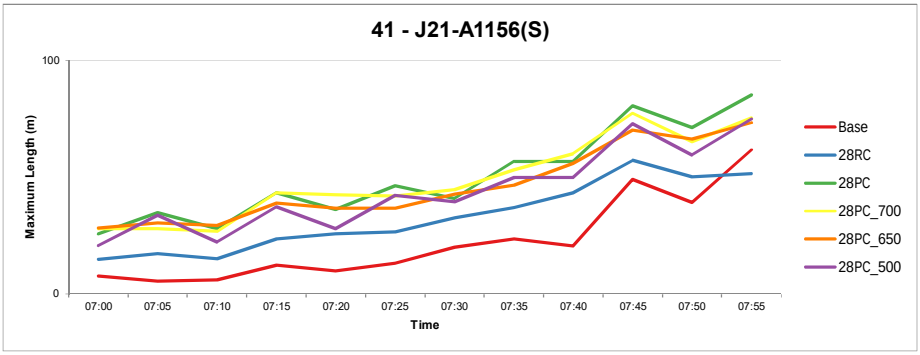


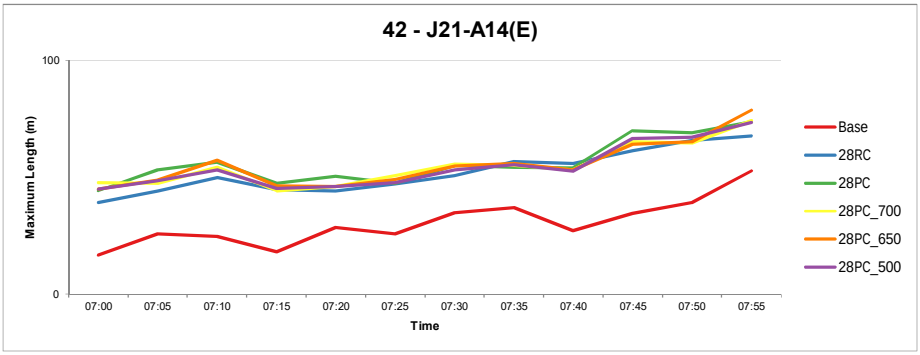
Queue Comparison Graphs
07:00-08:00

J21



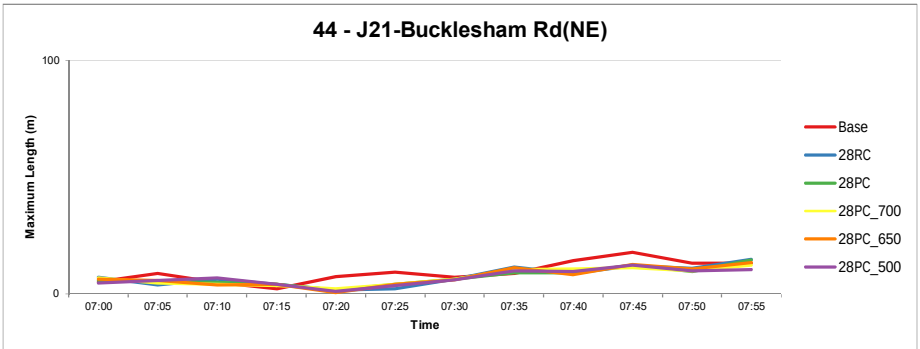






Queue Comparison Graphs
07:00-08:00

J21



Queue Comparison
07:00-08:00
Maximum Length Summary
Maximum Length (m)

	Base	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J28-A12(N)	55.3	72.3	64.2	67.0	64.4	80.0
2 - J28-A12(S)	43.8	47.5	75.1	71.2	66.4	59.3
3 - J28-A1152(E)	47.5	63.2	59.5	57.1	56.4	60.5
6 - J27-A12(N)	76.8	96.5	101.2	109.0	100.2	109.0
7 - J27-B1079(W)	22.9	24.9	23.6	25.2	29.6	24.0
8 - J27-A12(S)	49.5	56.0	69.5	62.6	63.0	76.6
9 - J27-B1079(E)	27.3	49.1	39.1	43.6	43.8	45.7
11 - J26-A12(N)	31.1	30.4	33.9	38.4	32.4	34.1
12 - J26-A12(S)-Right turn	8.5	5.6	10.9	10.7	10.1	9.9
13 - J26-A12(S)	75.8	138.2	135.2	162.8	107.7	173.3
14 - J26-B1438(E)	19.6	20.4	21.9	25.0	21.0	24.9
15 - J25-A12(N)	74.0	73.2	68.6	71.8	67.5	79.0
17 - J25-Martlesham PnR(NW)- Left turn	6.4	7.4	7.4	7.4	7.4	7.4
18 - J25-Martlesham PnR(NW)	8.1	8.2	8.2	8.2	8.2	8.2
19 - J25-Main Rd(W)	93.3	90.6	89.7	89.5	89.5	89.7
20 - J25-A12(S)	85.0	137.6	187.0	178.0	201.6	173.7
21 - J25-Main Rd(E)	13.6	11.8	12.5	12.6	13.9	12.5
22 - J24-A12(N)	53.5	71.8	65.3	82.7	68.0	73.6
24 - J24-Eagle Way(W)	15.2	17.0	18.2	18.7	20.2	19.0
26 - J24-A12(S)	38.6	78.7	88.3	87.6	80.8	88.9
28 - J24-Anson Rd(E)	21.7	24.2	27.3	23.9	28.2	29.1
29 - J23-A12(N)	120.9	80.2	83.1	91.1	96.9	91.3
30 - J23-Eagle Way(W)	21.3	22.9	22.4	24.5	22.9	21.6
31 - J23-A12(S)	40.1	94.5	119.6	119.6	123.3	102.1
32 - J23-Barrack Square(E)	22.3	16.5	17.7	18.0	17.4	18.0
34 - J22-A12(N)	46.3	122.5	126.5	119.7	126.6	117.3
36 - J22-A12(S)	77.7	110.2	133.7	138.6	119.4	125.0
37 - J22-Newbourne Rd(E)	61.4	48.1	40.1	41.5	42.7	41.5
45 - J22-Foxhall Rd(W)	87.1	49.4	51.2	51.2	49.3	47.0
38 - J21-A12(N)	176.8	235.5	290.1	265.3	280.7	244.3
39 - J21-A14(W)	7.6	9.8	20.5	20.3	17.4	23.0
41 - J21-A1156(S)	61.6	57.2	85.2	77.3	73.3	74.8
42 - J21-A14(E)	52.8	67.7	73.6	74.3	78.7	73.5
44 - J21-Bucklesham Rd(NE)	17.9	14.8	14.6	12.4	13.5	12.3

wsp

Queue Comparison
07:00-08:00
Average Length Summary
Maximum Length (m)

	Base	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J28-A12(N)	35.7	42.3	39.8	42.1	38.7	43.4
2 - J28-A12(S)	25.5	32.0	48.6	47.8	44.8	38.4
3 - J28-A1152(E)	29.0	36.5	34.7	36.4	36.5	35.8
6 - J27-A12(N)	37.0	52.0	53.6	51.1	51.3	53.3
7 - J27-B1079(W)	13.2	13.7	15.5	15.3	16.3	15.4
8 - J27-A12(S)	36.0	35.3	44.8	44.8	43.5	44.9
9 - J27-B1079(E)	16.5	21.2	19.5	20.1	20.8	21.4
11 - J26-A12(N)	19.6	20.7	20.9	22.1	23.3	21.3
12 - J26-A12(S)-Right turn	3.6	3.6	3.8	5.5	4.4	3.9
13 - J26-A12(S)	38.3	48.5	80.2	84.0	68.3	70.5
14 - J26-B1438(E)	14.7	15.6	16.6	15.9	15.8	16.8
15 - J25-A12(N)	48.3	53.5	55.8	54.9	54.3	55.4
17 - J25-Martlesham PnR(NW)- Left turn	2.1	2.4	2.4	2.4	2.4	2.4
18 - J25-Martlesham PnR(NW)	2.6	2.8	2.8	2.8	2.8	2.8
19 - J25-Main Rd(W)	64.9	65.6	66.2	66.3	66.1	66.3
20 - J25-A12(S)	62.8	89.5	108.0	108.2	104.8	100.0
21 - J25-Main Rd(E)	8.0	6.2	7.2	7.1	7.2	7.0
22 - J24-A12(N)	29.1	41.0	37.6	39.7	38.4	40.5
24 - J24-Eagle Way(W)	9.7	9.8	11.4	11.2	11.1	11.3
26 - J24-A12(S)	23.6	46.5	59.6	55.3	53.9	56.1
28 - J24-Anson Rd(E)	16.0	17.8	17.8	18.9	18.8	18.7
29 - J23-A12(N)	57.1	65.3	67.4	66.8	67.4	67.8
30 - J23-Eagle Way(W)	10.9	14.8	13.9	15.4	14.2	14.6
31 - J23-A12(S)	16.5	66.6	80.1	84.6	76.8	77.3
32 - J23-Barrack Square(E)	14.7	10.5	10.5	10.7	10.6	10.1
34 - J22-A12(N)	27.4	94.1	95.3	94.6	94.3	93.3
36 - J22-A12(S)	38.3	86.7	102.3	104.4	97.2	94.2
37 - J22-Newbourne Rd(E)	25.8	21.1	20.6	20.8	20.7	21.0
45 - J22-Foxhall Rd(W)	43.2	30.2	34.2	33.3	33.1	33.3
38 - J21-A12(N)	82.3	134.4	147.6	143.0	140.8	144.5
39 - J21-A14(W)	5.0	5.5	13.3	12.6	10.6	10.2
41 - J21-A1156(S)	22.4	33.0	50.5	48.9	46.3	44.2
42 - J21-A14(E)	30.4	52.3	56.3	54.9	55.4	54.5
44 - J21-Bucklesham Rd(NE)	9.4	7.5	7.3	7.2	7.3	7.0

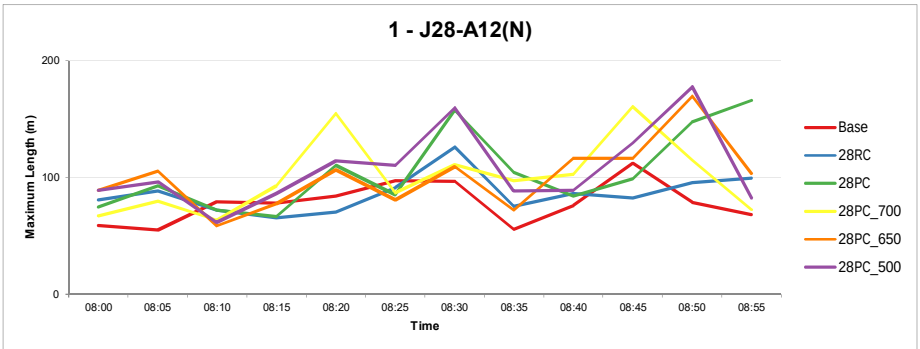
wsp

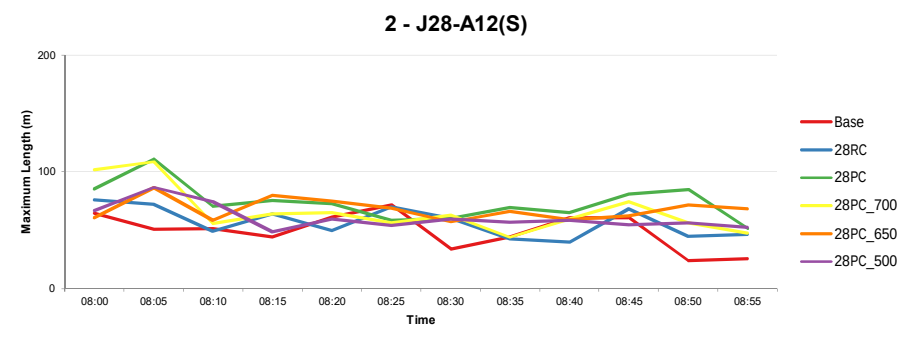
Journey Time Table
07:00-08:00
Base + all 2028

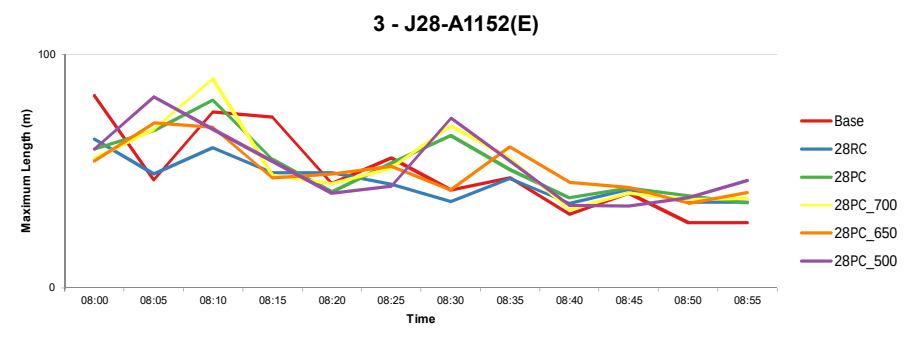
Route Names	Base	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J21 - J22 - NB	106	114	119	119	118	116
2 - J22 - J23 - NB	64	85	87	88	87	86
3 - J23 - J24 - NB	37	40	42	41	41	41
4 - J24 - J25 - NB	48	52	56	55	55	54
5 - J25 - J26 - NB	119	121	128	127	125	125
6 - J26 - J27 - NB	88	89	92	92	91	91
7 - J27 - J28 - NB	94	95	97	97	97	96
8 - J28 - A12- NB	136	137	140	139	139	138
51 - A12 NB	691	728	753	752	746	741
9 - A12 - J28 - SB	124	125	125	126	125	125
10 - J28 - J27 - SB	90	92	92	92	92	92
11 - J27 - J26 - SB	91	92	92	92	92	92
12 - J26 - J25 - SB	111	112	112	112	112	112
13 - J25 - J24 - SB	32	33	33	33	33	33
14 - J24 - J23 - SB	45	44	45	44	45	45
15 - J23 - J22 - SB	66	98	98	98	98	98
16 - J22 - J21 - SB	126	137	138	138	137	138
52 - A12 SB	679	726	729	728	727	728
17 - A14 WB upto Offslip	138	163	167	165	166	165
18 - A14 EB from Onslip	117	119	119	119	119	119
19 - A14 WB from Onslip	85	88	88	88	88	88
20 - A14 EB upto Offslip	88	90	95	94	94	93
21 - Felixstowe - SB	97	97	98	98	98	98
22 - Felixstowe - NB	104	110	114	113	113	112
23 - Bucklesham Road - NB	62	62	62	62	62	62
24 - Bucklesham Road - SB	68	66	66	66	66	66
26 - Foxhall road - WB	83	84	84	84	84	84
25 - Foxhall road - EB	97	94	96	95	95	95
27 - Newbourne Road -EB	42	43	43	43	43	43
28 - Newbourne Road -WB	56	50	50	50	50	50
29 - Eagle Way - EB	16	24	23	24	24	24
30 - Eagle Way - WB	14	12	12	12	12	12
31 - Gloster Road - NB	54	55	55	55	55	55
32 - Gloster Road - SB	52	52	52	52	52	52
33 - Barrack Square - SB	90	91	91	91	91	91
34 - Barrack Square - NB	88	86	85	85	85	85
35 - Anson Road - WB	41	41	41	42	41	41
36 - Anson Road - EB	44	43	43	44	44	44
37 - Eagle Way (J24) - EB	45	47	48	48	48	48
38 - Eagle Way (J24) - WB	44	44	44	44	44	44
39 - Main Road - EB	65	65	65	65	65	65
40 - Main Road - WB	70	71	71	71	71	71
41 - A1214 Main road - EB	64	64	64	64	64	64
42 - A1214 Main road - WB	50	50	50	50	50	50
43 - B1438 - WB	53	54	54	54	54	54
44 - B1438 - EB	50	50	50	50	50	50
45 - B1079 (East) - WB	38	41	41	40	41	40
46 - B1079 (East) - EB	29	29	29	29	29	29
47 - B1079 (West)- WB	33	33	33	33	33	33
48 - B1079 (West)- EB	37	37	38	38	38	37
49 - A1152 - WB	49	49	49	49	49	49
50 - A1152 - EB	49	49	49	49	49	49
72 - J22 - J22B - NB	0	42	43	43	43	43
73 - J22B - J23 - NB	0	43	45	45	44	44
J22-J23 NB (FY)	64	85	87	88	87	86
70 - J23 - J22B - SB	0	59	59	59	59	59
71 - J22B - J22 - SB	0	39	39	39	39	39
J23-J22 SB (FY)	66	98	98	98	98	98

Queue Comparison Graphs
08:00-09:00

J28

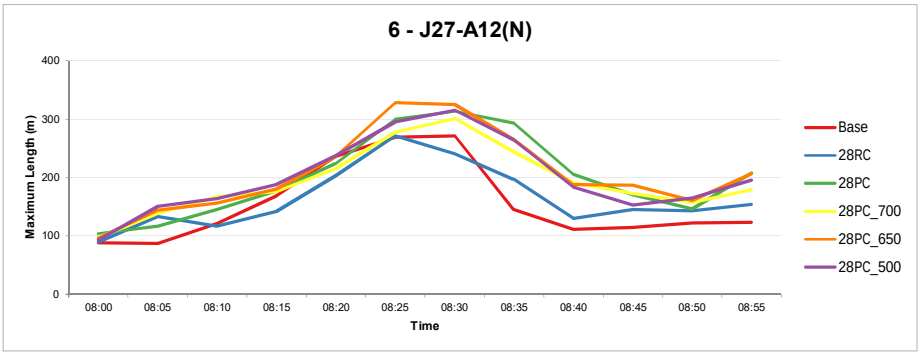


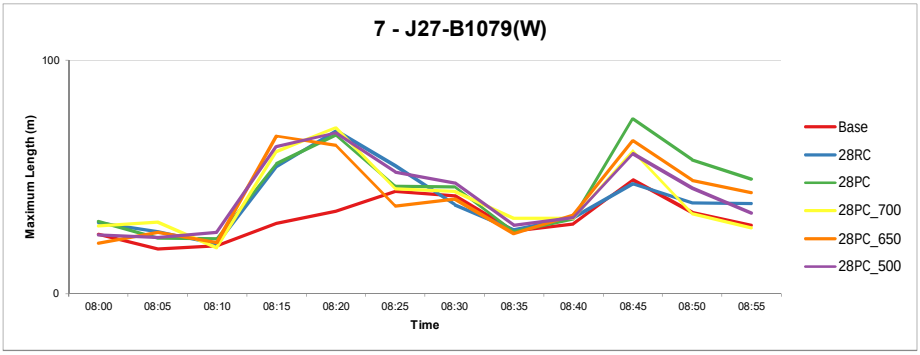


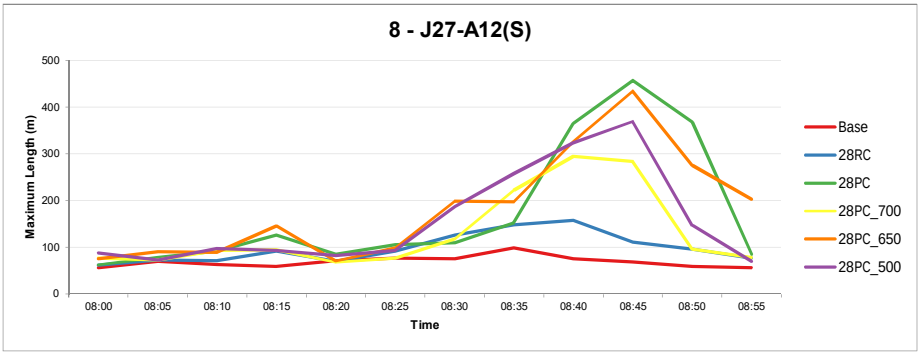


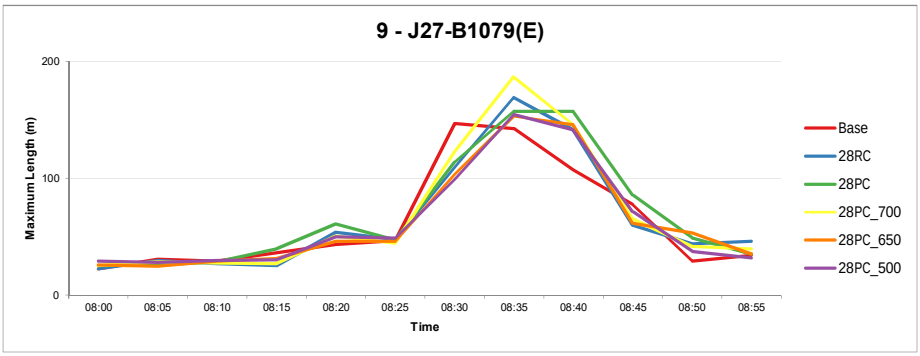
Queue Comparison Graphs
08:00-09:00

J27



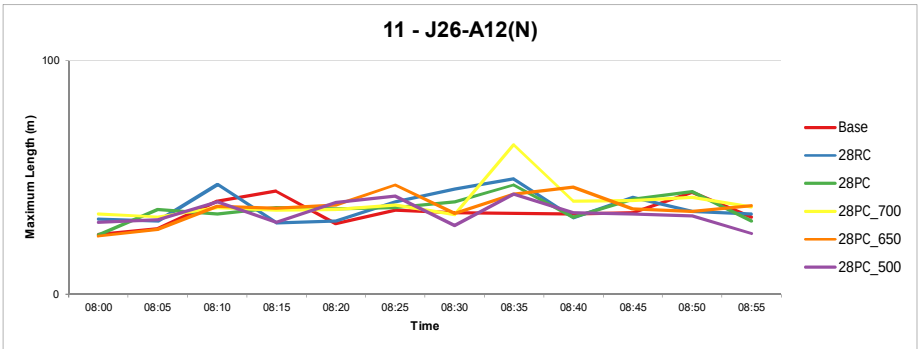


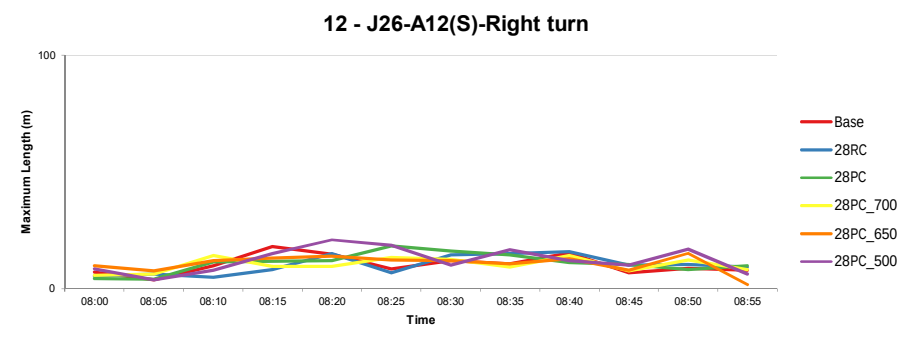


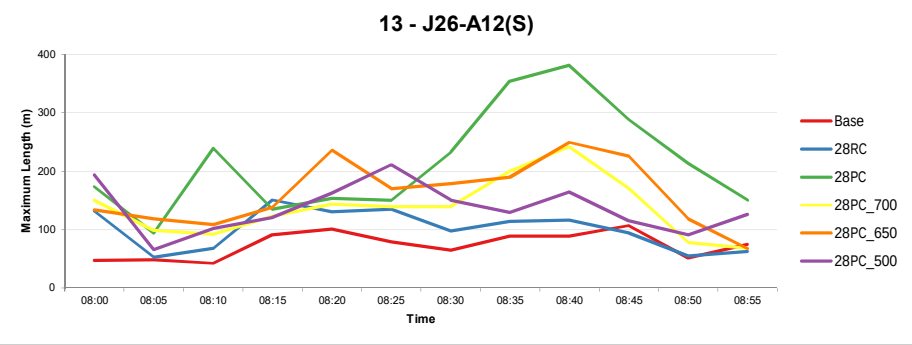


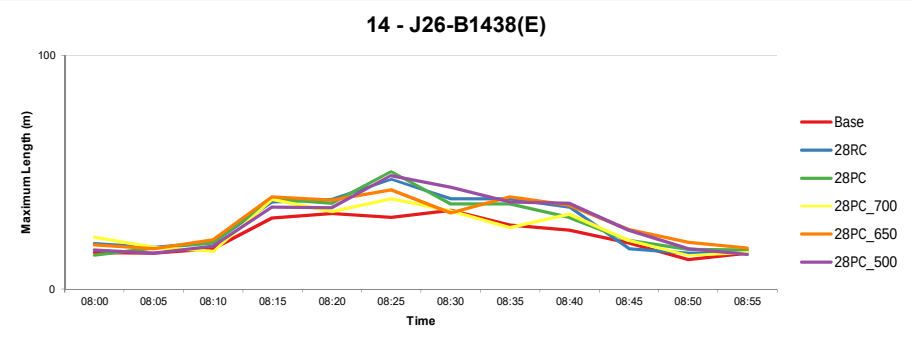
Queue Comparison Graphs
08:00-09:00

J26



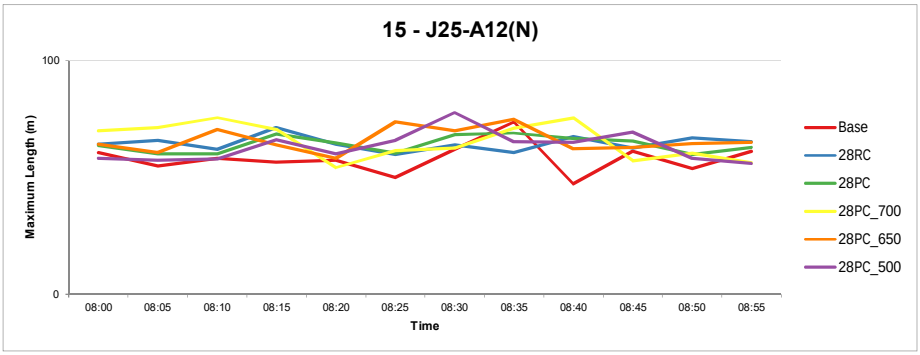


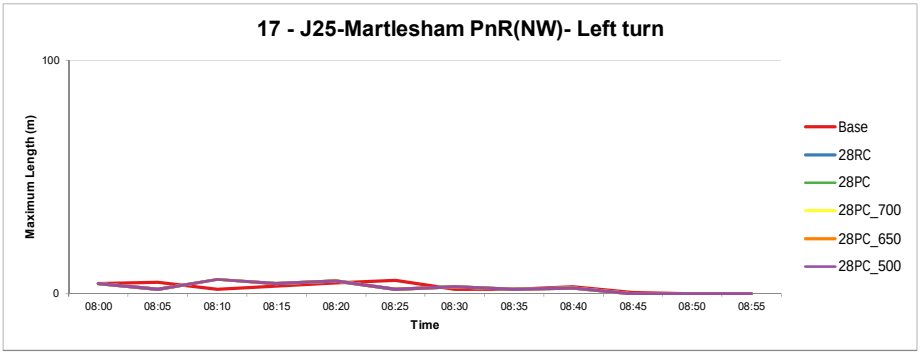


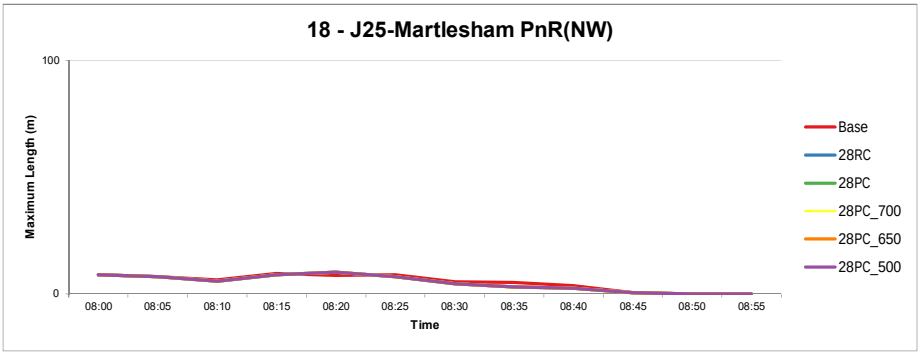


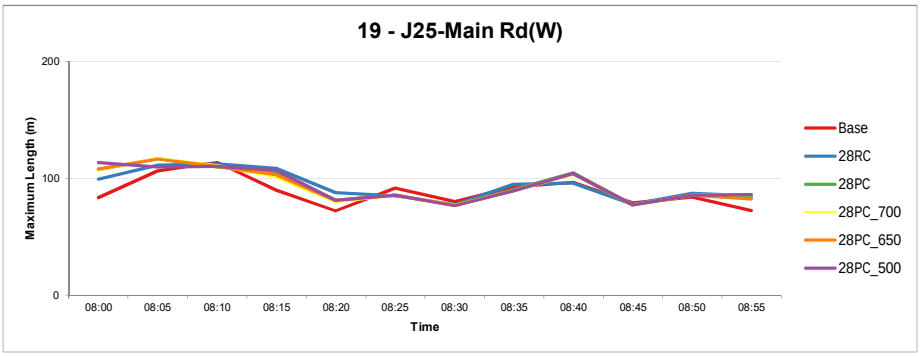
Queue Comparison Graphs
08:00-09:00

J25



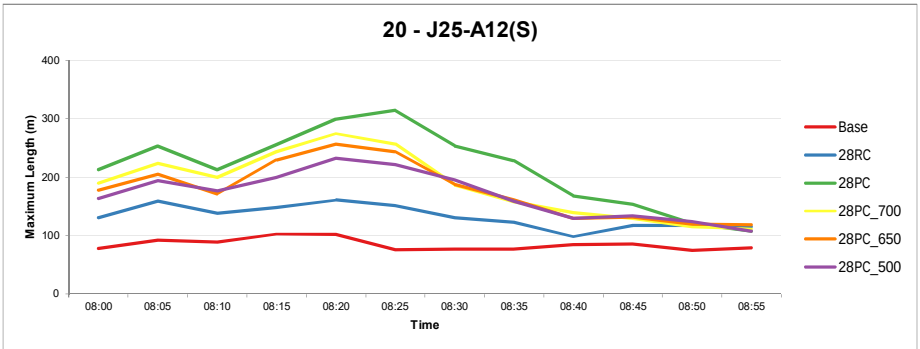


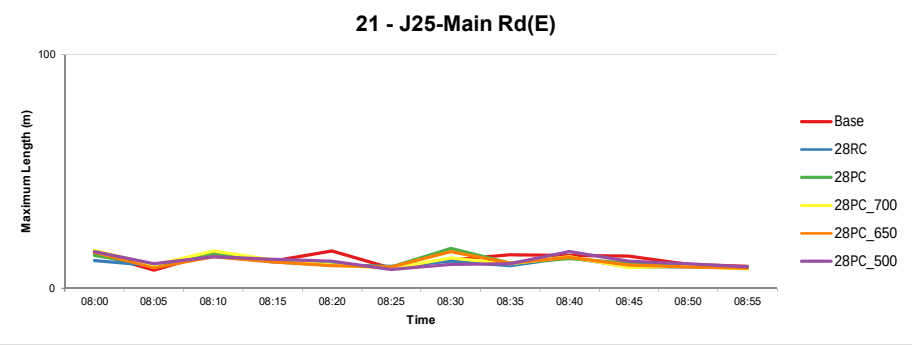




Queue Comparison Graphs
08:00-09:00

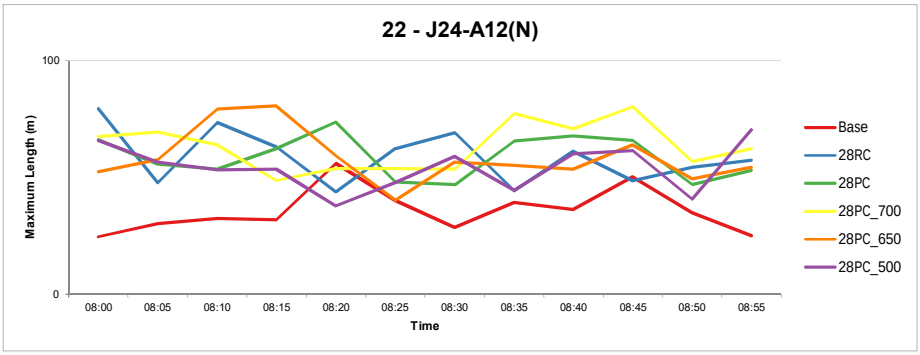
J25

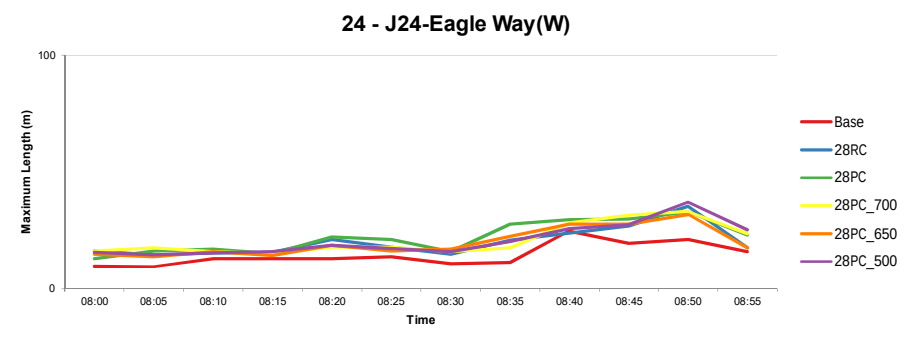


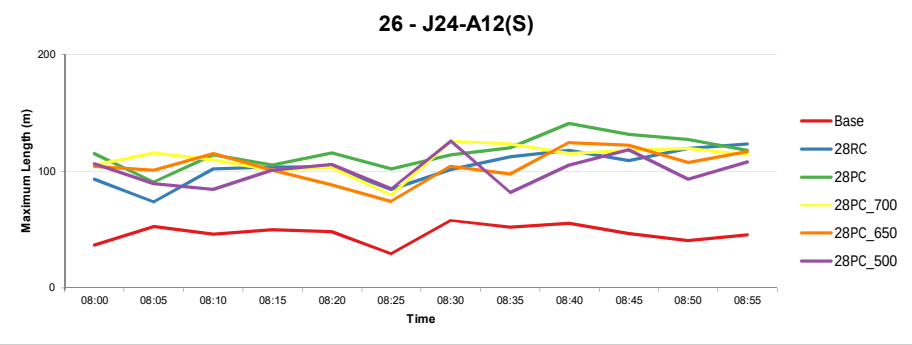


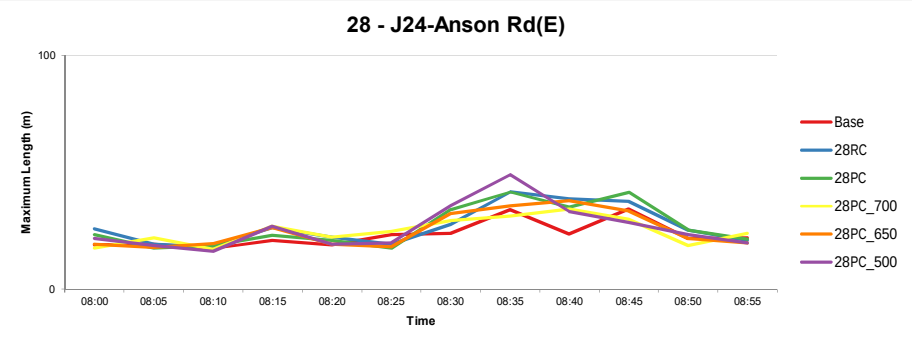
Queue Comparison Graphs
08:00-09:00

J24



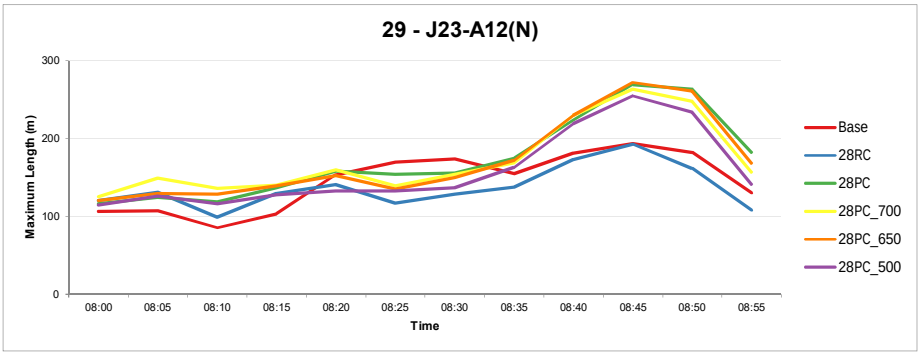


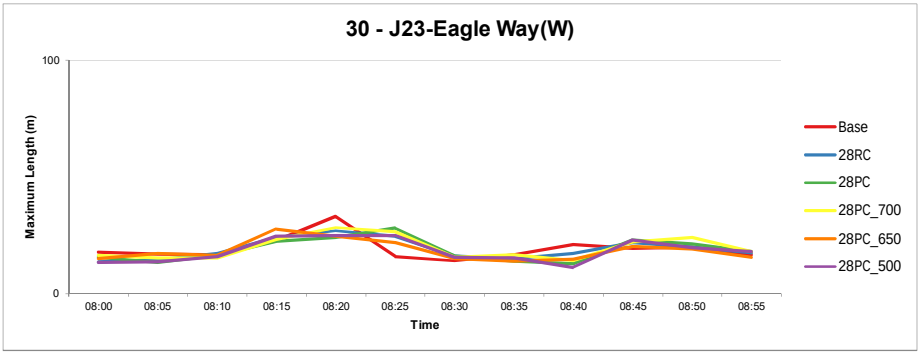


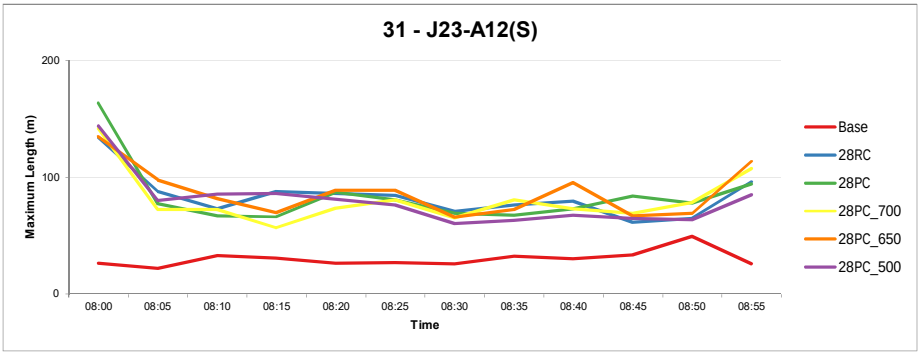


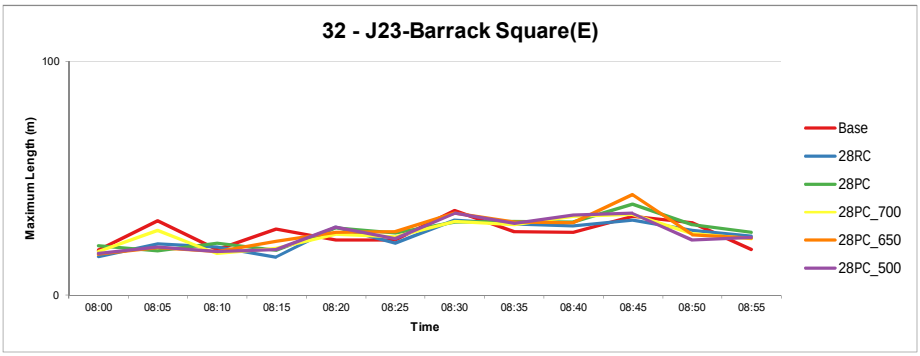
Queue Comparison Graphs
08:00-09:00

J23



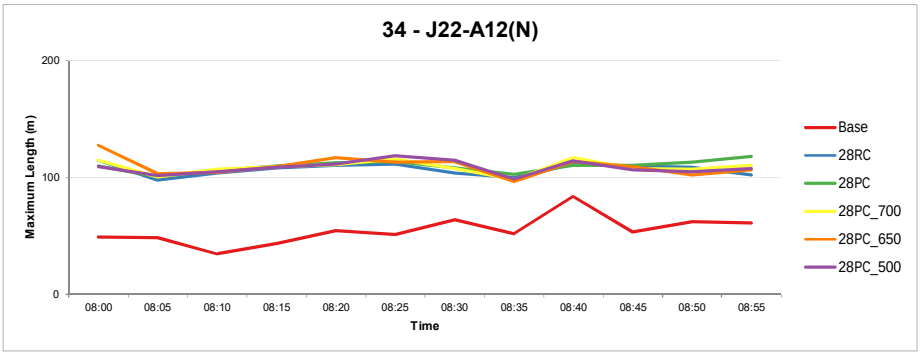


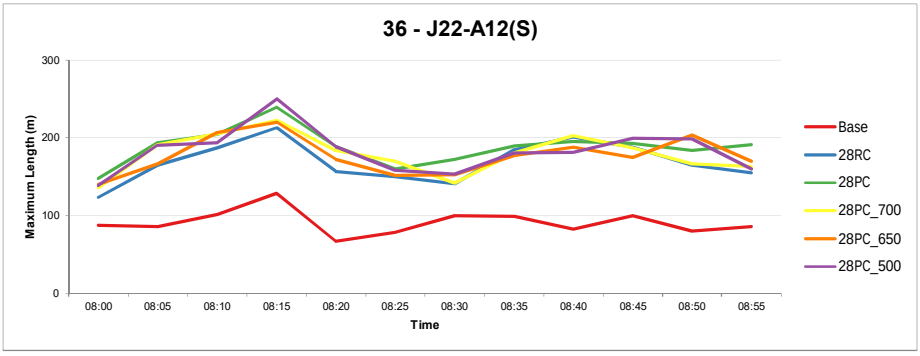


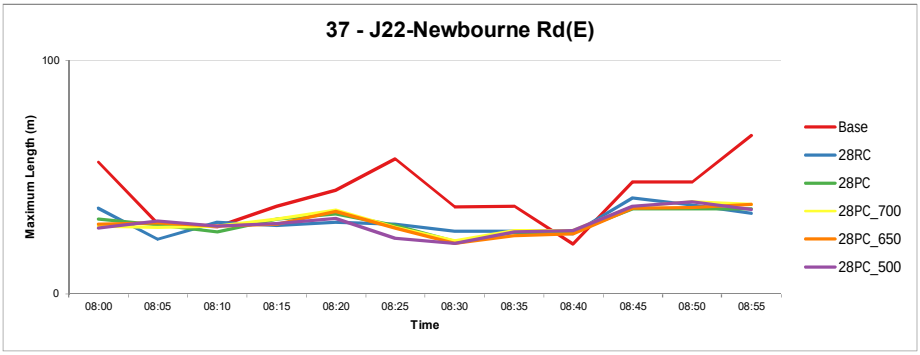


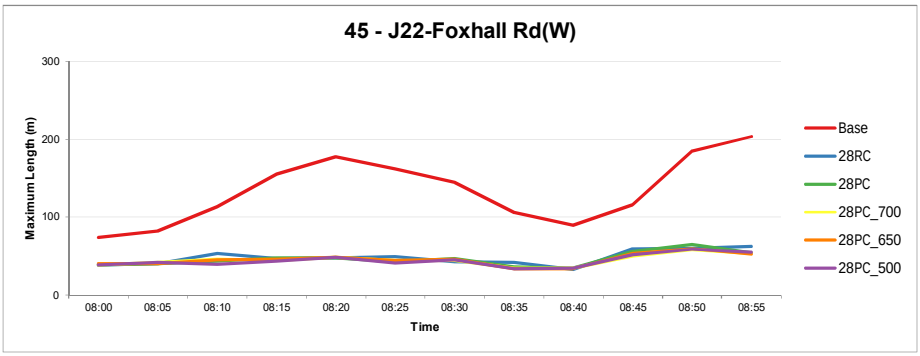
Queue Comparison Graphs
08:00-09:00

J22



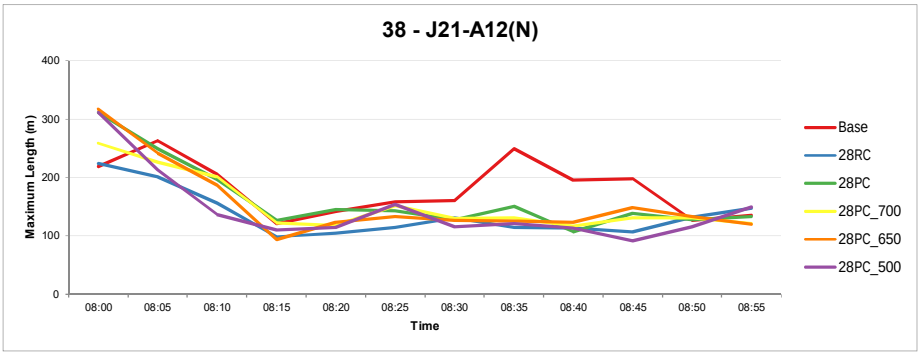


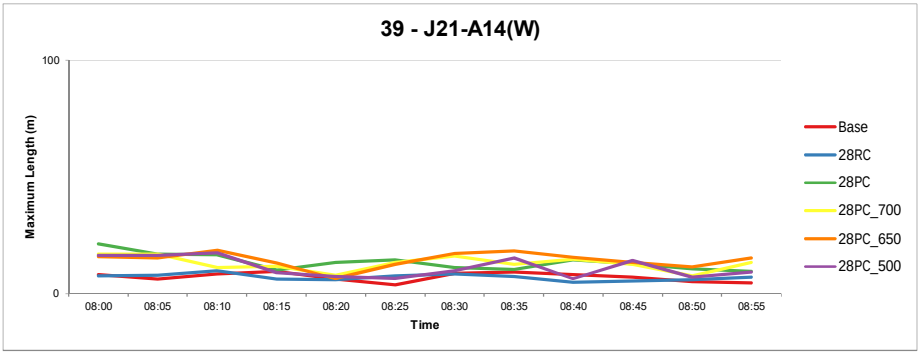


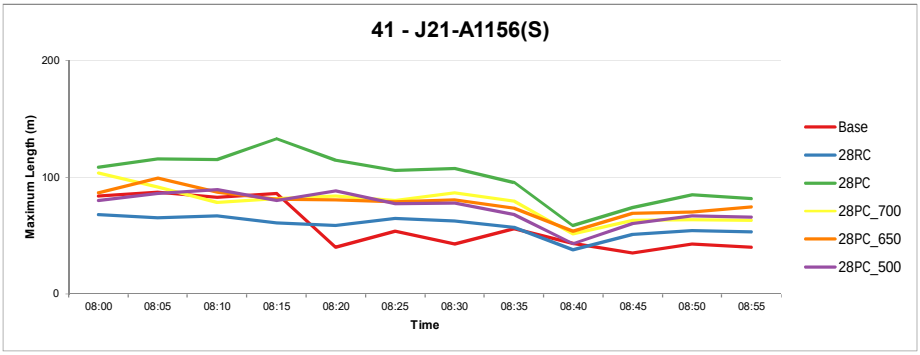


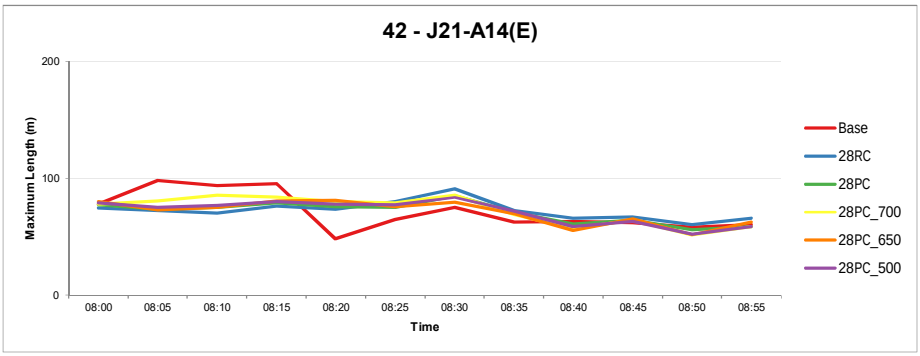
Queue Comparison Graphs
08:00-09:00

J21



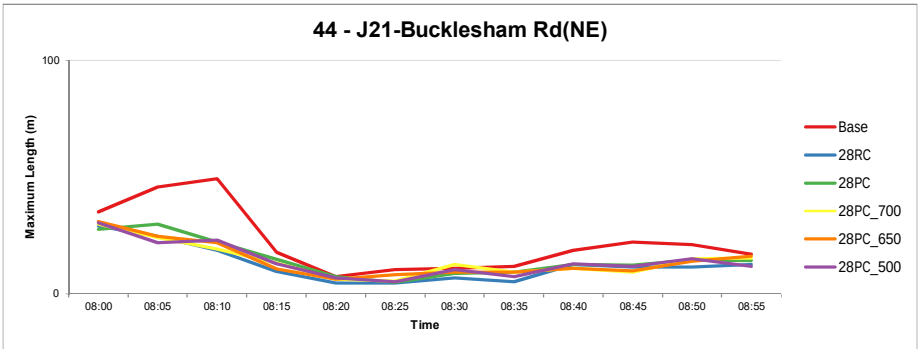






Queue Comparison Graphs
08:00-09:00

J21



wsp

Queue Comparison
08:00-09:00
Maximum Length Summary
Maximum Length (m)

	Base	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J28-A12(N)	112.2	125.9	166.0	160.5	169.5	177.5
2 - J28-A12(S)	71.7	75.9	110.9	108.6	86.4	86.6
3 - J28-A1152(E)	82.4	63.7	80.3	89.6	70.6	81.8
6 - J27-A12(N)	270.9	271.3	313.3	300.8	327.8	315.1
7 - J27-B1079(W)	48.7	69.8	74.8	71.0	67.4	68.8
8 - J27-A12(S)	99.1	157.7	457.0	294.5	434.0	369.2
9 - J27-B1079(E)	146.9	169.1	157.4	186.6	153.1	154.5
11 - J26-A12(N)	44.2	49.3	46.9	63.9	46.8	42.8
12 - J26-A12(S)-Right turn	18.1	15.8	18.3	14.2	15.1	20.9
13 - J26-A12(S)	107.1	150.7	380.9	241.6	249.2	210.9
14 - J26-B1438(E)	33.7	47.0	50.2	38.7	42.5	48.6
15 - J25-A12(N)	73.7	71.4	69.0	75.6	74.9	77.7
17 - J25-Martlesham PnR(NW)- Left turn	5.6	6.1	6.1	6.1	6.1	6.1
18 - J25-Martlesham PnR(NW)	8.8	9.4	9.4	9.4	9.4	9.4
19 - J25-Main Rd(W)	113.7	112.3	116.5	116.9	116.4	113.5
20 - J25-A12(S)	102.5	160.7	314.2	274.4	256.7	232.1
21 - J25-Main Rd(E)	16.0	13.8	17.2	16.3	15.7	15.8
22 - J24-A12(N)	56.0	79.5	73.6	80.2	80.6	70.4
24 - J24-Eagle Way(W)	24.7	35.3	32.9	33.0	31.8	37.0
26 - J24-A12(S)	57.9	123.0	140.9	125.7	124.6	125.8
28 - J24-Anson Rd(E)	34.2	41.6	41.5	34.3	37.8	49.0
29 - J23-A12(N)	193.5	192.9	269.1	263.4	271.8	254.7
30 - J23-Eagle Way(W)	33.1	26.9	28.0	28.3	27.7	24.9
31 - J23-A12(S)	49.4	133.7	163.4	141.9	134.6	143.9
32 - J23-Barrack Square(E)	36.2	32.0	38.9	34.5	43.0	35.0
34 - J22-A12(N)	83.7	114.3	117.9	117.1	127.5	118.5
36 - J22-A12(S)	128.6	212.9	239.3	222.9	220.1	250.2
37 - J22-Newbourne Rd(E)	67.8	41.1	36.5	39.6	38.3	39.5
45 - J22-Foxhall Rd(W)	203.4	62.4	65.1	58.3	59.7	58.8
38 - J21-A12(N)	263.0	223.8	311.0	258.5	316.7	311.1
39 - J21-A14(W)	9.5	9.9	21.2	17.0	18.5	17.4
41 - J21-A1156(S)	87.3	67.8	132.9	103.6	99.0	89.4
42 - J21-A14(E)	98.2	90.9	85.1	85.7	81.3	83.6
44 - J21-Bucklesham Rd(NE)	49.3	29.1	29.8	29.8	31.0	30.5

wsp

Queue Comparison
08:00-09:00
Average Length Summary
Maximum Length (m)

	Base	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J28-A12(N)	78.3	86.1	105.1	100.3	100.4	107.0
2 - J28-A12(S)	49.5	56.9	73.8	66.4	67.8	60.8
3 - J28-A1152(E)	49.6	45.9	52.5	52.6	50.8	52.5
6 - J27-A12(N)	154.9	163.7	200.1	192.8	206.3	200.4
7 - J27-B1079(W)	32.1	39.9	44.4	40.6	41.3	42.3
8 - J27-A12(S)	69.4	98.1	173.7	131.4	183.8	156.8
9 - J27-B1079(E)	62.2	64.6	68.8	67.1	63.0	62.7
11 - J26-A12(N)	35.0	37.5	36.9	39.3	37.2	34.6
12 - J26-A12(S)-Right turn	10.3	10.1	11.0	10.2	10.8	12.3
13 - J26-A12(S)	73.7	100.8	213.7	136.9	161.2	136.1
14 - J26-B1438(E)	23.0	28.4	28.0	25.8	29.1	28.7
15 - J25-A12(N)	58.1	64.6	64.2	65.5	65.9	63.1
17 - J25-Martlesham PnR(NW)- Left turn	2.7	2.6	2.6	2.6	2.6	2.6
18 - J25-Martlesham PnR(NW)	5.1	4.7	4.7	4.7	4.7	4.7
19 - J25-Main Rd(W)	88.4	93.5	93.7	93.5	93.4	93.9
20 - J25-A12(S)	84.8	132.6	214.9	185.5	177.7	169.9
21 - J25-Main Rd(E)	12.4	10.7	11.7	11.4	11.4	11.7
22 - J24-A12(N)	35.8	58.7	58.8	63.2	58.5	54.2
24 - J24-Eagle Way(W)	14.5	19.9	21.9	20.8	19.8	20.7
26 - J24-A12(S)	46.8	103.6	116.2	110.7	104.6	100.3
28 - J24-Anson Rd(E)	23.2	26.9	26.7	24.8	25.1	26.0
29 - J23-A12(N)	145.0	136.6	173.0	172.4	171.6	158.3
30 - J23-Eagle Way(W)	19.2	19.0	18.8	19.6	18.5	18.3
31 - J23-A12(S)	30.2	83.4	83.9	81.0	87.1	79.8
32 - J23-Barrack Square(E)	26.7	25.3	27.2	26.3	27.0	26.1
34 - J22-A12(N)	54.7	106.8	109.6	108.9	109.7	108.4
36 - J22-A12(S)	91.6	169.2	188.3	179.3	177.1	182.9
37 - J22-Newbourne Rd(E)	43.0	31.2	30.7	31.3	30.6	30.3
45 - J22-Foxhall Rd(W)	134.2	48.1	46.2	45.1	45.6	44.5
38 - J21-A12(N)	181.1	137.1	163.1	153.2	156.0	145.5
39 - J21-A14(W)	7.1	7.1	13.5	12.9	14.4	11.3
41 - J21-A1156(S)	57.9	58.4	99.5	77.2	77.9	73.7
42 - J21-A14(E)	71.6	72.4	71.0	72.8	70.8	71.2
44 - J21-Bucklesham Rd(NE)	22.3	12.7	14.9	14.3	14.4	14.2

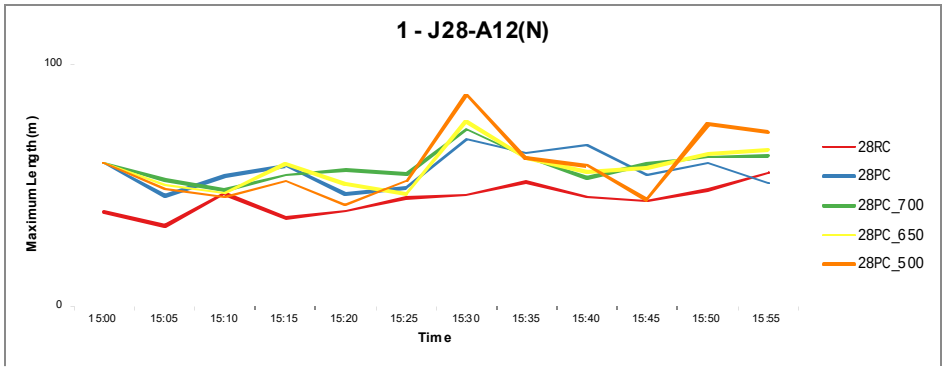
wsp

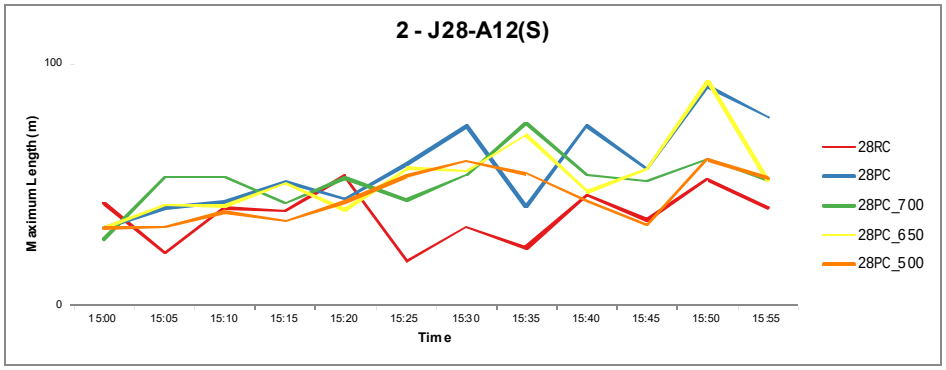
Journey Time Table
08:00-09:00
Base + all 2028

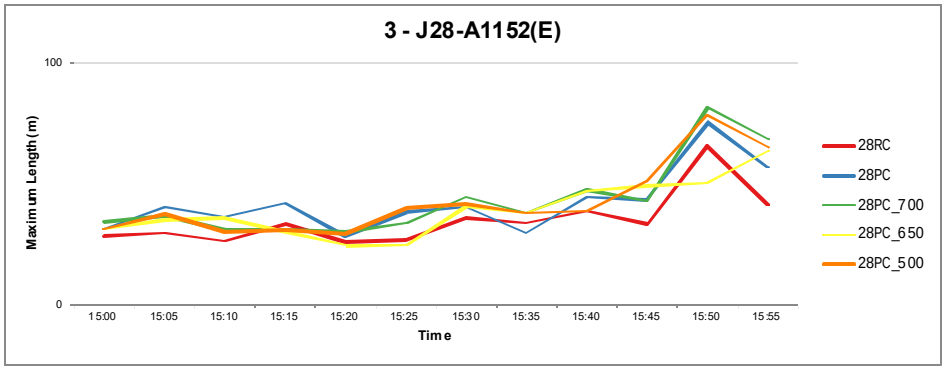
Route Names	Base	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J21 - J22 - NB	114	130	137	133	134	135
2 - J22 - J23 - NB	66	90	92	91	91	91
3 - J23 - J24 - NB	39	46	48	47	47	46
4 - J24 - J25 - NB	52	60	79	72	71	68
5 - J25 - J26 - NB	125	130	146	139	139	137
6 - J26 - J27 - NB	95	101	111	106	112	108
7 - J27 - J28 - NB	97	98	99	98	99	98
8 - J28 - A12- NB	137	138	140	139	139	139
51 - A12 NB	732	798	860	835	840	830
9 - A12 - J28 - SB	134	137	142	140	140	141
10 - J28 - J27 - SB	117	118	128	125	129	127
11 - J27 - J26 - SB	94	95	95	95	95	95
12 - J26 - J25 - SB	113	113	114	114	114	114
13 - J25 - J24 - SB	33	35	35	35	35	35
14 - J24 - J23 - SB	80	77	93	93	91	86
15 - J23 - J22 - SB	70	99	100	99	99	99
16 - J22 - J21 - SB	138	136	139	138	138	137
52 - A12 SB	776	805	836	833	834	826
17 - A14 WB upto Offslip	153	165	166	167	166	166
18 - A14 EB from Onslip	118	120	120	121	121	120
19 - A14 WB from Onslip	85	88	89	89	89	89
20 - A14 EB upto Offslip	90	93	96	95	96	94
21 - Felixstowe - SB	100	101	101	102	102	102
22 - Felixstowe - NB	116	117	134	122	123	122
23 - Bucklesham Road - NB	62	61	62	62	62	62
24 - Bucklesham Road - SB	86	69	70	70	70	70
26 - Foxhall road - WB	84	85	86	86	86	85
25 - Foxhall road - EB	149	100	100	100	100	99
27 - Newbourne Road -EB	43	43	44	44	44	44
28 - Newbourne Road -WB	64	51	51	51	51	51
29 - Eagle Way - EB	21	27	28	28	27	27
30 - Eagle Way - WB	14	12	12	12	12	12
31 - Gloster Road - NB	53	55	55	55	54	55
32 - Gloster Road - SB	55	54	54	54	54	54
33 - Barrack Square - SB	93	94	94	94	94	94
34 - Barrack Square - NB	92	88	88	88	89	88
35 - Anson Road - WB	43	44	45	44	44	45
36 - Anson Road - EB	45	45	45	45	45	45
37 - Eagle Way (J24) - EB	46	53	55	53	52	52
38 - Eagle Way (J24) - WB	44	44	44	44	44	44
39 - Main Road - EB	65	65	66	66	66	66
40 - Main Road - WB	72	72	72	73	72	73
41 - A1214 Main road - EB	66	67	67	67	67	67
42 - A1214 Main road - WB	50	51	51	51	51	51
43 - B1438 - WB	56	57	57	57	57	57
44 - B1438 - EB	51	51	51	51	51	50
45 - B1079 (East) - WB	61	60	65	63	59	59
46 - B1079 (East) - EB	30	30	30	30	30	30
47 - B1079 (West)- WB	33	33	33	33	33	33
48 - B1079 (West)- EB	40	44	47	45	45	46
49 - A1152 - WB	51	50	51	51	51	51
50 - A1152 - EB	49	49	49	49	49	49
72 - J22 - J22B - NB	0	43	44	43	43	43
73 - J22B - J23 - NB	0	47	48	47	48	48
J22-J23 NB (FY)	66	90	92	91	91	91
70 - J23 - J22B - SB	0	56	56	56	56	56
71 - J22B - J22 - SB	0	43	44	43	44	43
J23-J22 SB (FY)	70	99	100	99	99	99

Queue Comparison Graphs
15:00-16:00

J28

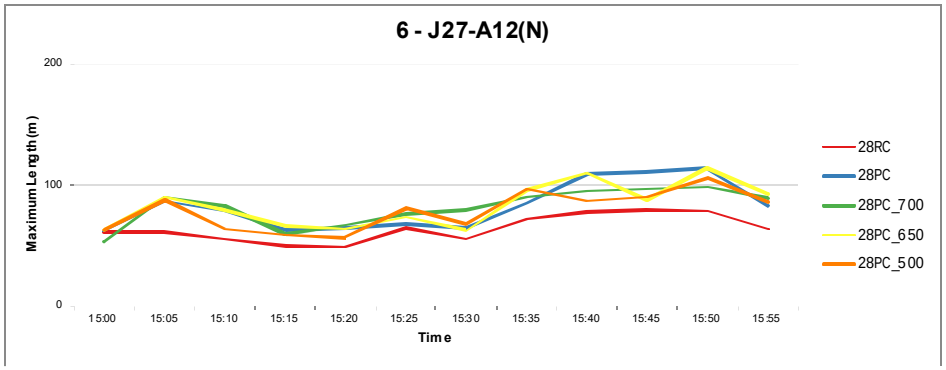


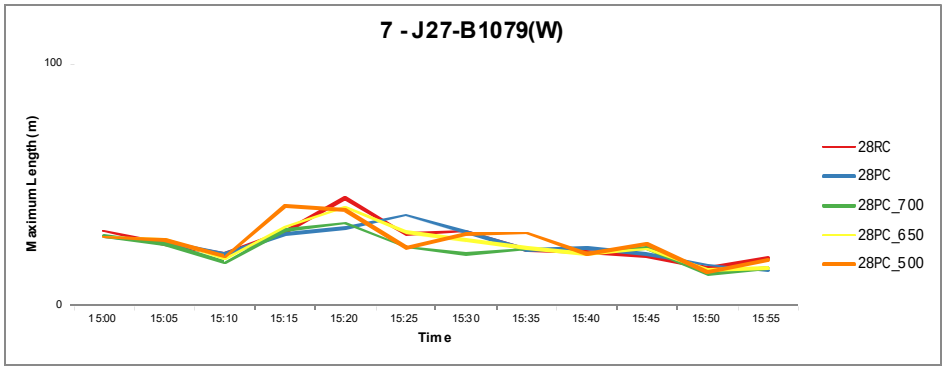


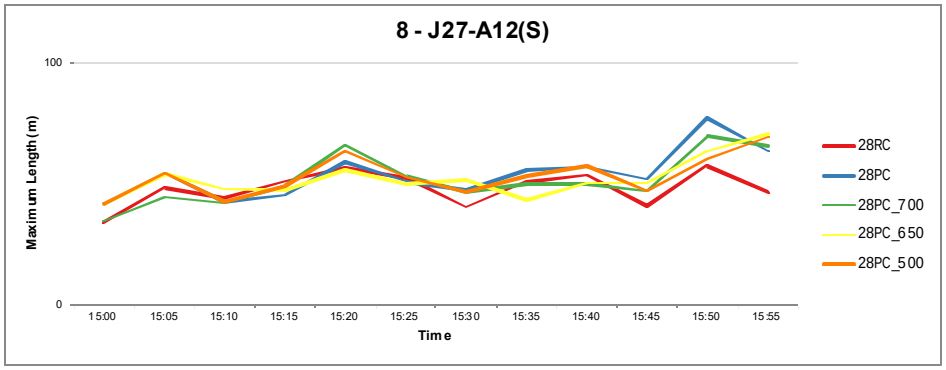


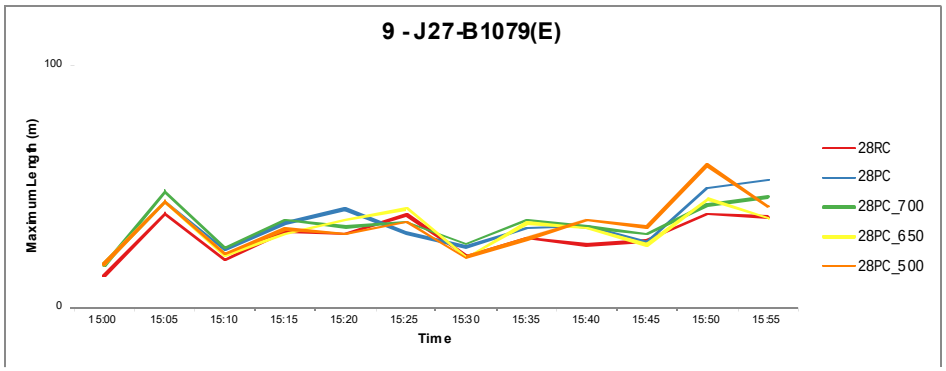
Queue Comparison Graphs
15:00-16:00

J27



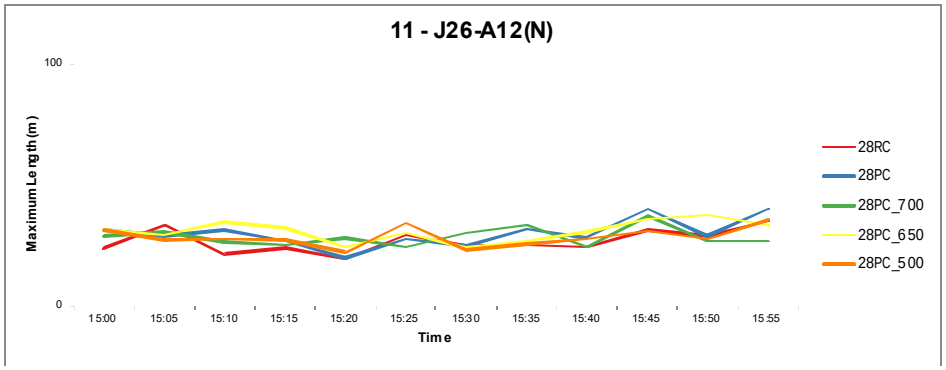


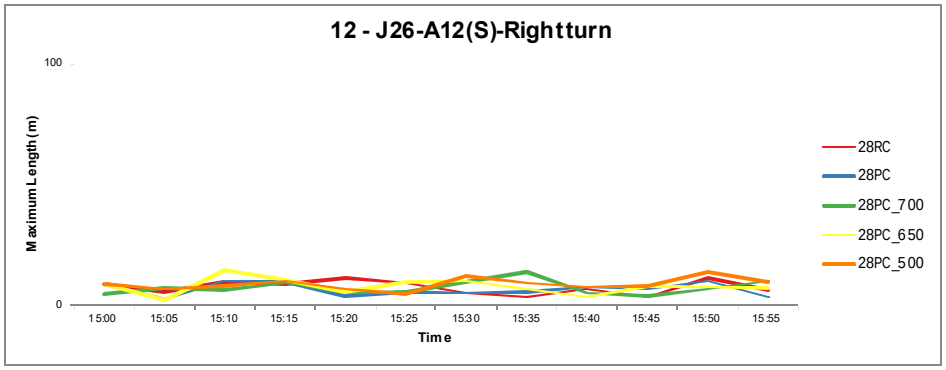


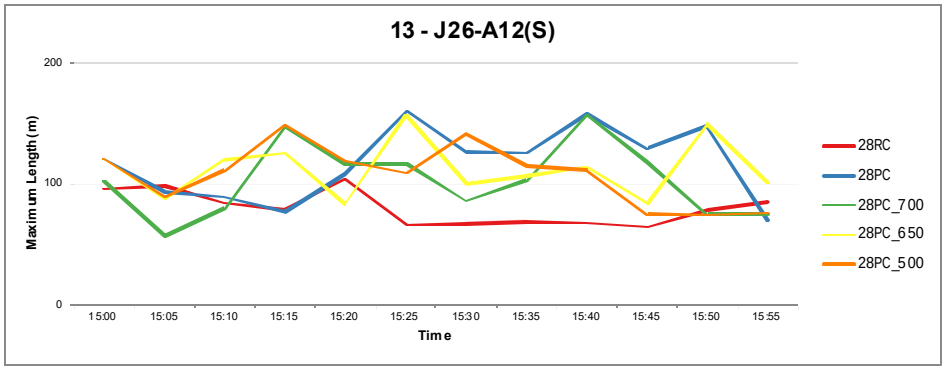


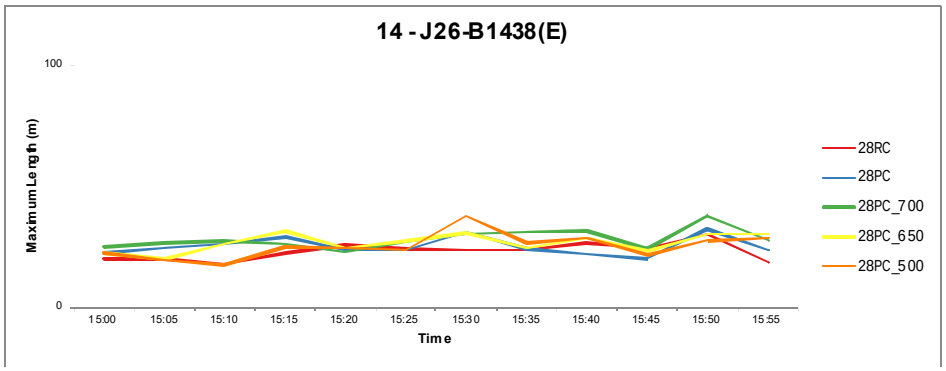
Queue Comparison Graphs
15:00-16:00

J26



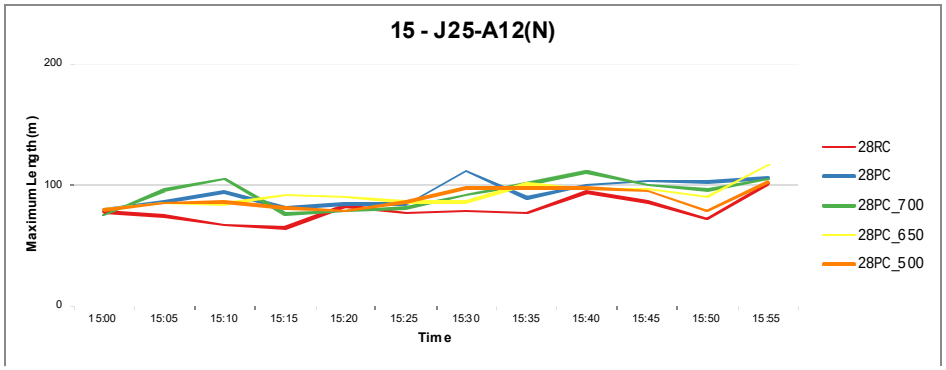


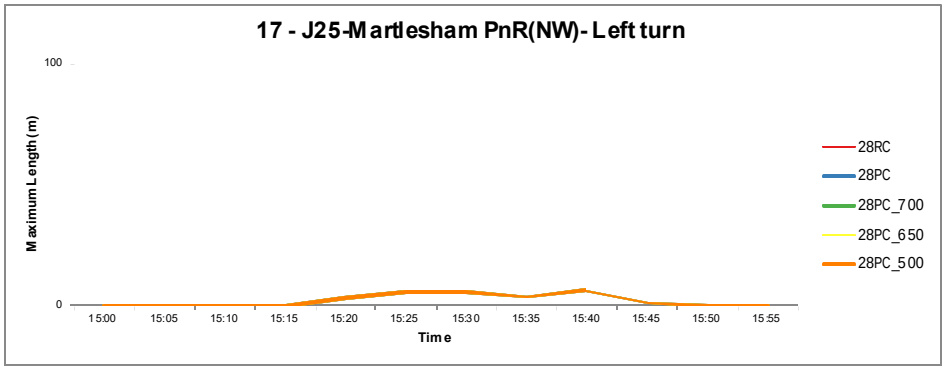


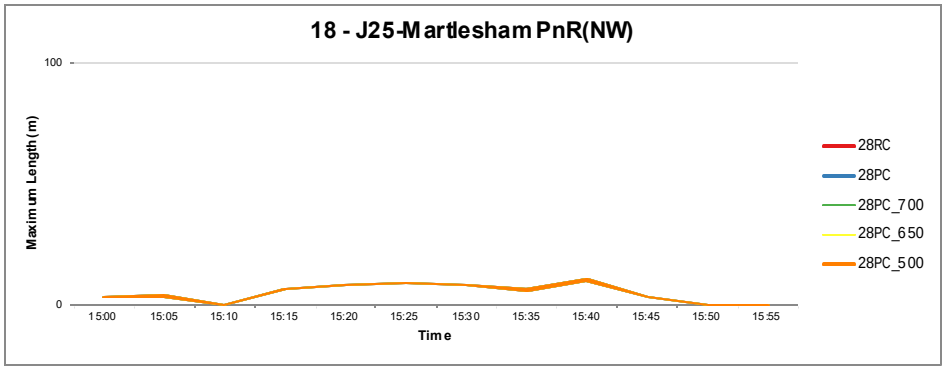


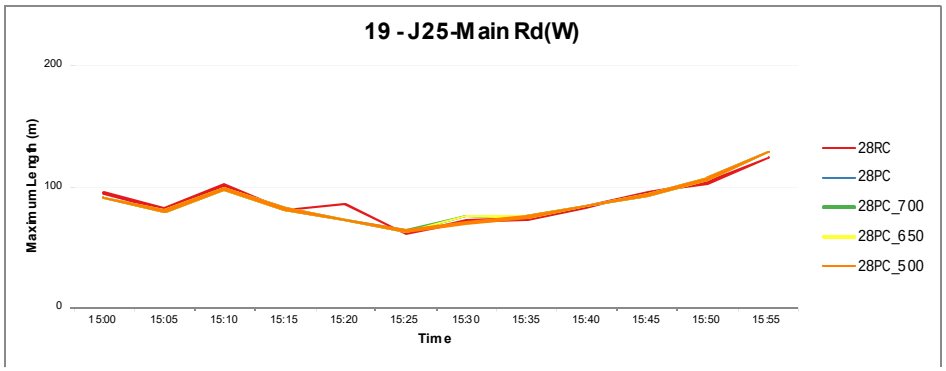
Queue Comparison Graphs
15:00-16:00

J25



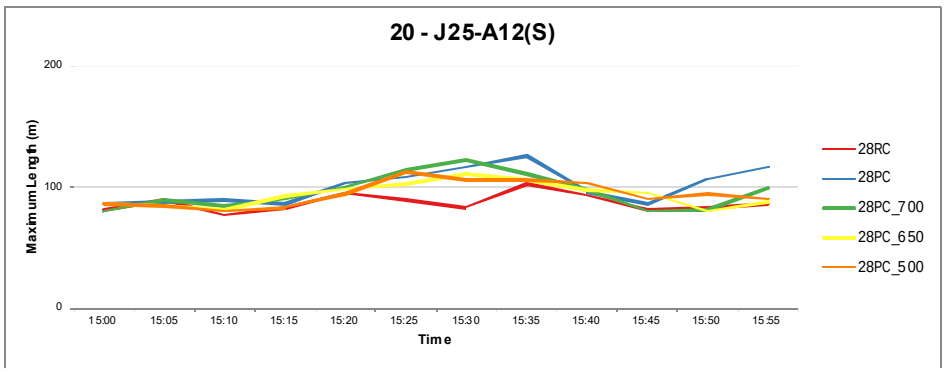


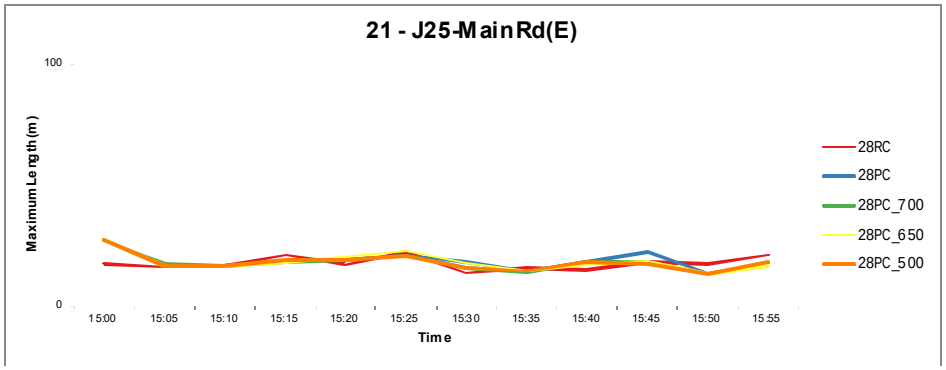




Queue Comparison Graphs
15:00-16:00

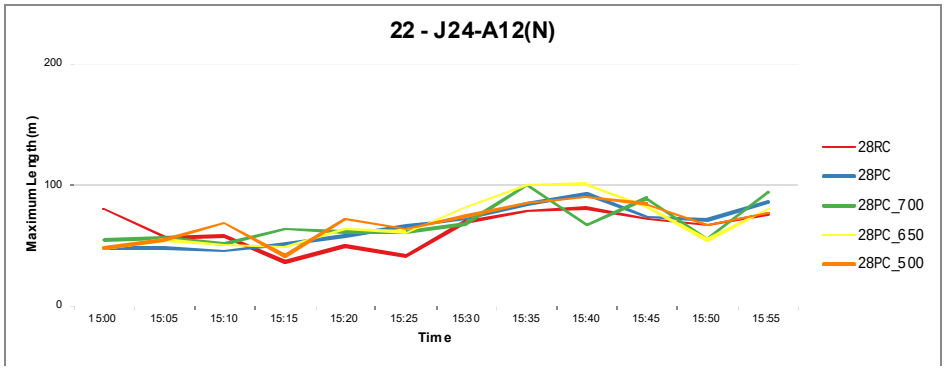
J25

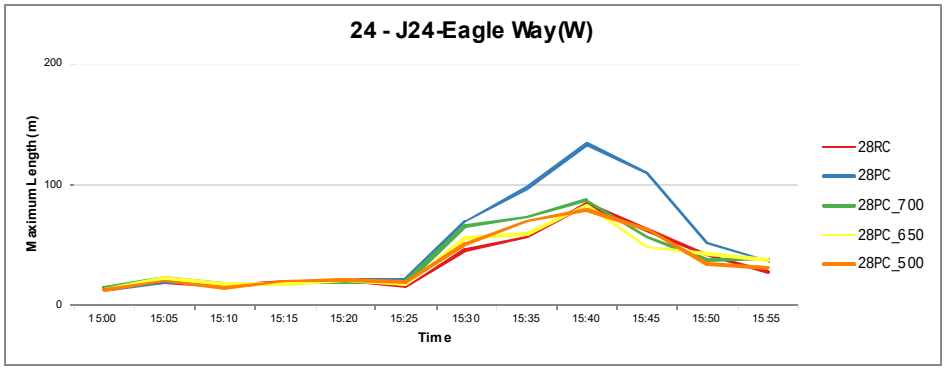


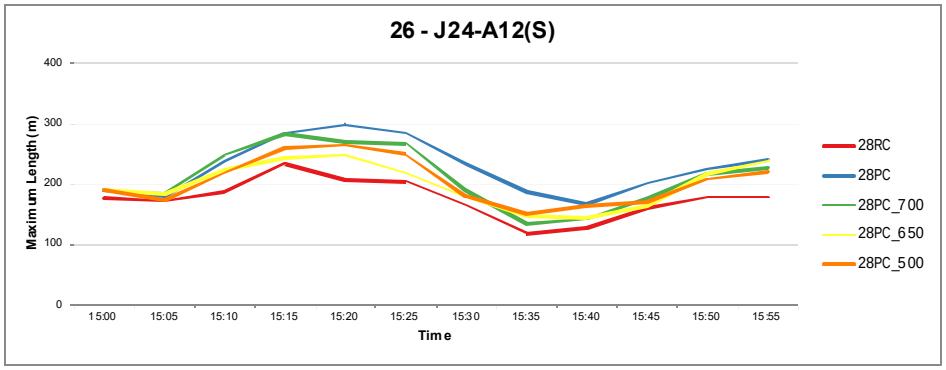


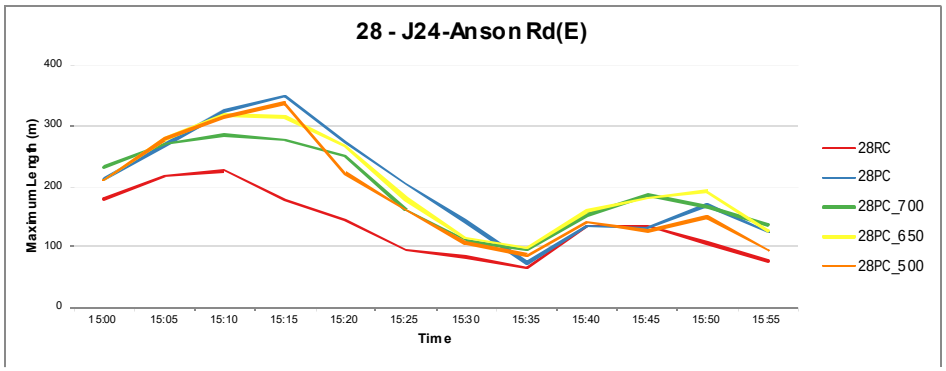
Queue Comparison Graphs
15:00-16:00

J24



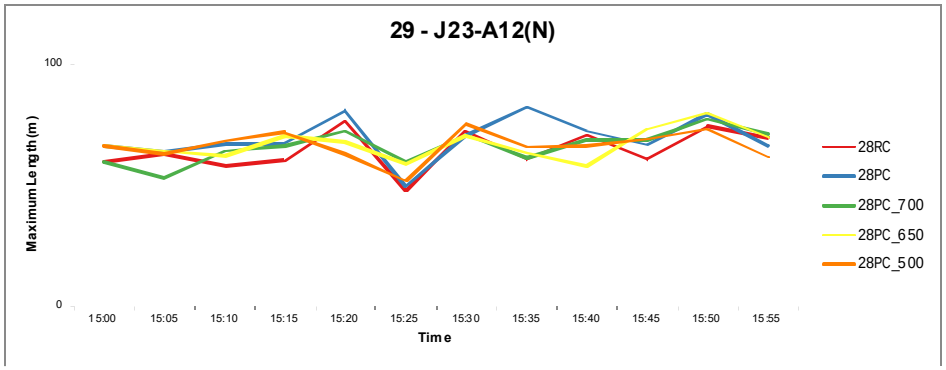


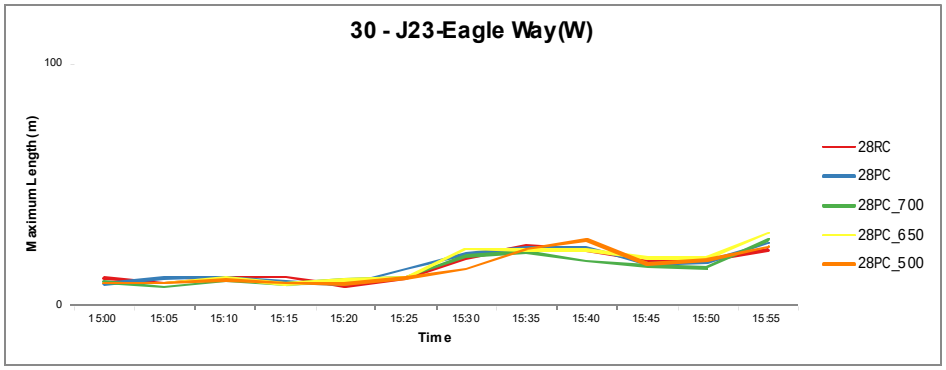


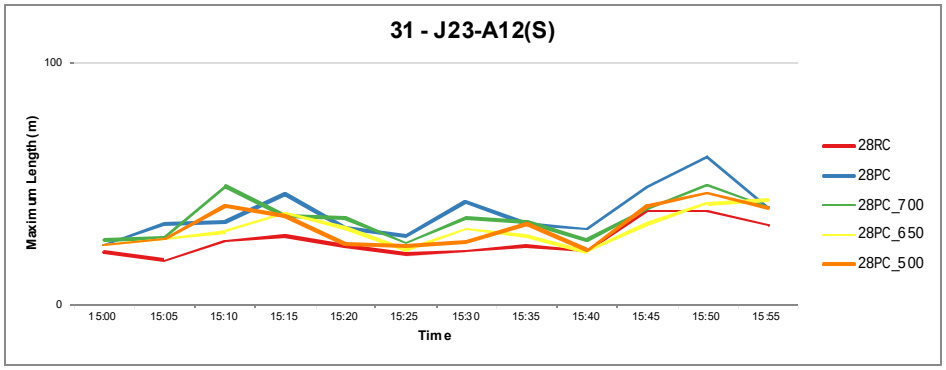


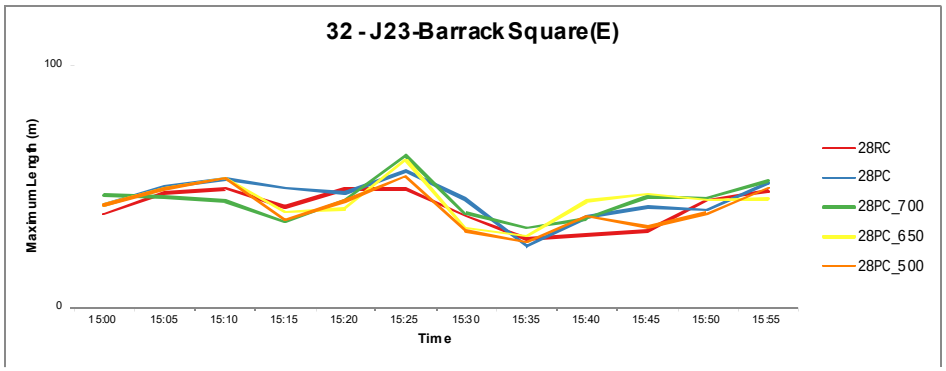
Queue Comparison Graphs
15:00-16:00

J23



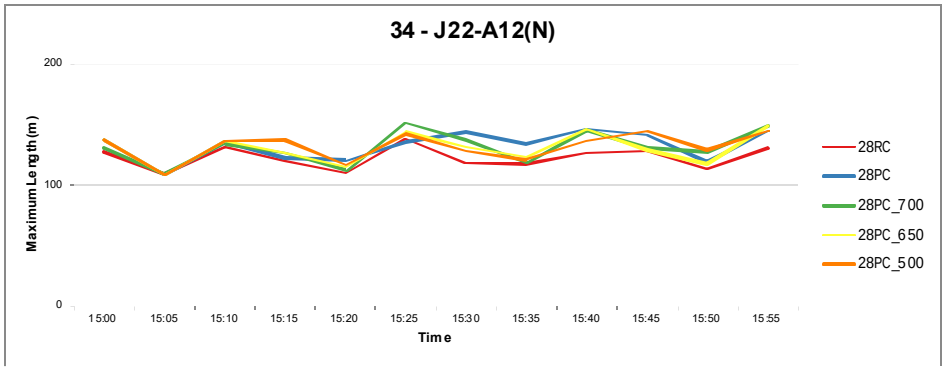


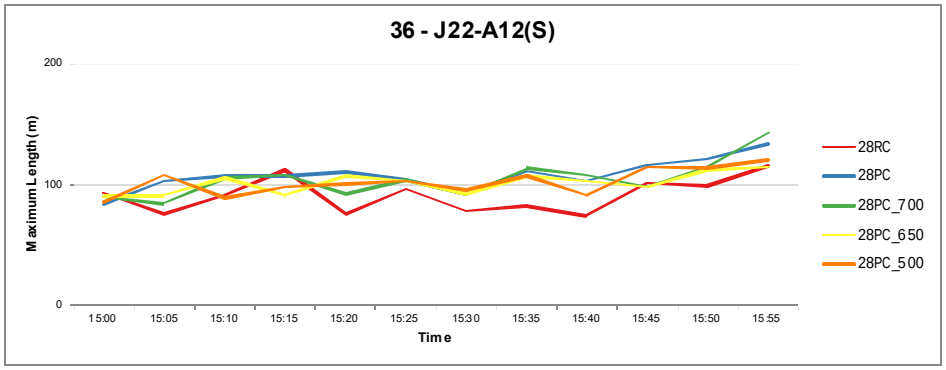


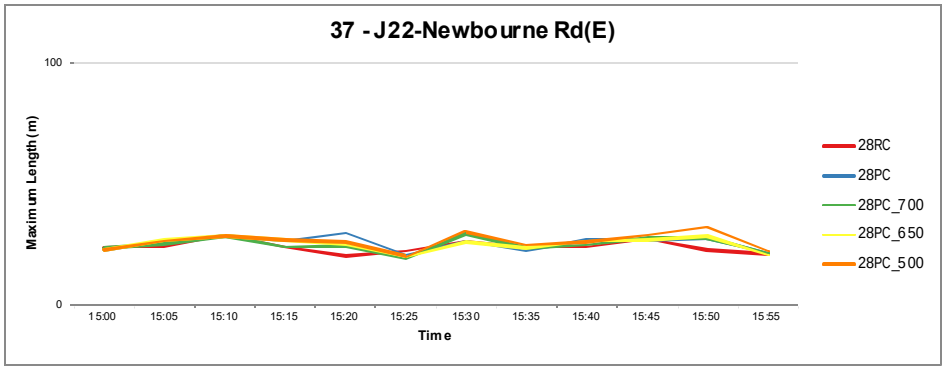


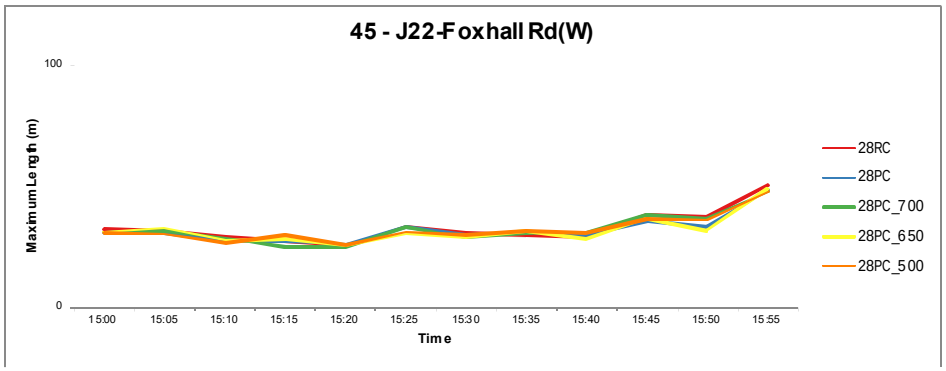
Queue Comparison Graphs
15:00-16:00

J22



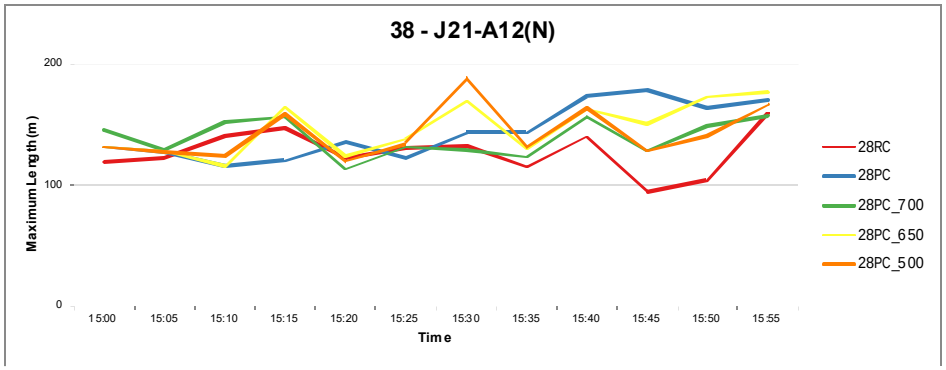


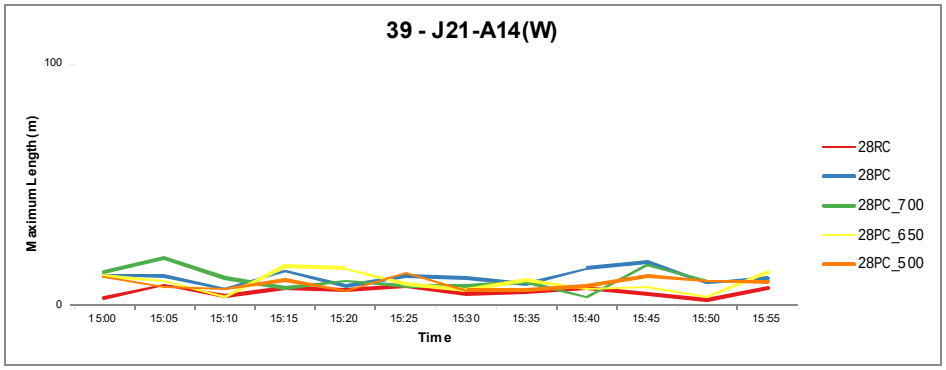


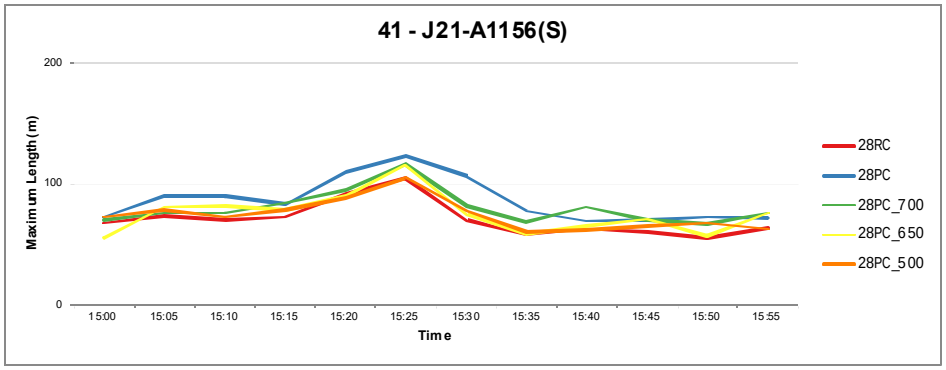


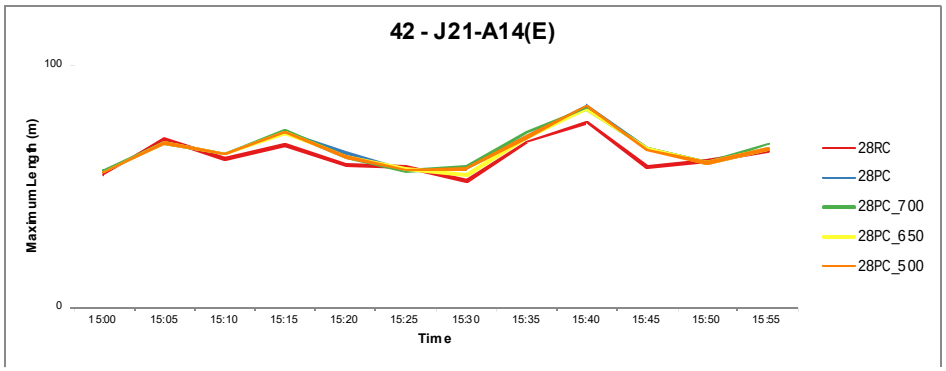
Queue Comparison Graphs
15:00-16:00

J21



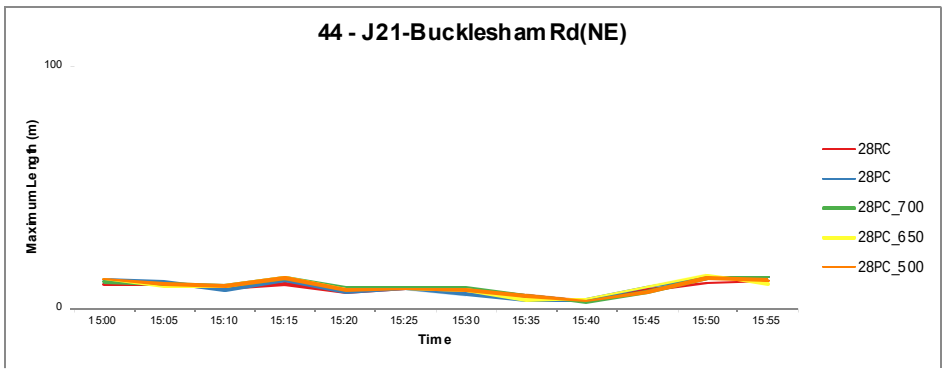






Queue Comparison Graphs
15:00-16:00

J21



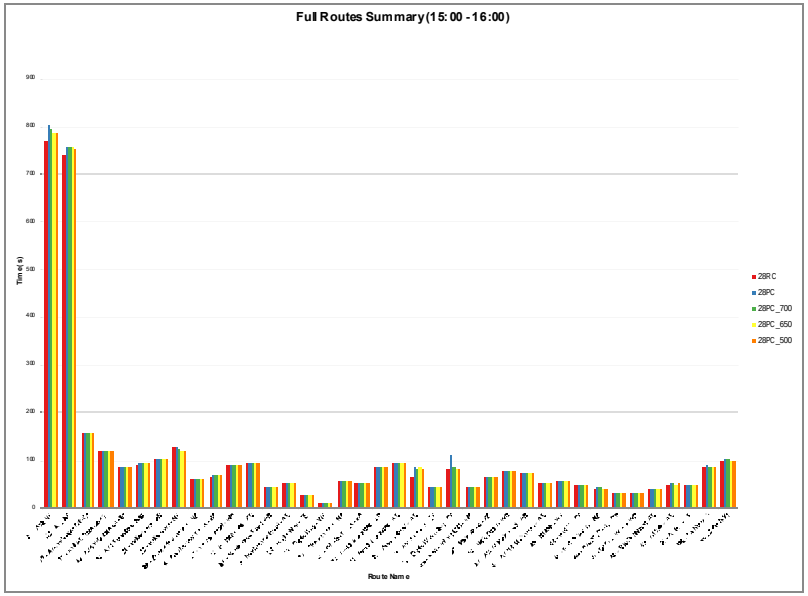
Queue Comparison
15:00-16:00
Maximum Length Summary
Maximum Length (m)

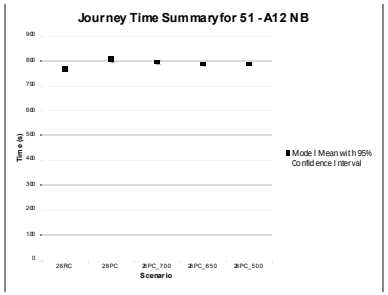
	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J28-A12(N)	55.0	68.8	73.0	75.9	86.8
2 - J28-A12(S)	53.5	91.0	75.4	92.9	60.4
3 - J28-A1152(E)	65.9	75.7	82.0	63.7	78.7
6 - J27-A12(N)	79.4	113.5	98.1	114.1	105.2
7 - J27-B1079(W)	44.7	37.5	34.2	40.9	41.1
8 - J27-A12(S)	57.8	77.4	69.9	70.8	69.5
9 - J27-B1079(E)	38.6	52.5	47.8	44.5	58.8
11 - J26-A12(N)	35.1	39.8	37.0	37.5	35.7
12 - J26-A12(S)-Right turn	11.6	10.1	13.7	14.6	13.7
13 - J26-A12(S)	104.6	160.7	157.3	157.5	148.9
14 - J26-B1438(E)	30.4	32.5	37.9	31.5	37.6
15 - J25-A12(N)	101.0	111.4	110.8	116.1	102.4
17 - J25-Martlesham PnR(NW)- Left turn	6.2	6.2	6.2	6.2	6.2
18 - J25-Martlesham PnR(NW)	10.4	10.4	10.4	10.4	10.4
19 - J25-Main Rd(W)	123.7	128.1	128.1	128.2	128.2
20 - J25-A12(S)	103.0	125.5	122.5	110.7	112.9
21 - J25-Main Rd(E)	22.2	27.4	26.9	27.4	27.4
22 - J24-A12(N)	80.5	92.4	99.4	100.2	89.7
24 - J24-Eagle Way(W)	84.0	133.9	86.9	83.3	79.0
26 - J24-A12(S)	234.7	298.9	283.6	248.6	264.8
28 - J24-Anson Rd(E)	226.0	348.3	284.7	317.7	337.1
29 - J23-A12(N)	76.3	81.9	77.0	79.7	74.9
30 - J23-Eagle Way(W)	24.8	25.9	27.3	29.9	27.1
31 - J23-A12(S)	39.1	61.5	49.9	43.5	46.5
32 - J23-Barrack Square(E)	49.1	56.4	62.6	60.6	54.4
34 - J22-A12(N)	137.8	146.0	151.1	148.5	144.5
36 - J22-A12(S)	115.4	134.0	142.9	114.8	120.7
37 - J22-Newbourne Rd(E)	29.2	29.9	29.5	28.8	32.3
45 - J22-Foxhall Rd(W)	50.3	48.4	47.8	48.9	47.7
38 - J21-A12(N)	158.6	178.3	157.2	176.4	187.7
39 - J21-A14(W)	8.6	17.8	19.8	16.4	13.7
41 - J21-A1156(S)	105.2	123.6	117.1	116.2	105.7
42 - J21-A14(E)	76.2	83.3	82.0	81.4	83.1
44 - J21-Bucklesham Rd(NE)	11.3	12.9	13.0	13.7	12.7

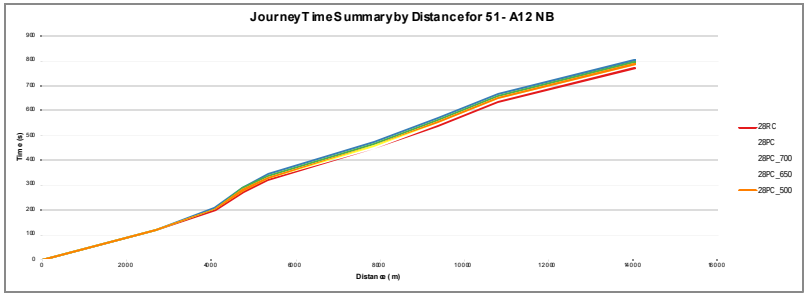
Queue Comparison
15:00-16:00
Average Length Summary
Maximum Length (m)

	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J28-A12(N)	43.8	56.1	57.7	57.3	57.8
2 - J28-A12(S)	37.1	57.0	51.8	53.0	44.9
3 - J28-A1152(E)	35.1	42.5	43.5	39.4	42.9
6 - J27-A12(N)	64.0	82.4	81.4	83.2	78.5
7 - J27-B1079(W)	26.2	25.4	23.5	25.4	26.6
8 - J27-A12(S)	48.3	54.1	51.8	52.4	53.4
9 - J27-B1079(E)	29.3	34.3	34.0	32.1	33.4
11 - J26-A12(N)	26.6	29.9	28.5	30.8	28.4
12 - J26-A12(S)-Right turn	7.5	6.7	7.3	8.0	8.9
13 - J26-A12(S)	80.2	117.4	103.1	112.9	107.9
14 - J26-B1438(E)	23.2	25.3	28.2	26.6	25.4
15 - J25-A12(N)	79.3	93.1	93.1	91.8	88.7
17 - J25-Martlesham PnR(NW)- Left turn	2.1	2.1	2.1	2.1	2.1
18 - J25-Martlesham PnR(NW)	5.0	5.0	5.0	5.0	5.0
19 - J25-Main Rd(W)	87.6	87.0	87.0	87.0	86.5
20 - J25-A12(S)	87.0	100.9	95.9	93.5	94.4
21 - J25-Main Rd(E)	17.6	18.6	18.1	18.2	18.0
22 - J24-A12(N)	63.6	66.1	68.2	68.7	68.7
24 - J24-Eagle Way(W)	35.6	51.0	39.3	36.4	36.5
26 - J24-A12(S)	176.3	228.0	211.0	200.2	204.5
28 - J24-Anson Rd(E)	136.3	200.1	193.0	202.8	185.4
29 - J23-A12(N)	64.3	69.1	66.0	66.8	66.1
30 - J23-Eagle Way(W)	15.9	16.4	14.9	16.6	15.4
31 - J23-A12(S)	26.8	38.2	35.8	31.4	32.6
32 - J23-Barrack Square(E)	41.2	44.8	44.1	43.9	41.4
34 - J22-A12(N)	122.2	132.1	130.7	130.1	131.5
36 - J22-A12(S)	91.4	107.8	104.5	101.4	102.2
37 - J22-Newbourne Rd(E)	24.2	25.6	25.0	25.3	26.3
45 - J22-Foxhall Rd(W)	32.9	32.0	32.3	31.7	32.2
38 - J21-A12(N)	127.1	143.4	138.9	146.7	142.5
39 - J21-A14(W)	5.8	11.7	10.8	9.7	9.1
41 - J21-A1156(S)	71.2	86.8	80.4	75.7	74.6
42 - J21-A14(E)	62.4	65.1	65.3	64.7	64.9
44 - J21-Bucklesham Rd(NE)	8.2	8.7	9.1	8.9	8.9

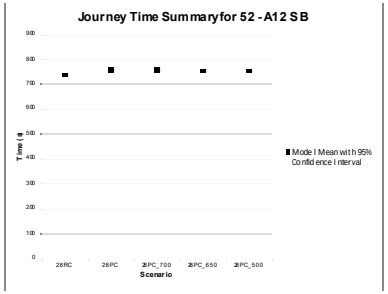
Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

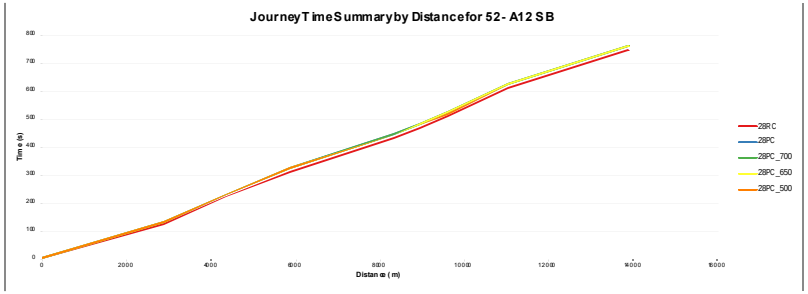


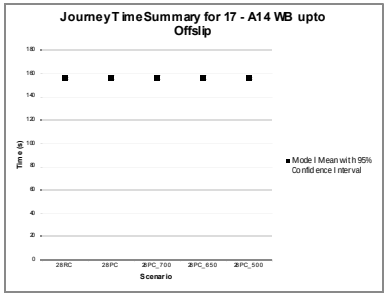


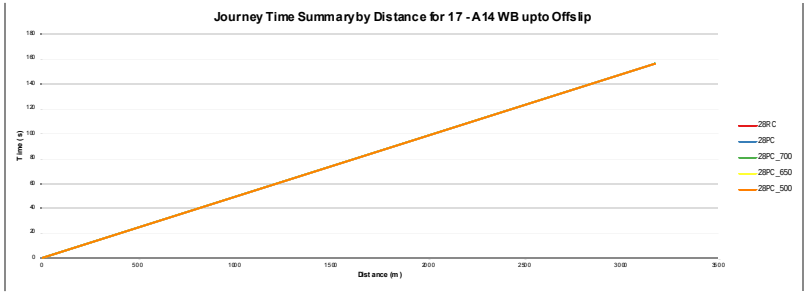


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

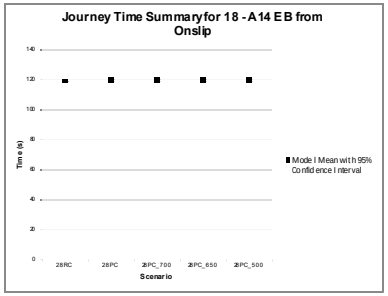


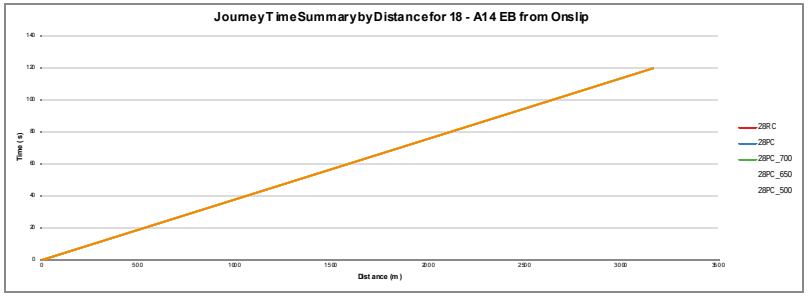


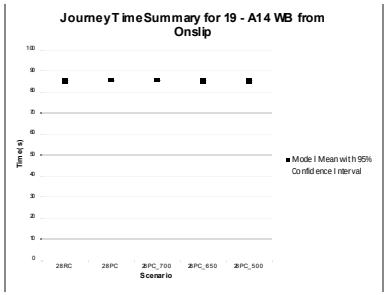


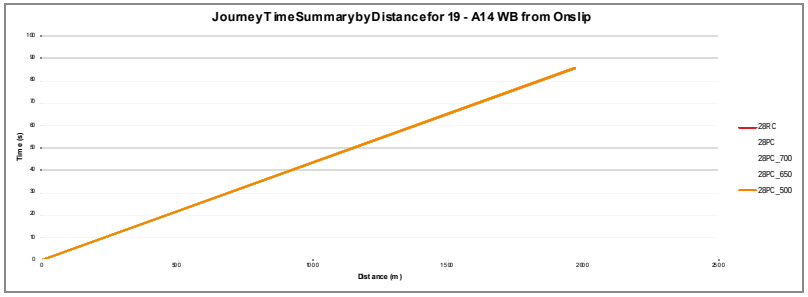


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

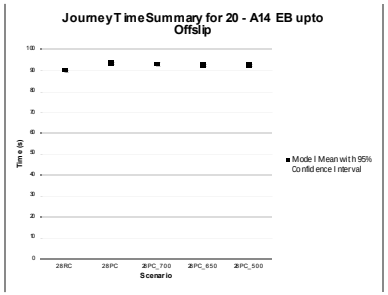


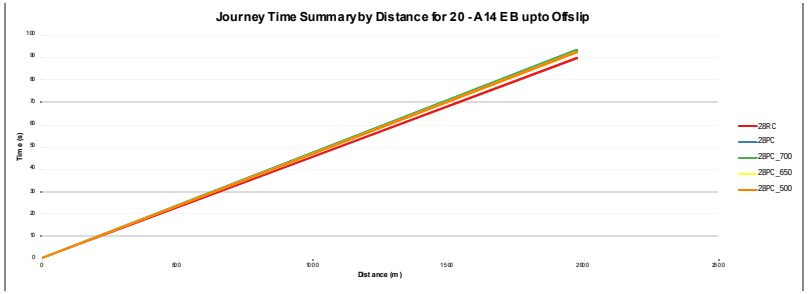


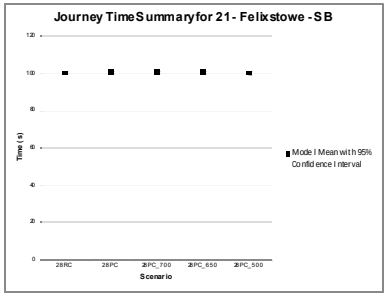


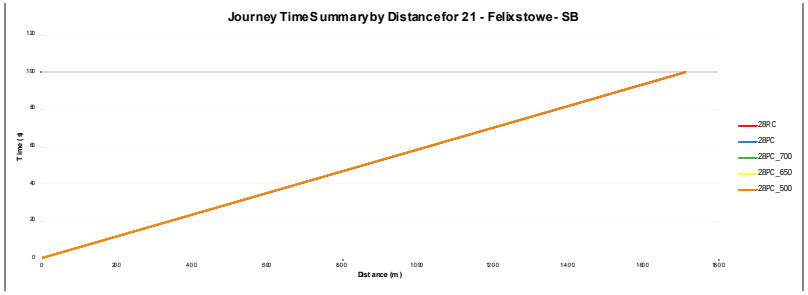


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

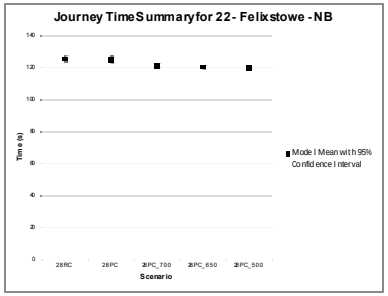


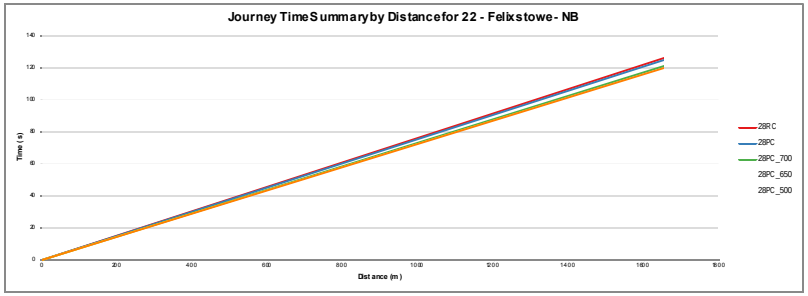


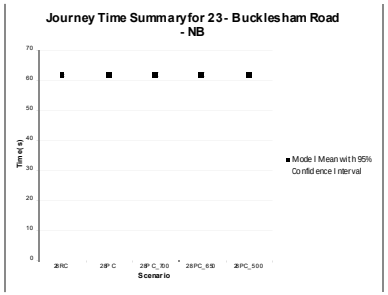


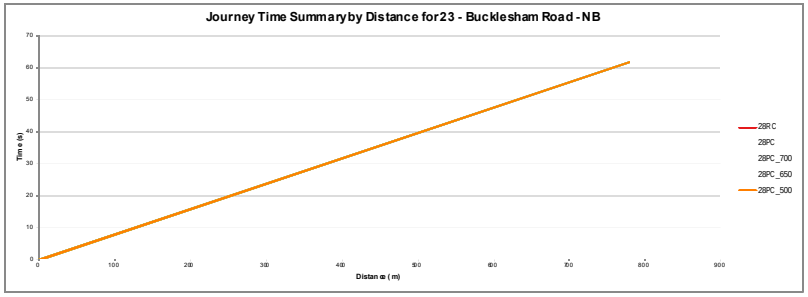


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

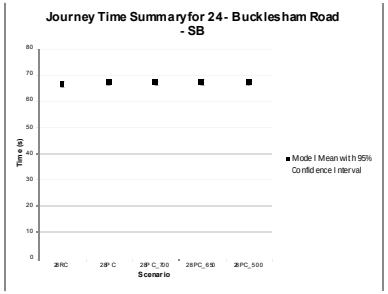


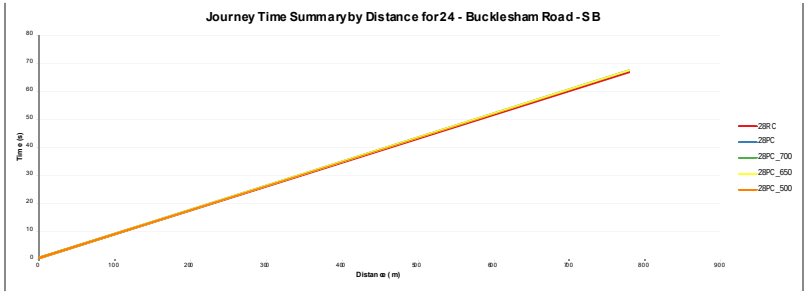


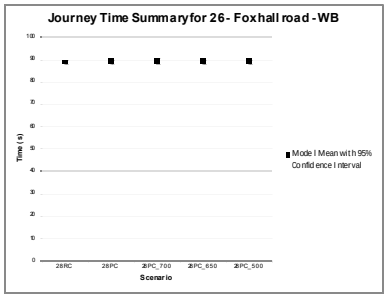


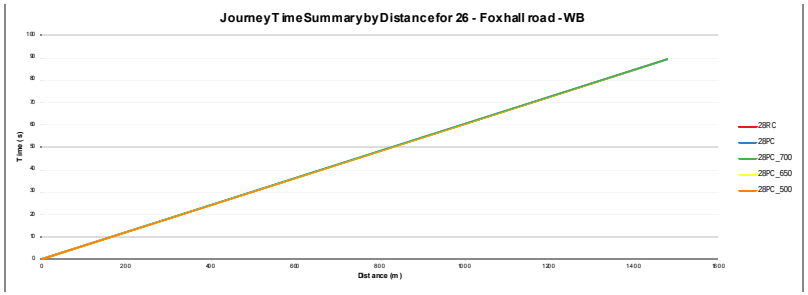


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

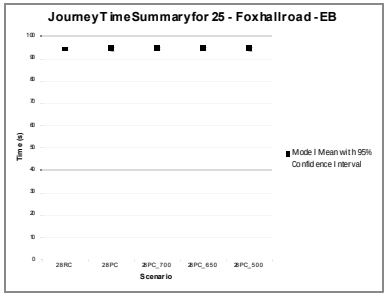


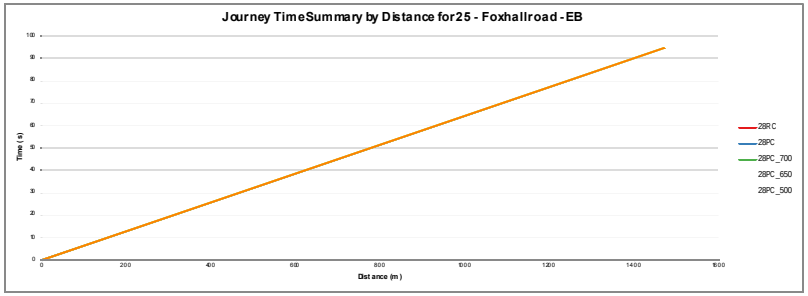


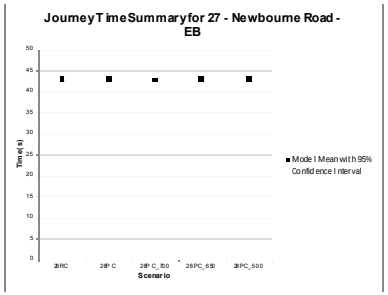


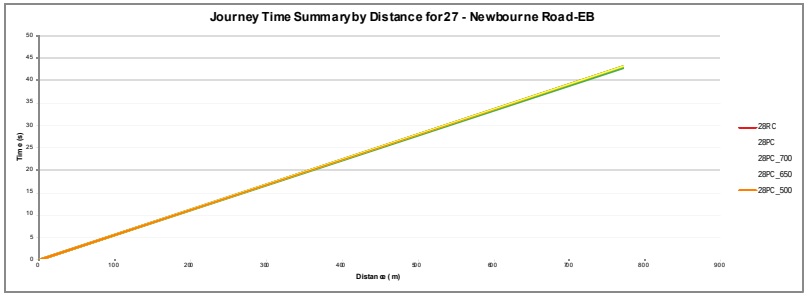


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

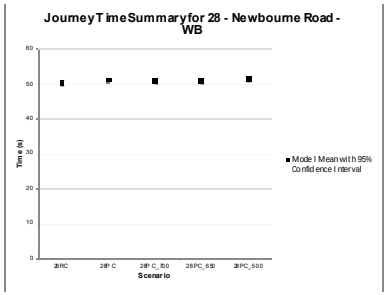


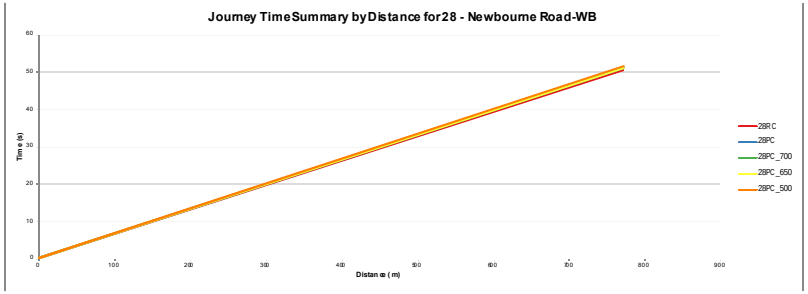


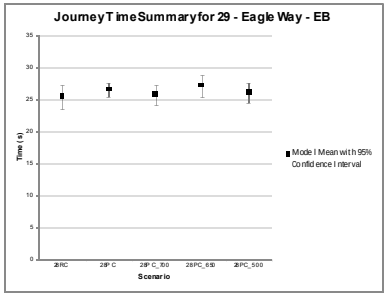


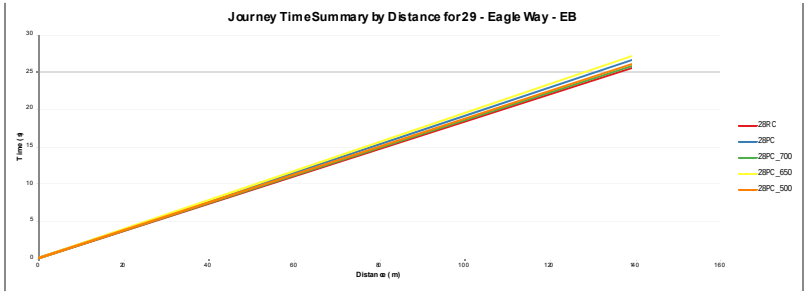


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

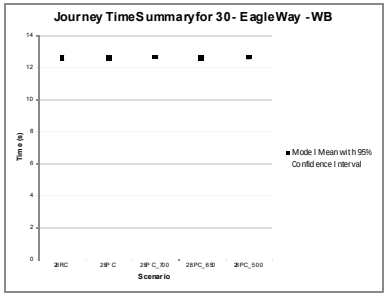


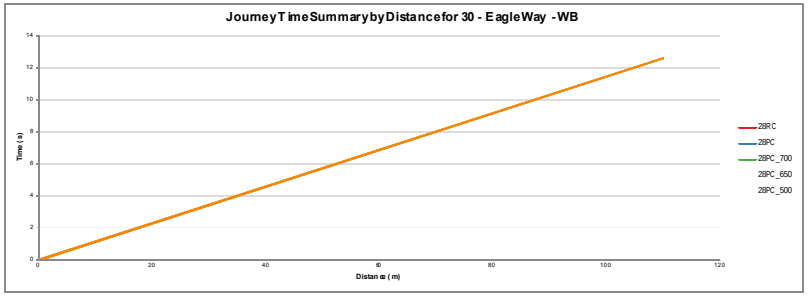


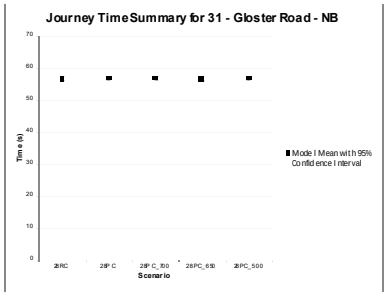


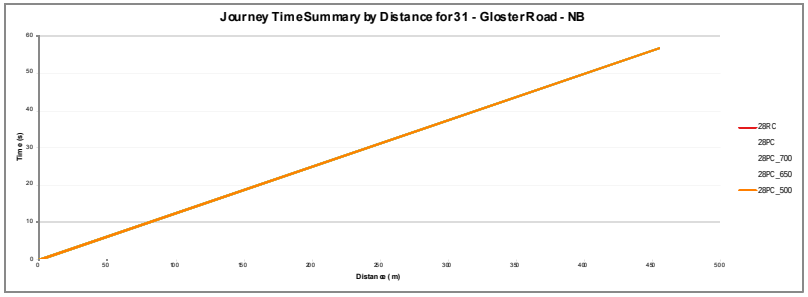


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

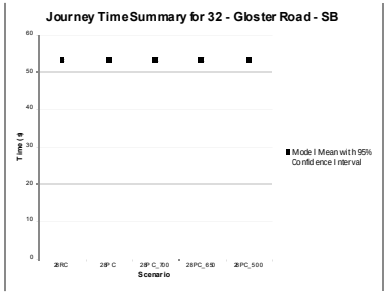


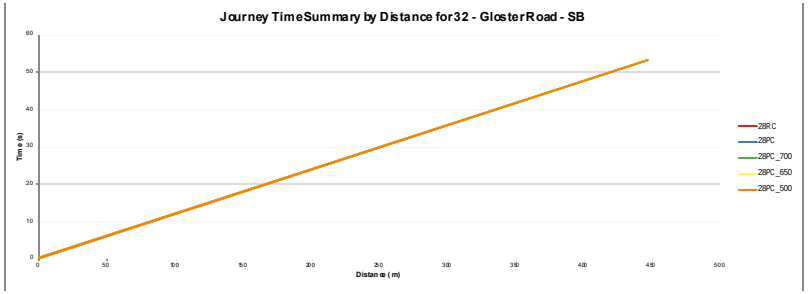


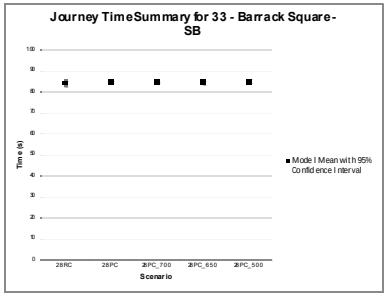


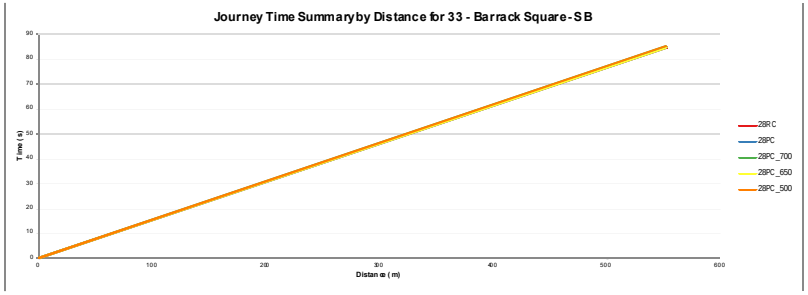


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

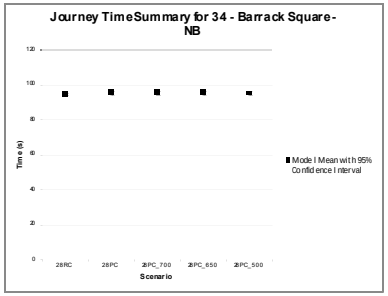


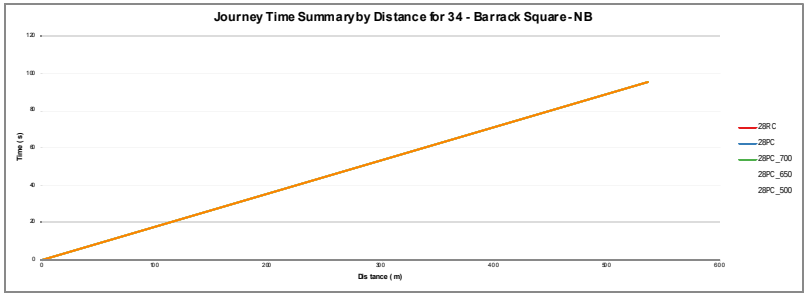


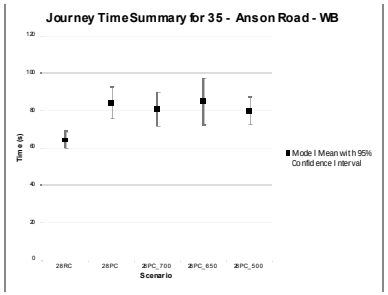


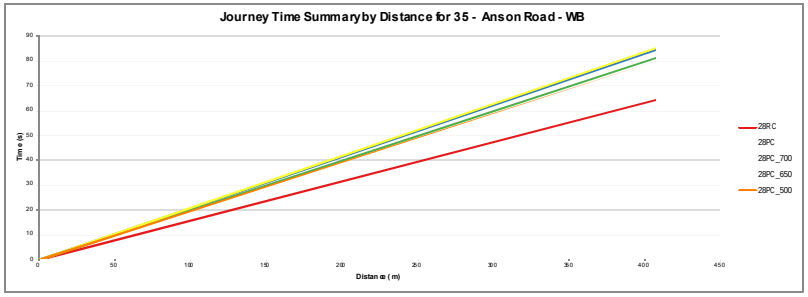


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

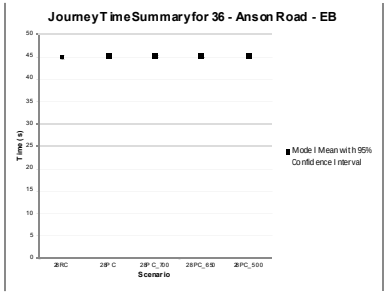


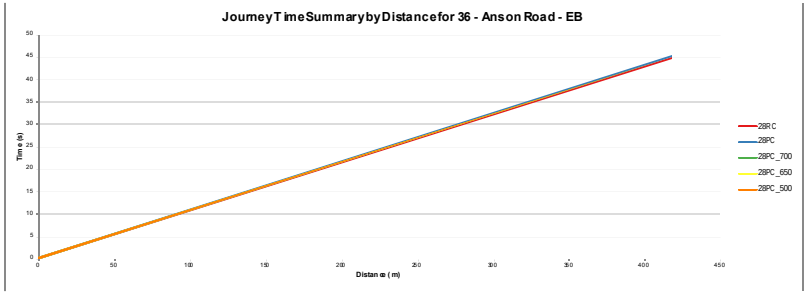


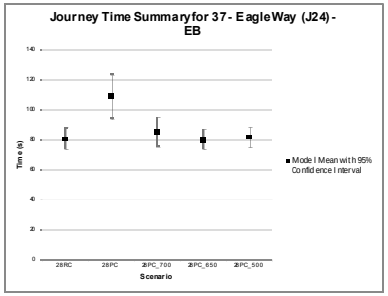


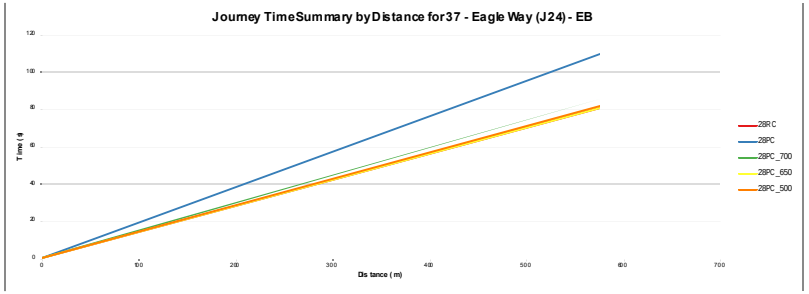


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

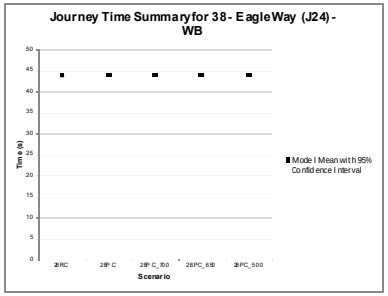


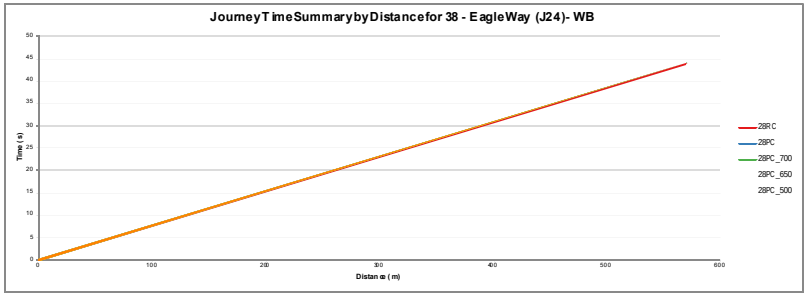


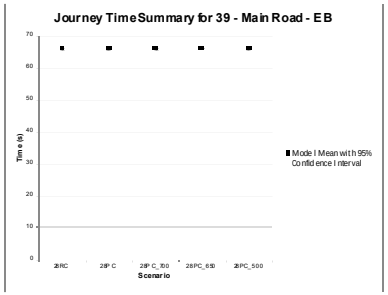


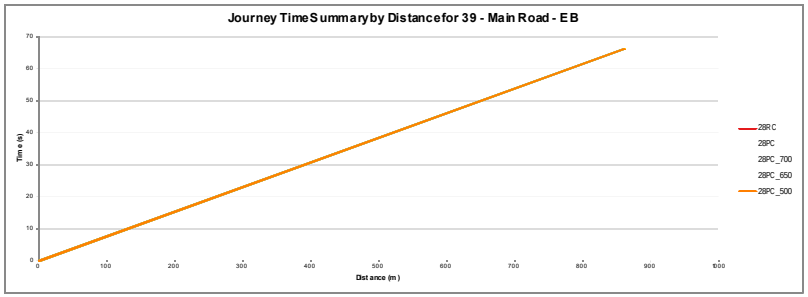


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

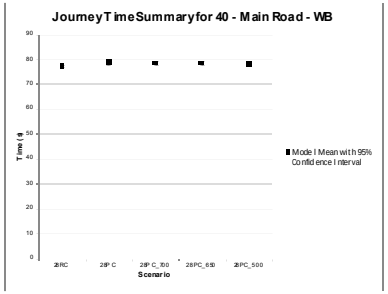


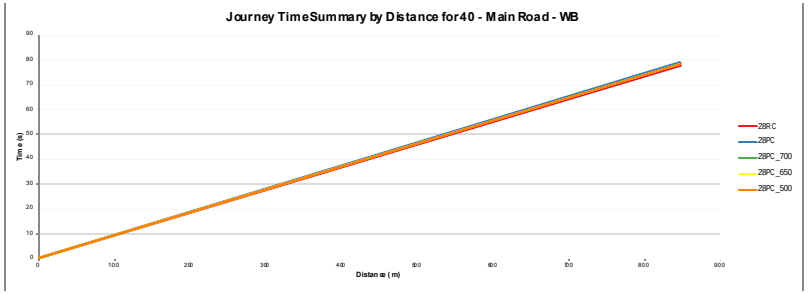


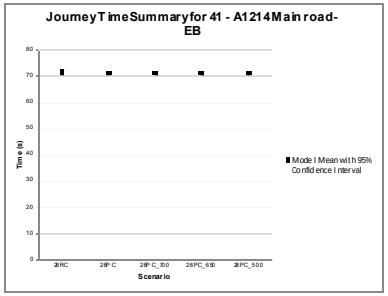


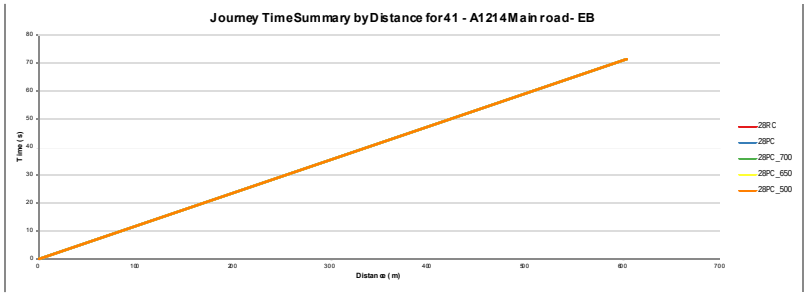


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

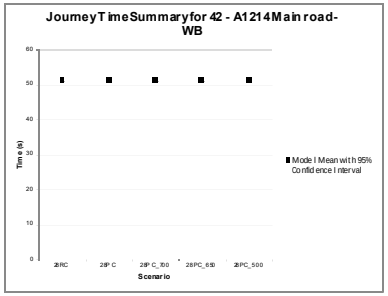


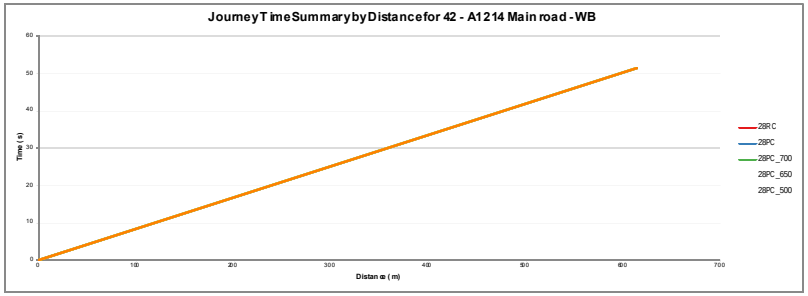


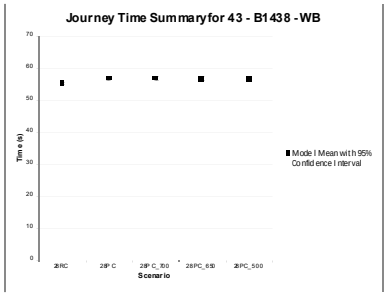


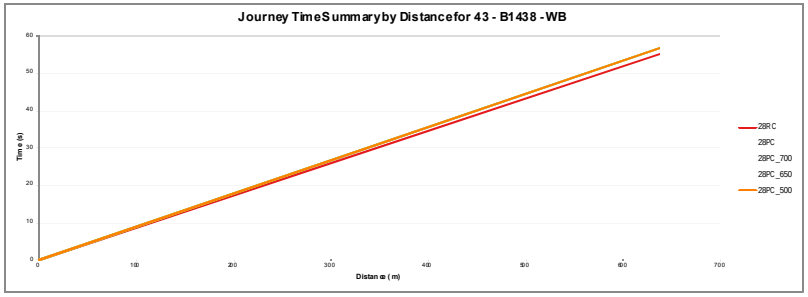


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

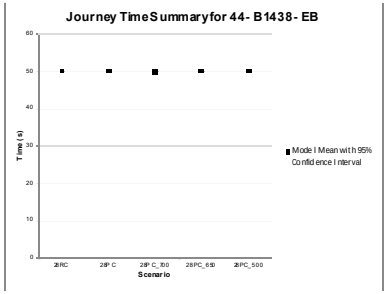


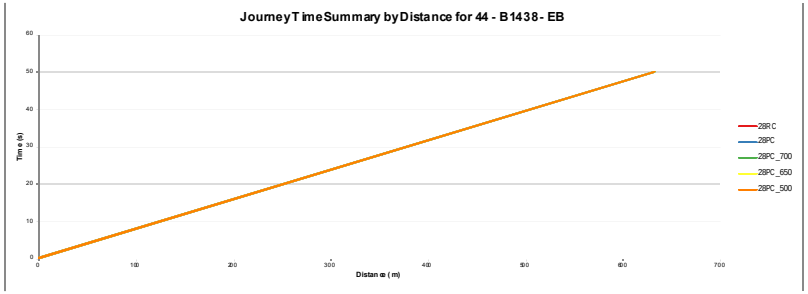


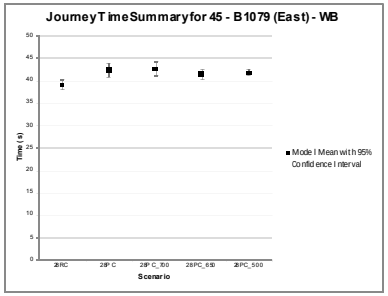


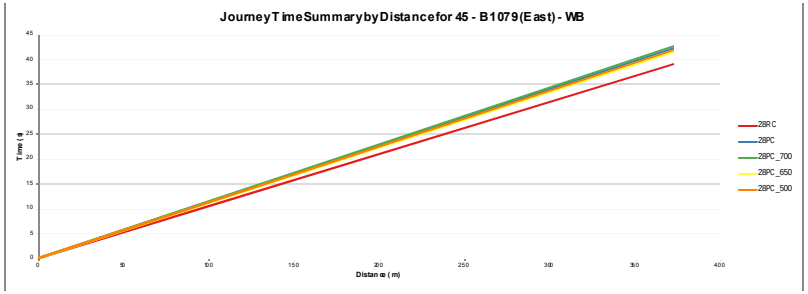


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

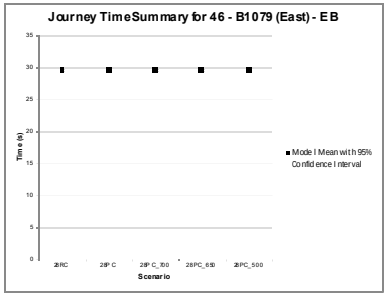


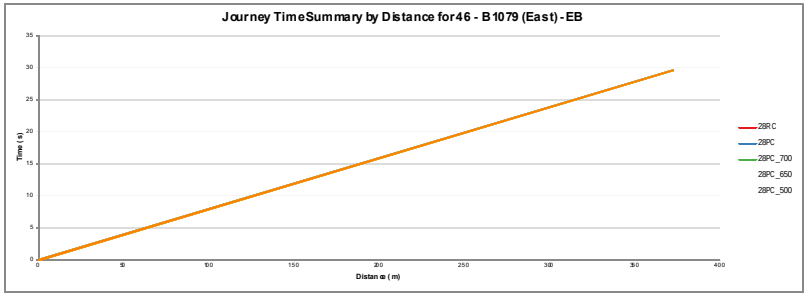


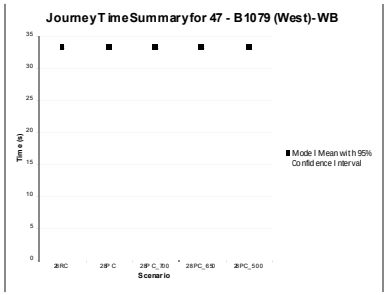


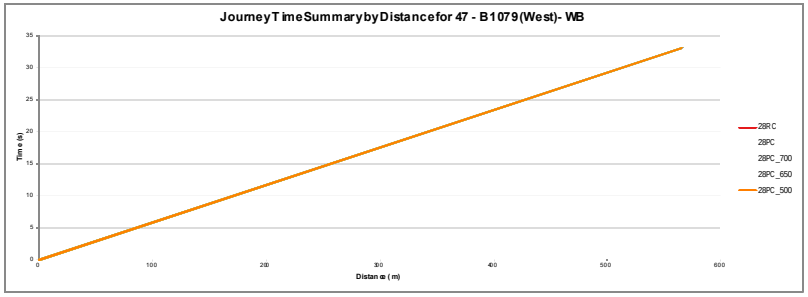


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

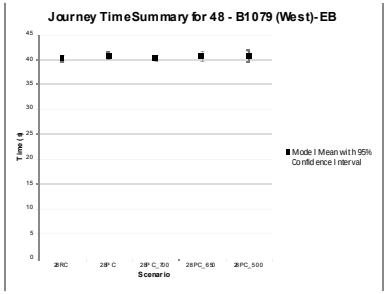


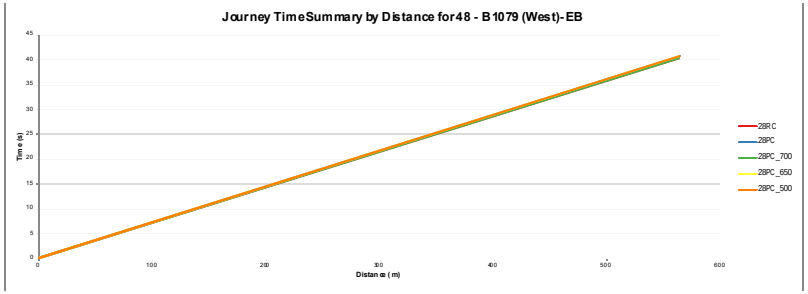


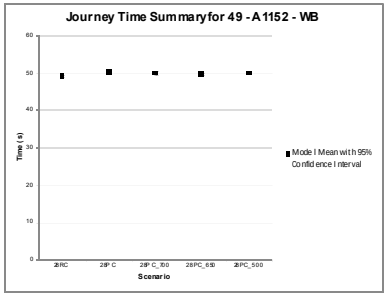


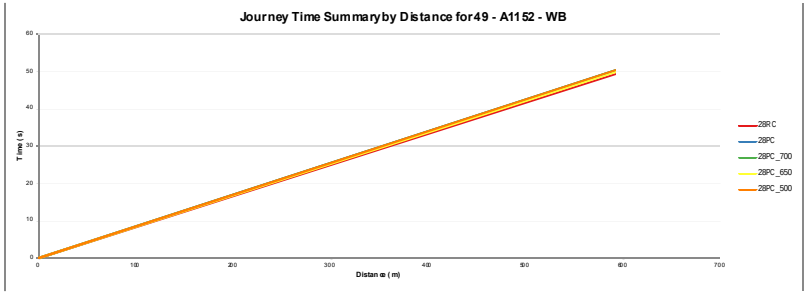


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

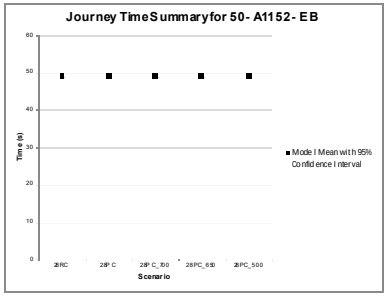


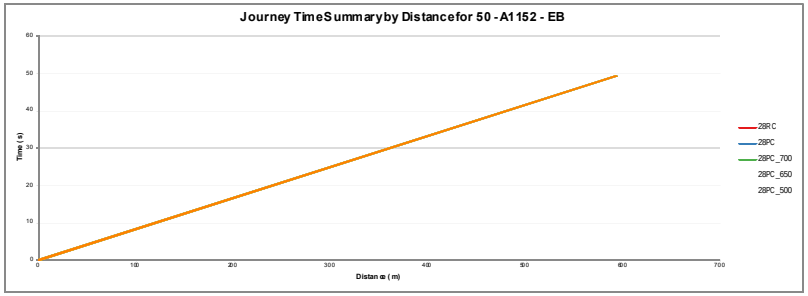


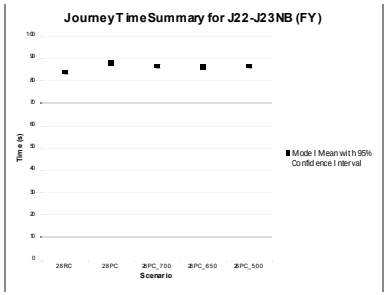


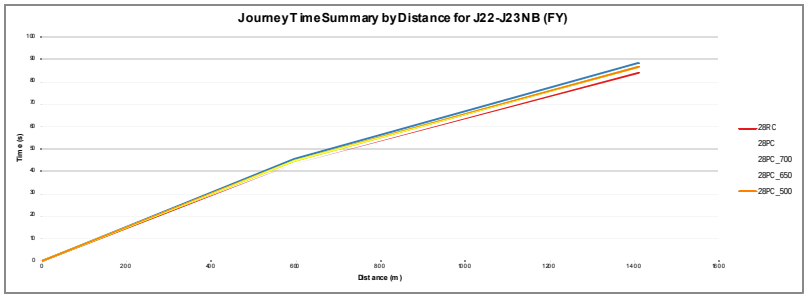


Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

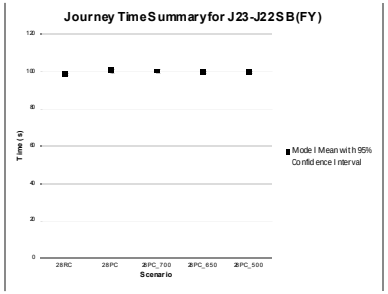


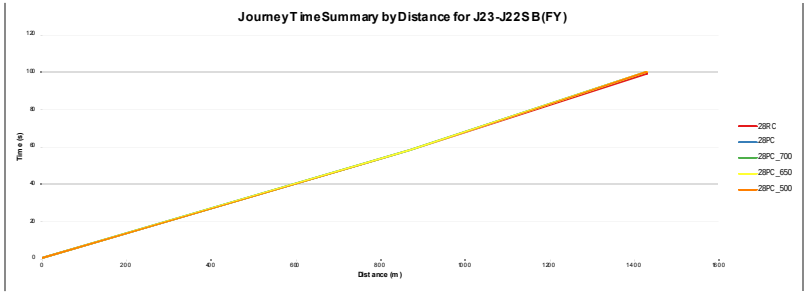




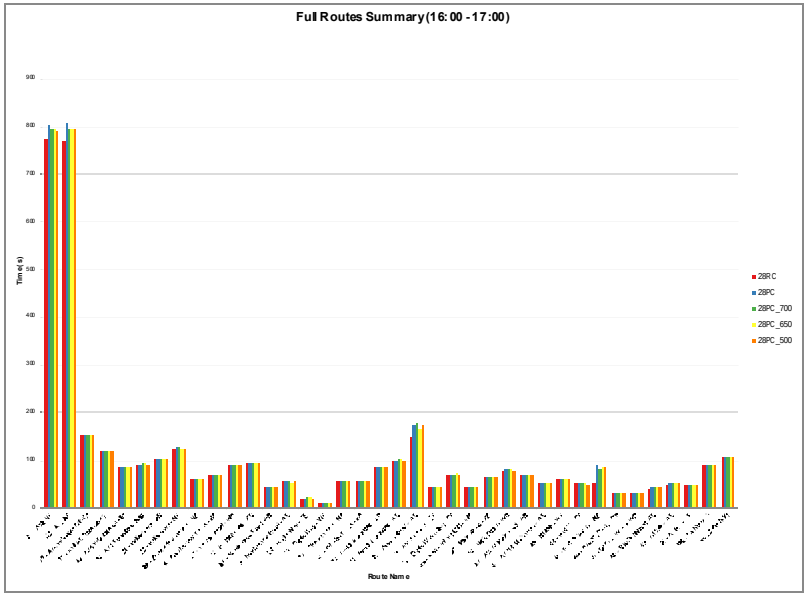


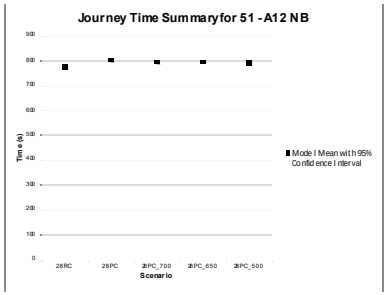
Journey Time Comparison Graphs
PM
15:00 - 16:00
All 2028

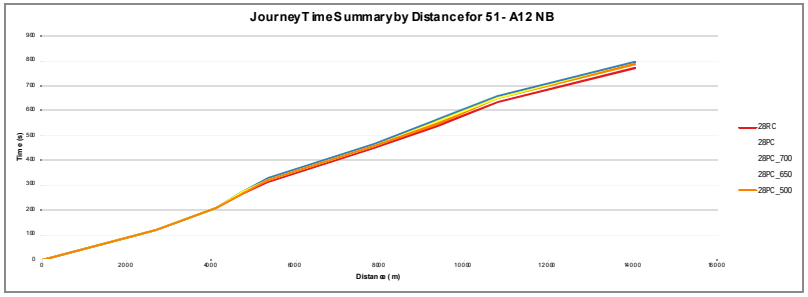




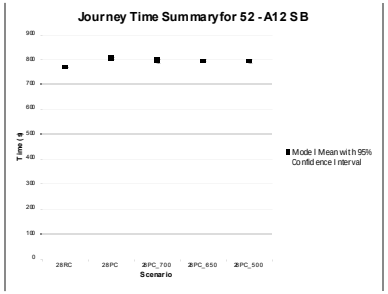
Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

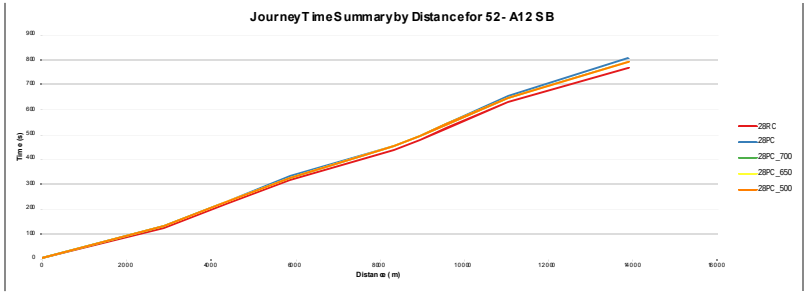


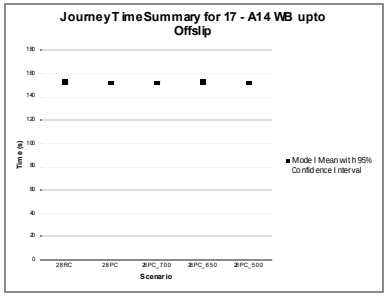


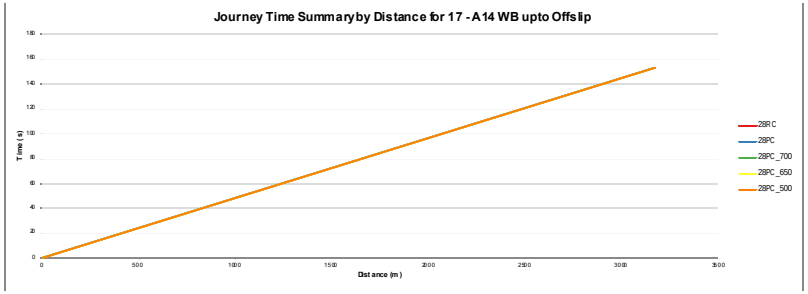


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

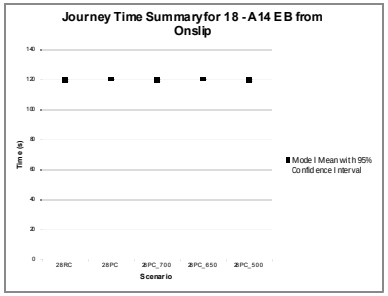


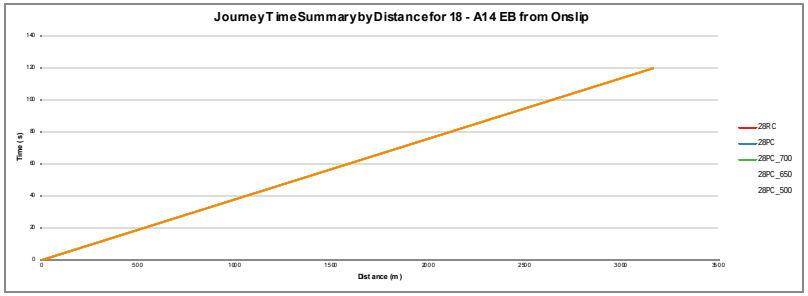


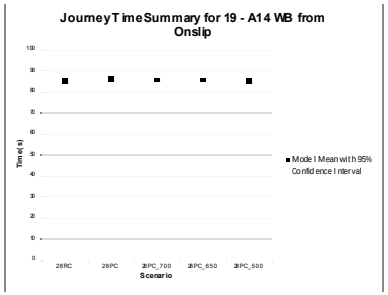


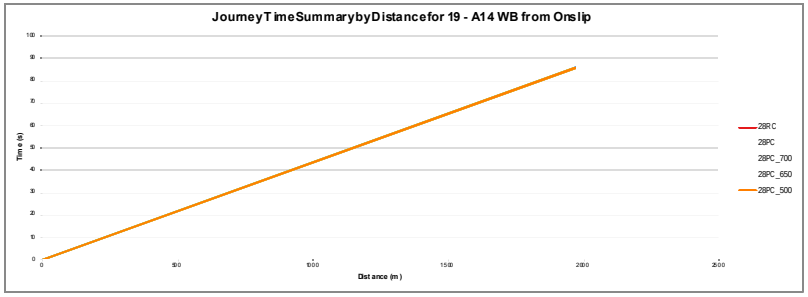


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

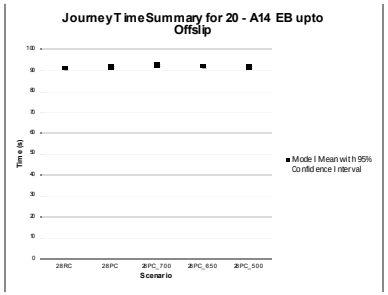


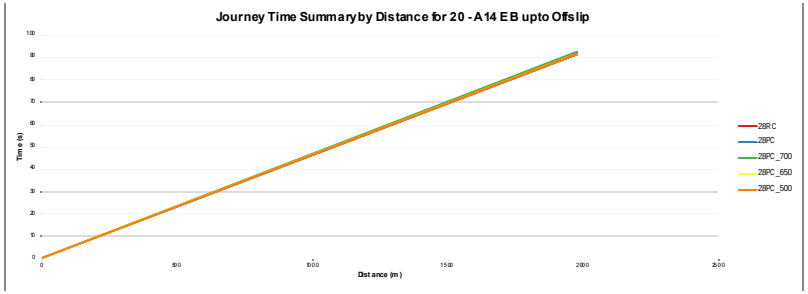


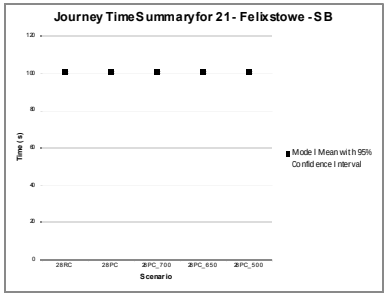


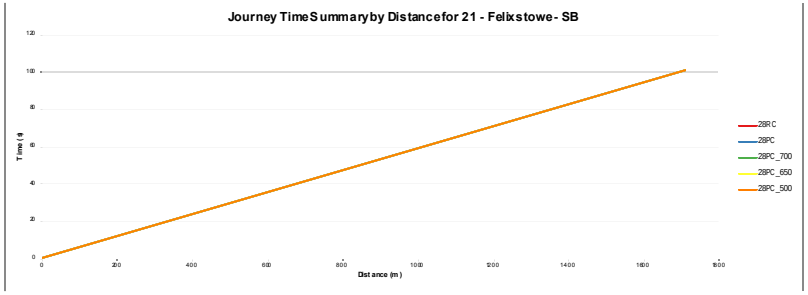


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

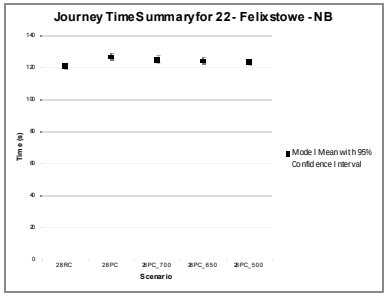


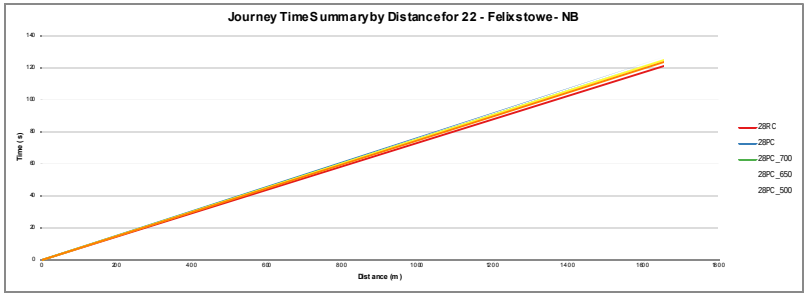


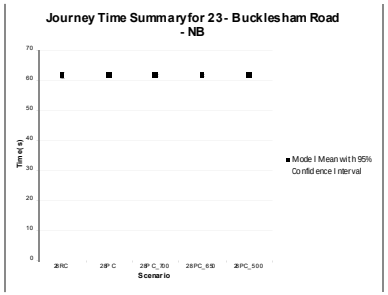


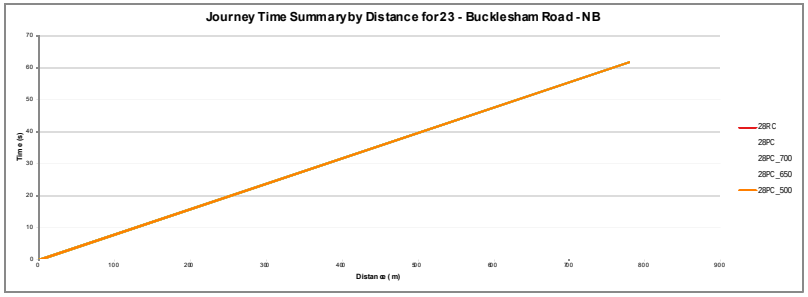


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

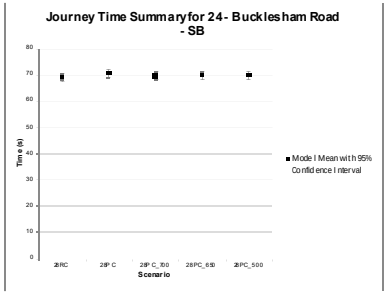


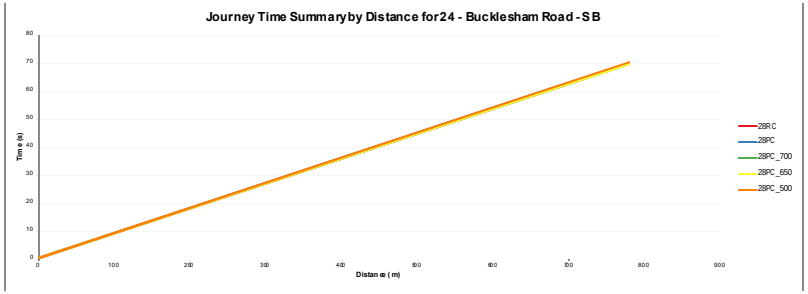


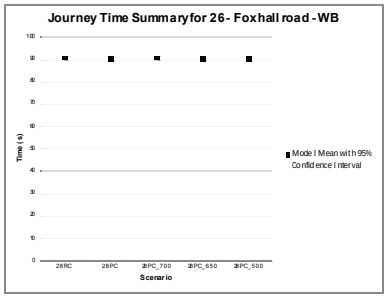


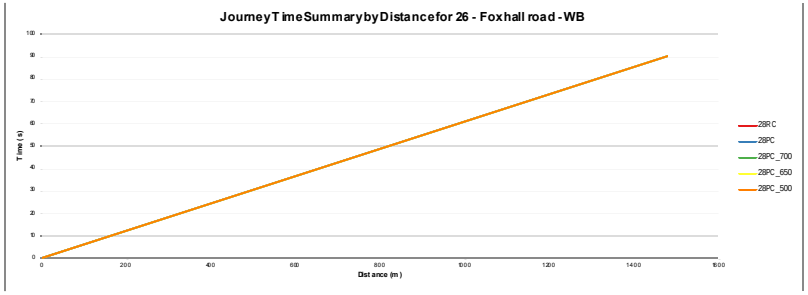


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

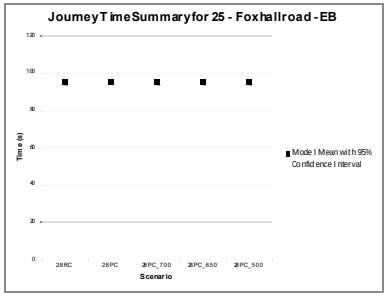


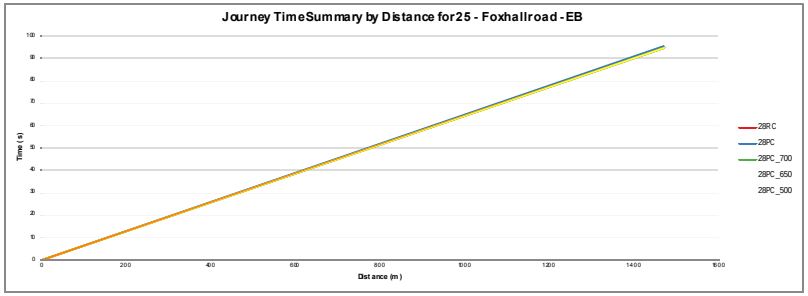


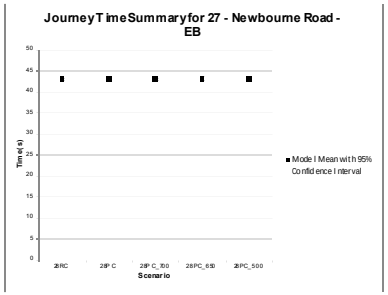


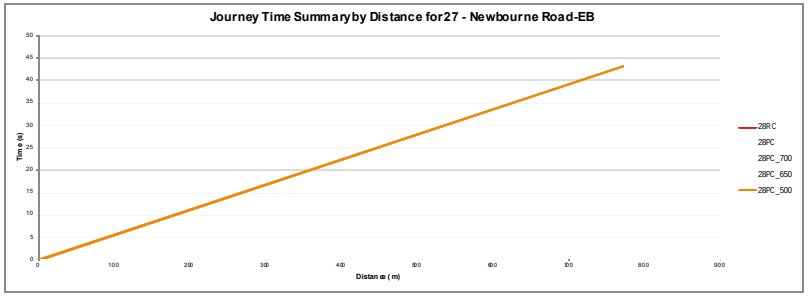


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

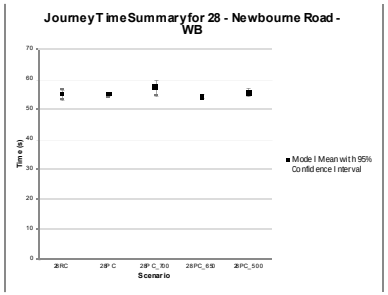


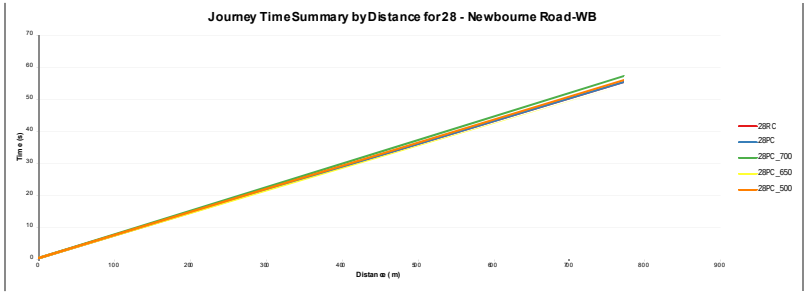


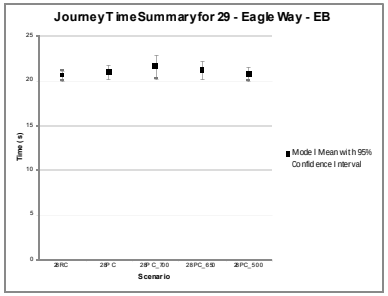


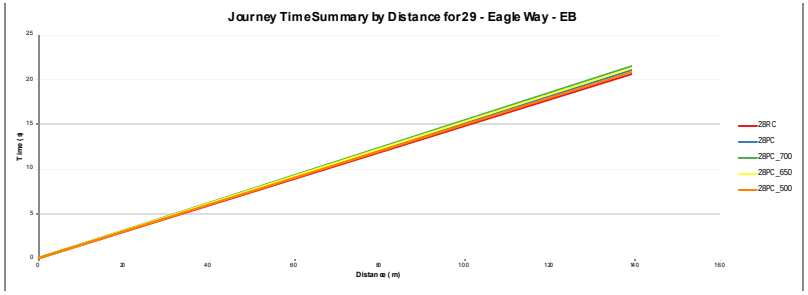


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

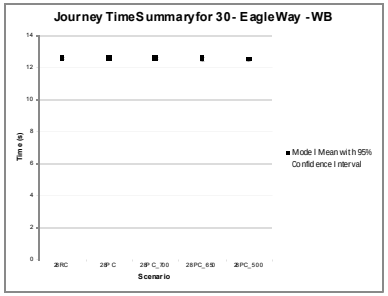


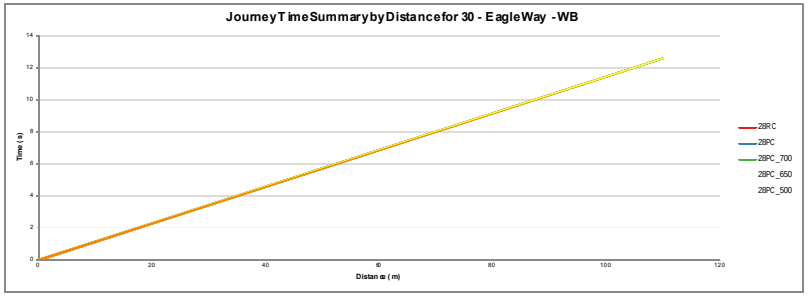


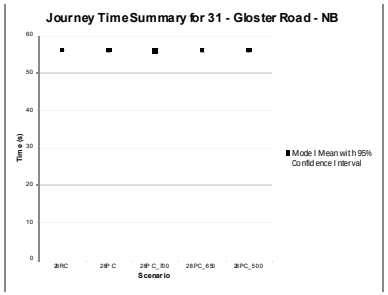


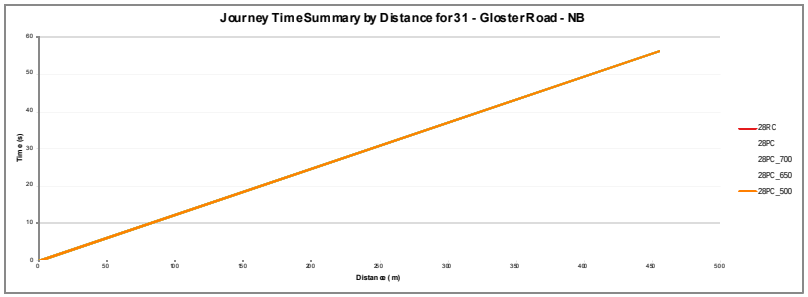


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

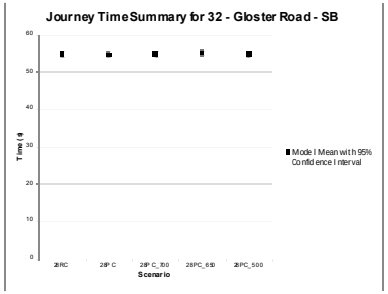


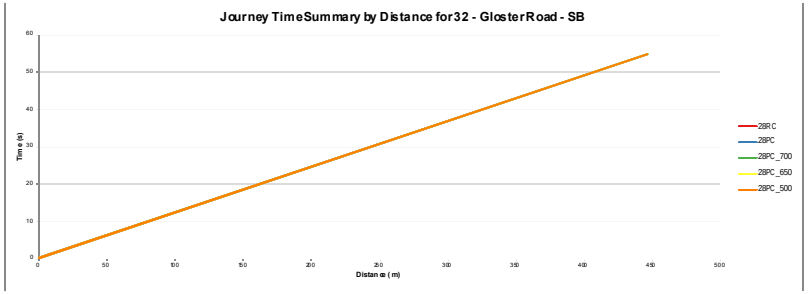


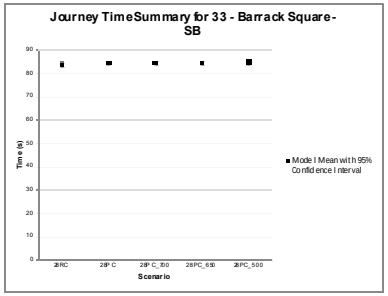


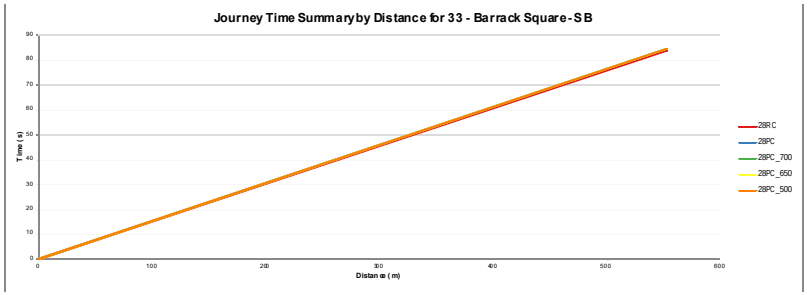


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

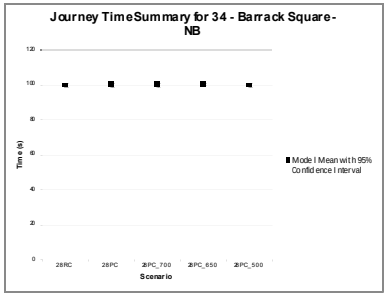


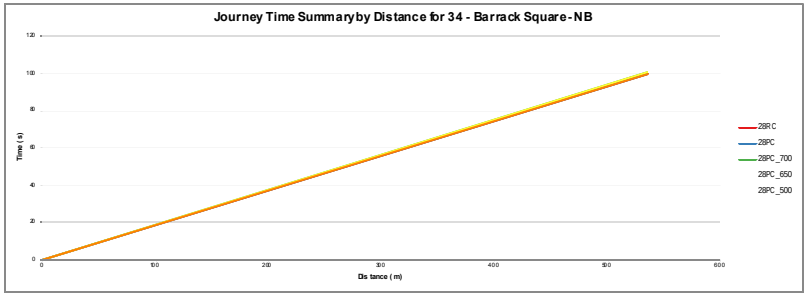


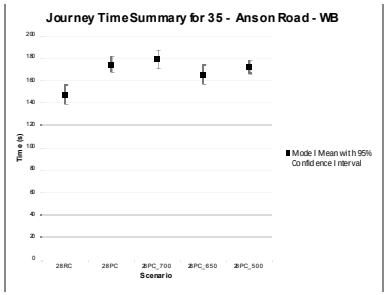


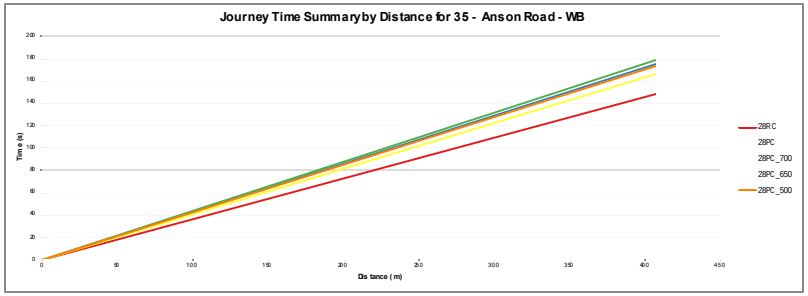


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

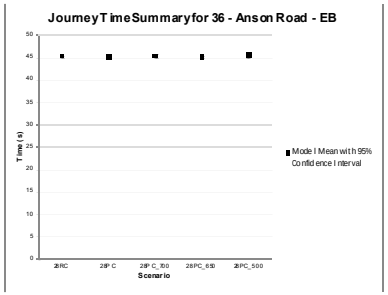


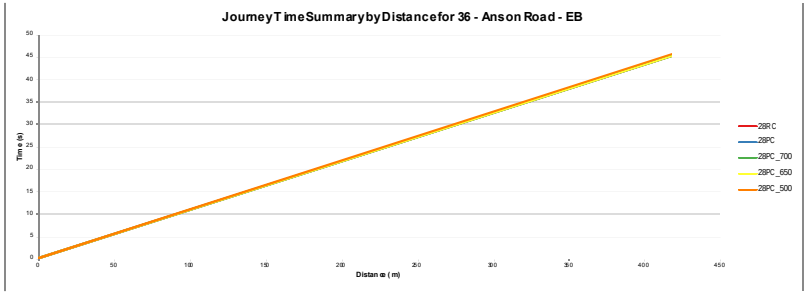


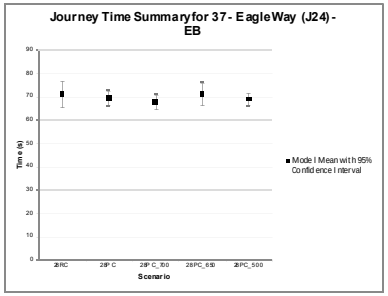


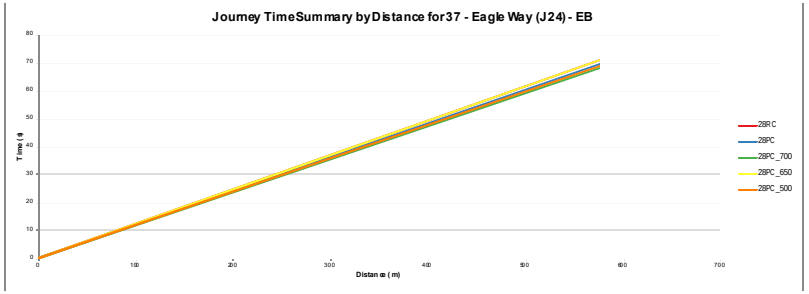


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

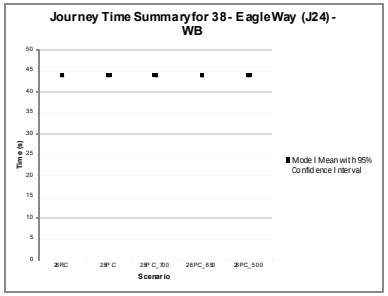


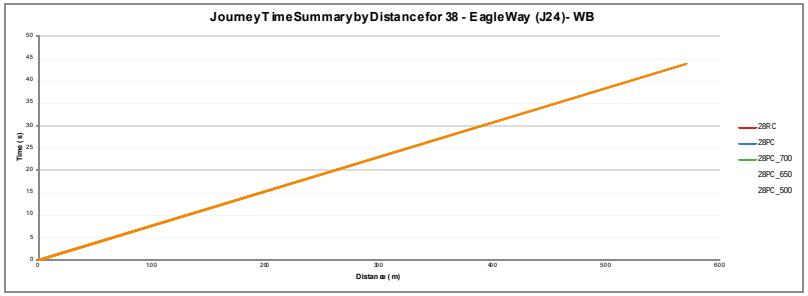


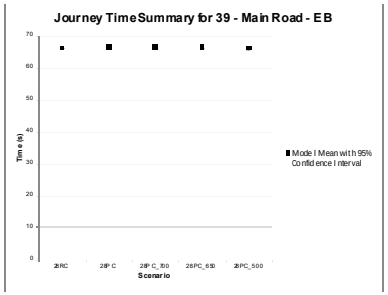


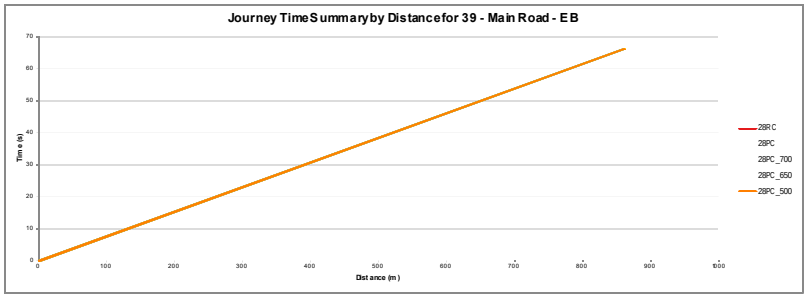


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

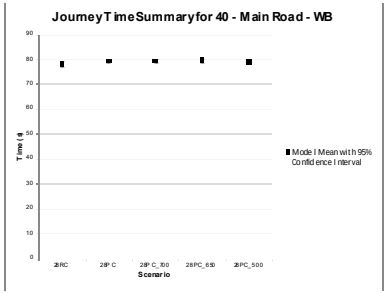


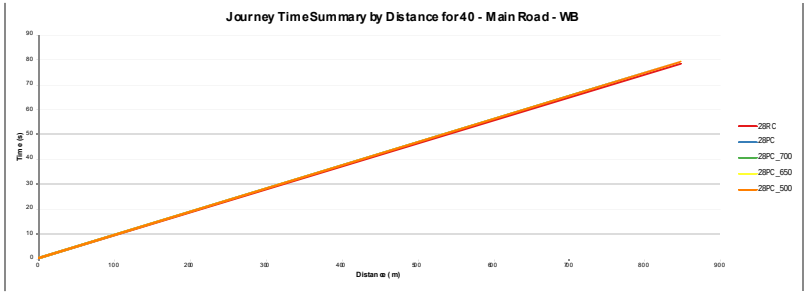


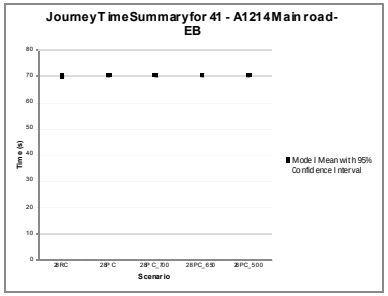


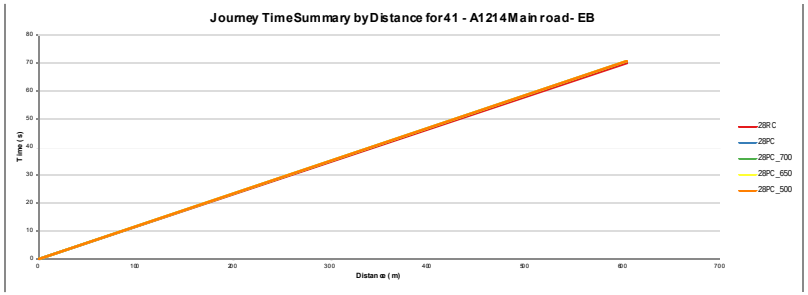


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

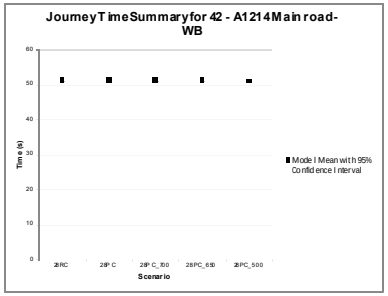


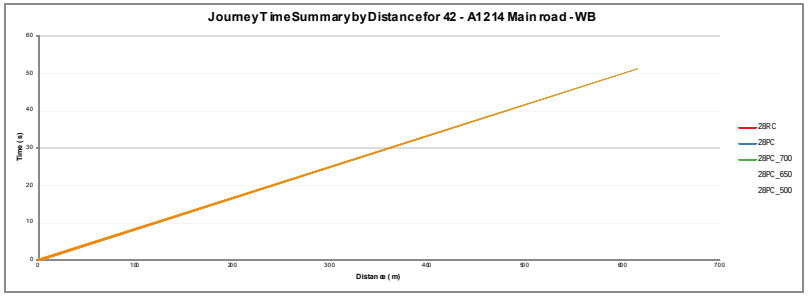


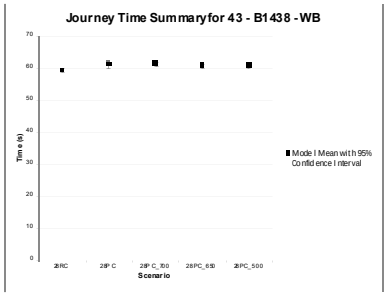


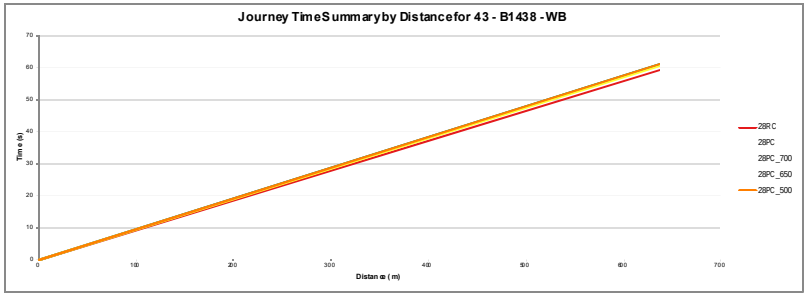


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

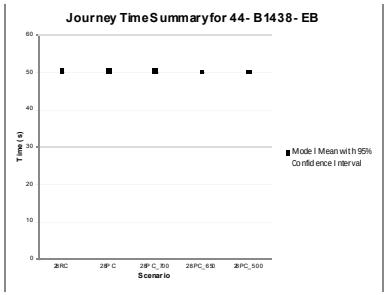


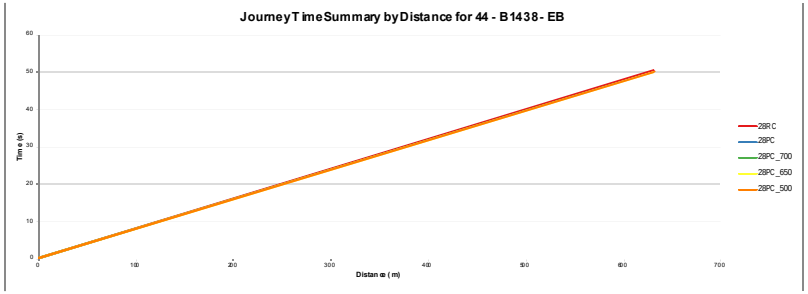


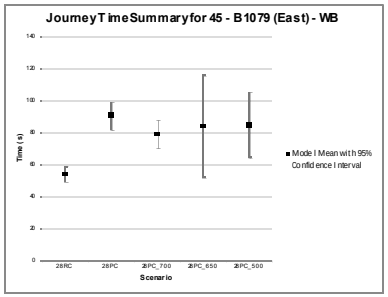


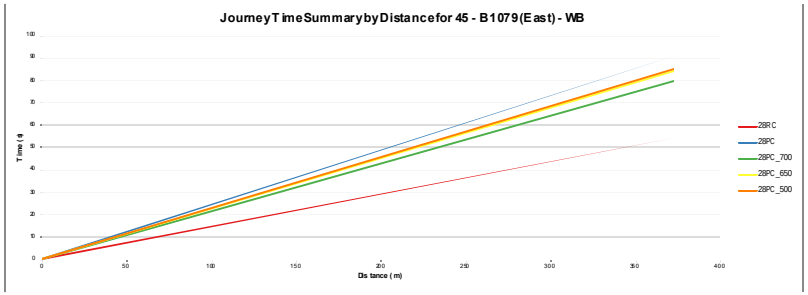


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

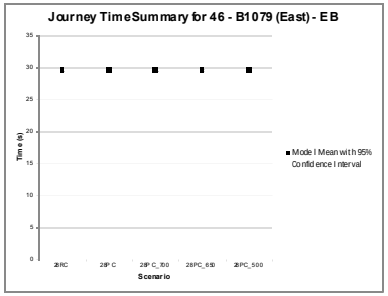


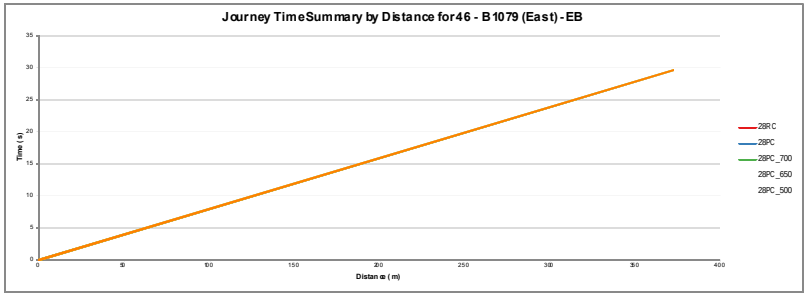


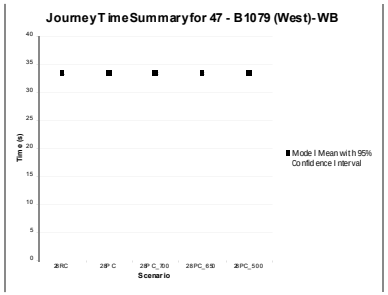


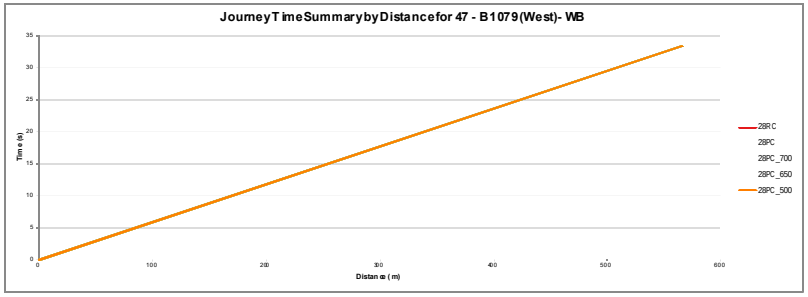


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

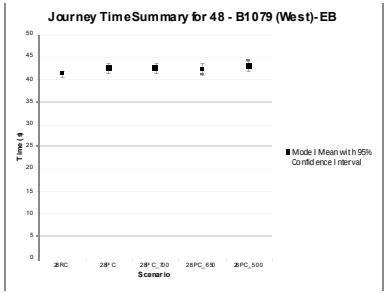


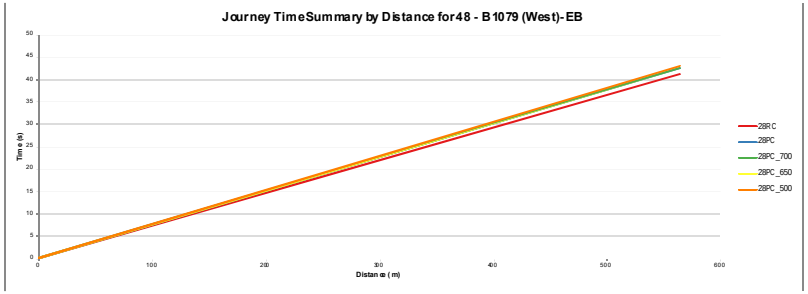


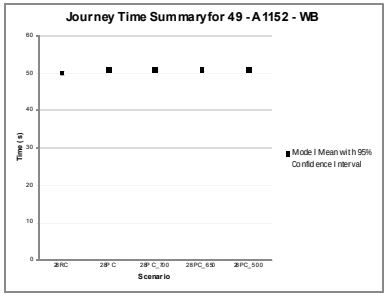


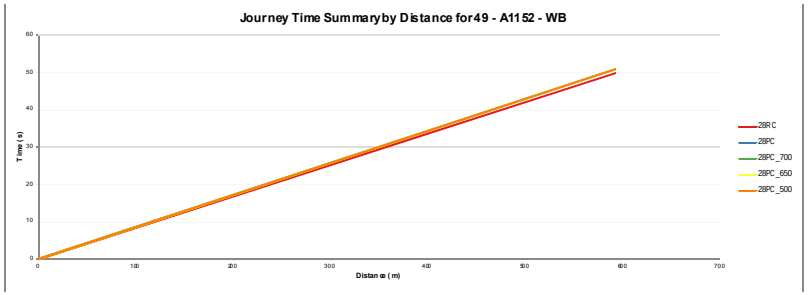


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

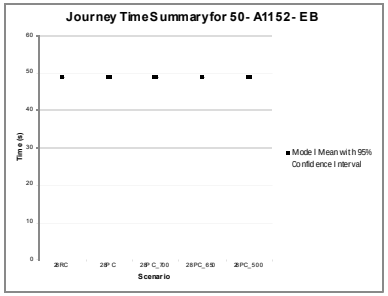


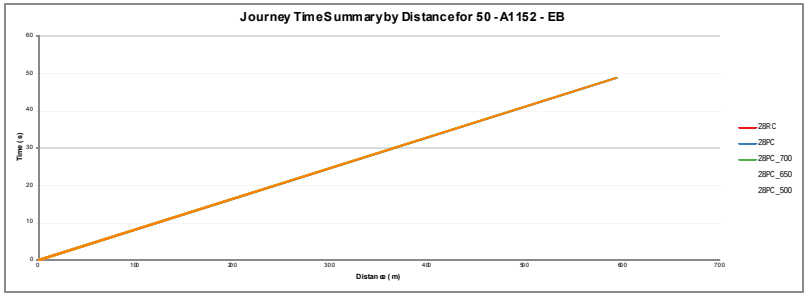


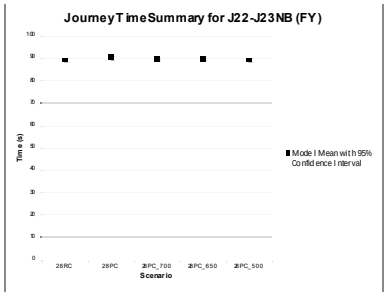


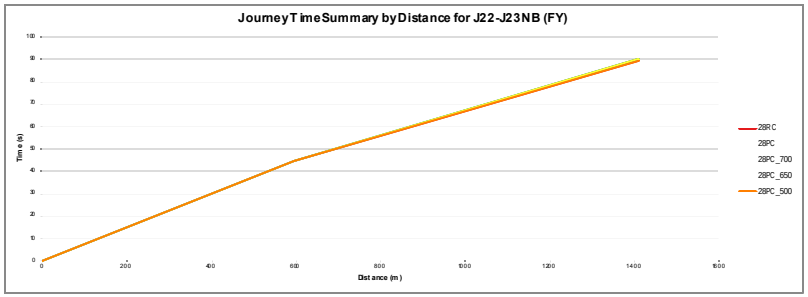


Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

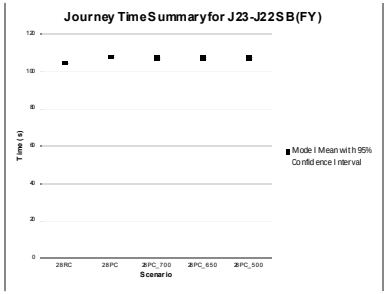


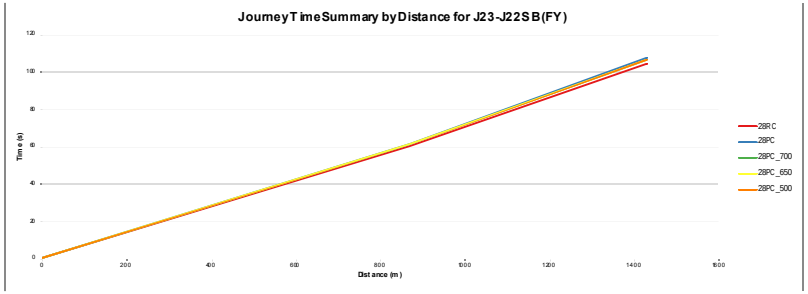




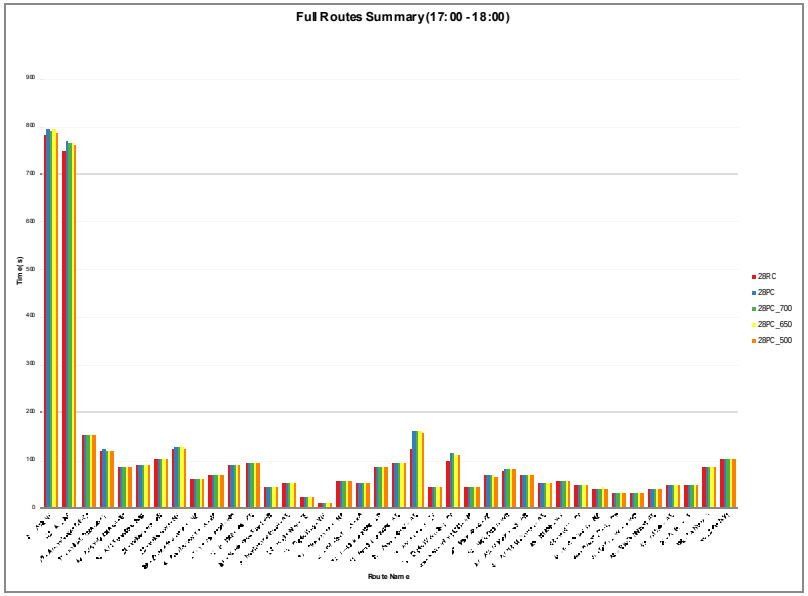


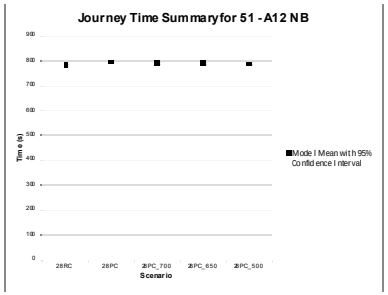
Journey Time Comparison Graphs
PM
16:00 - 17:00
All 2028

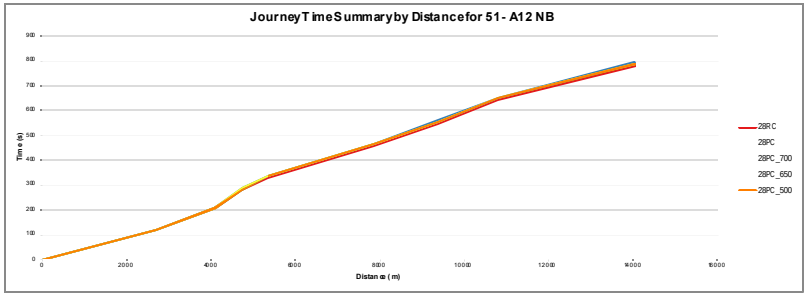




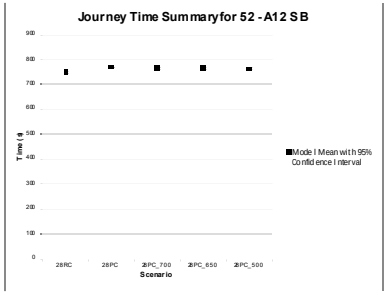
Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

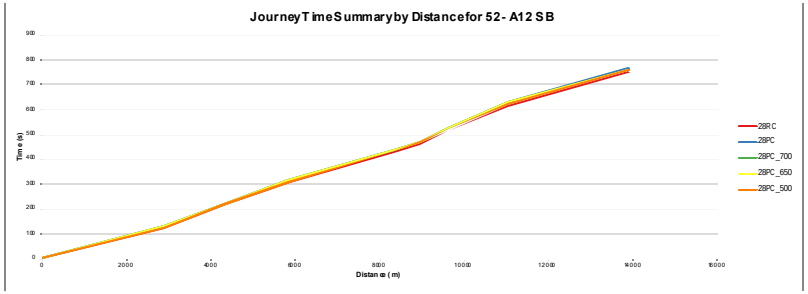


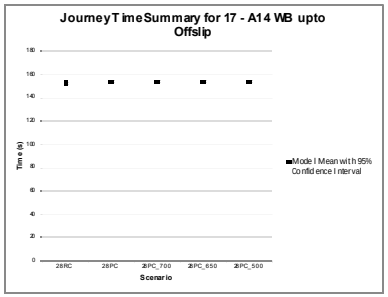


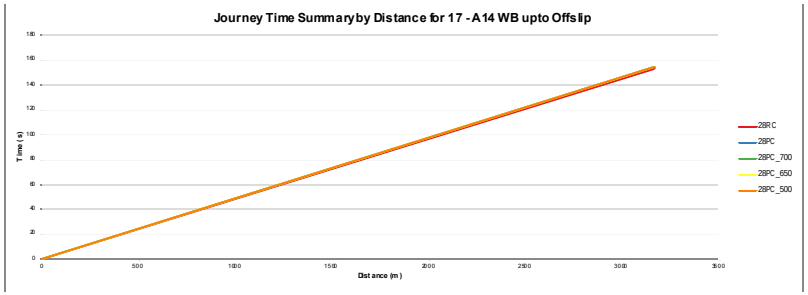


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

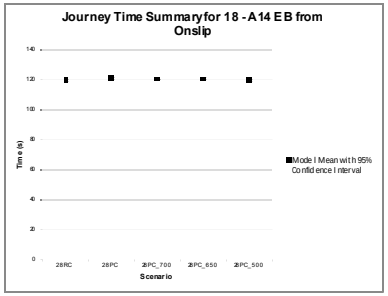


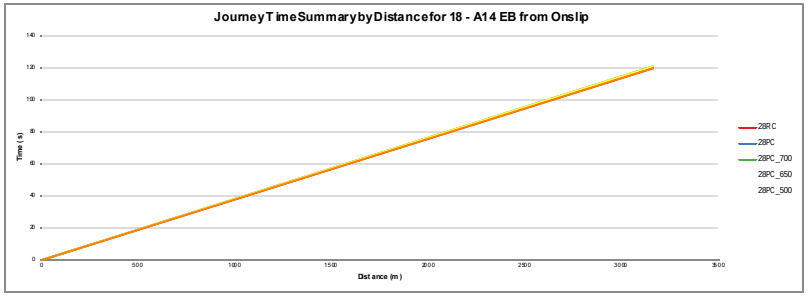


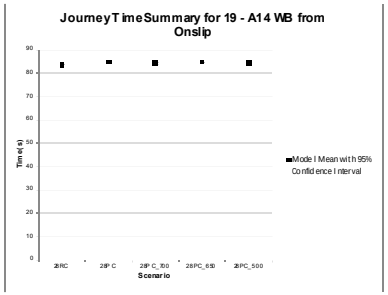


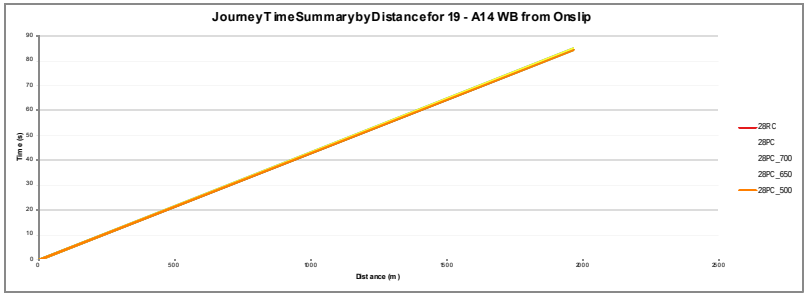


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

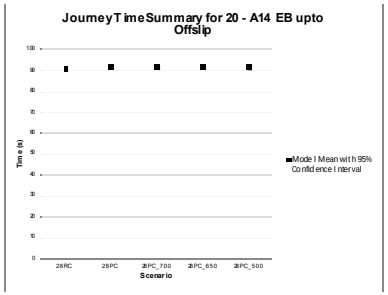


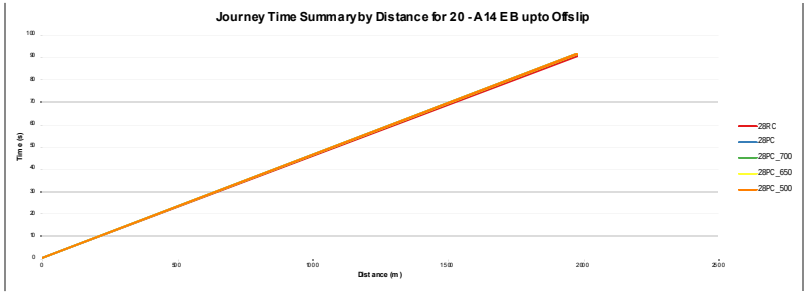


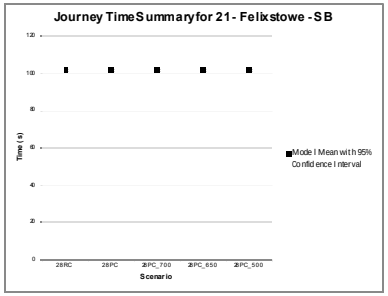


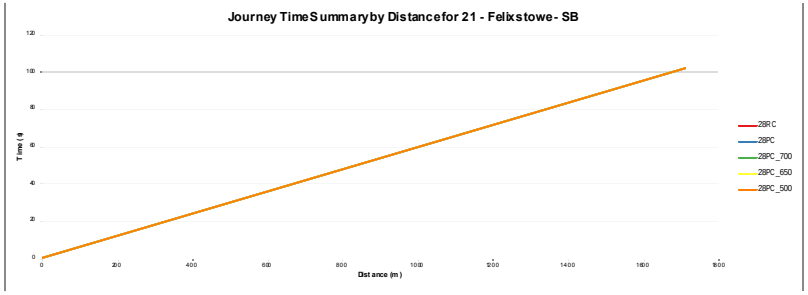


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

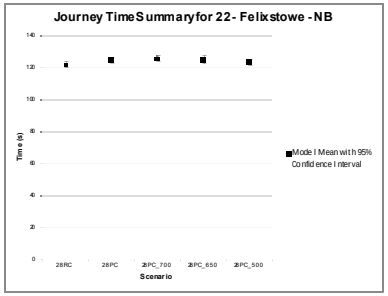


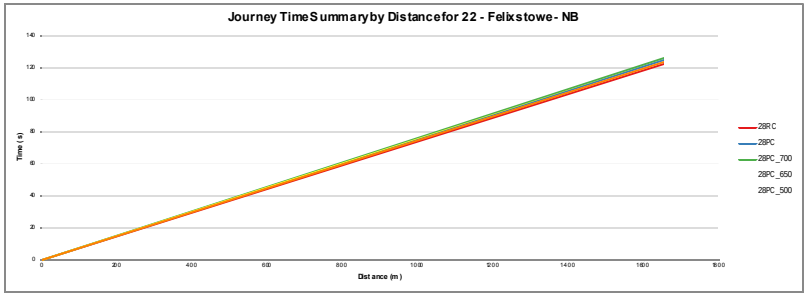


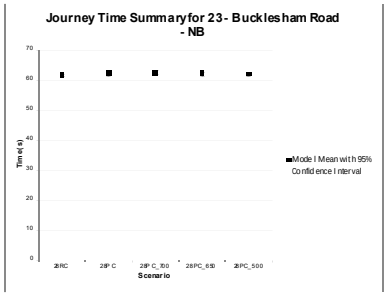


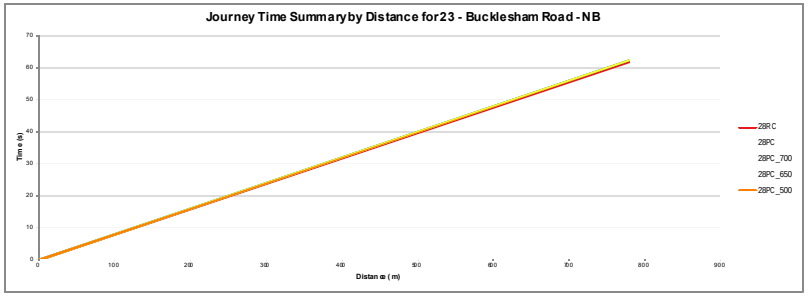


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

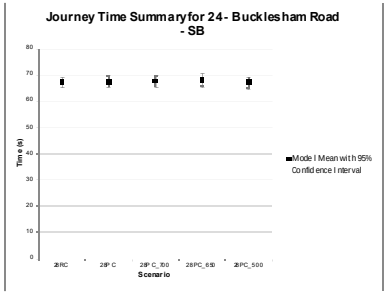


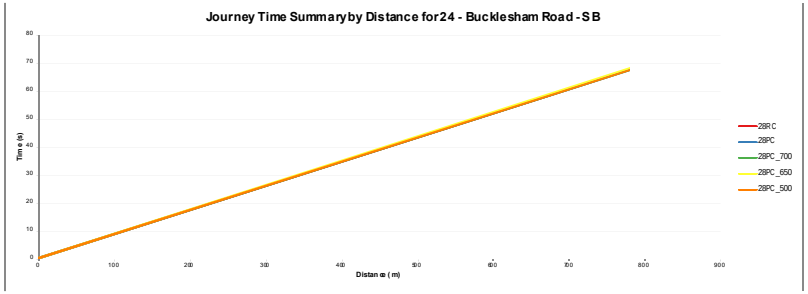


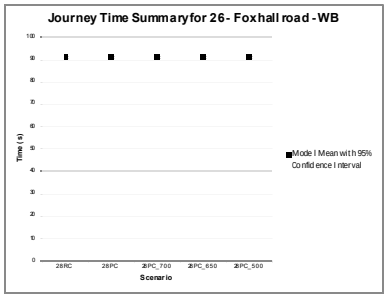


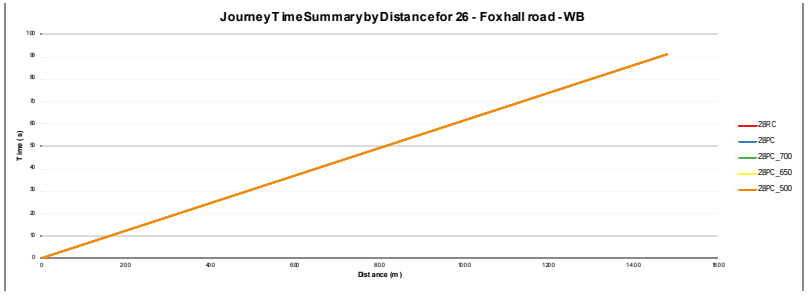


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

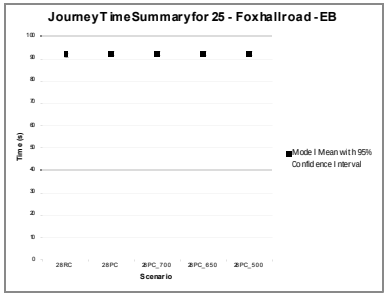


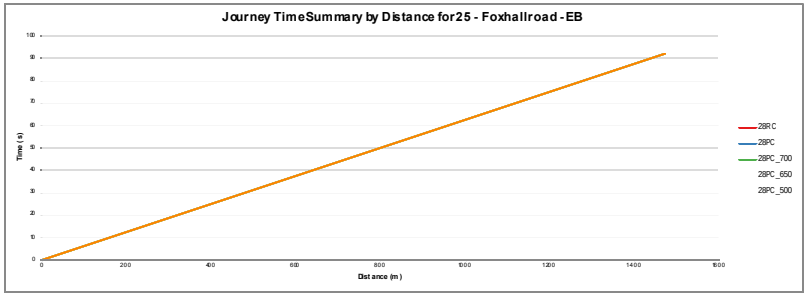


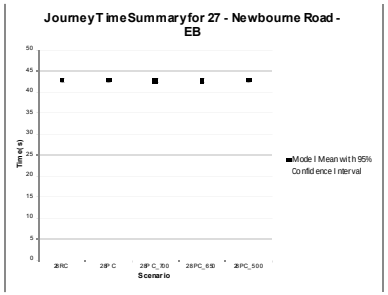


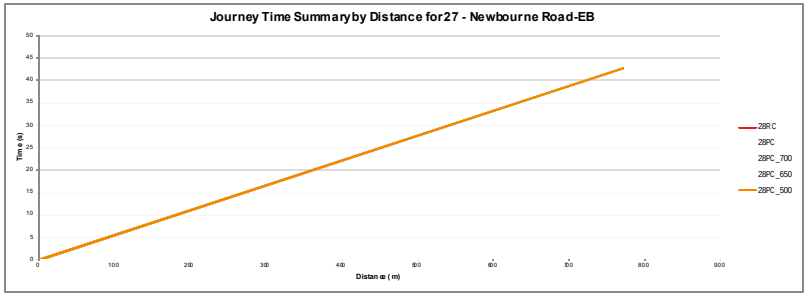


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

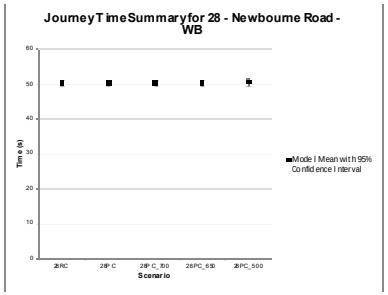


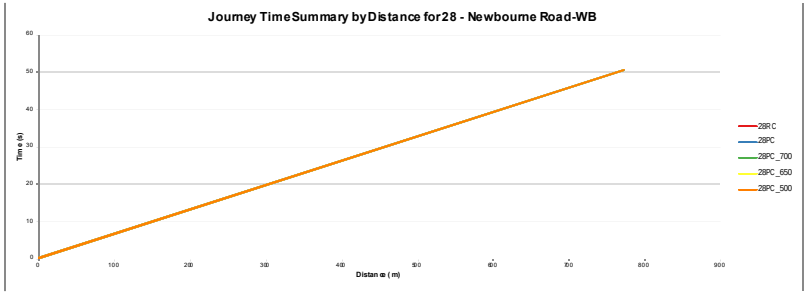


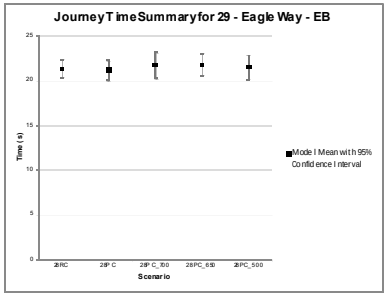


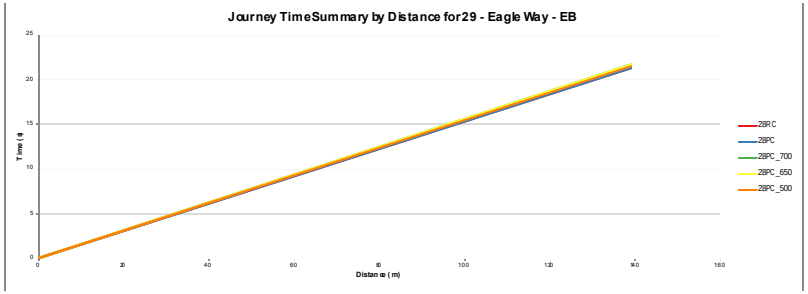


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

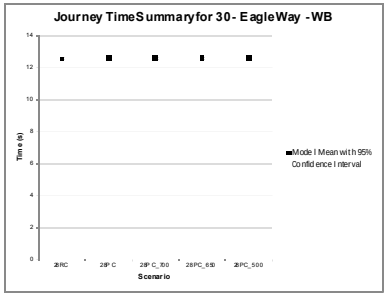


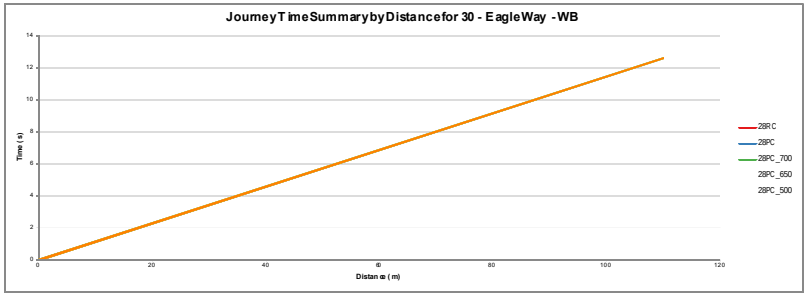


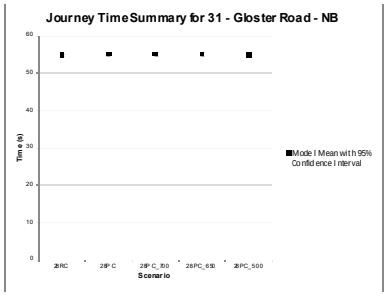


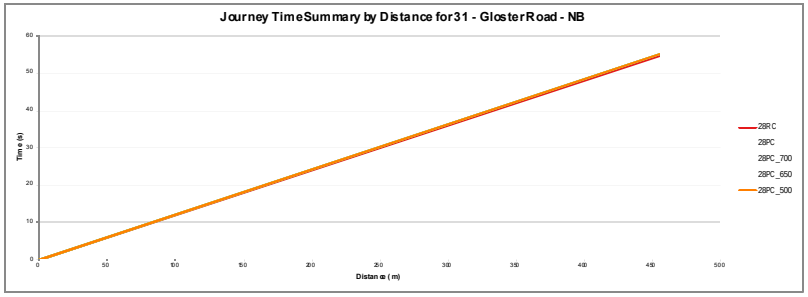


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

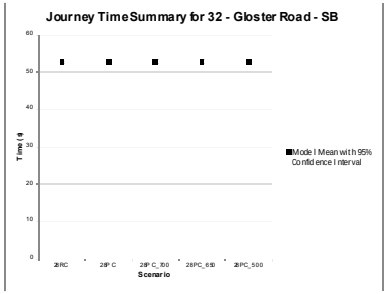


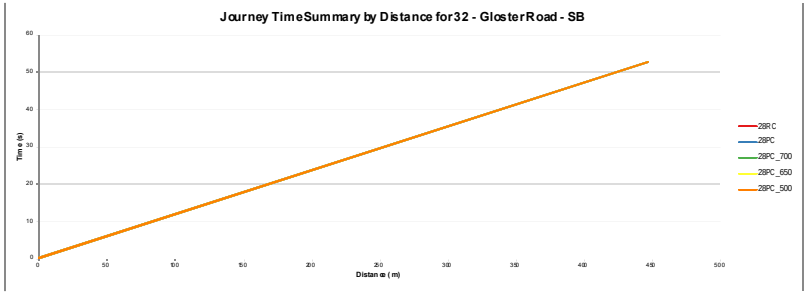


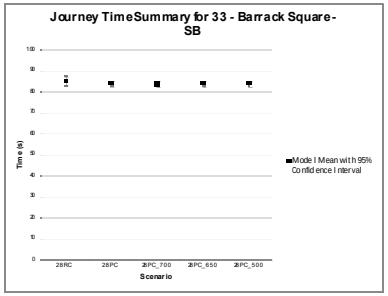


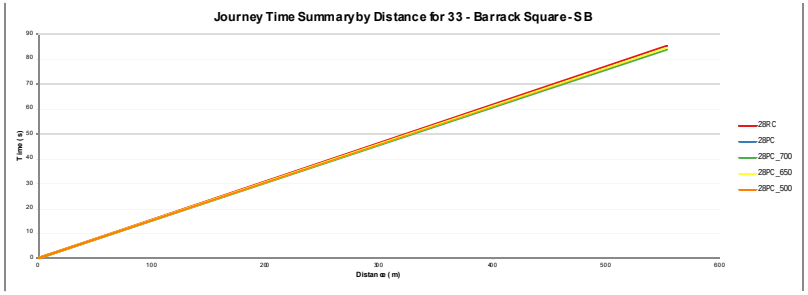


Journey Time Comparison Graphs
PM
17:00 - 18:00
AM 2028

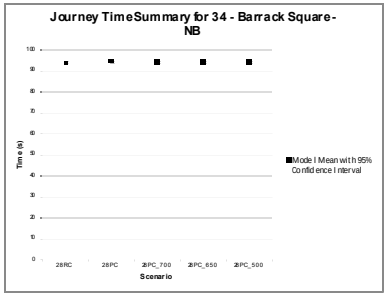


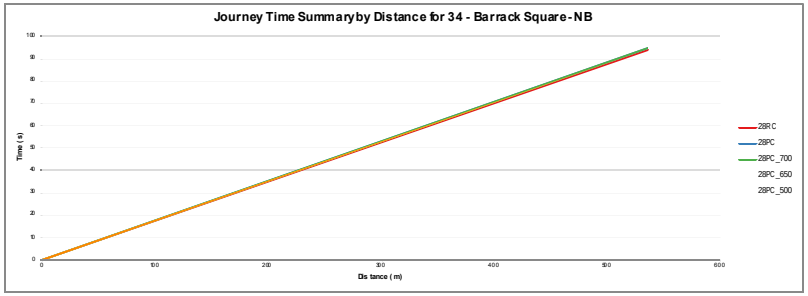


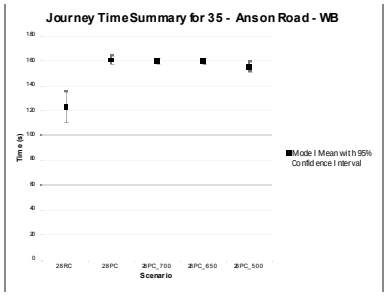


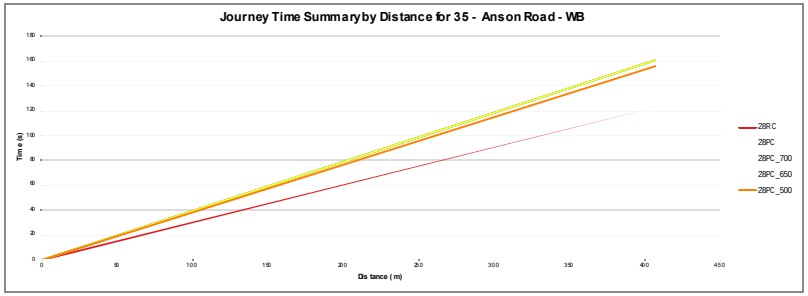


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

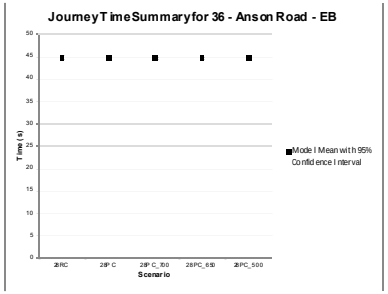


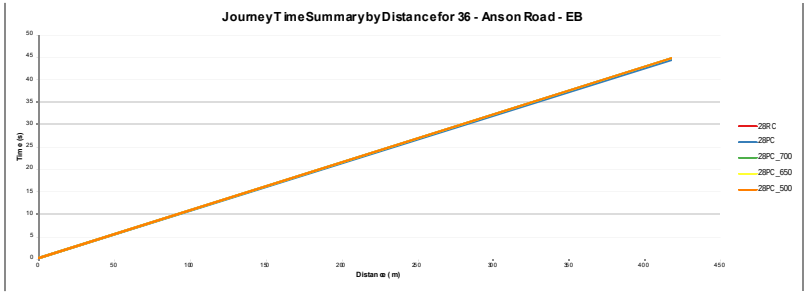


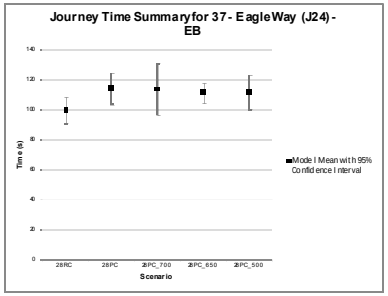


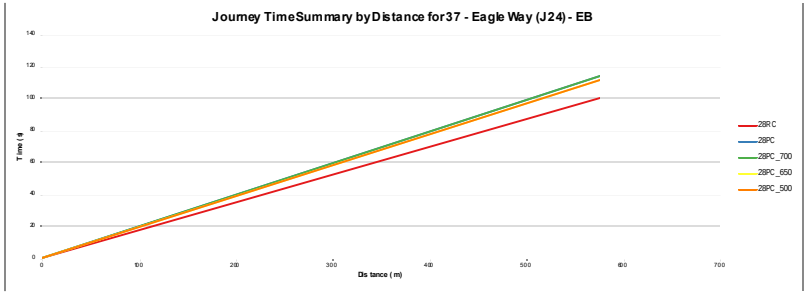


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

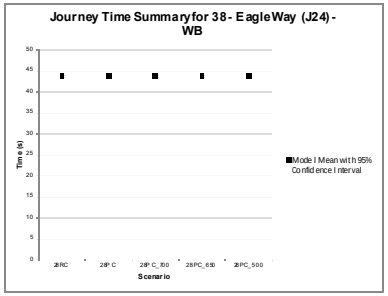


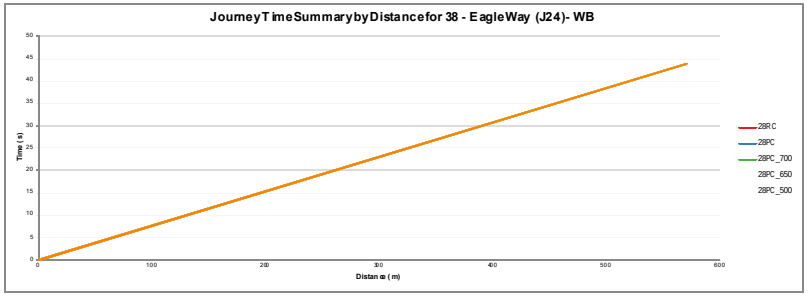


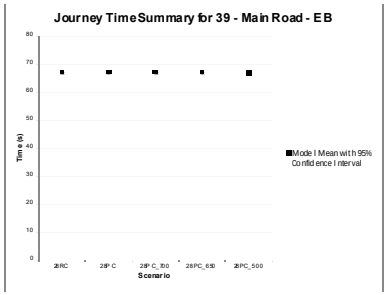


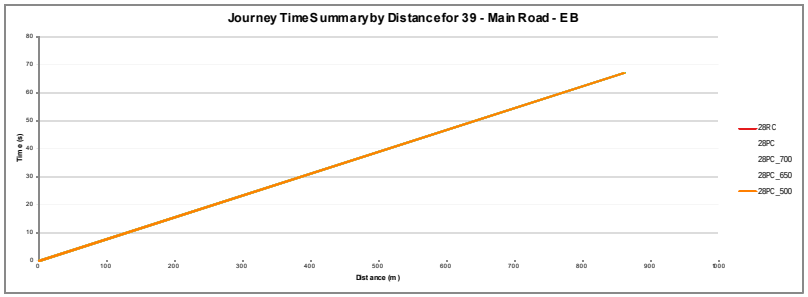


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

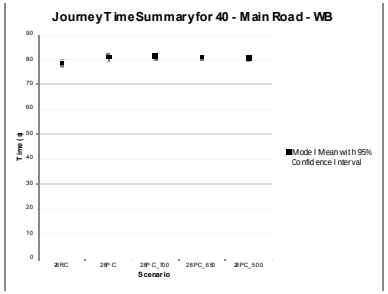


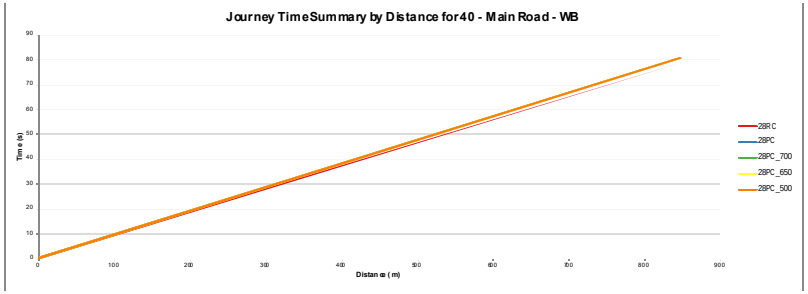


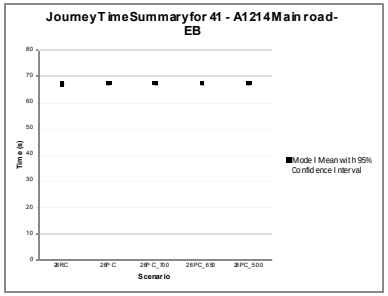


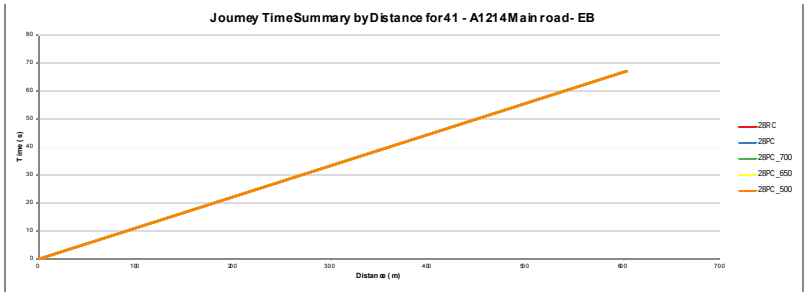


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

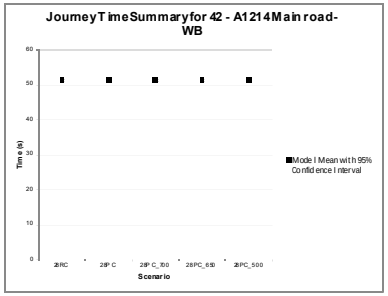


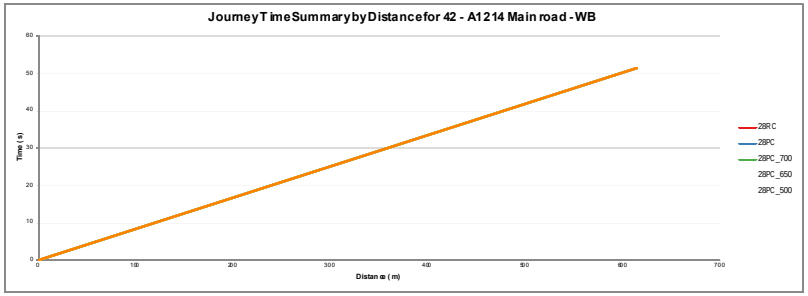


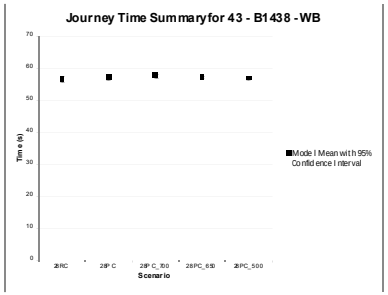


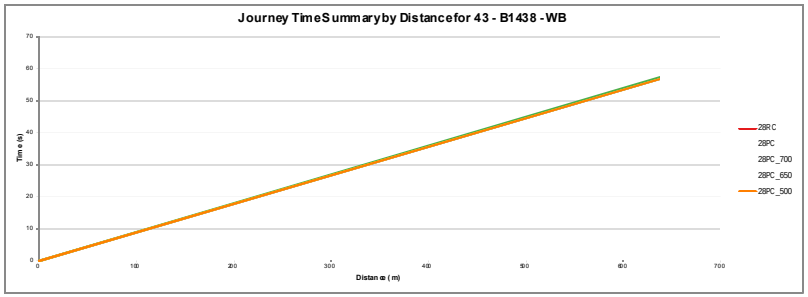


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

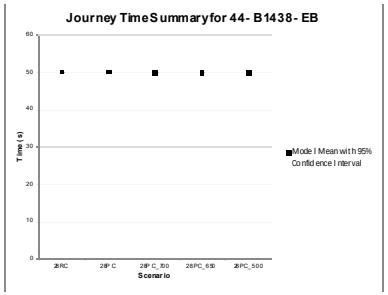


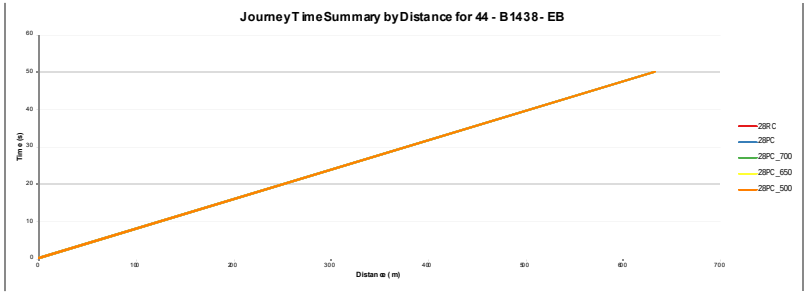


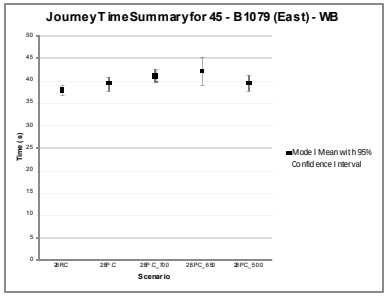


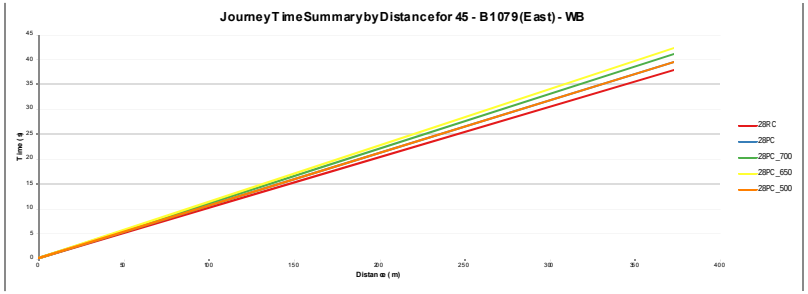


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

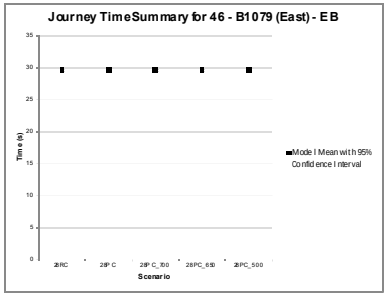


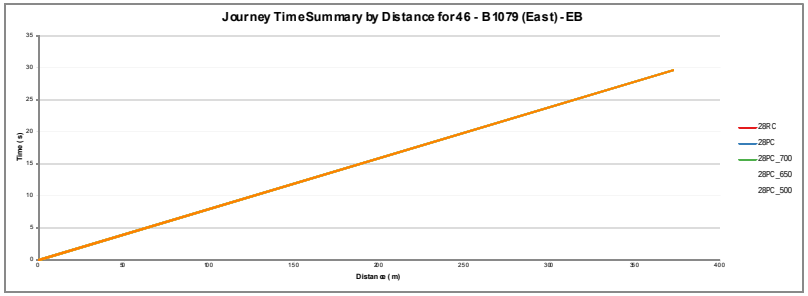


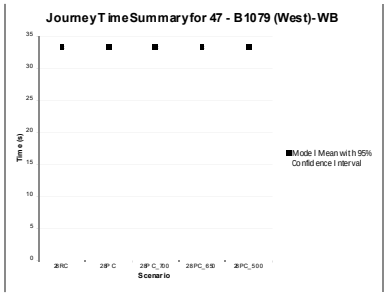


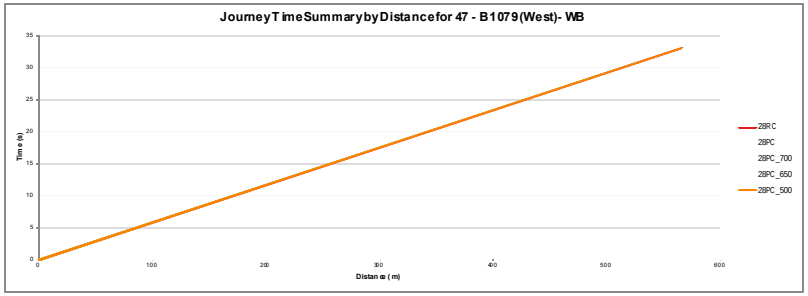


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

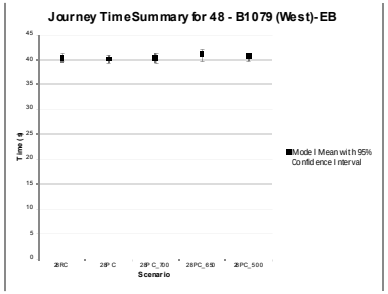


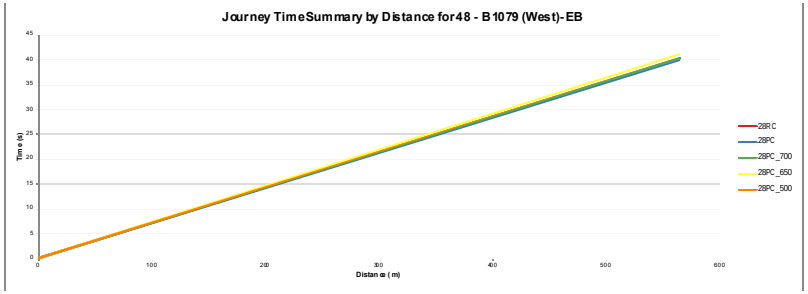


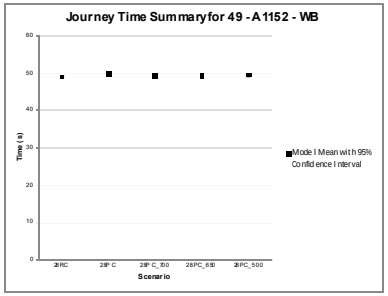


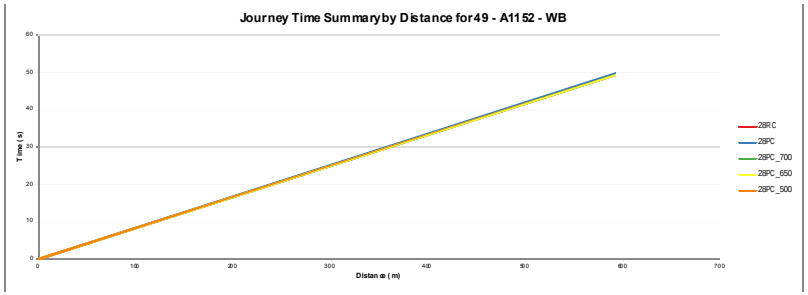


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

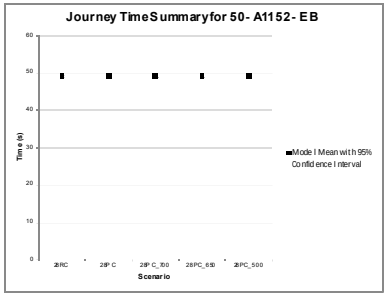


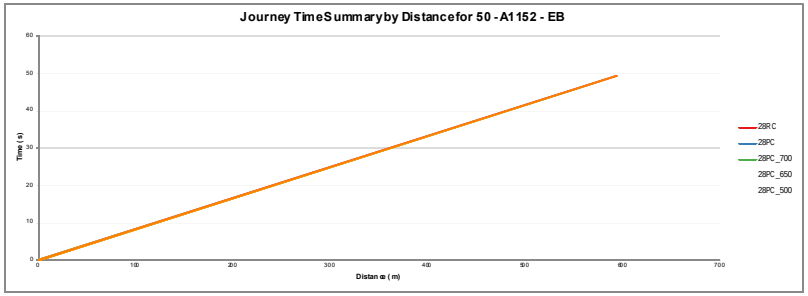


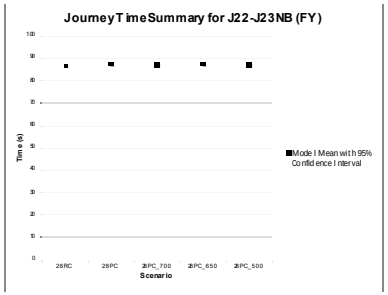


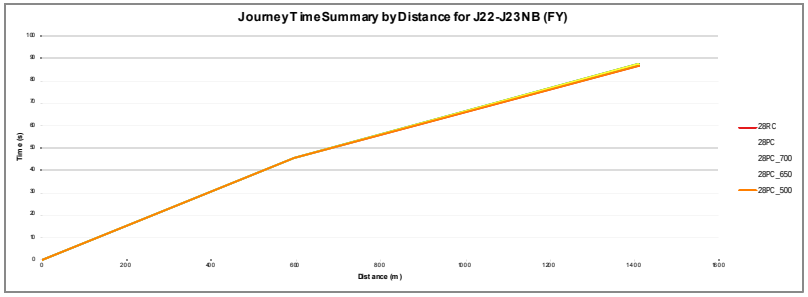


Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028

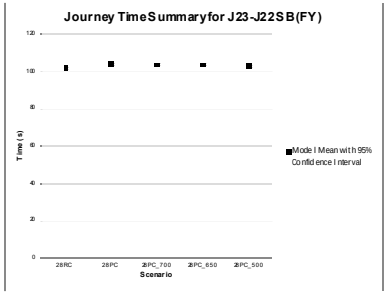


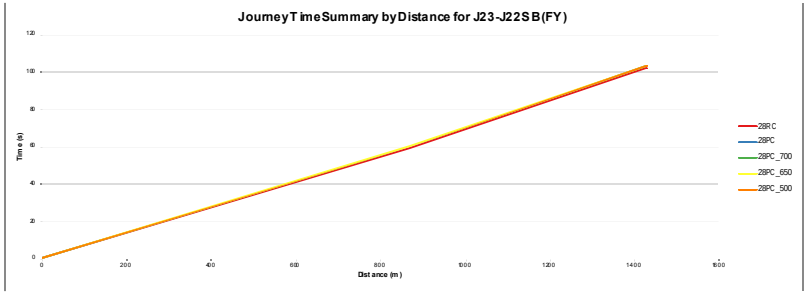






Journey Time Comparison Graphs
PM
17:00 - 18:00
All 2028



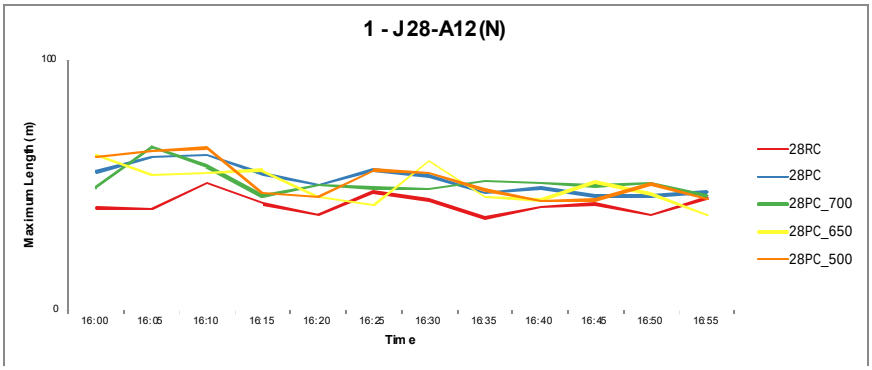


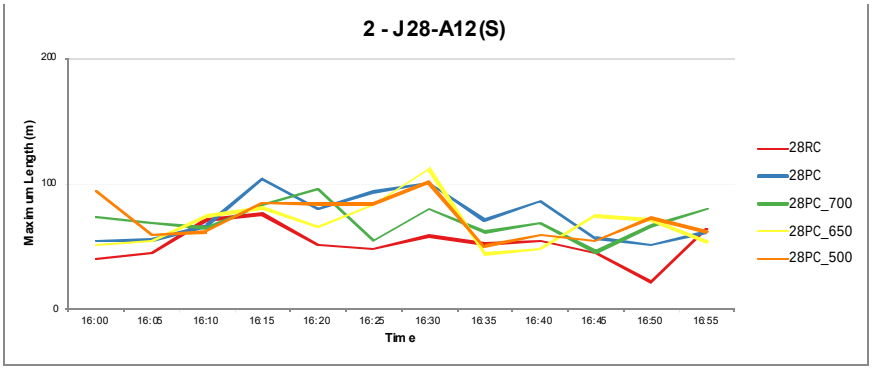
Journey Time Table
15:00-16:00
All 2028

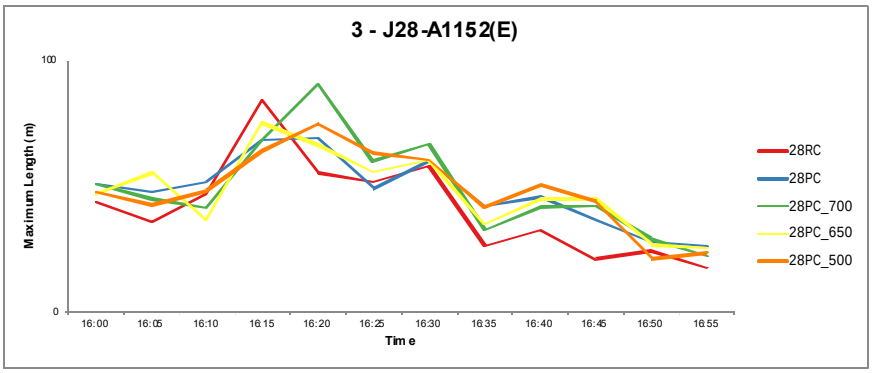
Route Names	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J21 - J22 - NB	115	119	117	117	117
2 - J22 - J23 - NB	84	88	86	86	86
3 - J23 - J24 - NB	70	84	81	74	77
4 - J24 - J25 - NB	49	52	51	51	51
5 - J25 - J26 - NB	125	131	130	129	128
6 - J26 - J27 - NB	91	93	93	93	92
7 - J27 - J28 - NB	97	99	98	98	98
8 - J28 - A12- NB	137	139	139	139	138
51 - A12 NB	768	804	795	786	788
9 - A12 - J28 - SB	126	131	131	130	130
10 - J28 - J27 - SB	94	97	97	97	96
11 - J27 - J26 - SB	92	94	94	94	94
12 - J26 - J25 - SB	119	122	122	122	121
13 - J25 - J24 - SB	36	37	37	37	37
14 - J24 - J23 - SB	42	42	42	42	42
15 - J23 - J22 - SB	99	101	100	100	100
16 - J22 - J21 - SB	134	137	136	137	136
52 - A12 SB	740	759	756	756	753
17 - A14 WB upto Offslip	156	157	157	156	156
18 - A14 EB from Onslip	119	120	120	120	120
19 - A14 WB from Onslip	85	86	86	85	85
20 - A14 EB upto Offslip	90	94	93	93	92
21 - Felixstowe - SB	100	100	100	100	100
22 - Felixstowe - NB	126	125	121	121	120
23 - Bucklesham Road - NB	62	62	62	62	62
24 - Bucklesham Road - SB	67	67	67	67	67
26 - Foxhall road - WB	89	89	89	89	89
25 - Foxhall road - EB	94	94	94	94	94
27 - Newbourne Road -EB	43	43	43	43	43
28 - Newbourne Road -WB	50	51	51	51	52
29 - Eagle Way - EB	26	27	26	27	26
30 - Eagle Way - WB	13	13	13	13	13
31 - Gloster Road - NB	57	57	57	57	57
32 - Gloster Road - SB	53	53	53	53	53
33 - Barrack Square - SB	84	85	85	85	85
34 - Barrack Square - NB	95	95	95	95	95
35 - Anson Road - WB	64	84	81	85	80
36 - Anson Road - EB	45	45	45	45	45
37 - Eagle Way (J24) - EB	81	109	85	80	82
38 - Eagle Way (J24) - WB	44	44	44	44	44
39 - Main Road - EB	66	66	66	66	66
40 - Main Road - WB	77	79	79	78	78
41 - A1214 Main road - EB	72	71	71	71	71
42 - A1214 Main road - WB	51	51	51	51	51
43 - B1438 - WB	55	57	57	57	57
44 - B1438 - EB	50	50	50	50	50
45 - B1079 (East) - WB	39	42	43	41	42
46 - B1079 (East) - EB	30	30	30	30	30
47 - B1079 (West)- WB	33	33	33	33	33
48 - B1079 (West)- EB	40	41	40	41	41
49 - A1152 - WB	49	50	50	50	50
50 - A1152 - EB	49	49	49	49	49
72 - J22 - J22B - NB	43	46	45	44	45
73 - J22B - J23 - NB	41	42	42	42	42
J22-J23 NB (FY)	84	88	86	86	86
70 - J23 - J22B - SB	58	58	58	58	58
71 - J22B - J22 - SB	41	42	42	42	42
J23-J22 SB (FY)	99	101	100	100	100

Queue Comparison Graphs
16:00-17:00

J28

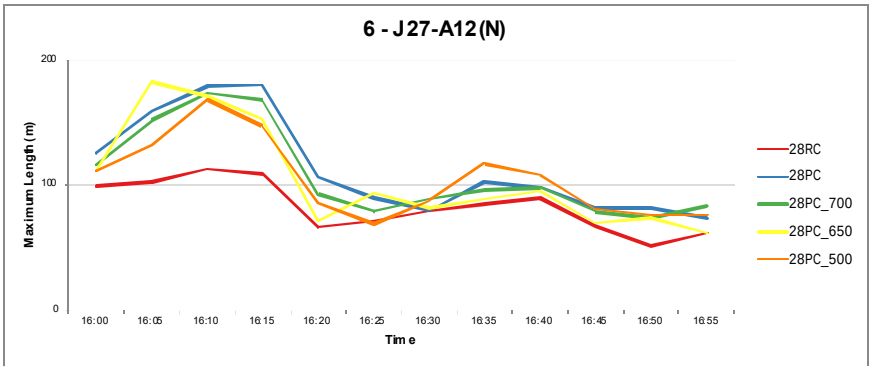


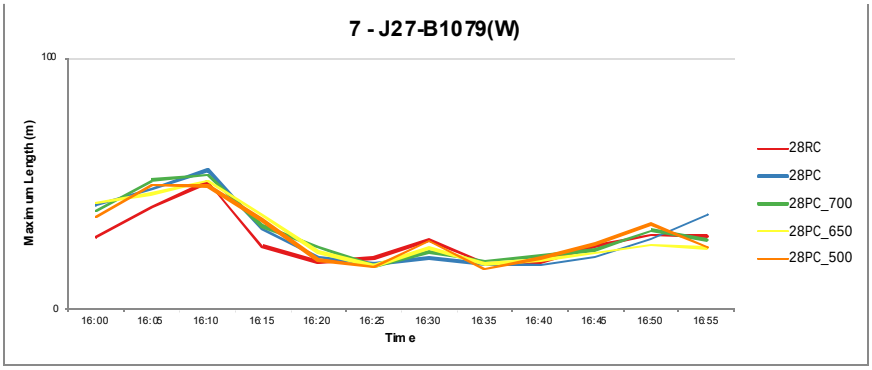


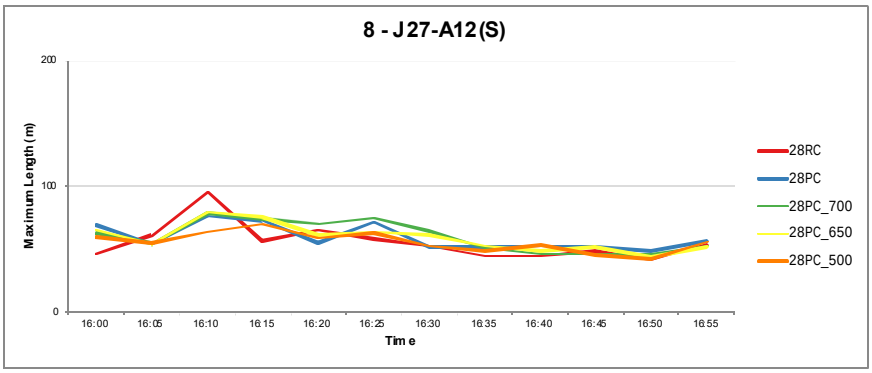


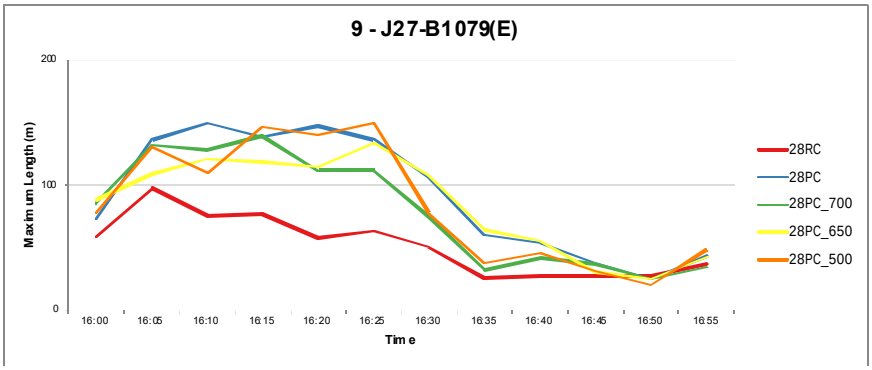
Queue Comparison Graphs
16:00-17:00

J27



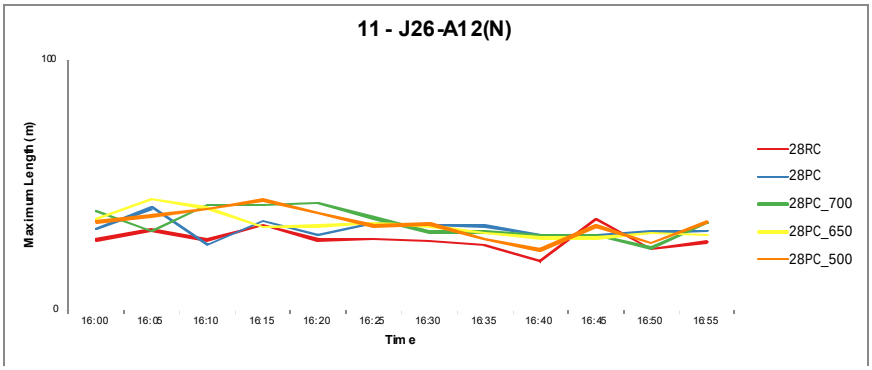


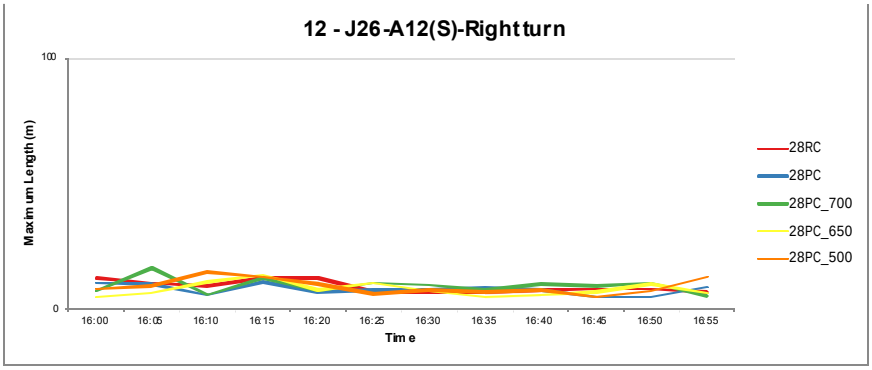


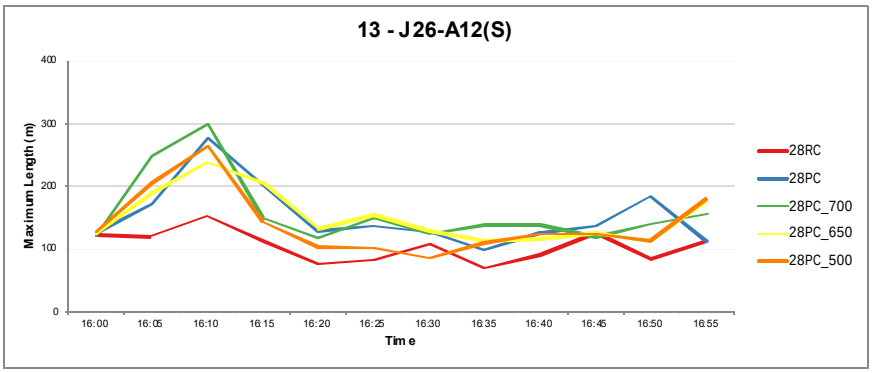


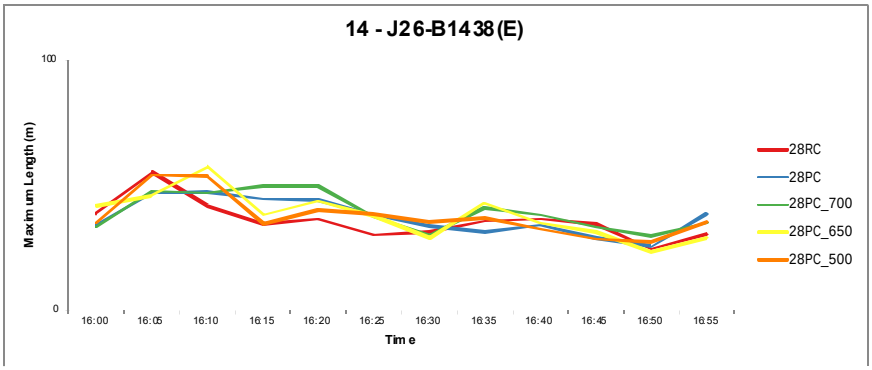
Queue Comparison Graphs
16:00-17:00

J26



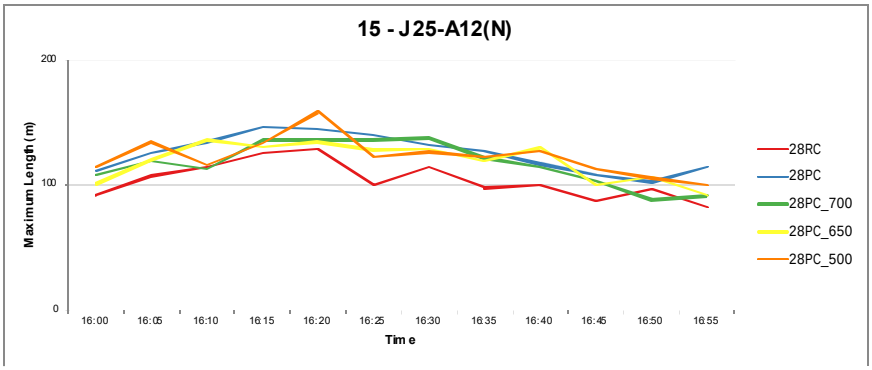


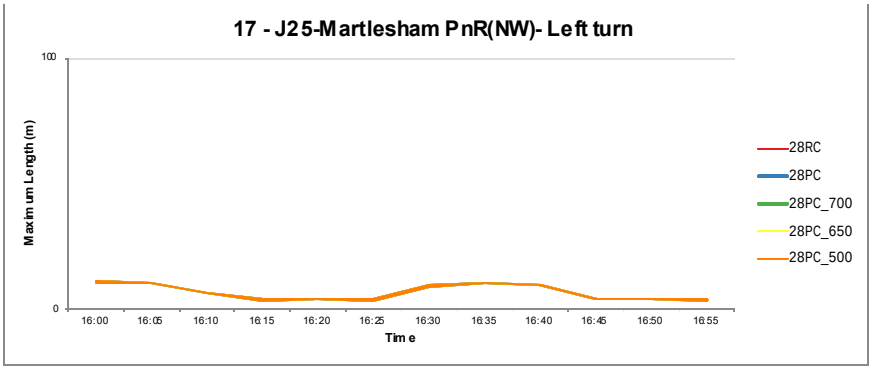


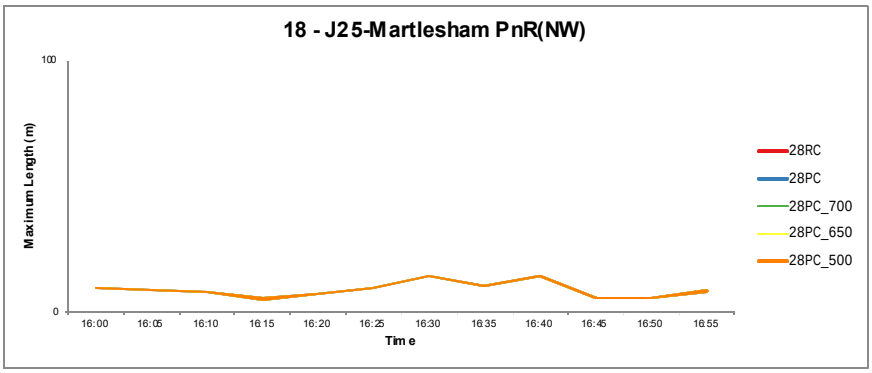


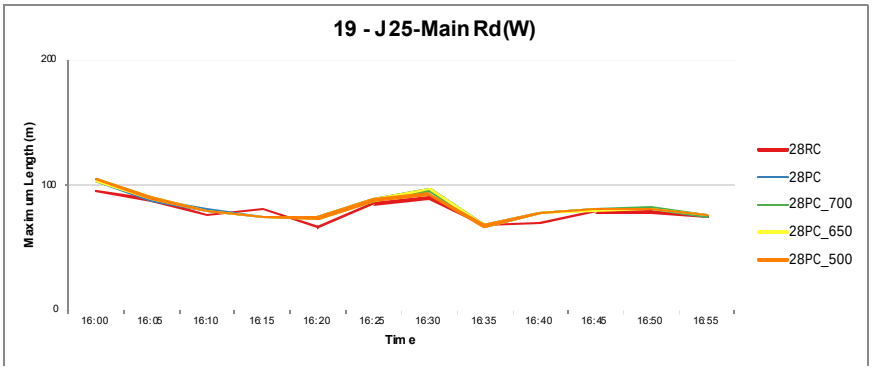
Queue Comparison Graphs
16:00-17:00

J25



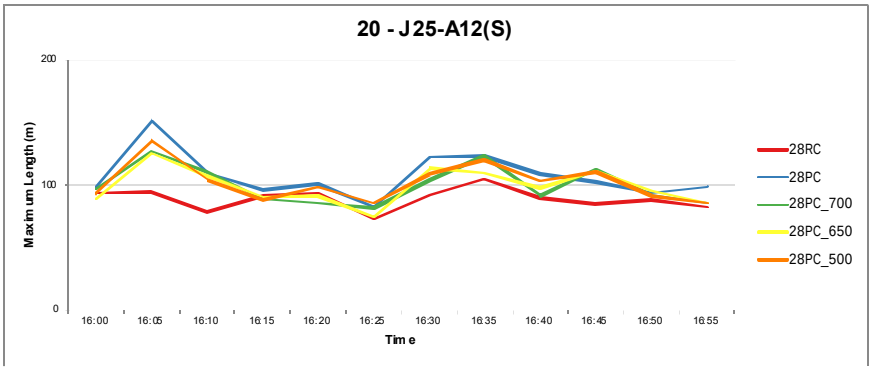


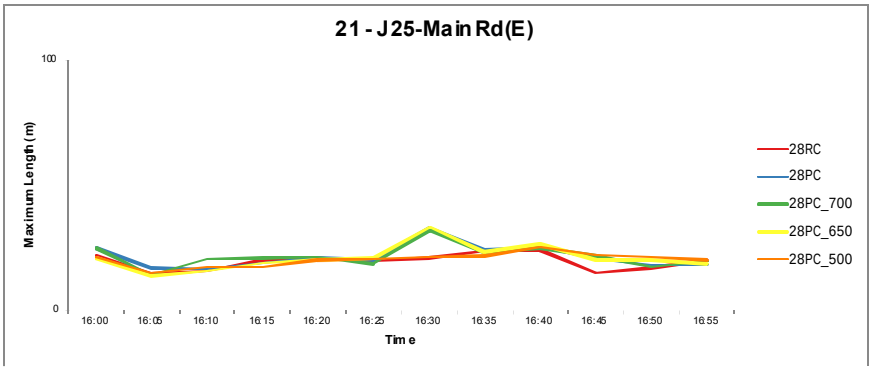




Queue Comparison Graphs
16:00-17:00

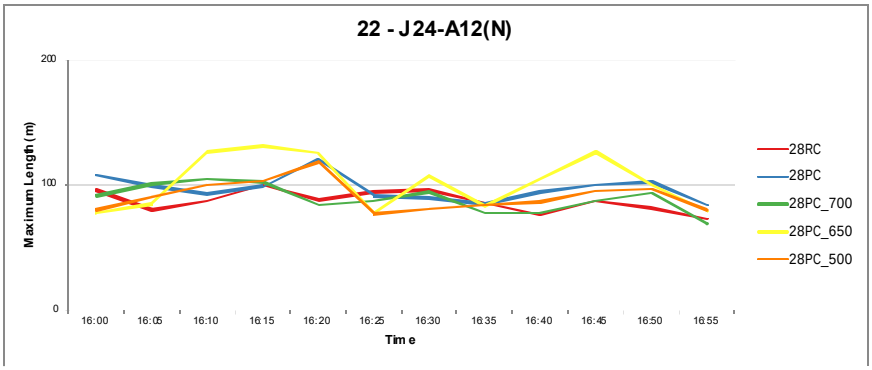
J25

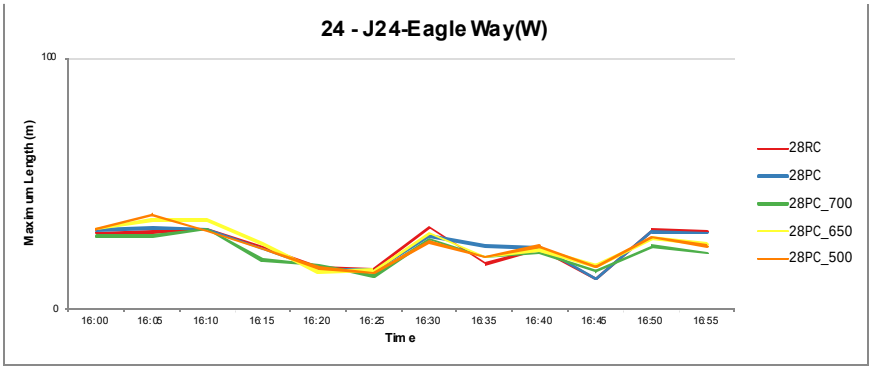


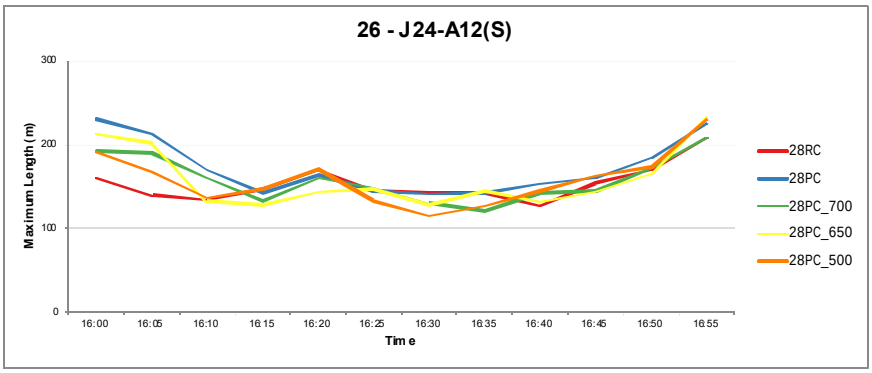


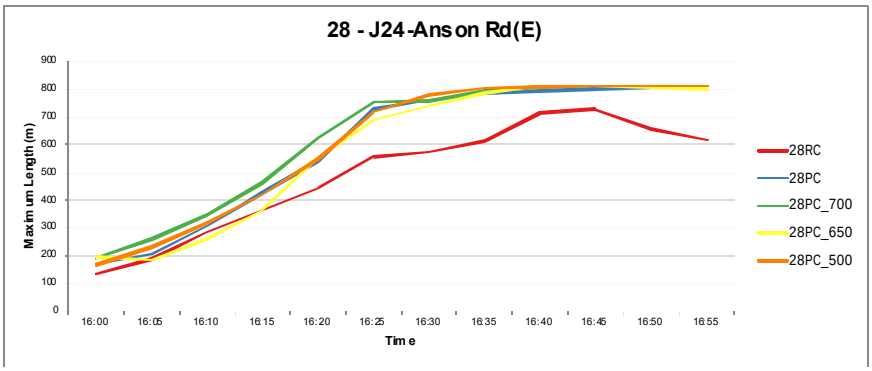
Queue Comparison Graphs
16:00-17:00

J24



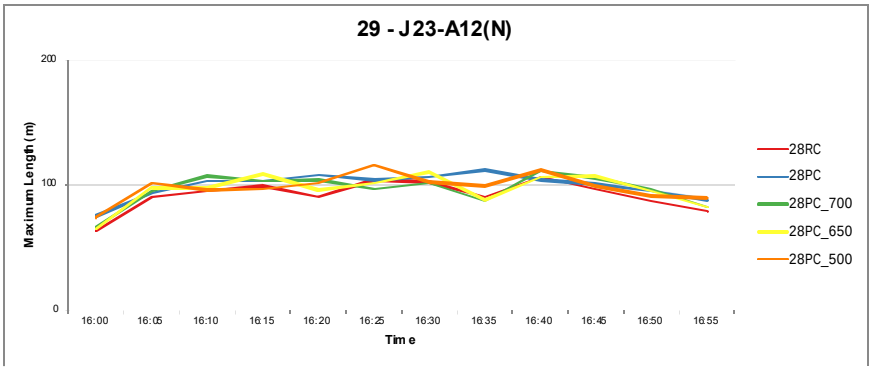


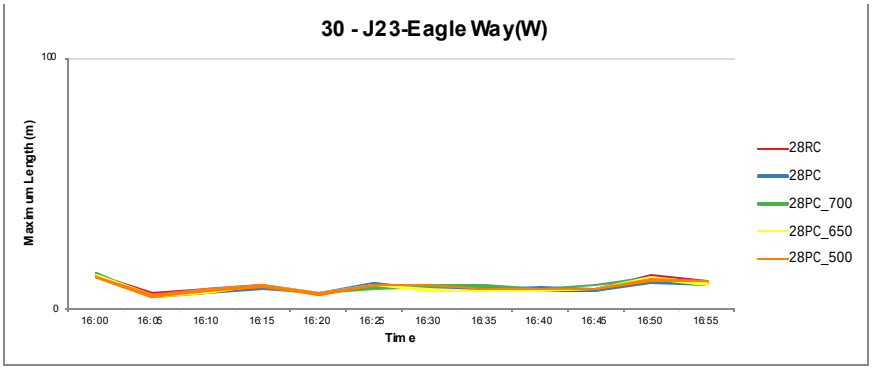


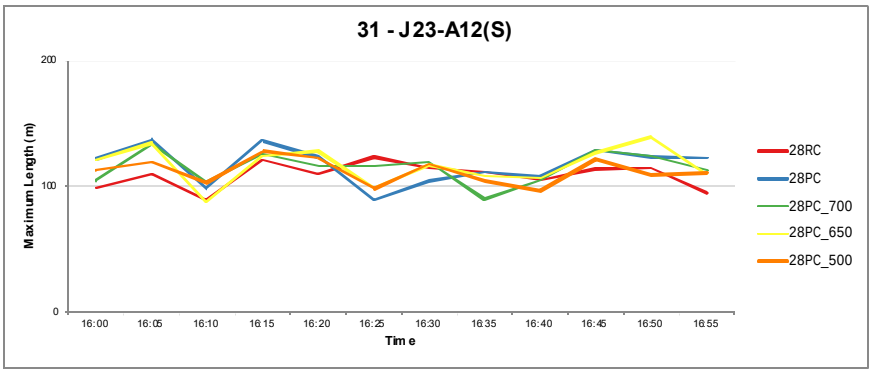


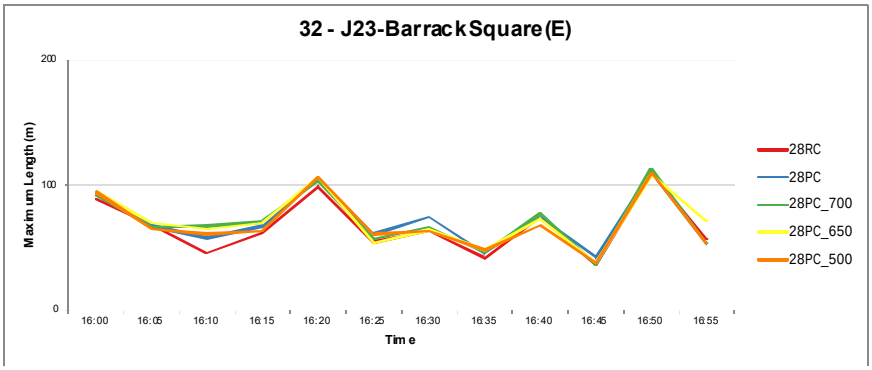
Queue Comparison Graphs
16:00-17:00

J23



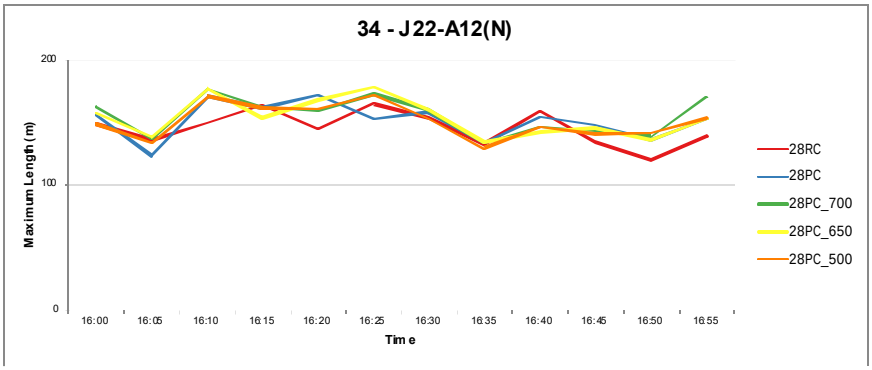


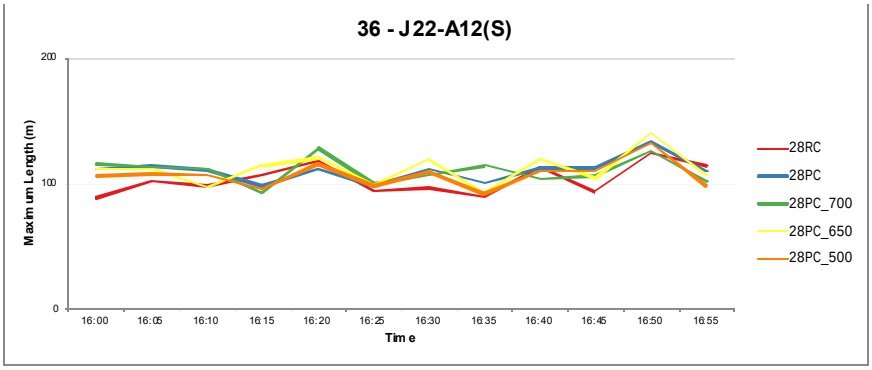


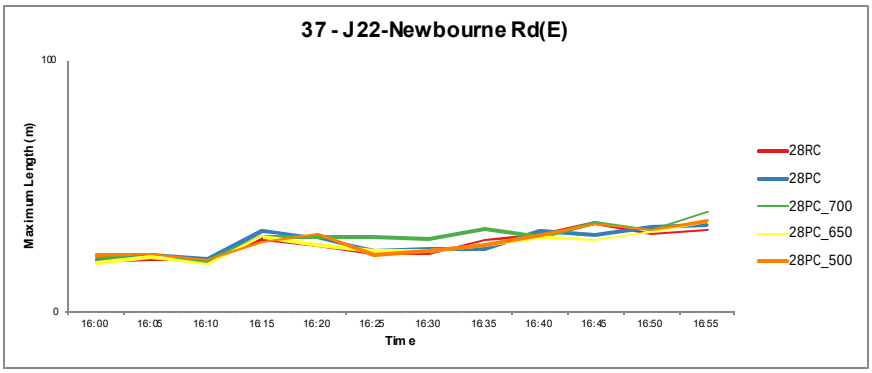


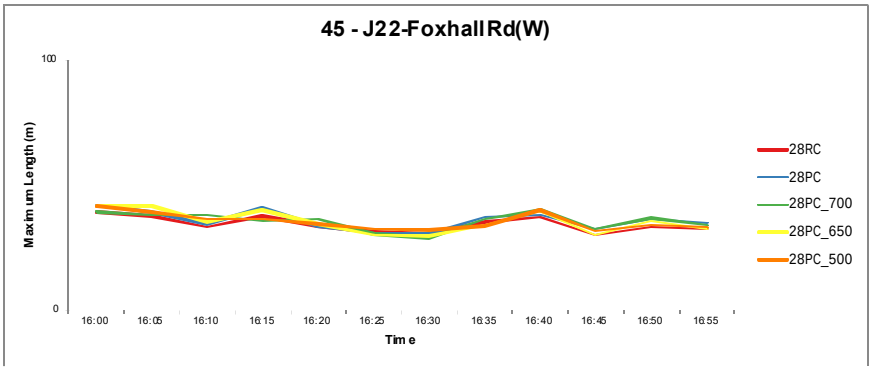
Queue Comparison Graphs
16:00-17:00

J22



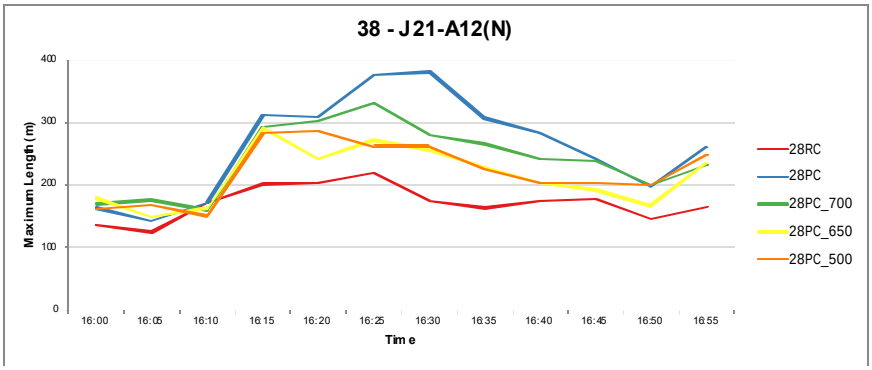


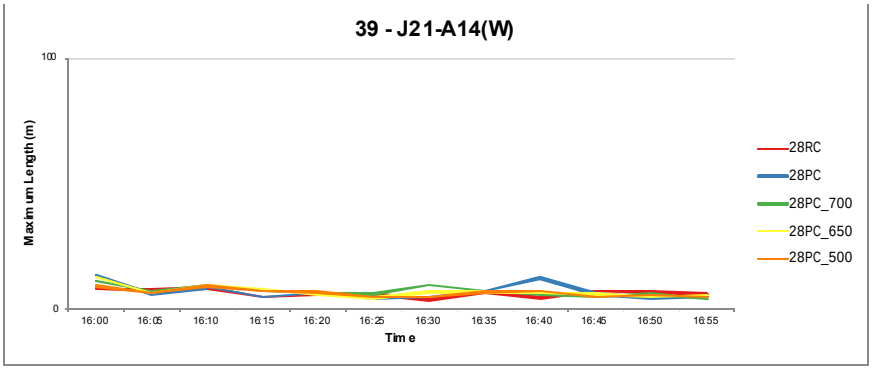


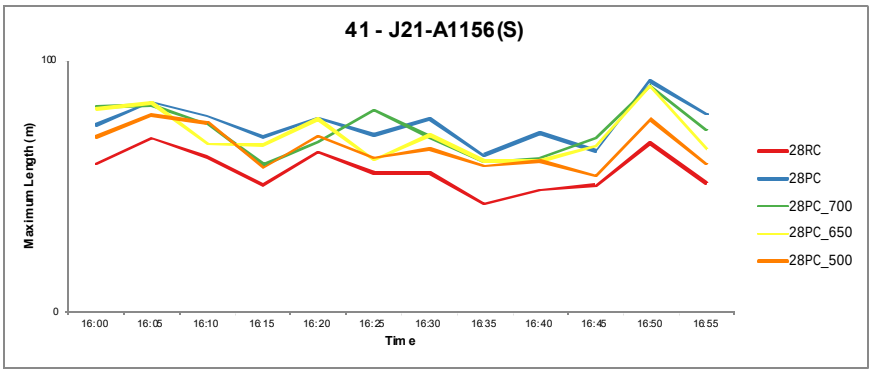


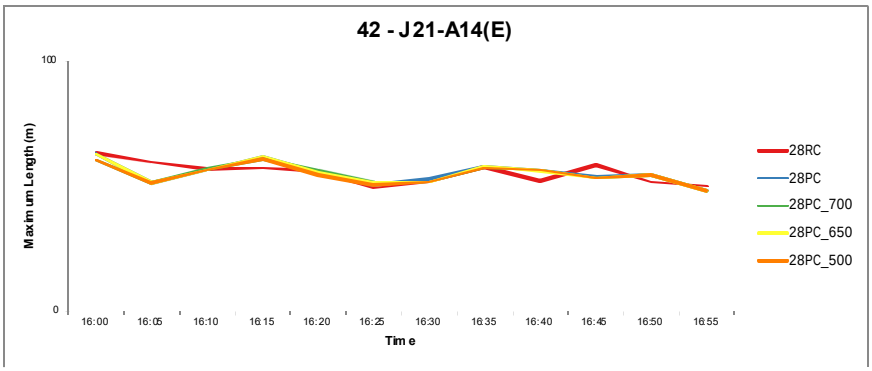
Queue Comparison Graphs
16:00-17:00

J21



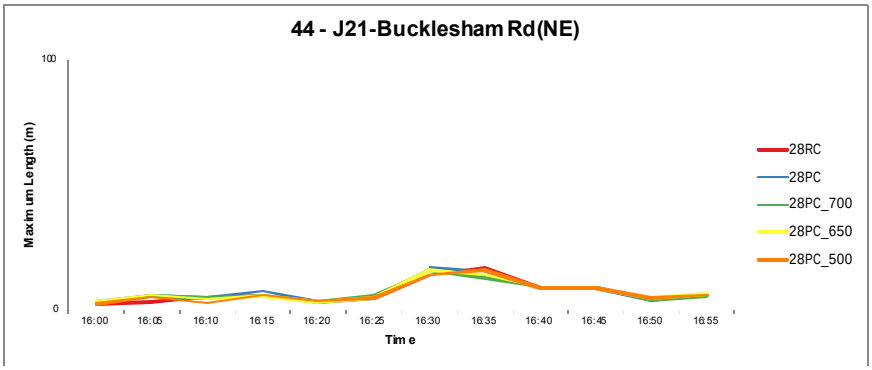






Queue Comparison Graphs
16:00-17:00

J21



Queue Comparison
16:00-17:00
Maximum Length Summary
Maximum Length (m)

	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J28-A12(N)	50.6	61.8	65.3	62.0	64.9
2 - J28-A12(S)	76.3	104.4	95.7	112.6	101.5
3 - J28-A1152(E)	84.7	69.4	91.0	75.6	75.3
6 - J27-A12(N)	112.5	179.9	173.8	182.6	168.1
7 - J27-B1079(W)	50.9	55.6	53.8	51.4	49.8
8 - J27-A12(S)	95.9	76.9	79.3	79.8	69.9
9 - J27-B1079(E)	97.6	149.9	139.5	133.3	149.4
11 - J26-A12(N)	36.1	40.9	42.6	44.4	44.0
12 - J26-A12(S)-Right turn	12.5	11.0	16.5	13.6	15.0
13 - J26-A12(S)	153.2	276.9	299.4	239.9	265.0
14 - J26-B1438(E)	55.2	47.3	49.6	57.5	53.9
15 - J25-A12(N)	128.5	146.4	137.5	135.7	158.4
17 - J25-Martlesham PnR(NW)- Left turn	11.0	11.0	11.0	11.0	11.0
18 - J25-Martlesham PnR(NW)	14.2	14.2	14.2	14.2	14.2
19 - J25-Main Rd(W)	95.5	103.9	103.9	103.9	105.0
20 - J25-A12(S)	105.0	151.8	126.9	125.6	135.9
21 - J25-Main Rd(E)	23.9	33.0	32.0	33.0	25.0
22 - J24-A12(N)	100.0	120.6	104.6	130.8	118.5
24 - J24-Eagle Way(W)	33.1	32.5	31.9	35.6	37.9
26 - J24-A12(S)	207.6	231.3	208.4	233.1	230.5
28 - J24-Anson Rd(E)	726.3	810.3	809.9	809.6	809.9
29 - J23-A12(N)	105.9	112.1	110.8	110.1	115.7
30 - J23-Eagle Way(W)	13.8	13.0	14.5	13.8	13.2
31 - J23-A12(S)	123.8	137.8	133.7	139.4	128.1
32 - J23-Barrack Square(E)	109.6	109.9	113.0	108.7	109.1
34 - J22-A12(N)	165.0	171.8	177.0	177.8	171.8
36 - J22-A12(S)	124.6	133.6	128.6	140.7	132.9
37 - J22-Newbourne Rd(E)	35.5	34.7	40.0	36.0	36.5
45 - J22-Foxhall Rd(W)	39.1	41.9	40.0	41.6	41.5
38 - J21-A12(N)	218.3	380.3	330.4	290.9	286.4
39 - J21-A14(W)	8.5	13.7	11.4	13.0	9.5
41 - J21-A1156(S)	69.6	92.3	90.5	89.9	78.7
42 - J21-A14(E)	63.3	63.1	61.0	62.8	61.0
44 - J21-Bucklesham Rd(NE)	17.1	16.7	15.5	16.0	16.0

Queue Comparison
16:00-17:00
Average Length Summary
Maximum Length (m)

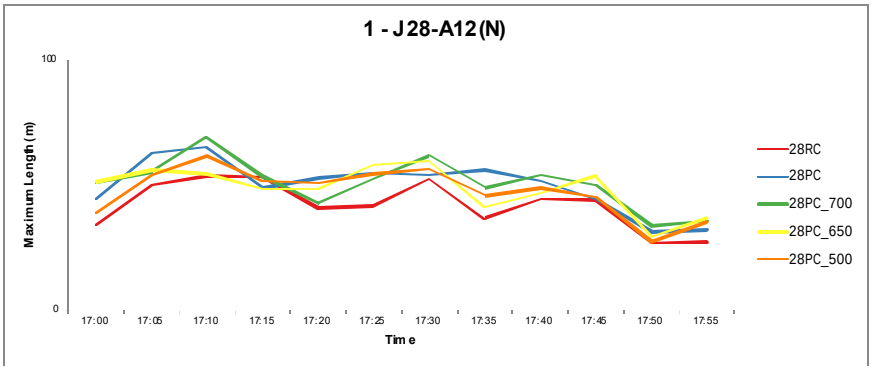
	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J28-A12(N)	42.2	52.1	51.1	49.8	51.8
2 - J28-A12(S)	52.4	73.8	70.4	68.0	72.4
3 - J28-A1152(E)	41.6	48.2	49.4	48.0	48.7
6 - J27-A12(N)	82.8	112.7	108.3	104.3	104.6
7 - J27-B1079(W)	27.9	30.1	30.6	29.4	29.8
8 - J27-A12(S)	55.9	59.5	60.3	59.3	55.9
9 - J27-B1079(E)	52.1	92.2	79.6	84.1	84.8
11 - J26-A12(N)	28.2	32.4	34.6	33.7	34.2
12 - J26-A12(S)-Right turn	9.1	7.9	9.4	8.0	9.1
13 - J26-A12(S)	105.2	152.3	159.0	152.0	140.9
14 - J26-B1438(E)	35.7	37.2	39.2	38.0	37.6
15 - J25-A12(N)	103.6	125.1	116.9	118.7	122.6
17 - J25-Martlesham PnR(NW)- Left turn	6.8	6.8	6.8	6.8	6.8
18 - J25-Martlesham PnR(NW)	8.9	8.9	8.9	8.9	8.9
19 - J25-Main Rd(W)	79.3	82.3	82.5	82.5	82.2
20 - J25-A12(S)	89.0	107.5	100.2	99.4	102.2
21 - J25-Main Rd(E)	19.3	21.4	21.4	20.9	20.1
22 - J24-A12(N)	87.0	97.0	89.1	101.8	90.8
24 - J24-Eagle Way(W)	25.2	25.4	23.0	25.5	25.0
26 - J24-A12(S)	153.4	172.8	158.5	159.5	158.4
28 - J24-Anson Rd(E)	489.7	594.2	618.4	582.0	601.7
29 - J23-A12(N)	91.9	99.4	96.3	96.3	98.2
30 - J23-Eagle Way(W)	9.2	8.8	9.1	8.8	9.2
31 - J23-A12(S)	109.2	117.4	115.2	117.2	112.4
32 - J23-Barrack Square(E)	66.8	70.9	70.9	72.0	69.3
34 - J22-A12(N)	145.4	151.6	155.1	153.5	151.0
36 - J22-A12(S)	103.6	111.0	110.5	112.1	107.2
37 - J22-Newbourne Rd(E)	27.0	27.8	29.6	26.7	28.0
45 - J22-Foxhall Rd(W)	34.2	35.9	35.6	35.4	35.4
38 - J21-A12(N)	170.9	262.0	240.3	214.5	221.0
39 - J21-A14(W)	6.4	7.1	7.2	7.1	6.7
41 - J21-A1156(S)	56.5	75.1	72.5	70.7	65.6
42 - J21-A14(E)	55.4	55.3	54.9	55.1	54.6
44 - J21-Bucklesham Rd(NE)	7.0	7.6	7.2	7.2	7.0

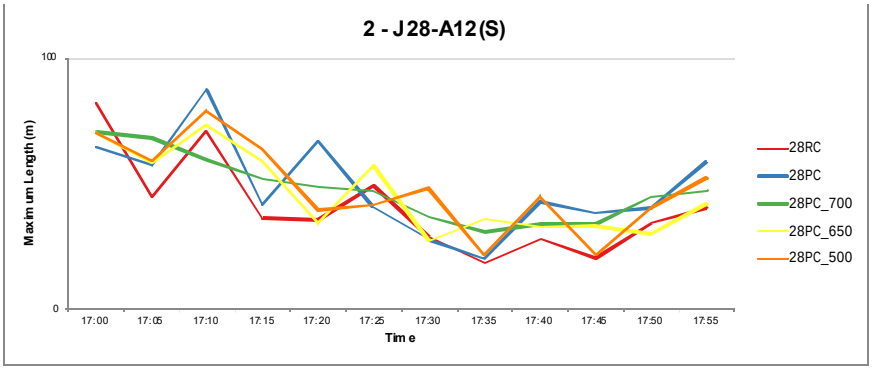
Journey Time Table
16:00-17:00
All 2028

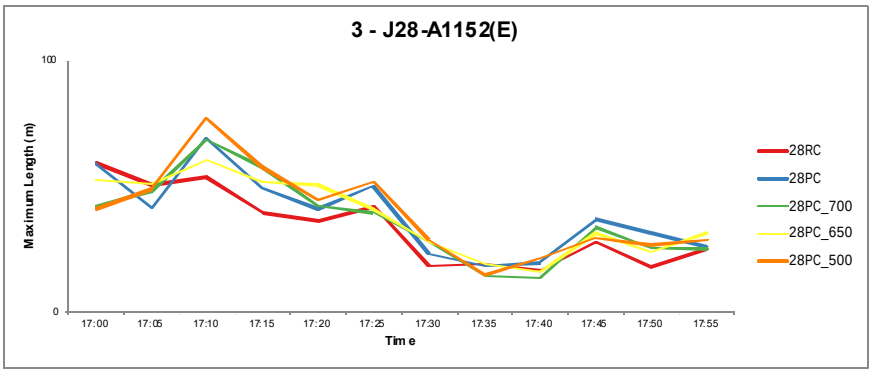
Route Names	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J21 - J22 - NB	116	118	118	118	117
2 - J22 - J23 - NB	89	90	90	90	89
3 - J23 - J24 - NB	60	64	61	62	61
4 - J24 - J25 - NB	51	55	53	53	53
5 - J25 - J26 - NB	130	139	137	136	135
6 - J26 - J27 - NB	92	94	94	94	93
7 - J27 - J28 - NB	98	100	99	99	99
8 - J28 - A12- NB	137	139	138	138	138
51 - A12 NB	774	803	795	793	789
9 - A12 - J28 - SB	125	130	129	129	129
10 - J28 - J27 - SB	96	102	102	101	101
11 - J27 - J26 - SB	95	97	97	97	97
12 - J26 - J25 - SB	123	127	125	126	126
13 - J25 - J24 - SB	38	40	39	40	39
14 - J24 - J23 - SB	47	48	48	48	48
15 - J23 - J22 - SB	105	108	107	107	107
16 - J22 - J21 - SB	139	151	148	145	145
52 - A12 SB	770	805	796	795	793
17 - A14 WB upto Offslip	153	153	152	153	152
18 - A14 EB from Onslip	120	121	120	120	120
19 - A14 WB from Onslip	85	86	86	86	86
20 - A14 EB upto Offslip	91	92	92	92	91
21 - Felixstowe - SB	101	101	101	101	101
22 - Felixstowe - NB	121	127	126	125	124
23 - Bucklesham Road - NB	62	62	62	62	62
24 - Bucklesham Road - SB	69	71	70	70	70
26 - Foxhall road - WB	91	90	90	90	90
25 - Foxhall road - EB	95	95	95	95	95
27 - Newbourne Road -EB	43	43	43	43	43
28 - Newbourne Road -WB	55	55	57	54	56
29 - Eagle Way - EB	21	21	22	21	21
30 - Eagle Way - WB	13	13	13	13	13
31 - Gloster Road - NB	56	56	56	56	56
32 - Gloster Road - SB	55	55	55	55	55
33 - Barrack Square - SB	84	84	84	84	85
34 - Barrack Square - NB	100	100	100	100	100
35 - Anson Road - WB	147	175	179	165	172
36 - Anson Road - EB	45	45	45	45	46
37 - Eagle Way (J24) - EB	71	69	68	71	69
38 - Eagle Way (J24) - WB	44	44	44	44	44
39 - Main Road - EB	66	66	66	66	66
40 - Main Road - WB	78	79	79	79	79
41 - A1214 Main road - EB	70	70	70	71	71
42 - A1214 Main road - WB	51	51	51	51	51
43 - B1438 - WB	59	61	61	61	61
44 - B1438 - EB	50	50	50	50	50
45 - B1079 (East) - WB	54	91	79	84	85
46 - B1079 (East) - EB	30	30	30	30	30
47 - B1079 (West)- WB	33	33	33	33	33
48 - B1079 (West)- EB	41	43	43	42	43
49 - A1152 - WB	50	51	51	51	51
50 - A1152 - EB	49	49	49	49	49
72 - J22 - J22B - NB	44	45	44	44	44
73 - J22B - J23 - NB	45	46	45	45	45
J22-J23 NB (FY)	89	90	90	90	89
70 - J23 - J22B - SB	60	61	61	61	61
71 - J22B - J22 - SB	44	46	46	46	46
J23-J22 SB (FY)	105	108	107	107	107

Queue Comparison Graphs
17:00-18:00

J28

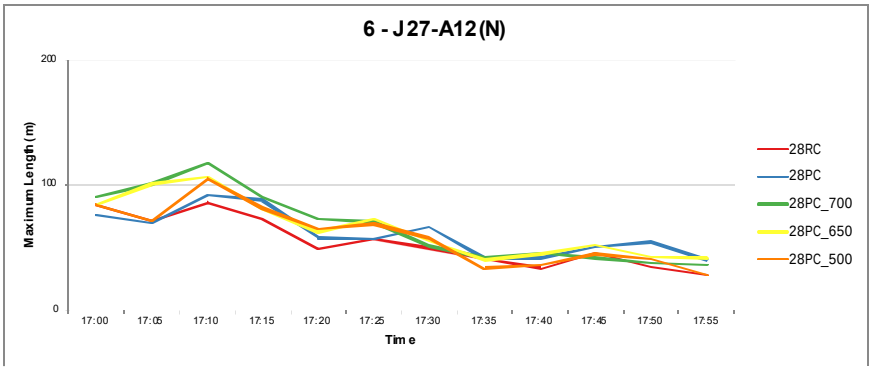


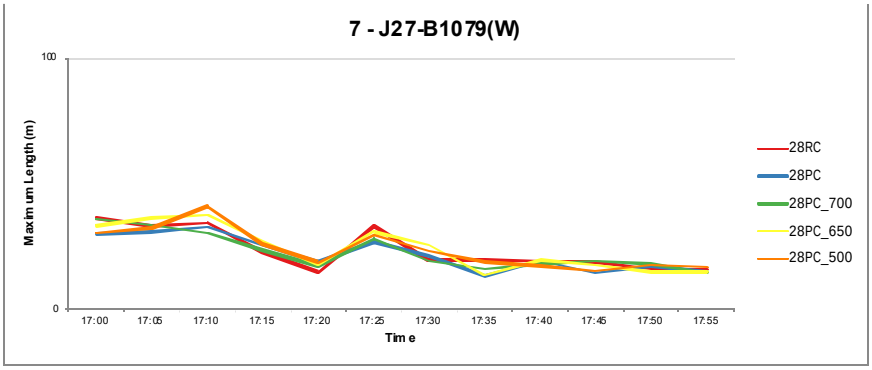


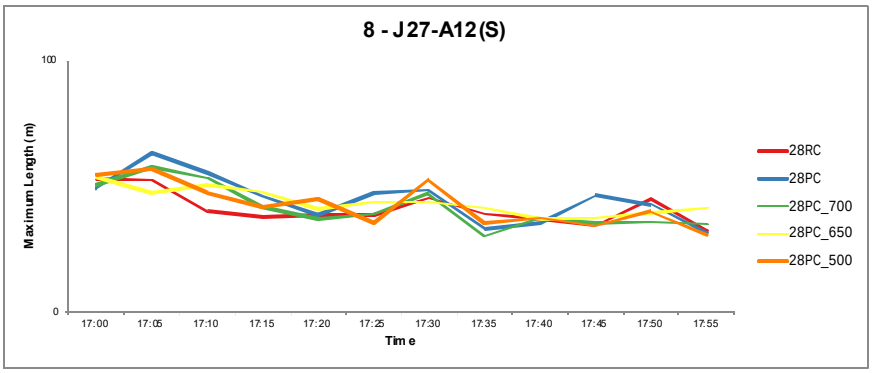


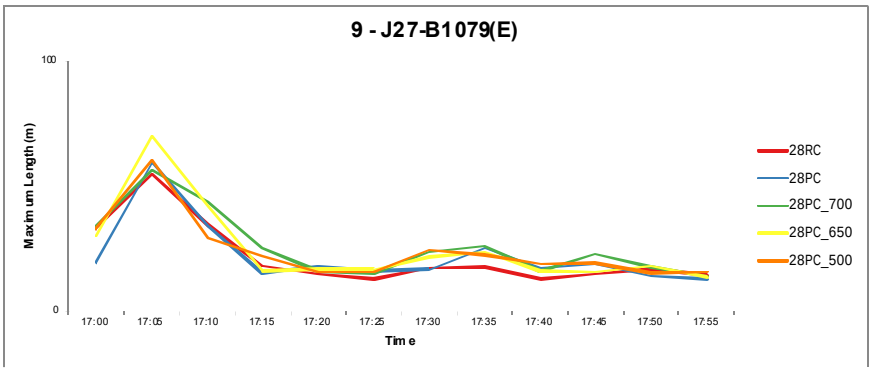
Queue Comparison Graphs
17:00-18:00

J27



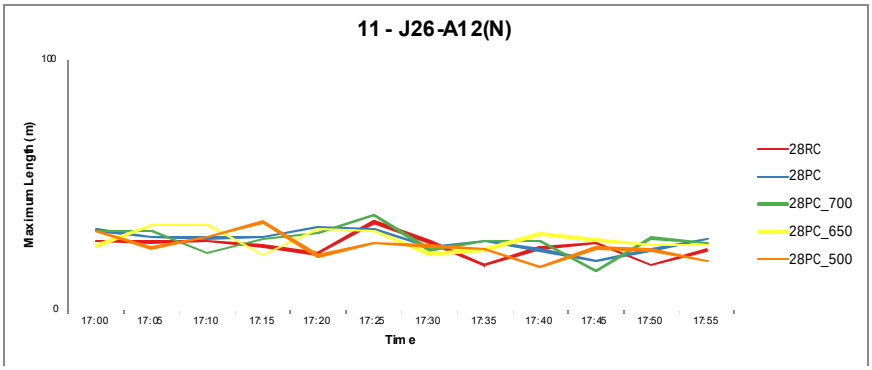


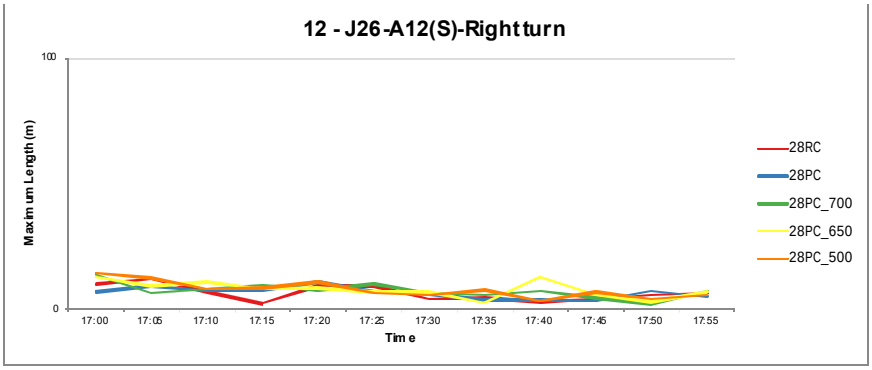


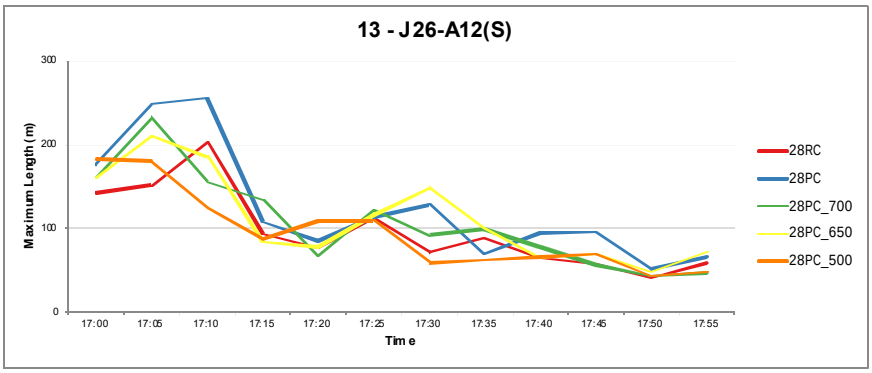


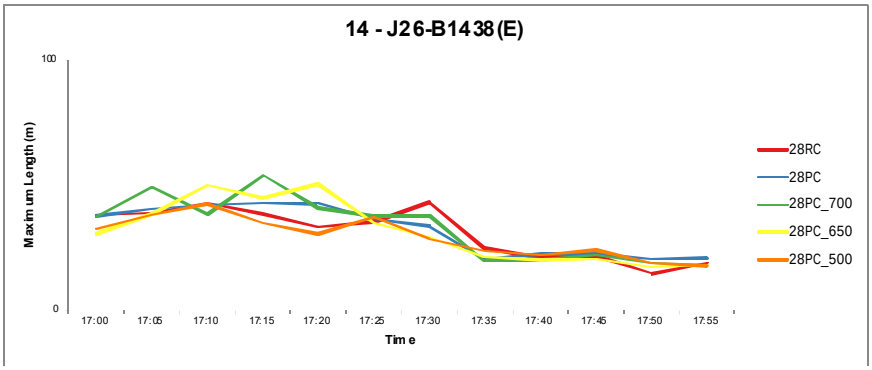
Queue Comparison Graphs
17:00-18:00

J26



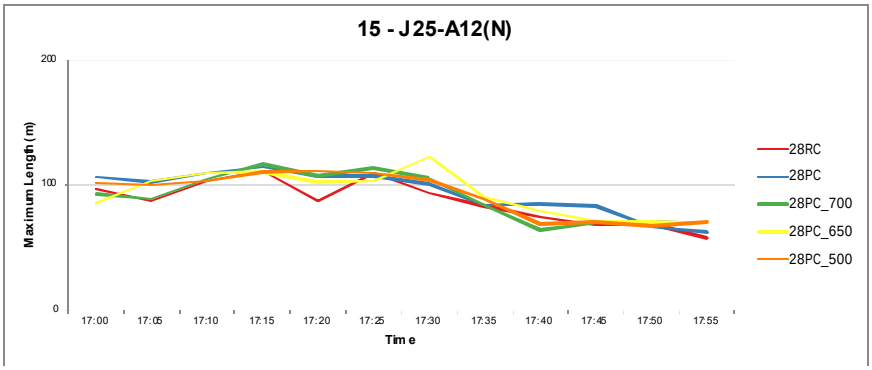


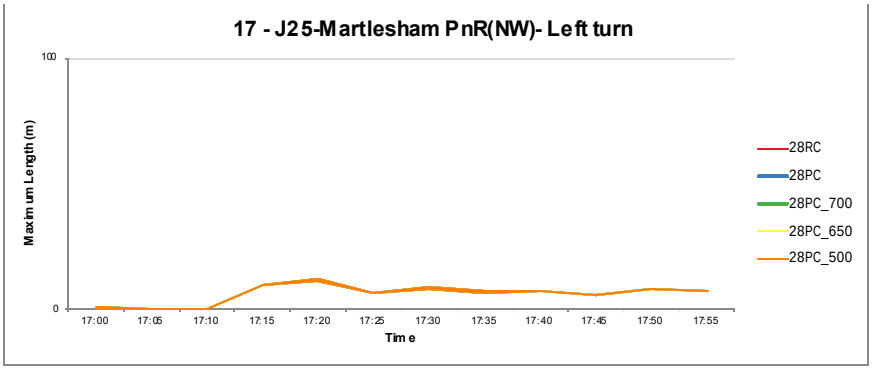


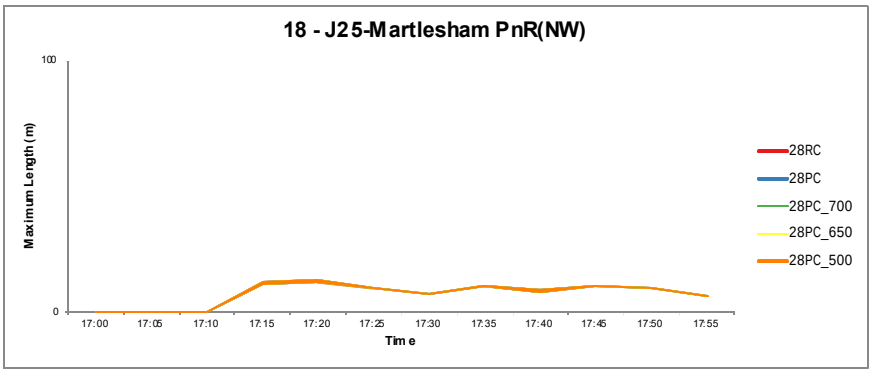


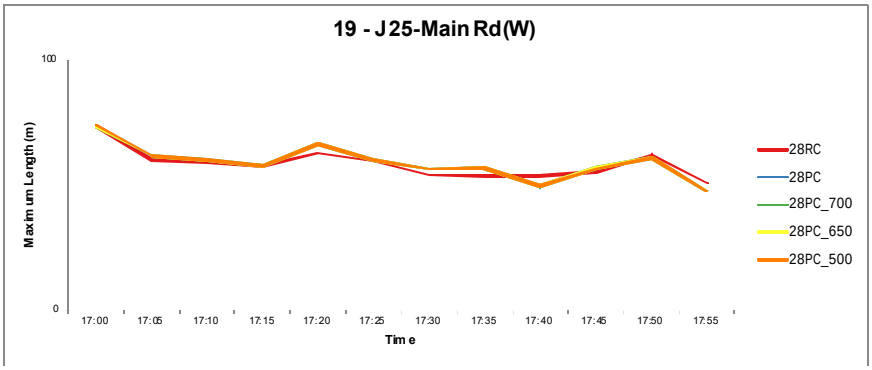
Queue Comparison Graphs
17:00-18:00

J25



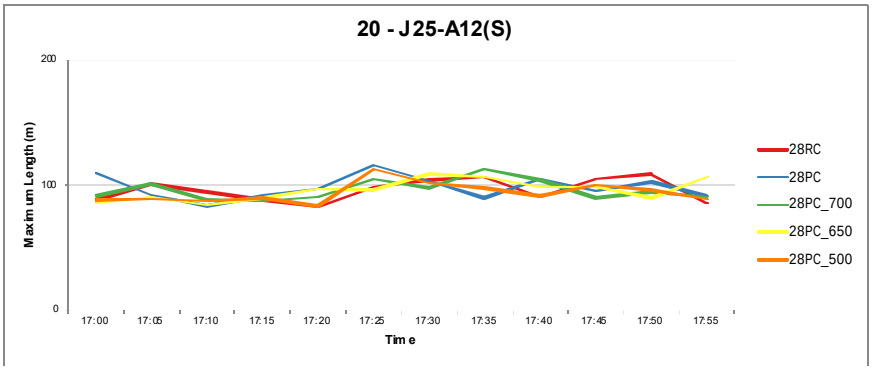


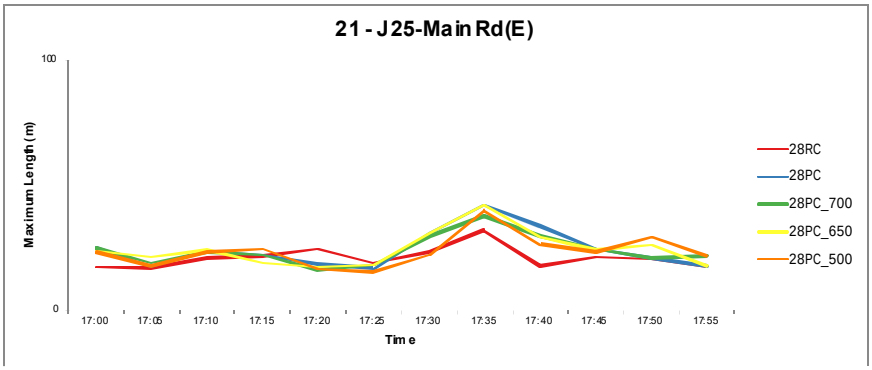




Queue Comparison Graphs
17:00-18:00

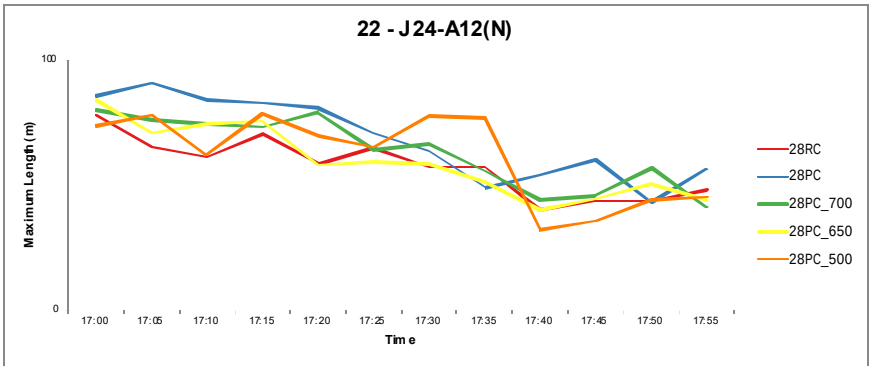
J25

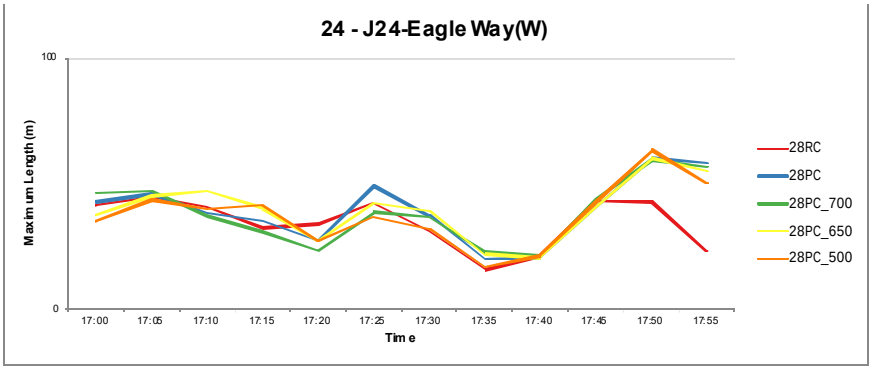


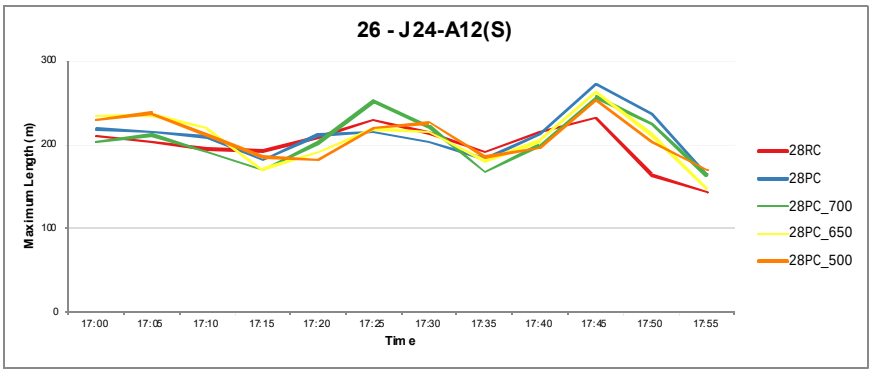


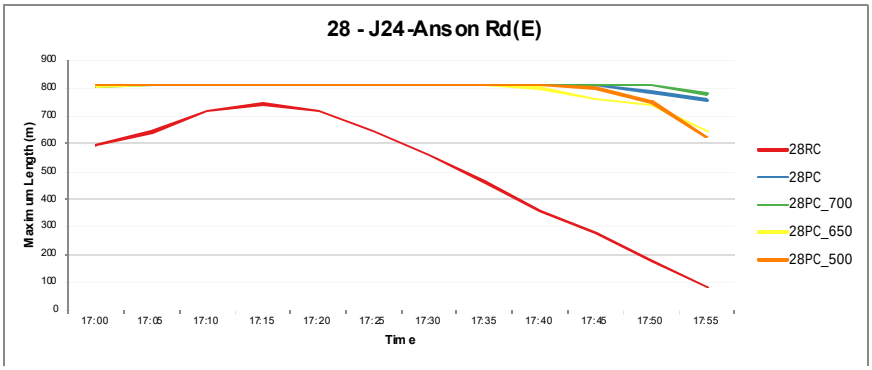
Queue Comparison Graphs
17:00-18:00

J24



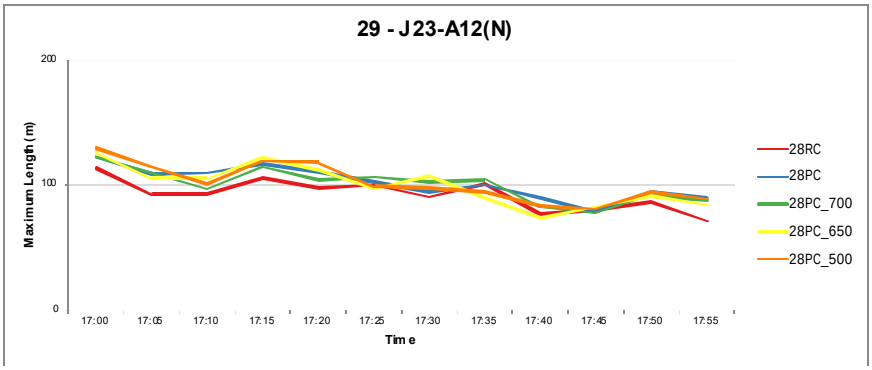


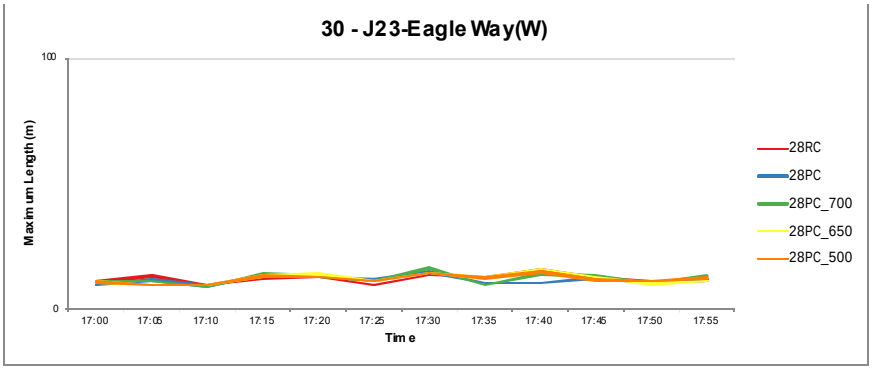


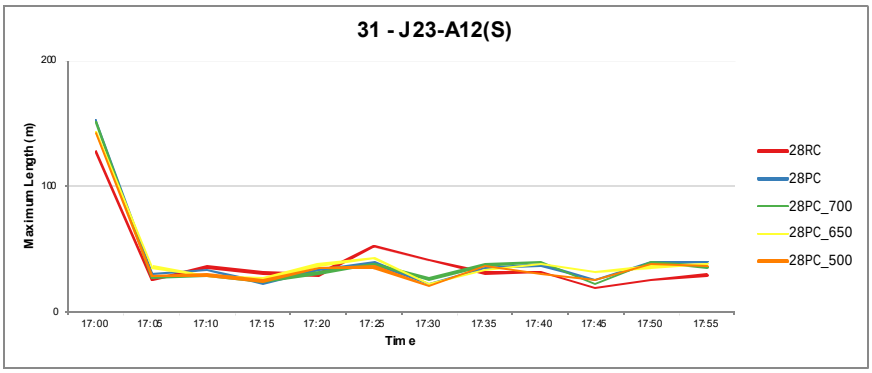


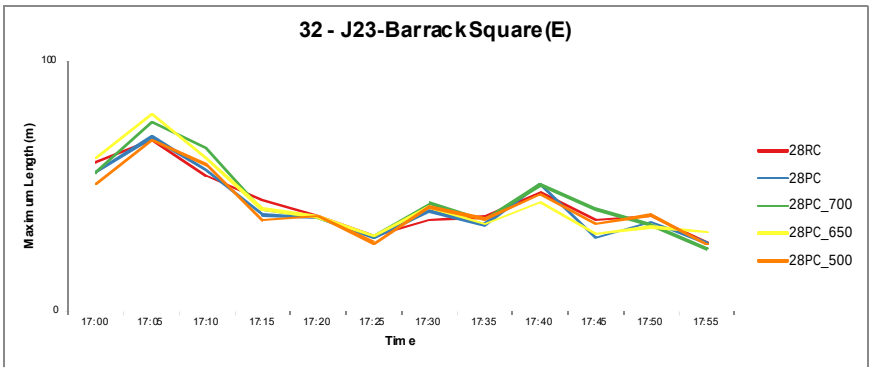
Queue Comparison Graphs
17:00-18:00

J23



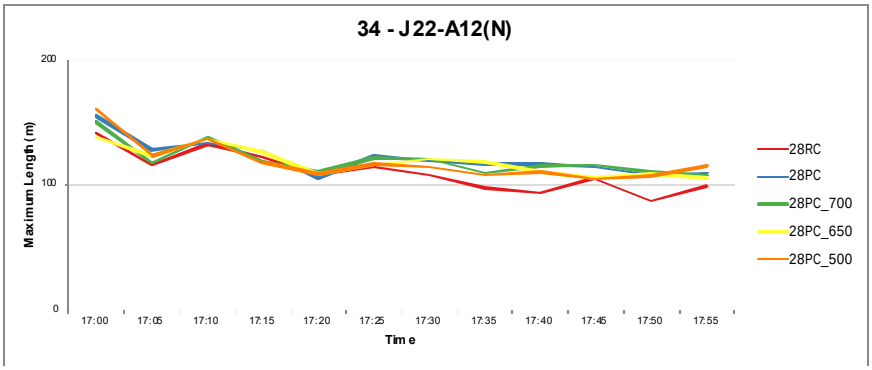


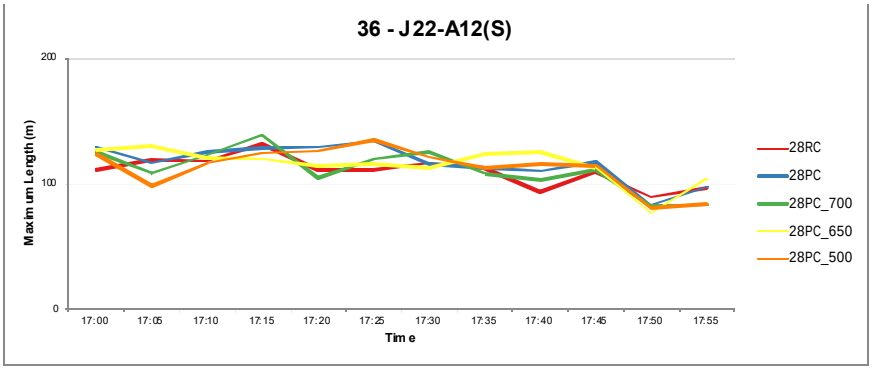


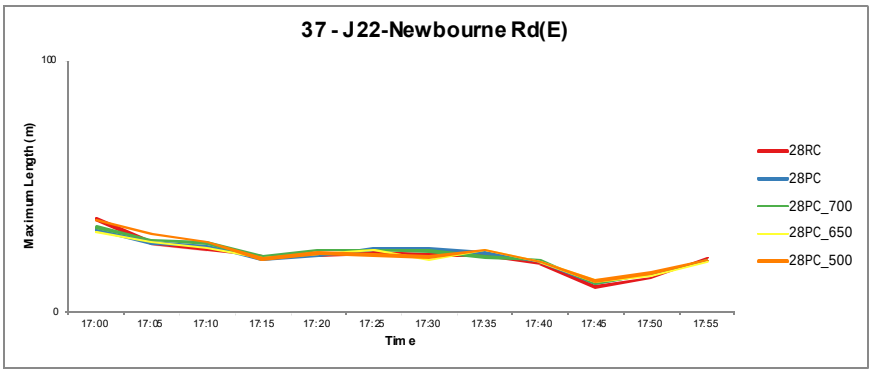


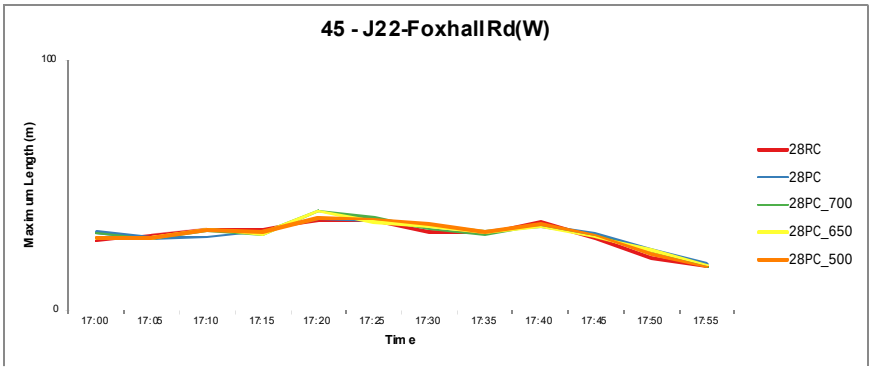
Queue Comparison Graphs
17:00-18:00

J22



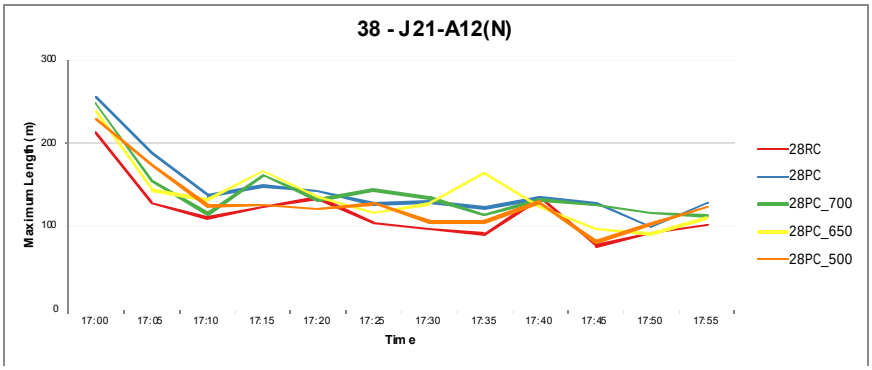


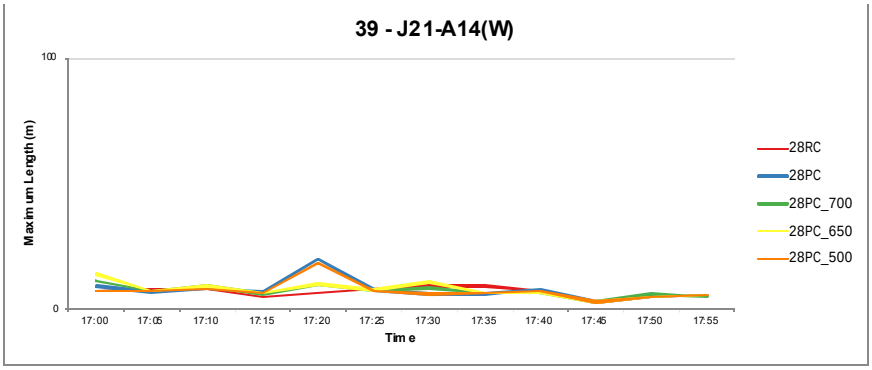


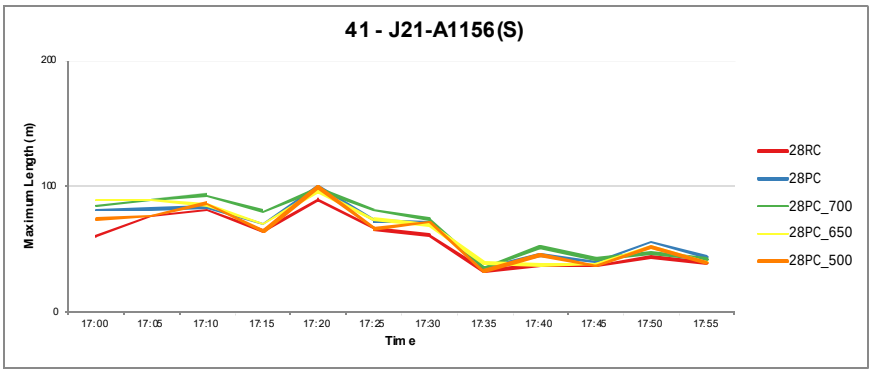


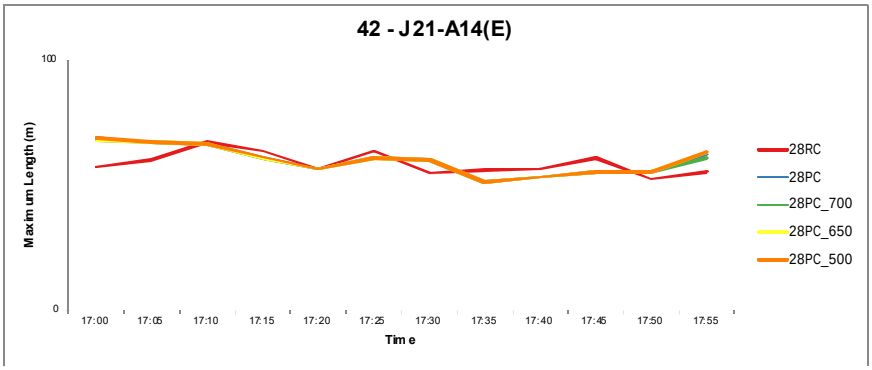
Queue Comparison Graphs
17:00-18:00

J21



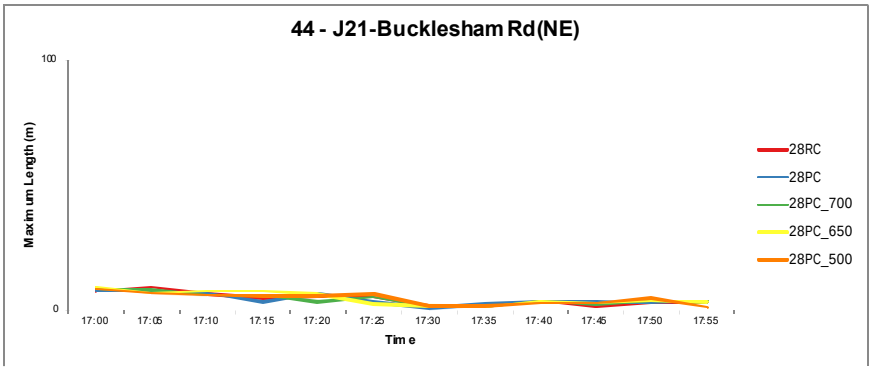






Queue Comparison Graphs
17:00-18:00

J21



Queue Comparison
17:00-18:00
Maximum Length Summary
Maximum Length (m)

	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J28-A12(N)	53.4	65.2	69.1	59.7	61.5
2 - J28-A12(S)	82.3	87.5	71.0	73.7	79.4
3 - J28-A1152(E)	59.5	69.2	68.7	60.5	77.2
6 - J27-A12(N)	85.9	91.6	117.1	106.3	105.1
7 - J27-B1079(W)	36.6	32.9	36.1	37.6	41.1
8 - J27-A12(S)	53.0	63.5	58.0	54.0	57.2
9 - J27-B1079(E)	54.8	59.3	56.4	70.2	60.3
11 - J26-A12(N)	35.2	33.0	38.0	34.0	35.1
12 - J26-A12(S)-Right turn	12.0	10.9	13.9	13.1	14.6
13 - J26-A12(S)	203.1	256.6	233.0	211.2	182.9
14 - J26-B1438(E)	43.1	42.8	54.3	50.5	42.5
15 - J25-A12(N)	111.4	114.1	116.5	122.3	111.4
17 - J25-Martlesham PnR(NW)- Left turn	11.7	11.7	11.7	11.7	11.7
18 - J25-Martlesham PnR(NW)	12.3	12.3	12.3	12.3	12.3
19 - J25-Main Rd(W)	73.6	73.5	73.5	73.5	74.0
20 - J25-A12(S)	108.7	115.8	112.7	108.7	112.6
21 - J25-Main Rd(E)	31.8	42.0	37.4	41.9	39.7
22 - J24-A12(N)	77.9	90.5	79.9	83.8	78.3
24 - J24-Eagle Way(W)	45.0	60.3	59.7	60.3	63.6
26 - J24-A12(S)	232.4	273.2	257.1	263.3	253.1
28 - J24-Anson Rd(E)	741.2	812.4	811.7	810.8	812.0
29 - J23-A12(N)	113.2	122.3	122.7	125.9	129.6
30 - J23-Eagle Way(W)	15.6	14.8	16.5	16.2	14.9
31 - J23-A12(S)	128.2	152.3	151.7	143.7	142.6
32 - J23-Barrack Square(E)	68.3	69.8	75.7	78.8	68.3
34 - J22-A12(N)	141.6	155.3	150.4	137.9	160.1
36 - J22-A12(S)	132.0	134.4	139.1	130.1	135.4
37 - J22-Newbourne Rd(E)	37.2	32.7	33.8	32.0	36.6
45 - J22-Foxhall Rd(W)	36.0	36.6	39.9	39.9	36.8
38 - J21-A12(N)	212.7	254.8	247.0	237.6	228.7
39 - J21-A14(W)	9.5	20.2	11.5	14.2	18.4
41 - J21-A1156(S)	90.0	99.6	98.2	96.7	99.7
42 - J21-A14(E)	67.4	68.7	67.8	67.8	69.1
44 - J21-Bucklesham Rd(NE)	9.2	8.0	8.4	9.3	8.6

Queue Comparison
17:00-18:00
Average Length Summary
Maximum Length (m)

	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J28-A12(N)	42.0	49.8	50.6	48.6	47.4
2 - J28-A12(S)	40.9	49.0	48.0	46.3	48.7
3 - J28-A1152(E)	33.9	38.9	36.7	38.2	39.4
6 - J27-A12(N)	54.2	61.1	66.2	65.1	59.5
7 - J27-B1079(W)	23.7	22.2	23.0	24.3	24.0
8 - J27-A12(S)	41.3	45.0	41.8	43.8	42.7
9 - J27-B1079(E)	21.8	22.3	26.0	25.1	24.4
11 - J26-A12(N)	25.3	27.8	27.7	28.0	25.3
12 - J26-A12(S)-Right turn	6.5	6.6	7.5	7.9	8.0
13 - J26-A12(S)	96.8	124.7	107.4	111.8	95.1
14 - J26-B1438(E)	31.0	31.9	32.9	31.4	29.2
15 - J25-A12(N)	86.6	94.1	90.4	93.1	92.1
17 - J25-Martlesham PnR(NW)- Left turn	6.1	6.1	6.1	6.1	6.1
18 - J25-Martlesham PnR(NW)	7.2	7.2	7.2	7.2	7.2
19 - J25-Main Rd(W)	58.6	58.9	58.9	58.9	59.0
20 - J25-A12(S)	96.2	98.2	96.2	96.1	94.0
21 - J25-Main Rd(E)	20.9	24.3	23.8	24.3	23.4
22 - J24-A12(N)	57.2	68.3	62.9	59.2	61.5
24 - J24-Eagle Way(W)	34.6	39.7	38.9	39.9	37.7
26 - J24-A12(S)	200.2	210.8	205.6	208.1	208.7
28 - J24-Anson Rd(E)	497.9	803.5	806.9	785.0	788.7
29 - J23-A12(N)	92.0	101.4	100.0	99.5	101.6
30 - J23-Eagle Way(W)	12.2	11.7	12.3	12.3	12.2
31 - J23-A12(S)	40.1	42.5	42.1	43.0	40.4
32 - J23-Barrack Square(E)	43.2	42.1	44.6	43.9	42.1
34 - J22-A12(N)	110.4	121.4	119.8	118.2	118.6
36 - J22-A12(S)	110.2	116.9	111.4	115.6	113.0
37 - J22-Newbourne Rd(E)	22.4	22.7	22.9	22.2	23.2
45 - J22-Foxhall Rd(W)	29.9	30.5	30.5	30.5	30.4
38 - J21-A12(N)	117.2	144.9	140.7	137.3	129.1
39 - J21-A14(W)	6.9	7.8	7.2	7.8	7.4
41 - J21-A1156(S)	57.5	65.2	68.3	65.2	62.2
42 - J21-A14(E)	58.7	59.9	59.6	59.8	60.0
44 - J21-Bucklesham Rd(NE)	4.5	4.6	4.4	4.8	4.6

Journey Time Table
17:00-18:00
All 2028

Route Names	28RC	28PC	28PC_700	28PC_650	28PC_500
1 - J21 - J22 - NB	118	120	120	120	120
2 - J22 - J23 - NB	86	87	87	87	87
3 - J23 - J24 - NB	73	76	76	77	76
4 - J24 - J25 - NB	50	51	51	51	50
5 - J25 - J26 - NB	128	131	130	131	129
6 - J26 - J27 - NB	90	91	90	91	90
7 - J27 - J28 - NB	97	98	97	97	97
8 - J28 - A12- NB	136	136	136	136	136
51 - A12 NB	781	795	790	792	787
9 - A12 - J28 - SB	123	128	127	127	126
10 - J28 - J27 - SB	93	93	94	94	93
11 - J27 - J26 - SB	91	93	93	93	93
12 - J26 - J25 - SB	120	122	121	121	121
13 - J25 - J24 - SB	35	36	36	35	35
14 - J24 - J23 - SB	51	53	53	53	53
15 - J23 - J22 - SB	102	104	104	104	103
16 - J22 - J21 - SB	131	135	134	134	134
52 - A12 SB	748	770	766	764	762
17 - A14 WB upto Offslip	153	154	154	154	154
18 - A14 EB from Onslip	120	121	121	121	120
19 - A14 WB from Onslip	84	85	85	85	84
20 - A14 EB upto Offslip	91	91	91	91	91
21 - Felixstowe - SB	102	102	102	102	102
22 - Felixstowe - NB	122	125	126	126	124
23 - Bucklesham Road - NB	62	62	62	62	62
24 - Bucklesham Road - SB	67	67	68	68	67
26 - Foxhall road - WB	91	91	91	91	91
25 - Foxhall road - EB	92	92	92	92	92
27 - Newbourne Road -EB	43	43	43	43	43
28 - Newbourne Road -WB	50	50	51	50	51
29 - Eagle Way - EB	21	21	22	22	22
30 - Eagle Way - WB	13	13	13	13	13
31 - Gloster Road - NB	55	55	55	55	55
32 - Gloster Road - SB	53	53	53	53	53
33 - Barrack Square - SB	85	84	84	84	84
34 - Barrack Square - NB	94	94	94	94	94
35 - Anson Road - WB	123	161	160	160	156
36 - Anson Road - EB	45	45	45	45	45
37 - Eagle Way (J24) - EB	100	114	114	112	112
38 - Eagle Way (J24) - WB	44	44	44	44	44
39 - Main Road - EB	67	67	67	67	67
40 - Main Road - WB	79	81	81	81	80
41 - A1214 Main road - EB	67	67	67	67	67
42 - A1214 Main road - WB	51	51	51	51	51
43 - B1438 - WB	57	57	58	57	57
44 - B1438 - EB	50	50	50	50	50
45 - B1079 (East) - WB	38	39	41	42	40
46 - B1079 (East) - EB	30	30	30	30	30
47 - B1079 (West)- WB	33	33	33	33	33
48 - B1079 (West)- EB	40	40	40	41	41
49 - A1152 - WB	49	50	50	50	50
50 - A1152 - EB	49	49	49	49	49
72 - J22 - J22B - NB	45	45	45	45	45
73 - J22B - J23 - NB	41	42	42	42	42
J22-J23 NB (FY)	86	87	87	87	87
70 - J23 - J22B - SB	59	60	60	60	60
71 - J22B - J22 - SB	43	44	44	43	43
J23-J22 SB (FY)	102	104	104	104	103

Overall Network Statistics
AM (6:00 -9:00) , PM (15:00 -18:00)
All 2028

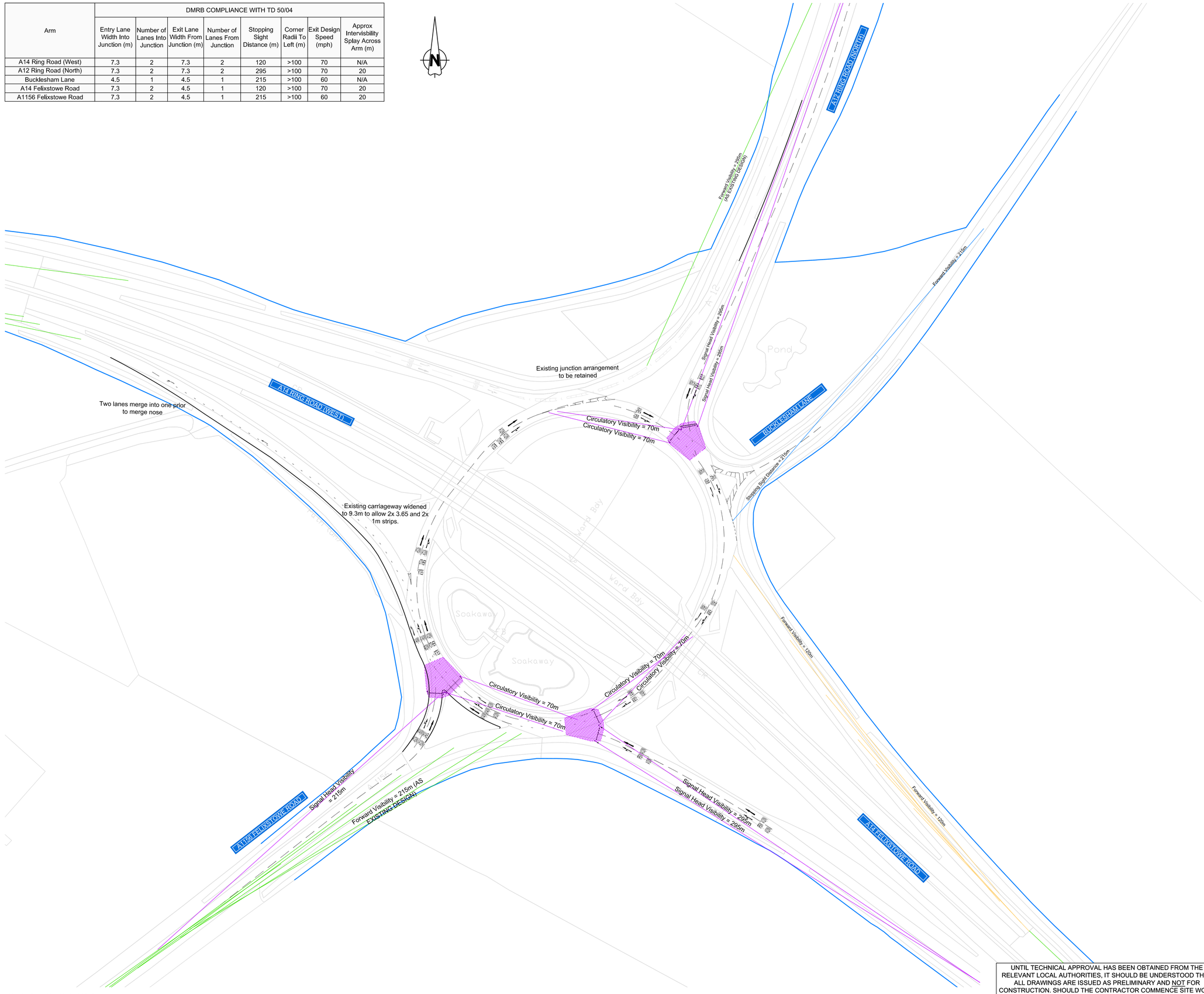
Overall Network Statistics	AM (6:00 -9:00)					PM (15:00 -18:00)				
	2028RC	2028PC	2028_700HGV	2028_650HGV	2028_500HGV	2028RC	2028PC	2028_700HGV	2028_650HGV	2028_500HGV
Total Time taken (s)	9695031	10357793	10249112	10242904	10177289	13490788	14327711	14222067	14172359	14126851
Total Time taken (h)	2693	2877	2847	2845	2827	3747	3980	3951	3937	3924
Total Distance (km)	175572	183273	182676	182468	182069	231152	237519	236824	236695	236295
Total Vehicles	26625	27359	27272	27253	27206	36460	36995	36953	36937	36904
Total Delay (s)	2013959	2330742	2253957	2258098	2213536	3269462	3816477	3746002	3702676	3677716
Total Delay (h)	559	647	626	627	615	908	1060	1041	1029	1022
Avg Speed (mph)	41	40	40	40	40	38	37	37	37	37
Avg Delay /Vehicle (s)	76	85	83	83	81	90	103	101	100	100

Appendix E

JUNCTION MITIGATION DESIGNS

Original Drawing Size A1

Arm	DMRB COMPLIANCE WITH TD 50/04							
	Entry Lane Width Into Junction (m)	Number of Lanes Into Junction	Exit Lane Width From Junction (m)	Number of Lanes From Junction	Stopping Sight Distance (m)	Corner Radii To Left (m)	Exit Design Speed (mph)	Approx Intervisbility Splay Across Arm (m)
A14 Ring Road (West)	7.3	2	7.3	2	120	>100	70	N/A
A12 Ring Road (North)	7.3	2	7.3	2	295	>100	70	20
Bucklesham Lane	4.5	1	4.5	1	215	>100	60	N/A
A14 Felixstowe Road	7.3	2	4.5	1	120	>100	70	20
A1156 Felixstowe Road	7.3	2	4.5	1	215	>100	60	20



Construction Design and Management (CDM)
Key Residual Risks
Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

1) Overhead and underground services
2) Street Lighting Cables
3) Working adjacent to water courses and flood plain
4) Soft ground conditions
5) Working adjacent to live highways and railway line
6) Unchartered services
7) Existing buildings with potential asbestos hazards

NOTES:

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. The junctions, roundabouts and links have been designed in accordance with the following DMRB standards:
   - TA 23/81: Junctions and Accesses - Determination of Size of Roundabouts and Major-Minor Junctions
   - TA 90/05: The Geometric Design of Pedestrian, Cycle and Equestrian Routes;
   - TA 91/05: Provision for Non-Motorised Users;
   - TD 9/93: Highway Link Design;
   - TD 50/04: The Geometric Layout of Signal-controlled Junctions and Signalized Roundabouts;
   - Traffic Advisory Leaflet 3/03: Equestrian Crossings.

KEY:

- Assumed Highway Boundary
- Signal Head Visibility
- Traffic Signal Head
- High-mast Traffic Signal Head
- Intersignal Visibility
- Forward Visibility on Exit
- Forward Visibility on Entry

F	Widening of A14 (west) off-slip	GG	DN	DN 13.09.17
E	Amendments to kerb and road signs	GG	DN	DN 25.08.17
D	Amendments to reflect traffic modelling.	MDM	LW	PAB 26.06.17
C	Amendments as per Road Safety Audit.	MDM	LW	PAB 12.06.17
B	Amendments as per client's requests.	MDM	LW	PAB 10.03.17
A	Amendments as per client's requests.	MDM	LW	PAB 19.10.16
-	First Issue	-	-	- 19.10.16

Brookbanks
6150 Knights Court Solihull Parkway Birmingham B37 7WY
Tel (0121) 329 4330 Fax (0121) 329 4331
www.brookbanks.com

Carlyle Land Ltd and Commercial Estates Group

Land South and East of Adastral Park, Ipswich

Off-site Highway Mitigation: A14 Roundabout Signalisation

Status		Status Date
Approval		Oct 2016
Drawn	Checked	Date
MDM	LW	19.10.2016
Scale	Number	Rev
1:1000	10391-HL-11	F

0 10 20 30 40 50
METRES

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.

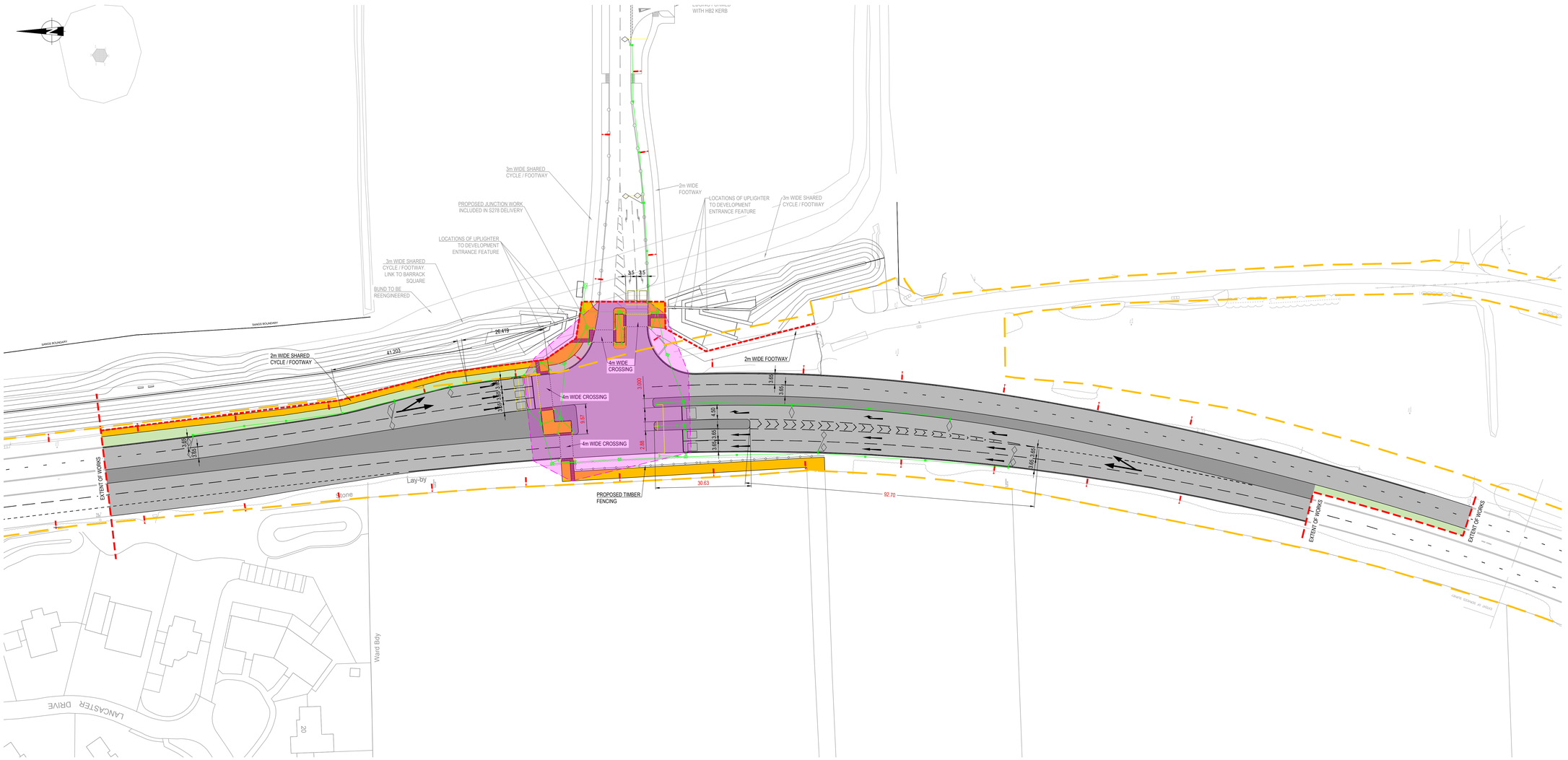
© Brookbanks Consulting Limited 2015

NOTES

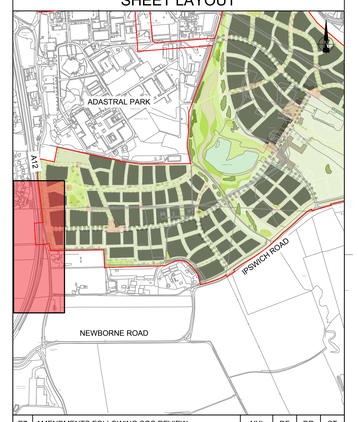
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM NEWLYN UNLESS NOTED OTHERWISE.
3. ALL COORDINATES ARE IN METRES RELATIVE TO ORDNANCE SURVEY NATIONAL GRID.
4. THE CONTRACTOR IS TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK OR PREPARING SHOP DRAWINGS.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS AND ARCHITECTS DRAWINGS AND SPECIFICATIONS.
6. FOR TRAFFIC SIGNAL DESIGN, REFER TO DRAWING 42862/2003/1205.

LEGEND

- SUFFOLK CC HIGHWAYS BOUNDARY
- S278 / S38 BOUNDARY
- JUNCTION INTERVISABILITY
- PROPOSED SPLITTER ISLAND CONSTRUCTION
- CARRIAGEWAY TO BE SURFACED TO LANDSCAPE ARCHITECTS SPECIFICATION
- CYCLEWAY / FOOTWAY TO BE SURFACED USING BUFF COLOURED ASPHALT TO LANDSCAPE ARCHITECTS SPECIFICATION
- GRASS CRETE
- VERGE / SWALE
- GRANITE SETTS (100x100mm) LAID FLUSH
- STEEL STUDS DELINEATING CYCLEWAY TO LANDSCAPE ARCHITECTS SPECIFICATION
- PROPOSED KERB LINE
- PROPOSED ROAD MARKINGS
- INTERVISIBILITY SPLAY
- VISIBILITY SPLAY TO TRAFFIC SIGNALS
- PROPOSED TIMBER KNEE RAIL TO LANDSCAPE ARCHITECTS SPECIFICATION
- PROPOSED RED BLISTER TACTILE PAVING AT CONTROLLED CROSSINGS
- NAL POLE RETENTION SOCKET
- DRAWPIT - (600 x 600 x 750mm NAL TWIN WALLED "STAKKAbox" CHAMBER WITH COMPOSITE LID AND FRAME)
- DRAWPIT (450 x 450 x 450mm NAL TWIN WALLED "STAKKAbox" CHAMBER WITH COMPOSITE LID AND FRAME)
- NAL IN-CARRIAGEWAY LOOP BOX
- VEHICLE DETECTOR LOOP AND SLOT CUTTING
- ORANGE TRAFFIC SIGNAL DUCT 6 x 100mmØ
- ORANGE TRAFFIC SIGNAL DUCT 4 x 100mmØ
- ORANGE TRAFFIC SIGNAL DUCT 1 x 100mmØ
- ELV JUNCTION CONTROLLER ON A NAL CABINET BASE WITH AN INSPECTION CHAMBER IN FRONT
- PROPOSED STREET LIGHTING COLUMN



SHEET LAYOUT



Mark	Revision	Date	Drawn	Chkd	Appd
P7	AMENDMENTS FOLLOWING SCC REVIEW	NYI	DF	DR	ST
P6	FURTHER UPDATED AS PER RMA COMMENTS	23/11/18	DF	DR	ST
P5	FURTHER UPDATED AS PER RMA COMMENTS	22/08/18	CAC	ST	MB
P4	FURTHER UPDATED AS PER RMA COMMENTS	17/08/18	JK	ST	MB
P3	REISSUED FOR RMA	10/08/18	CC	ST	ST
P2	RMA ISSUE	29/06/18	CAC	ST	ST
P1	PRELIMINARY ISSUE	25/05/18	CAC	ST	MB

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

PRELIMINARY

BRIGHTWELL LAKES, IPSWICH
SECTION 278
A12 ACCESS SIGNALISED JUNCTION
GENERAL ARRANGEMENT

Client

CARLYLE LAND LIMITED

Date of 1st Issue	Designed	Drawn
27.06.2018	SC	CAC
A0 Scale	Checked	Approved
1:500	ST	ST

Drawing Number: 42862/2003/101 Revision: P6

pba peterbrett
Offices throughout the UK and Europe
www.peterbrett.com

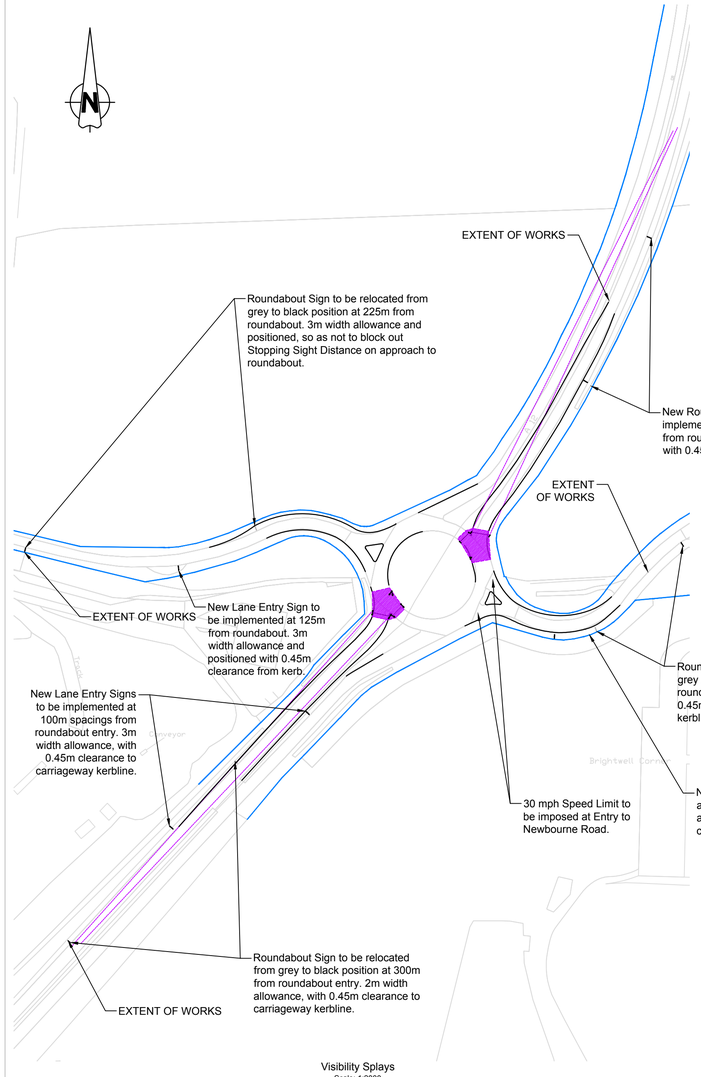
© Peter Brett Associates LLP

CAMBRIDGE
Tel: 01223 882 000

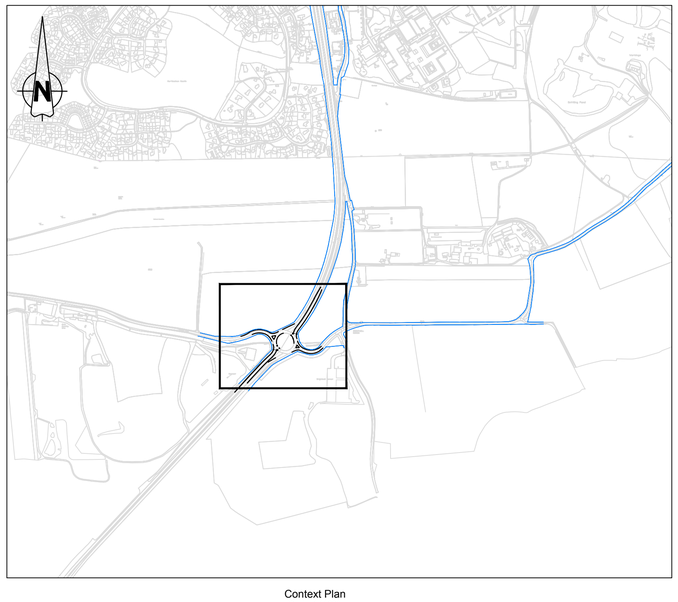
Reproduced from/based upon Ordnance Survey material with the permission of Ordnance Survey ® on behalf of The Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence No. 100021575 Year of Publication 2011 Owner/Purchaser of Mapping PBA LLP

user name: daniel reynolds
File Location: j:\42862 - brightwell lakes, ipswich\cad\dwgs\2003_civ_s278 off site roads\42862-2003-101_s278 a12 access signalised junction general arrangement.dwg

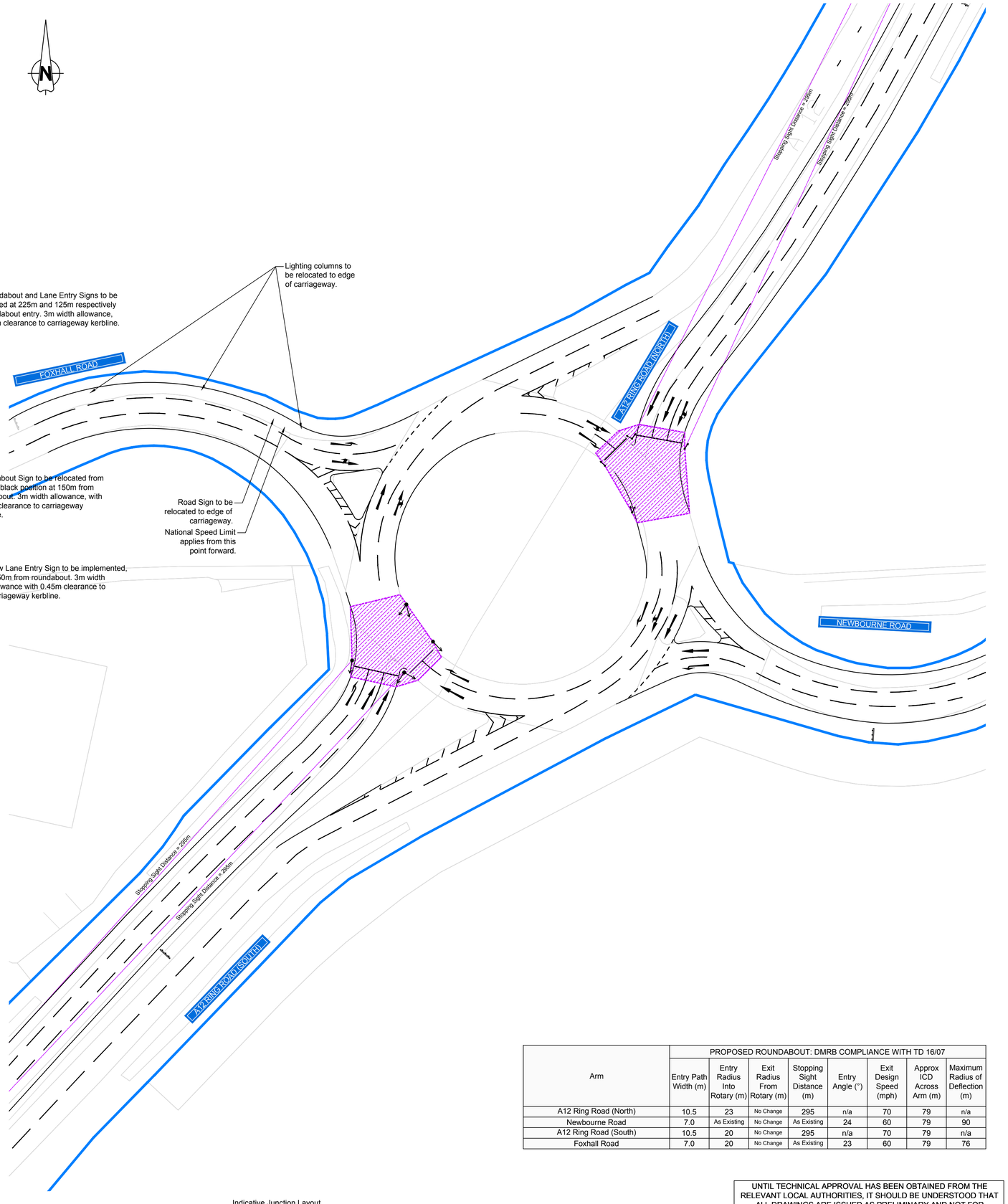
Original Drawing Size A1



Visibility Splays
Scale: 1:2000



Context Plan
Scale: 1:10000



Indicative Junction Layout
Scale: 1:500

Arm	PROPOSED ROUNDABOUT: DMRB COMPLIANCE WITH TD 16/07							
	Entry Path Width (m)	Entry Radius Into Rotary (m)	Exit Radius From Rotary (m)	Stopping Sight Distance (m)	Entry Angle (°)	Exit Design Speed (mph)	Approx ICD Across Arm (m)	Maximum Radius of Deflection (m)
A12 Ring Road (North)	10.5	23	No Change	295	n/a	70	79	n/a
Newbourne Road	7.0	As Existing	No Change	As Existing	24	60	79	90
A12 Ring Road (South)	10.5	20	No Change	295	n/a	70	79	n/a
Foxhall Road	7.0	20	No Change	As Existing	23	60	79	76

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.

© Brookbanks Consulting Limited 2015

Construction Design and Management (CDM)
Key Residual Risks
Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

1) Overhead and underground services
2) Street Lighting Cables
3) Working adjacent to water courses and flood plain
4) Soft ground conditions
5) Working adjacent to live highways and railway line
6) Unchartered services
7) Existing buildings with potential asbestos hazards

NOTES:

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. The junctions, roundabouts and links have been designed in accordance with the following DMRB standards:
   - TA 23/81: Junctions and Accesses - Determination of Size of Roundabouts and Major-Minor Junctions
   - TD 16/07: The Geometric Design of Roundabouts.
   - TD 9/93: Highway Link Design;
   - TD 50/04 The Geometric Layout of Signal Controlled Junctions and Signalised Roundabouts

KEY:

- Site Boundary
- Highway Boundary
- Stopping Sight Distance on Approach
- Junction Intervisibility
- Signal Head

A	Road Markings amended	GG	DN	DN 21.11.17
-	First Issue	-	-	- 09.11.17

Brookbanks
6150 Knights Court Solihull Parkway Birmingham B37 7WY
Tel (0121) 329 4330 Fax (0121) 329 4331
www.brookbanks.com

Carlyle Land Ltd and
Commercial Estates Group

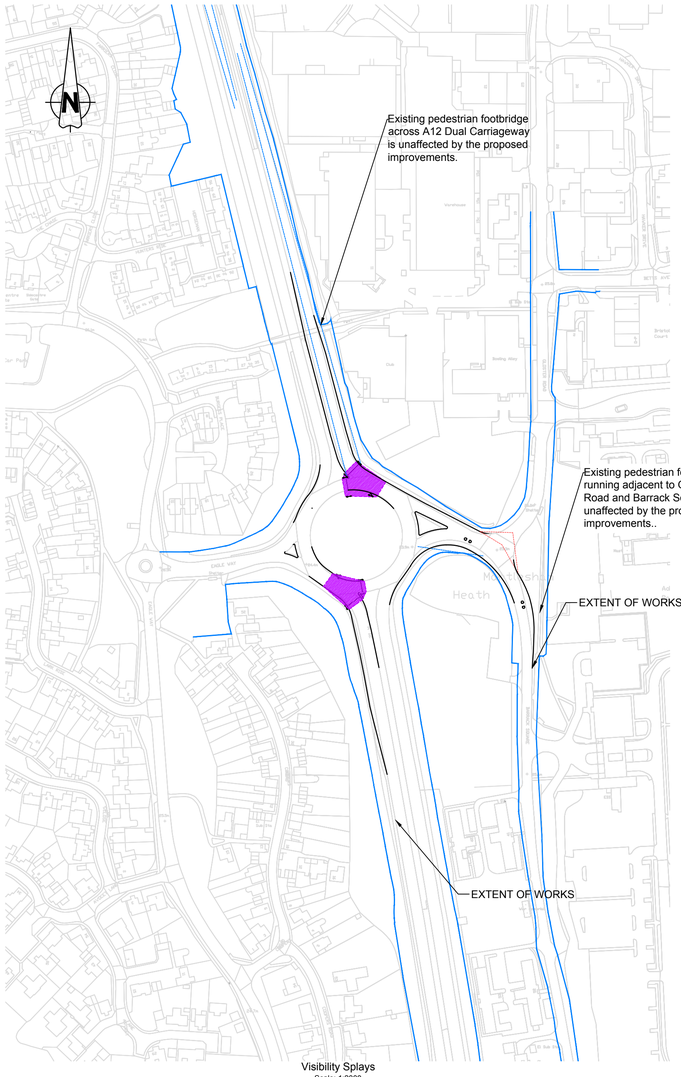
Land South and East of
Adastral Park, Ipswich

Off-site Mitigation
Foxhall Roundabout
SCC Highways Proposal

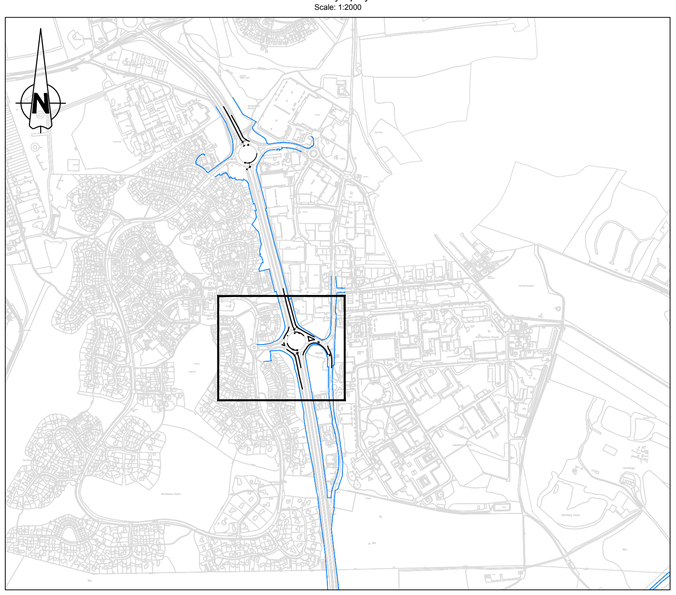
Status	Status Date
Approval	November 2017
Drawn: DPN	Checked: LW	Date: 09.11.2017
Scale: As Shown	Number: 10391-HL-40	Rev: A

0 10 20 30 40 50
METRES

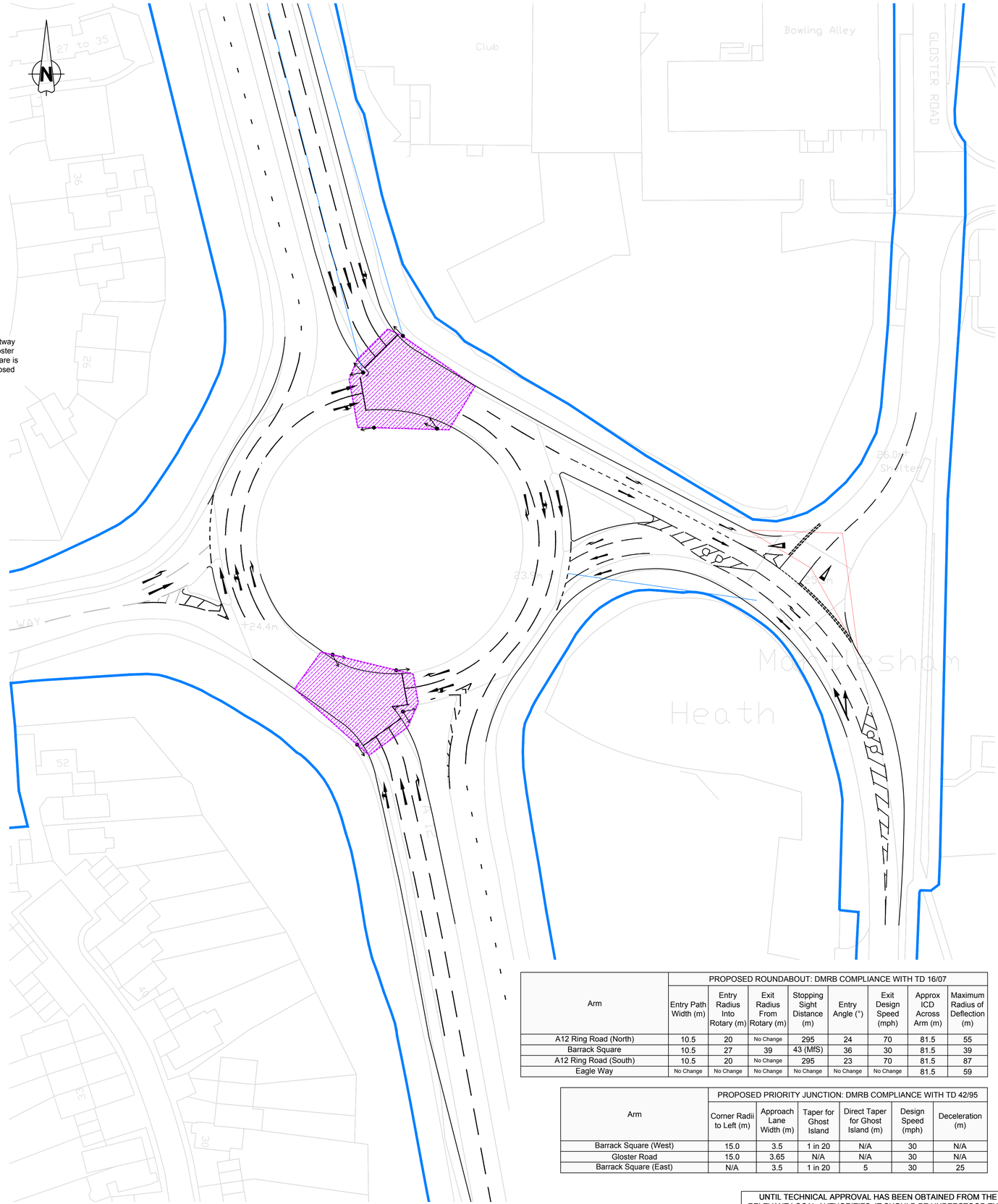
Original Drawing Size A1



Visibility Splays
Scale: 1:2000



Context Plan
Scale: 1:10000



Indicative Junction Layout
Scale: 1:500

Arm	PROPOSED ROUNDABOUT: DMRB COMPLIANCE WITH TD 16/07							
	Entry Path Width (m)	Entry Radius Into Rotary (m)	Exit Radius From Rotary (m)	Stopping Sight Distance (m)	Entry Angle (°)	Exit Design Speed (mph)	Approx ICD Across Arm (m)	Maximum Radius of Deflection (m)
A12 Ring Road (North)	10.5	20	No Change	295	24	70	81.5	55
Barrack Square	10.5	27	39	43 (MfS)	36	30	81.5	39
A12 Ring Road (South)	10.5	20	No Change	295	23	70	81.5	87
Eagle Way	No Change	No Change	No Change	No Change	No Change	No Change	81.5	59

Arm	PROPOSED PRIORITY JUNCTION: DMRB COMPLIANCE WITH TD 42/95					
	Corner Radii to Left (m)	Approach Lane Width (m)	Taper for Ghost Island	Direct Taper for Ghost Island (m)	Design Speed (mph)	Deceleration (m)
Barrack Square (West)	15.0	3.5	1 in 20	N/A	30	N/A
Gloster Road	15.0	3.65	N/A	N/A	30	N/A
Barrack Square (East)	N/A	3.5	1 in 20	5	30	25

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.

Construction Design and Management (CDM)
Key Residual Risks

Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

1) Overhead and underground services
2) Street Lighting Cables
3) Working adjacent to water courses and flood plain
4) Soft ground conditions
5) Working adjacent to live highways and railway line
6) Unchartered services
7) Existing buildings with potential asbestos hazards

NOTES:

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. The junctions, roundabouts and links have been designed in accordance with the following DMRB standards:
   - TA 23/81: Junctions and Accesses - Determination of Size of Roundabouts and Major-Minor Junctions
   - TD 16/07: The Geometric Design of Roundabouts.
   - TD 9/93: Highway Link Design;
   - TD 50/04 The Geometric Layout of Signal Controlled Junctions and Signalised Roundabouts

KEY:

- Site Boundary
- Highway Boundary
- Stopping Sight Distance on Approach
- Junction Intervisibility
- Signal Head

F	Road markings amended	GG	DN	DN 21.11.17
E	Amended to SCC proposal	GG	DN	DN 10.11.17
D	Amendments to circulatory carriageway and barack square junction	GG	DN	DN 13.09.17
C	Amendments for traffic modelling.	MDM	LW	PAB 26.06.17
B	Further amendments for deflection.	MDM	DN	PAB 15.06.17
A	Amendments as per client's requests.	MDM	LW	PAB 03.03.17
-	First Issue	-	-	- 28.02.17

Brookbanks
6150 Knights Court Solihull Parkway Birmingham B37 7WY
Tel (0121) 329 4330 Fax (0121) 329 4331
www.brookbanks.com

Carlyle Land Ltd and
Commercial Estates Group

Land South and East of
Adastral Park, Ipswich

Off-site Highway Mitigation:
Adastral Park Roundabout
and Gloster Road Mitigation

Status	Status Date
Approval	Feb 2017
Drawn: MDM	Checked: LW	Date: 28.02.2017
Scale: As Shown	Number: 10391-HL-23	Rev: F

0 10 20 30 40 50
METRES

© Brookbanks Consulting Limited 2015

Appendix F

SIZEWELL C FLOW PROFILING TECHNICAL NOTE

CONFIDENTIAL

50400326-WSP-TP-TN-001

TO	Joe Hough (Suffolk County Council)	**FROM**	Sian Loveday (WSP)
DATE	17 December 2020	**CONFIDENTIALITY**	**Confidential**
SUBJECT	**VISSIM modelling: Sizewell C Worker Profiling**		

INTRODUCTION

Background

This Technical Note has been prepared to detail how SZC workers arriving at and departing from the proposed Sizewell C (SZC) site have been distributed around their anticipated shift start and end times for the purpose of flow profiling within VISSIM. By analysing observed worker distributions at the existing Hinkley Point C (HPC) site and applying these to the likely SZC shift patterns, the profile of arriving and departing workers has been derived at SZC, at Yoxford and at Martlesham.

Methodology

SZC worker entry and exit profiles have been derived in 15-minute intervals for use in the two SZC VISSIM models using the methodology set out below:

1. Derive existing 'typical' entry and exit worker profiles at HPC in 5-minute intervals, based on observed data;
2. Identify the SZC shift start and end times;
3. Apply the 'typical' entry and exit worker distributions from step 1 to each SZC shift from step 2 to provide an estimate of the SZC workers likely to be entering and exiting the site in each 5-minute interval;
4. Apply a travel time offset to shift the estimated SZC distribution so that it's appropriate for use at Yoxford and Martlesham respectively;
5. Apply the offset distribution to the hourly SZC worker trips sourced from the forecast VISUM scenarios to produce 15-minute SZC worker trip matrices suitable for VISSIM.

EXISTING HPC PROFILE AT SECURITY GATE

Data Obtained From HPC

HPC is the first new power station to be built in the UK in over 20 years. Currently under construction in Somerset, it provides the closest reflection of how SZC will operate through the construction phase. Therefore, to form a basis for deriving an arrival and departure profile for SZC, the following data was obtained from HPC.

ENTRY AND EXIT COUNTS

Workers at the HPC site are required to enter and exit the construction site through security gates which form the only access to the site. This enables monitoring of the number and identity of people working on site at any one time. The timestamps of construction workers travelling through the security gate at the HPC site were obtained for a full 24-hour period on a Tuesday in February 2020. At this point in time the HPC development was operating at the equivalent of the SZC Early Years scenario but is considered to provide a reasonable estimate of the distribution of workers entering/exiting for a typical shift regardless of the stage of construction.

The raw data was provided to the nearest second and presented as an arrival or departure. Table 1 below sets out the total number of entries and exits recorded.

Table 1 – Total Recorded Entries and Exits

Security Gate Movements	No. people
Entries	6,331
Exits	6,161
Total	**12,492**

SCHEDULED SHIFT PATTERNS

A list of shifts and their typical start and end times and the number of anticipated workers was also obtained from HPC. The HPC shift start and end times were all found to fall on the hour or half past the hour.

HPC Entry Profile

The HPC entry timestamps were aggregated in 5-minute intervals (i.e. 288 data points in 24-hours) and compared with the scheduled shift start times as shown in Figure 1. This graph illustrates the recorded security gate entries (green line) relative to the scheduled shift start times (purple bars). Note that the data is shown on separate vertical axes, with different scales

Figure 1 – HPC Recorded Security Gate Entries and Scheduled Shift Start Times

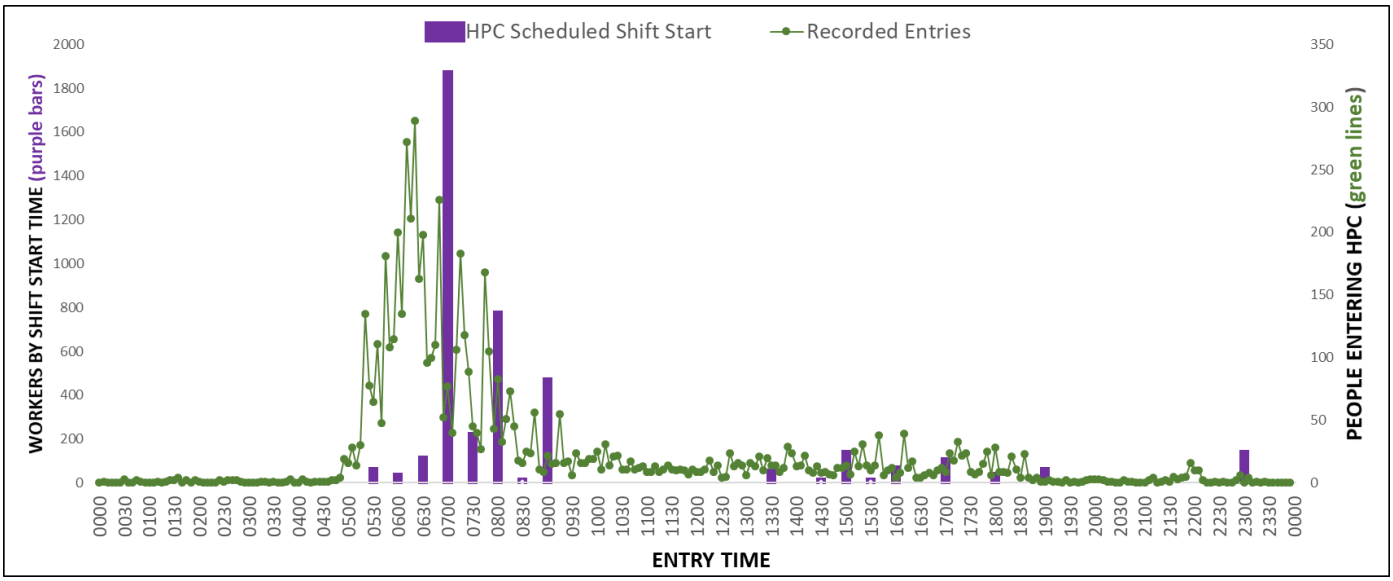
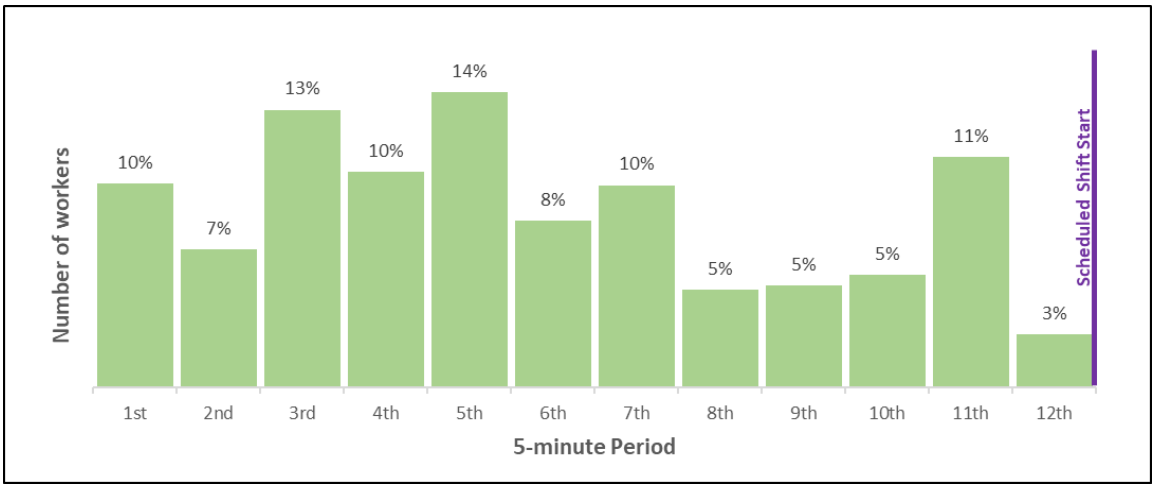


Figure 1 demonstrates that the most common shift start time is 07:00, when almost 2000 HPC workers are scheduled to begin their shifts. In the preceding hour and a half, only 189 workers are scheduled to begin their shift. Therefore, Figure 1 clearly shows that many workers arrive on site before their shift is scheduled to begin, as expected. It is estimated that the majority of workers arrive sometime during the hour prior to their scheduled start time.

This data has been used to produce an estimated distribution of worker arrivals ahead of a typical shift start and has been derived using the observed entries at HPC during the hour preceding 07:00 (i.e. from 06:00-07:00). Data has been aggregated in 5-minute intervals to allow travel time offsets to be applied later in the process. The resultant distribution is split into twelve 5-minute time segments leading up to the shift start time. Figure 2 below illustrates the estimated 'typical' entry distribution in advance of a shift beginning.

Figure 2 – Typical arrival distribution in advance of a shift



HPC Exit Profile

The HPC exit timestamps were also aggregated to 5-minute intervals (i.e. 288 data points in 24-hours) and compared with the HPC shift end times as shown in Figure 3. This graph illustrates the recorded security gate exits (orange line) relative to the scheduled shift end times (purple bars). Note that the data is shown on separate vertical axes, with different scales.

Figure 3 – HPC Recorded Security Gate Exits and Scheduled Shift End Times

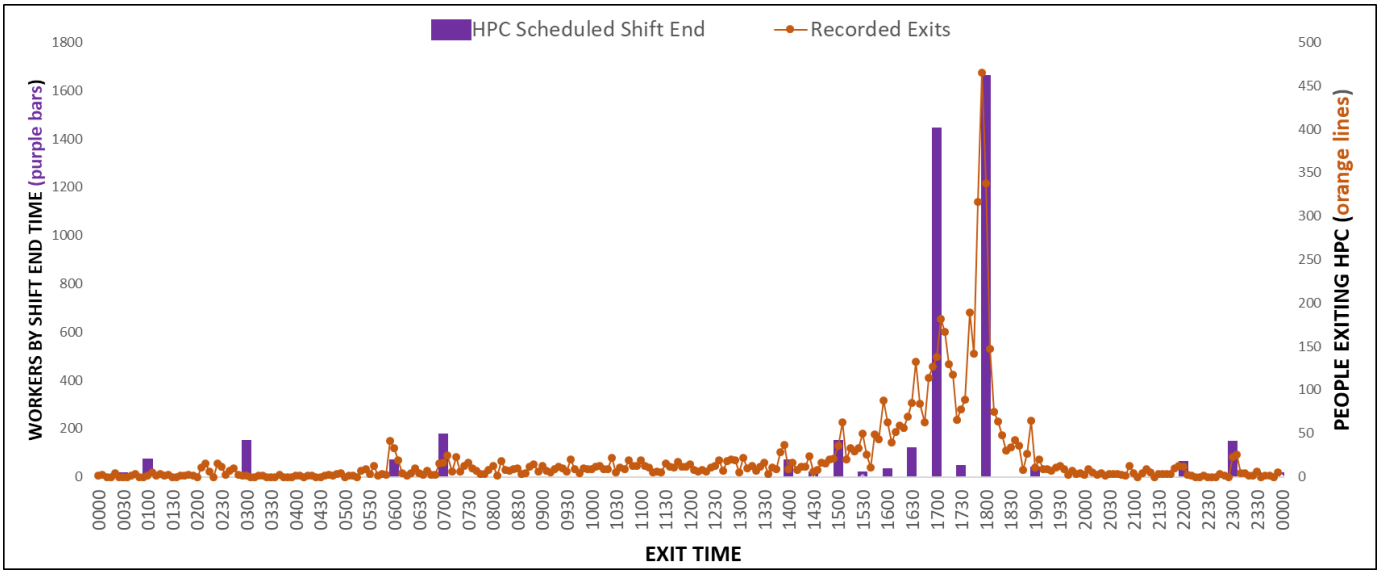
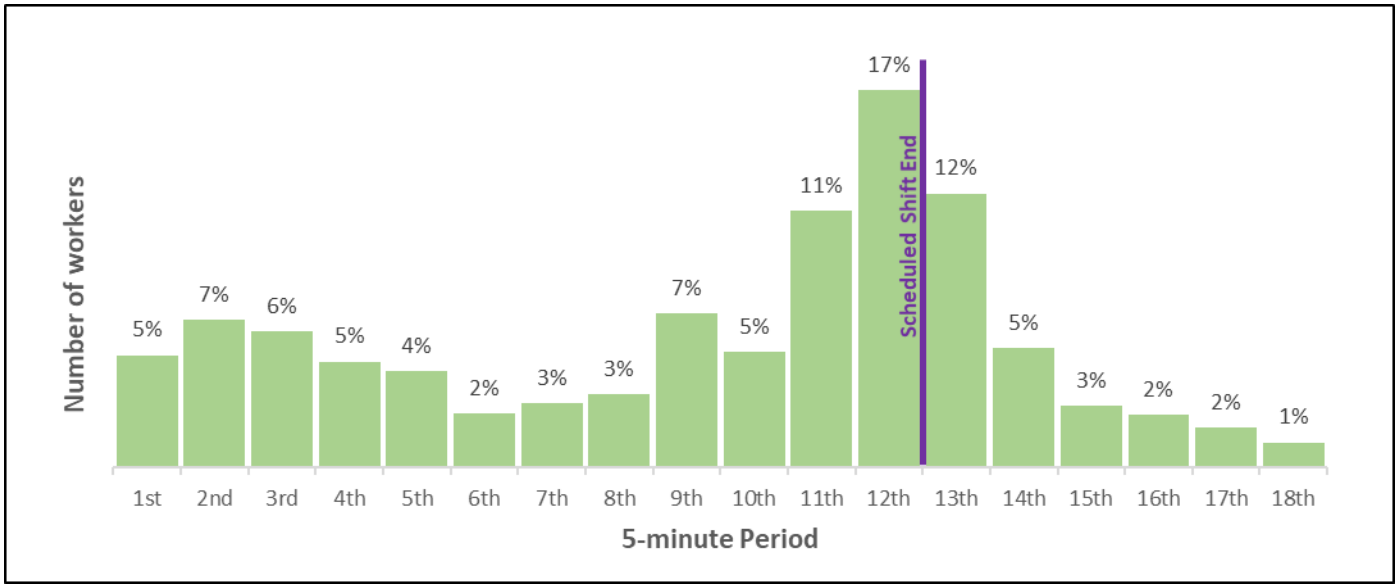


Figure 3 demonstrates that the majority of HPC workers are scheduled to finish their shift at either 17:00 or 18:00. Studying the patterns around the scheduled shift end time of 18:00, there is a clear spike in exits just before the scheduled finish time, with a less significant but still noticeable number of workers exiting both before and after this spike.

For this reason, the estimated departure distribution has been based on the hour prior to (capturing any workers leaving early) and the 30 minutes after the 18:00 shift end time. The 18:00 HPC shift end time was selected as a proxy for a typical distribution as it contains the greatest number of exiting workers and gives the clearest exit distribution after the shift end time.

An approximate distribution of worker departures around a typical shift end time has been derived using the observed exit data at HPC around the 18:00 shift end time. The distribution was based on the hour before and 30-minutes after the 18:00 shift end (i.e. from 17:00-18:30). The data has been aggregated in 5-minute intervals and the resultant distribution is therefore split into 18 time segments within the 90-minute period. Figure 4 below illustrates the estimated ‘typical’ exit distribution before and after a shift is due to end.

Figure 4 – Typical HPC Exit Profile



The estimated 'typical' worker entry and exit distributions (Figure 2 and Figure 4), provide a rough approximation for the level of arrival and departure time distribution that might be expected at a nuclear power station construction site. These distributions have been applied to the SZC shift times as detailed in the following chapter.

PREDICTED SZC WORKER PROFILE AT SECURITY GATE

SZC Scheduled Shift Patterns

Approximate SZC peak construction shift windows were provided by EDF. A trapezoidal distribution of start and end times has been assumed for each Sizewell C shift window, in line with the assumptions made for the VISUM modelling. The anticipated peak construction SZC shift start and end times are shown in Figure 5 and Figure 6 respectively.

Figure 5 - SZC Shift Start Times (Peak Construction)

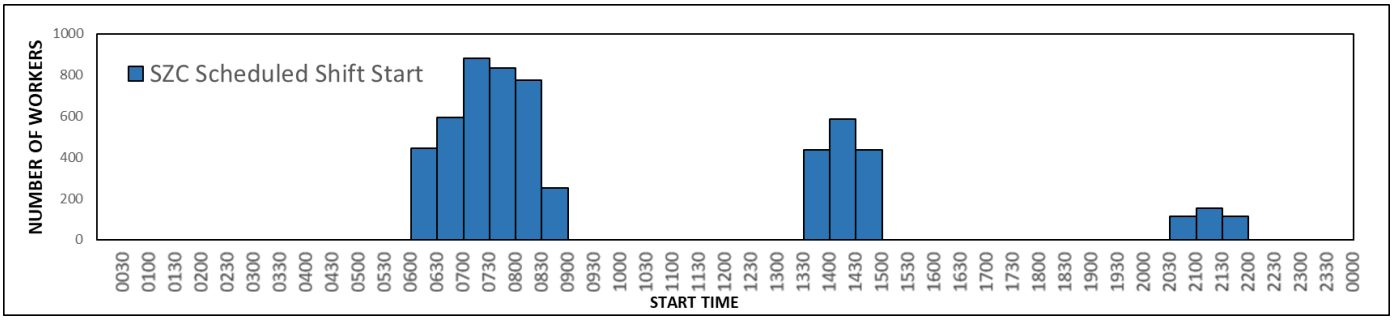


Figure 6 - SZC Shift End Times (Peak Construction)

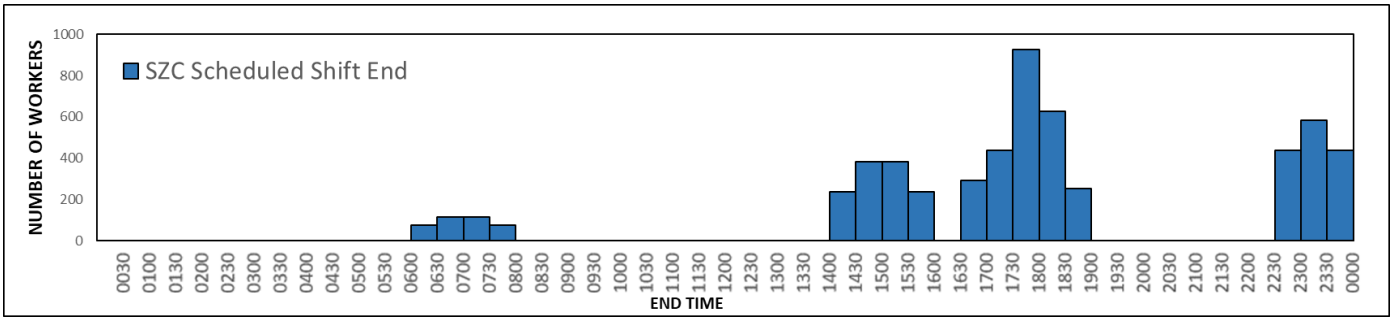
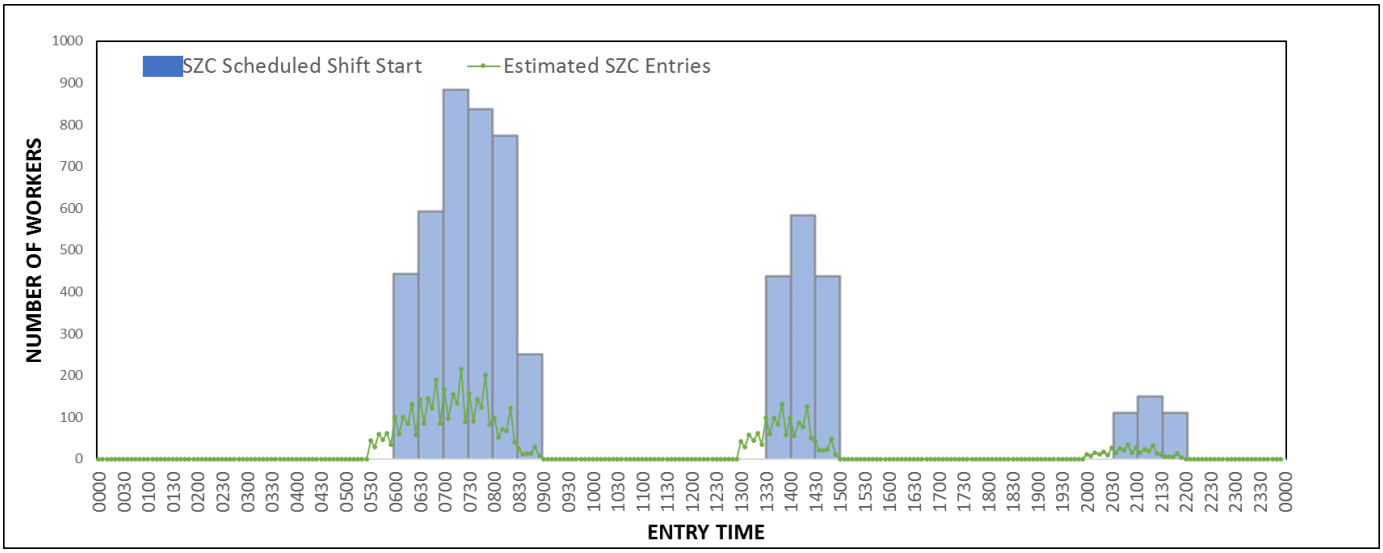


Figure 5 and Figure 6 illustrate the trapezoidal shape that was assumed. Figure 5 shows that there is a total of 12 different half hourly periods per day where a SZC shift is assumed to start, with a peak period from 07:00-07:30. Figure 6 shows that there is a total of 16 different half hourly periods per day where a SZC shift is scheduled to end, with a peak period from 17:30-18:00.

Estimated SZC Entry Profile

For each of the 12 half-hourly periods where a SZC shift is assumed to start (illustrated in Figure 5), the scheduled workers for that shift have been profiled across the preceding hour using the derived ‘typical’ entry profile (Figure 2). The profile was applied relative to the end of each 30-minute shift start period e.g. for the shift starting at 06:00-06:30, the ‘typical’ profile was applied to the hour ending 06:30 meaning worker arrival times for this shift are distributed from 05:30-06:30. The resultant SZC worker entry distribution is shown for each 5-minute period alongside the scheduled SZC shift start times in Figure 7 below.

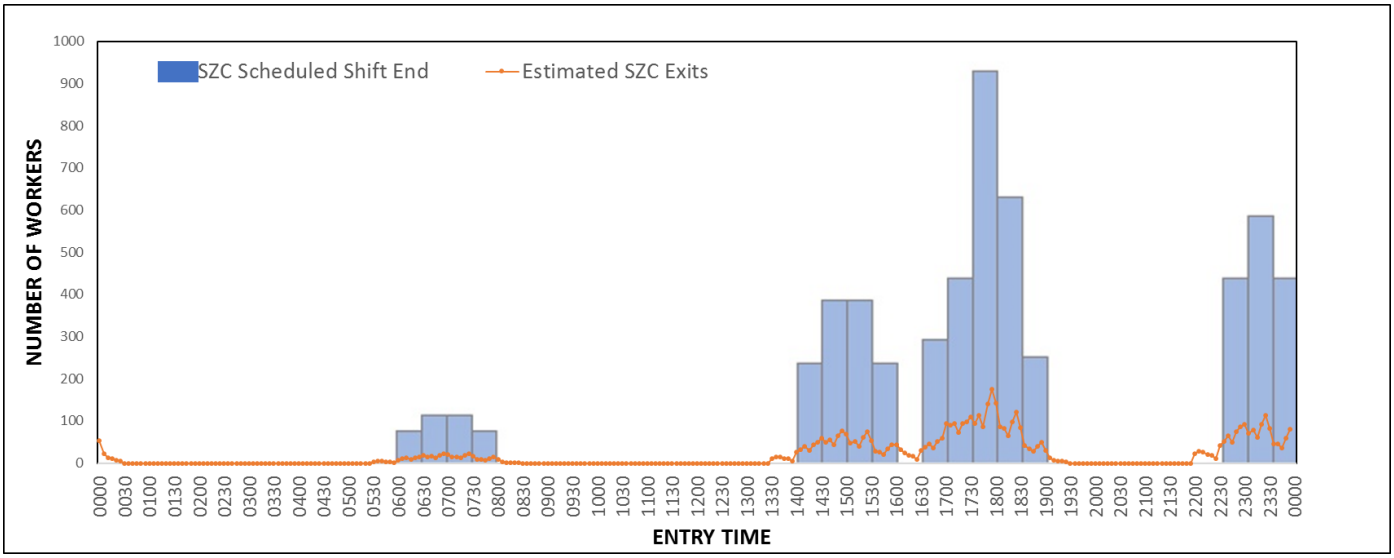
Figure 7 – Estimated SZC Entry Distribution



SZC Exit Profile

Similarly, for each of the 16 periods where a SZC shift is scheduled to end (illustrated in Figure 6), the scheduled workers for that shift have been profiled across the preceding hour and the following half hour using the derived HPC exit profile (Figure 4). As above, the profile was applied relative to the end of each 30-minute window e.g. for the shift ending from 06:00-06:30, the 'typical' profiling was applied from 05:30-07:00. The resultant SZC exits for each 5 minute period are illustrated alongside the scheduled SZC shift end times in Figure 8 below.

Figure 8 – HPC Profiled SZC Exits



APPLICATION IN VISSIM

Profile Offsets

The SZC entry and exit profiles derived in the previous section show the estimated distribution of arrivals and departures at the SZC construction site. The same profile patterns are likely to be replicated on the surrounding road network albeit slightly offset to account for any travel time. The estimated profiles have therefore been offset ready for use in the two Sizewell C VISSIM models.

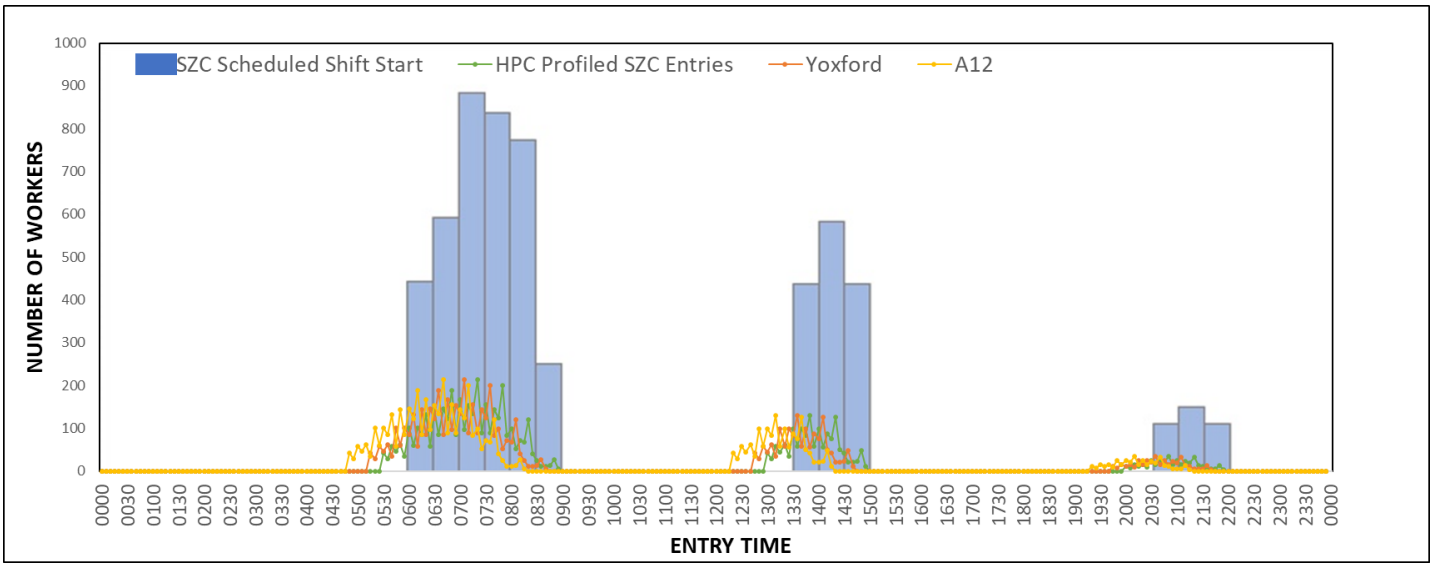
The two VISSIM models have been prepared to assess the Yoxford area and the A12 corridor between Seven Hills and Melton. For each VISSIM model, the construction site arrival/departure profiles (Figure 7 and Figure 8) have been offset (backward for entries and forward for exits) by the travel time from the SZC site to Yoxford and the A12 near Martlesham respectively. The offsets were derived using Google Maps' typical journey times, as follows:

- Yoxford: offset by 15-minutes; and
- A12 near Martlesham: offset by 40-minutes

The resultant entry and exit profiles at the SZC site, Yoxford and Martlesham (A12), are shown on Figure 9 and Figure 10 respectively.

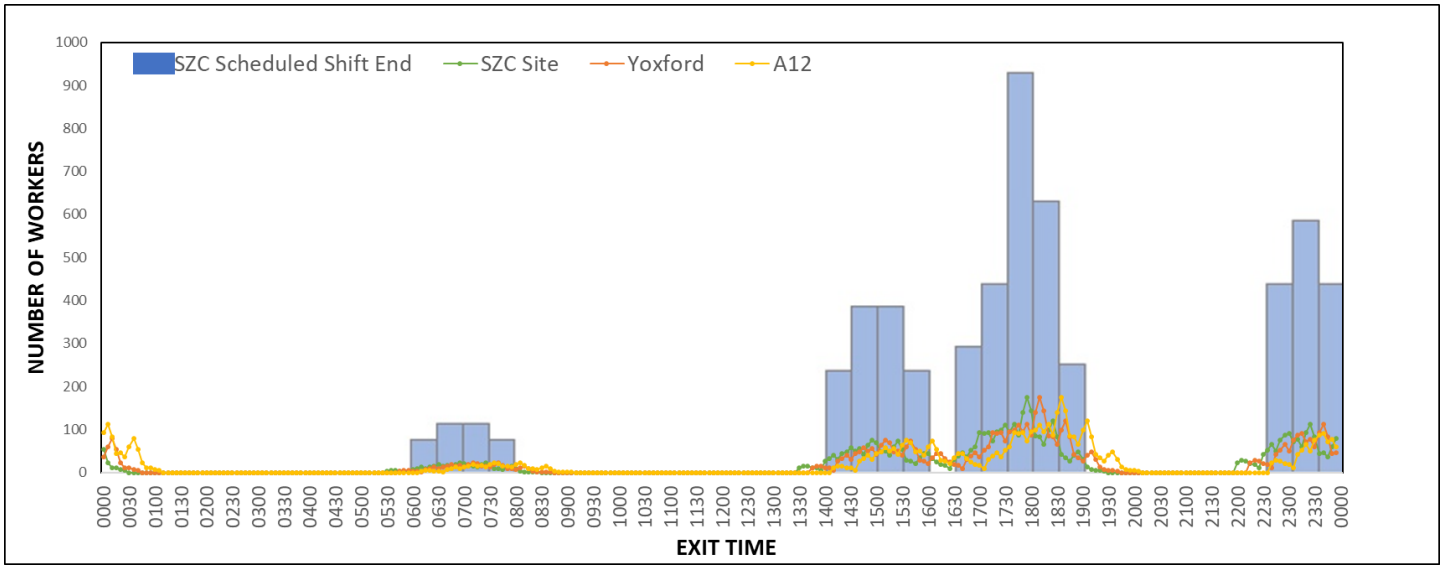
Peaks in the entry profile (Figure 9) can be observed to occur earliest at the A12, then at Yoxford 25-minutes later, then at the Sizewell C site 15-minutes after that which is in line with the approximate travel times to the site.

Figure 9 – Estimated SZC Entries on site, at Yoxford and on the A12 near Martlesham



Peaks in the exit profile (Figure 10) can be seen to occur earliest at the Sizewell C site, then at Yoxford 15-minutes later and then at Martlesham (A12) 25 minutes after that in line with the approximate travel times from the site.

Figure 10 - Estimated SZC Exits on site, at Yoxford and on the A12 near Martlesham



Calculation of 15-minute distribution percentages

Based on Figure 9 and Figure 10, the number of SZC worker trips expected to arrive in each VISSIM study area in each 15-minute period has been expressed as a percentage of the hourly SZC worker trips. In other words, four profiling percentages were calculated for each hour which sum to 100%.

This approach was adopted so that the hourly volumes of SZC workers could be sourced from the VISUM model meaning the VISSIM model remains consistent. It is also important that the SZC worker demands come from VISUM as these volumes account for the change in shift patterns between the Early Years and Peak Construction scenarios. The only difference with the SZC worker demand in VISSIM is the presence of a non-flat profile. Applying the profiling as a set of percentages for each hour allowed the arrival / departure distributions to be applied to the 2023 Early Years and 2028 Peak Construction SZC worker volumes respectively ensuring that the differing peaks in Sizewell C worker volumes in 2023 and 2028 are allowed for.

The VISSIM models cover the following hours and profiling percentages were therefore needed for these seven hours:

- 06:00 - 07:00;
- 07:00 - 08:00;
- 08:00 - 09:00;
- 15:00 - 16:00;
- 16:00 - 17:00;
- 17:00 - 18:00; and
- 18:00 - 19:00 (Yoxford only)

The resultant entry and exit profiles of SZC workers at Yoxford are set out in Table 2. Note that there are no profiles shown for entries from 15:00-19:00 because no SZC arrivals are anticipated during this period, as illustrated in Figure 9 above.

Table 2 – SZC Worker Profiling at Yoxford

Modelled Hour	15-minute Period (minutes past the hour)			
	00:00-00:15	00:15-00:30	00:30-00:45	00:45-01:00
ENTRY PROFILE				
06:00 - 07:00	19%	26%	27%	28%
07:00 - 08:00	30%	27%	28%	15%
08:00 - 09:00	70%	15%	15%	0%
EXIT PROFILE				
06:00 - 07:00	7%	24%	30%	39%
07:00 - 08:00	29%	27%	27%	17%
08:00 - 09:00	62%	30%	8%	0%
15:00 - 16:00	29%	27%	27%	17%
16:00 - 17:00	28%	28%	13%	32%
17:00 - 18:00	15%	28%	26%	32%
18:00 - 19:00	35%	27%	25%	14%

The resultant entry and exit profiles of SZC workers on the A12 near Martlesham are set out in Table 3.

Table 3 – SZC worker profiling at A12 near Martlesham

Modelled Hour	15-minute Period (minutes past the hour)			
	00:00:00:15	00:15-00:30	00:30-00:45	00:45-01:00
ENTRY PROFILE				
06:00 - 07:00	28%	21%	31%	20%
07:00 - 08:00	45%	23%	25%	7%
08:00 - 09:00	89%	11%	0%	0%
EXIT PROFILE				
06:00 - 07:00	6%	22%	21%	51%
07:00 - 08:00	24%	23%	32%	21%
08:00 - 09:00	46%	19%	28%	6%
15:00 - 16:00	23%	23%	32%	21%
16:00 - 17:00	41%	16%	26%	16%
17:00 - 18:00	9%	19%	32%	40%

Application within VISSIM

The entry and exit profiles in Table 2 and Table 3 have been applied to split the hourly SZC worker car trips (from VISUM) into 15-minute matrices that are assigned in the VISSIM model.

It should be noted that the SZC matrices in VISUM also contain a small number of 'non-work' trips which are made by 'non-home based' workers living either on the accommodation campus or in other rented accommodation, when they are not on shift (i.e. shopping/leisure etc) and trips made by 'associated development' workers (e.g. catering, cleaning, admin, security, etc). The construction worker shift pattern profiles are not applicable in these cases, so a flat profile has been assumed for these trips.

Yoxford VISSIM model

Table 4 identifies which profile has been applied to each of the individual movements in the matrices for the Yoxford VISSIM model; the entry, exit or flat profile. SZC trips do not exist for all of the origin-destination pairs listed in Table 4 and the majority of SZC trips head to / from the B1122, A12 South or P&R and therefore receive an 'entry' or 'exit' profile.

Table 4 – Application of profiles to SZC matrices in the Yoxford VISSIM model

		Destination						
Origin	**From \ To**	**The Street**	**P&R**	**A1120**	**A12 South**	**A144**	**A12 North**	**B1122**
	The Street		entry	flat	flat	flat	flat	entry
	P&R	exit		exit	exit	exit	exit	exit
	A1120	flat	entry		entry	flat	flat	entry
	A12 South	flat	entry	exit		exit	exit	entry
	A144	flat	entry	flat	entry		flat	entry
	A12 North	flat	entry	flat	entry	flat		entry
	B1122	exit	entry	exit	exit	exit	exit	

A12 VISSIM model

In the A12 VISSIM model it is assumed that all workers use the A12 to travel to and from the SZC site. Table 5 shows how the three profile types have been applied to different types of SZC trips in the A12 VISSIM model. The majority of the Sizewell C trips travel to/from the A12 North and therefore receive an entry or exit profile rather than a flat profile.

Table 5 – Application of profiles to SZC matrices in the A12 Corridor VISSIM model

Movement	Profile Used
From the A12 North (i.e. southbound)	Exit
To the A12 North (i.e. northbound)	Entry
All other movements	Flat

CONCLUSION

The profiling of workers arriving and leaving the HPC site provides a reasonable approximation of the likely profiling of SZC construction workers relative to their shift start / end times. The HPC entry and exit profiles have therefore been applied to the SZC shift times in order to approximate the distribution of workers relative to their shift times.

Whilst this process provides a high-level approximation of the likely shape of the SZC worker distribution for each hour, the inclusion of any form of peaks in demand will effectively allow the junctions to be stress tested in each hour. The estimated profile will provide a reasonable estimate of when SZC workers travel through both Yoxford and the A12 study areas. This approach is not dissimilar to the approach taken in Junctions 9 where-by a bell-curve profile is assumed so that peaks in demand across the hour are considered. This approach is preferable to assuming a flat profile for SZC trips which would not account for any peaks in demand.

APPENDIX 9D: RAW JUNCTION MODEL OUTPUTS

Appendix 9D

UPDATED JUNCTION MODEL RAW OUTPUTS

Updated Core Assessment Results

V16 CORE ASSESSMENT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.09.22_J1_Model_Crossroads_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\J1\Model
Report generation date: 18/12/2020 08:43:53

»Base Year, 6-7 AM
»Base Year, 7-8 AM
»Base Year, 8-9 AM
»Base Year, 3-4 PM
»Base Year, 5-6 PM
»2023 Reference Case , 6-7 AM
»2023 Reference Case , 7-8 AM
»2023 Reference Case , 8-9 AM
»2023 Reference Case , 3-4 PM
»2023 Reference Case , 5-6 PM
»2023 Early Years , 6-7 AM
»2023 Early Years , 7-8 AM
»2023 Early Years , 8-9 AM
»2023 Early Years , 3-4 PM
»2023 Early Years , 5-6 PM
»2028 Reference Case , 6-7 AM
»2028 Reference Case , 7-8 AM
»2028 Reference Case , 8-9 AM
»2028 Reference Case , 3-4 PM
»2028 Reference Case , 5-6 PM
»2028 Peak Construction, 6-7 AM
»2028 Peak Construction, 7-8 AM
»2028 Peak Construction, 8-9 AM
»2028 Peak Construction, 3-4 PM
»2028 Peak Construction, 5-6 PM
»2034 Reference Case , 6-7 AM
»2034 Reference Case , 7-8 AM
»2034 Reference Case , 8-9 AM
»2034 Reference Case , 3-4 PM
»2034 Reference Case , 5-6 PM
»2034 Operational Led, 6-7 AM
»2034 Operational Led, 7-8 AM
»2034 Operational Led, 8-9 AM
»2034 Operational Led, 3-4 PM
»2034 Operational Led, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
	Base Year																								
Stream B-ACD	0.2	0.5	7.64	0.16	A	0.5	2.5	10.92	0.35	B	1.7	6.8	20.51	0.63	C	0.5	2.5	10.74	0.35	B	0.5	2.2	10.08	0.33	B
Stream A-D	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
Stream D-ABC	0.1	0.5	7.82	0.12	A	0.5	2.2	11.22	0.33	B	0.8	3.4	14.53	0.46	B	0.7	3.0	12.13	0.41	B	0.9	3.2	12.85	0.47	B
Stream C-ABD	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
	2023 Reference Case																								
Stream B-ACD	0.2	1.1	7.87	0.19	A	0.7	3.0	12.04	0.40	B	3.4	17.5	34.97	0.79	D	0.8	3.3	12.90	0.45	B	0.8	3.2	12.55	0.45	B
Stream A-D	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
Stream D-ABC	0.2	0.5	7.92	0.14	A	0.6	2.7	12.01	0.37	B	1.1	3.9	16.71	0.53	C	1.1	3.8	15.49	0.54	C	1.4	4.6	17.32	0.60	C
Stream C-ABD	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
	2023 Early Years																								
Stream B-ACD	0.2	1.1	7.89	0.19	A	0.7	3.2	12.68	0.43	B	3.8	20.1	38.19	0.81	E	0.9	3.4	13.59	0.48	B	0.9	3.3	13.00	0.47	B
Stream A-D	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
Stream D-ABC	0.2	0.5	8.10	0.17	A	0.7	3.0	12.83	0.41	B	1.0	3.8	16.18	0.51	C	1.4	4.4	17.14	0.58	C	1.5	5.0	17.62	0.60	C
Stream C-ABD	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
	2028 Reference Case																								
Stream B-ACD	0.3	1.2	8.07	0.20	A	0.9	3.6	14.15	0.48	B	7.4	36.5	68.39	0.91	F	1.1	3.8	15.19	0.52	C	1.1	3.7	14.67	0.52	B
Stream A-D	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
Stream D-ABC	0.2	0.5	8.18	0.15	A	0.7	3.0	12.92	0.41	B	1.4	5.0	19.46	0.59	C	1.6	6.1	19.26	0.62	C	2.0	9.6	22.04	0.68	C
Stream C-ABD	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
	2028 Peak Construction																								
Stream B-ACD	0.3	1.2	8.09	0.21	A	1.0	3.7	14.60	0.50	B	6.8	34.7	63.92	0.90	F	1.7	7.0	19.95	0.64	C	1.3	4.4	16.67	0.58	C
Stream A-D	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
Stream D-ABC	0.4	1.6	9.35	0.28	A	1.0	3.7	15.49	0.51	C	1.9	8.5	23.08	0.66	C	1.8	7.9	20.96	0.65	C	2.4	12.1	24.85	0.72	C
Stream C-ABD	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
	2034 Reference Case																								
Stream B-ACD	0.3	1.4	8.47	0.23	A	1.0	3.8	15.06	0.51	C	11.9	46.1	102.93	0.97	F	3.4	17.2	34.10	0.78	D	1.7	6.8	19.88	0.63	C
Stream A-D	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
Stream D-ABC	0.2	0.5	8.29	0.16	A	0.9	3.6	14.84	0.49	B	3.4	17.4	36.21	0.78	E	2.5	12.6	26.88	0.72	D	5.0	27.3	46.10	0.85	E
Stream C-ABD	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
	2034 Operational Led																								
Stream B-ACD	0.3	1.4	8.47	0.23	A	1.0	3.8	15.07	0.51	C	12.9	47.4	109.83	0.98	F	2.7	13.9	28.89	0.74	D	1.7	7.1	20.27	0.64	C
Stream A-D	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A

Stream D-ABC	0.2	0.5	8.29	0.16	A	0.9	3.6	14.85	0.49	B	3.4	17.9	37.02	0.79	E	2.5	12.9	27.38	0.73	D	5.0	27.1	45.80	0.85	E
Stream C-ABD	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A

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

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

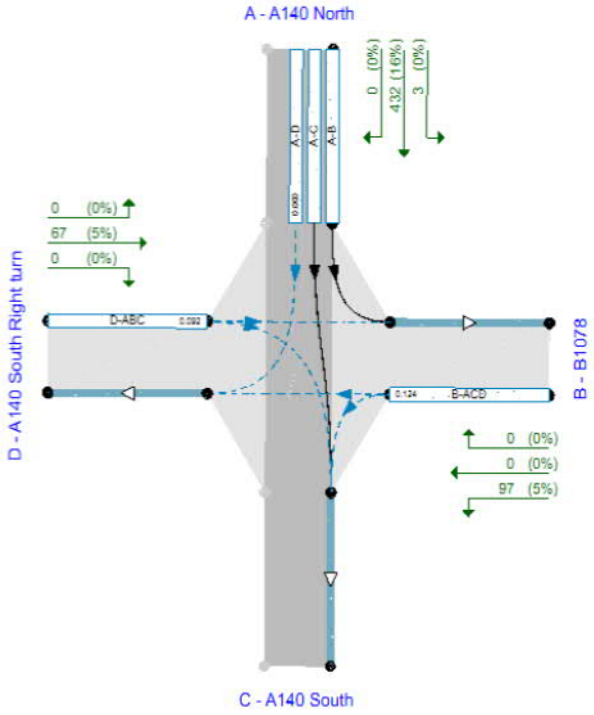
File summary

File Description

Title	A140 / B1078
Location	52.150570°, 1.085415°
Site number	1
Date	11/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	UKWSPGROUP\ukjgm001
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	mph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

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
D1	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Base Year, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	1.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A140 North		Major
B	B1078		Minor
C	A140 South		Major
D	A140 South Right turn		Minor

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)
A - A140 North	7.30			250.0		-
C - A140 South	7.30				✓	

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 - B1078	One lane	3.40	53	52
D - A140 South Right turn	One lane	3.00	52	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
J1	A-D	719	-	-	-	-	-	-	0.174	0.249	0.174	-	-	-
J1	B-A	541	0.062	0.156	0.156	-	-	-	0.098	0.223	-	0.156	0.156	0.078
J1	B-C	683	0.066	0.166	-	-	-	-	-	-	-	-	-	-
J1	B-D, nearside lane	541	0.062	0.156	0.156	-	-	-	0.098	0.223	0.098	-	-	-
J1	B-D, offside lane	541	0.062	0.156	0.156	-	-	-	0.098	0.223	0.098	-	-	-
J1	C-B	574	0.139	0.139	0.199	-	-	-	-	-	-	-	-	-
J1	D-A	781	-	-	-	-	-	-	0.189	-	0.075	-	-	-
J1	D-B, nearside lane	619	0.112	0.112	0.255	-	-	-	0.178	0.178	0.071	-	-	-
J1	D-B, offside lane	619	0.112	0.112	0.255	-	-	-	0.178	0.178	0.071	-	-	-
J1	D-C	619	-	0.112	0.255	0.089	0.178	0.178	0.178	0.178	0.071	-	-	-

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	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	405	100.000
B - B1078		ONE HOUR	✓	83	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	58	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	2	403	0
	B - B1078	0	0	83	0
	C - A140 South	0	0	0	0

	D - A140 South Right turn	0	58	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	17	0
	B - B1078	0	0	6	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.16	7.64	0.2	0.5	A	76	114
A-B						2	3
A-C						370	555
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.12	7.82	0.1	0.5	A	53	80
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	62	16	588	0.106	62	0.0	0.1	6.835	A
A-B	2	0.38			2				
A-C	303	76			303				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	44	11	541	0.081	43	0.0	0.1	7.222	A
C-ABD	0	0	524	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	75	19	577	0.129	74	0.1	0.1	7.155	A
A-B	2	0.45			2				
A-C	362	91			362				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	52	13	534	0.098	52	0.1	0.1	7.467	A
C-ABD	0	0	515	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	91	23	563	0.162	91	0.1	0.2	7.638	A
A-B	2	0.55			2				
A-C	444	111			444				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	64	16	524	0.122	64	0.1	0.1	7.818	A
C-ABD	0	0	501	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	91	23	563	0.162	91	0.2	0.2	7.640	A
A-B	2	0.55			2				
A-C	444	111			444				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	64	16	524	0.122	64	0.1	0.1	7.821	A
C-ABD	0	0	501	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	75	19	577	0.129	75	0.2	0.1	7.163	A
A-B	2	0.45			2				
A-C	362	91			362				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	52	13	534	0.098	52	0.1	0.1	7.474	A
C-ABD	0	0	515	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	62	16	588	0.106	63	0.1	0.1	6.851	A
A-B	2	0.38			2				
A-C	303	76			303				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	44	11	541	0.081	44	0.1	0.1	7.236	A
C-ABD	0	0	524	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.12	0.00	0.00	0.12	0.12			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.15	0.00	0.00	0.15	0.15			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.19	0.03	0.26	0.46	0.49			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.19	0.03	0.26	0.47	0.49			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.15	0.00	0.00	0.15	0.15			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.12	0.00	0.00	0.12	0.12			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Base Year, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	2.75	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
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	870	100.000
B - B1078		ONE HOUR	✓	160	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	146	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	23	847	0
	B - B1078	0	0	160	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	146	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	10	0
	B - B1078	0	0	1	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.35	10.92	0.5	2.5	B	147	220
A-B						21	32
A-C						777	1166
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.33	11.22	0.5	2.2	B	134	201
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	120	30	559	0.215	119	0.0	0.3	8.170	A
A-B	17	4			17				
A-C	638	159			638				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	110	27	517	0.212	109	0.0	0.3	8.791	A

C-ABD	0	0	474	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	144	36	537	0.268	143	0.3	0.4	9.149	A
A-B	21	5			21				
A-C	761	190			761				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	131	33	502	0.261	131	0.3	0.3	9.683	A
C-ABD	0	0	455	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	176	44	506	0.348	176	0.4	0.5	10.883	B
A-B	25	6			25				
A-C	933	233			933				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	161	40	482	0.334	160	0.3	0.5	11.178	B
C-ABD	0	0	428	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

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)	LOS
B-ACD	176	44	506	0.348	176	0.5	0.5	10.924	B
A-B	25	6			25				
A-C	933	233			933				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	161	40	482	0.334	161	0.5	0.5	11.215	B
C-ABD	0	0	428	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	144	36	537	0.268	144	0.5	0.4	9.195	A
A-B	21	5			21				
A-C	761	190			761				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	131	33	502	0.261	132	0.5	0.4	9.731	A
C-ABD	0	0	455	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	120	30	559	0.215	121	0.4	0.3	8.223	A
A-B	17	4			17				
A-C	638	159			638				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	110	27	517	0.212	110	0.4	0.3	8.852	A
C-ABD	0	0	474	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

06:45 - 07:00

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

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.36	0.00	0.00	0.36	0.36			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.53	0.03	0.26	0.53	0.53			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.49	0.03	0.26	0.49	0.49			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.53	0.03	0.30	1.36	2.47			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.50	0.03	0.30	1.34	2.25			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.37	0.00	0.00	0.37	0.37			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.28	0.00	0.00	0.28	0.28			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Base Year, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	5.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	922	100.000
B - B1078		ONE HOUR	✓	271	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	191	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	27	895	0
	B - B1078	0	0	271	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	191	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	4	10	0
	B - B1078	0	0	6	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.63	20.51	1.7	6.8	C	249	373
A-B						25	37
A-C						821	1232
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.46	14.53	0.8	3.4	B	175	263
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						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)	LOS
B-ACD	204	51	527	0.387	202	0.0	0.6	10.966	B
A-B	20	5			20				
A-C	674	168			674				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	144	36	495	0.291	142	0.0	0.4	10.175	B

C-ABD	0	0	468	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	244	61	505	0.483	242	0.6	0.9	13.663	B
A-B	24	6			24				
A-C	805	201			805				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	172	43	479	0.358	171	0.4	0.5	11.666	B
C-ABD	0	0	447	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	298	75	473	0.630	296	0.9	1.6	19.935	C
A-B	30	7			30				
A-C	985	246			985				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	210	53	458	0.459	209	0.5	0.8	14.412	B
C-ABD	0	0	419	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	298	75	473	0.630	298	1.6	1.7	20.508	C
A-B	30	7			30				
A-C	985	246			985				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	210	53	458	0.459	210	0.8	0.8	14.534	B
C-ABD	0	0	419	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	244	61	505	0.483	246	1.7	1.0	14.084	B
A-B	24	6			24				
A-C	805	201			805				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	172	43	479	0.358	173	0.8	0.6	11.794	B
C-ABD	0	0	447	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	204	51	527	0.387	205	1.0	0.6	11.219	B
A-B	20	5			20				
A-C	674	168			674				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	144	36	495	0.291	144	0.6	0.4	10.302	B
C-ABD	0	0	468	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.62	0.55	1.00	1.40	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.91	0.15	0.95	1.50	1.52			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.55	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.61	0.03	0.29	1.61	6.84			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.83	0.03	0.26	0.83	0.83			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.66	0.03	0.29	1.66	6.05			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.84	0.03	0.28	1.04	3.38			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.96	0.06	0.67	1.88	2.69			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.57	0.06	0.63	1.33	1.42			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.64	0.04	0.41	1.31	1.94			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.42	0.04	0.35	1.15	1.33			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Base Year, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	3.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	701	100.000
B - B1078		ONE HOUR	✓	163	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	191	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	17	684	0
	B - B1078	0	0	163	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	191	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	6	11	0
	B - B1078	0	0	6	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.35	10.74	0.5	2.5	B	150	224
A-B						16	23
A-C						628	941
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.41	12.13	0.7	3.0	B	175	263
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

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)	LOS
B-ACD	123	31	556	0.221	122	0.0	0.3	8.260	A
A-B	13	3			13				
A-C	515	129			515				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	144	36	536	0.268	142	0.0	0.4	9.105	A

C-ABD	0	0	492	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	147	37	539	0.272	146	0.3	0.4	9.159	A
A-B	15	4			15				
A-C	615	154			615				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	172	43	524	0.328	171	0.4	0.5	10.190	B
C-ABD	0	0	477	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	179	45	515	0.349	179	0.4	0.5	10.703	B
A-B	19	5			19				
A-C	753	188			753				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	210	53	507	0.415	209	0.5	0.7	12.066	B
C-ABD	0	0	455	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	179	45	515	0.349	179	0.5	0.5	10.741	B
A-B	19	5			19				
A-C	753	188			753				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	210	53	507	0.415	210	0.7	0.7	12.131	B
C-ABD	0	0	455	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	147	37	539	0.272	147	0.5	0.4	9.204	A
A-B	15	4			15				
A-C	615	154			615				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	172	43	524	0.328	173	0.7	0.5	10.269	B
C-ABD	0	0	477	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	123	31	556	0.221	123	0.4	0.3	8.314	A
A-B	13	3			13				
A-C	515	129			515				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	144	36	536	0.268	144	0.5	0.4	9.195	A
C-ABD	0	0	492	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.28	0.00	0.00	0.28	0.28			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.37	0.00	0.00	0.37	0.37			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.53	0.03	0.26	0.53	0.53			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.69	0.03	0.26	0.69	0.69			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.53	0.03	0.30	1.34	2.47			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.70	0.03	0.29	1.10	2.96			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.38	0.00	0.00	0.38	0.38			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.50	0.05	0.46	1.28	1.39			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.29	0.00	0.00	0.29	0.29			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.37	0.03	0.28	0.64	1.07			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Base Year, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	3.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	717	100.000
B - B1078		ONE HOUR	✓	159	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	222	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	19	698	0
	B - B1078	0	0	159	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	222	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	4	0
	B - B1078	0	0	3	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.33	10.08	0.5	2.2	B	146	219
A-B						17	26
A-C						640	961
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.47	12.85	0.9	3.2	B	204	306
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						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)	LOS
B-ACD	120	30	573	0.209	119	0.0	0.3	7.902	A
A-B	14	4			14				
A-C	525	131			525				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	167	42	553	0.302	165	0.0	0.4	9.239	A

C-ABD	0	0	496	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	143	36	556	0.257	143	0.3	0.3	8.702	A
A-B	17	4			17				
A-C	627	157			627				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	200	50	541	0.369	199	0.4	0.6	10.499	B
C-ABD	0	0	481	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	175	44	532	0.329	174	0.3	0.5	10.049	B
A-B	21	5			21				
A-C	769	192			769				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	244	61	524	0.466	243	0.6	0.9	12.754	B
C-ABD	0	0	460	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	175	44	532	0.329	175	0.5	0.5	10.081	B
A-B	21	5			21				
A-C	769	192			769				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	244	61	524	0.466	244	0.9	0.9	12.852	B
C-ABD	0	0	460	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	143	36	556	0.257	143	0.5	0.4	8.740	A
A-B	17	4			17				
A-C	627	157			627				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	200	50	541	0.369	201	0.9	0.6	10.602	B
C-ABD	0	0	481	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	120	30	573	0.209	120	0.4	0.3	7.951	A
A-B	14	4			14				
A-C	525	131			525				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	167	42	553	0.302	168	0.6	0.4	9.351	A
C-ABD	0	0	496	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.26	0.00	0.00	0.26	0.26			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.34	0.00	0.00	0.34	0.34			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.57	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.48	0.03	0.26	0.48	0.49			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.85	0.03	0.26	0.85	0.85			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.49	0.03	0.30	1.34	2.18			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.86	0.03	0.28	0.86	3.20			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.35	0.00	0.00	0.35	0.35			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.59	0.07	0.70	1.34	1.42			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.27	0.00	0.00	0.27	0.27			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.44	0.04	0.37	1.19	1.35			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	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
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	435	100.000
B - B1078		ONE HOUR	✓	97	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	67	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	3	432	0
	B - B1078	0	0	97	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	67	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	16	0
	B - B1078	0	0	5	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.19	7.87	0.2	1.1	A	89	134
A-B						3	4
A-C						396	594
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.14	7.92	0.2	0.5	A	62	92
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	73	18	592	0.124	73	0.0	0.1	6.924	A
A-B	2	0.52			2				
A-C	325	81			325				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	51	13	547	0.092	50	0.0	0.1	7.234	A

C-ABD	0	0	521	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	88	22	581	0.151	87	0.1	0.2	7.299	A
A-B	2	0.62			2				
A-C	388	97			388				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	60	15	539	0.112	60	0.1	0.1	7.510	A
C-ABD	0	0	511	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	107	27	564	0.190	107	0.2	0.2	7.867	A
A-B	3	0.76			3				
A-C	475	119			475				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	74	18	529	0.140	74	0.1	0.2	7.913	A
C-ABD	0	0	496	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	107	27	564	0.190	107	0.2	0.2	7.874	A
A-B	3	0.76			3				
A-C	475	119			475				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	74	18	529	0.140	74	0.2	0.2	7.917	A
C-ABD	0	0	496	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	88	22	581	0.151	88	0.2	0.2	7.311	A
A-B	2	0.62			2				
A-C	388	97			388				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	60	15	539	0.112	60	0.2	0.1	7.520	A
C-ABD	0	0	511	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	73	18	592	0.124	73	0.2	0.1	6.944	A
A-B	2	0.52			2				
A-C	325	81			325				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	51	13	547	0.092	51	0.1	0.1	7.248	A
C-ABD	0	0	521	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.14	0.00	0.00	0.14	0.14			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.18	0.00	0.00	0.18	0.18			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.23	0.03	0.26	0.46	0.49			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.23	0.03	0.28	0.65	1.08			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.18	0.00	0.00	0.18	0.18			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.14	0.00	0.00	0.14	0.14			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	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
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	910	100.000
B - B1078		ONE HOUR	✓	181	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	161	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	25	886	0
	B - B1078	0	0	181	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	161	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	9	0
	B - B1078	0	0	1	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.40	12.04	0.7	3.0	B	166	248
A-B						22	34
A-C						813	1219
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.37	12.01	0.6	2.7	B	148	222
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	136	34	553	0.246	135	0.0	0.3	8.572	A
A-B	18	5			18				
A-C	667	167			667				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	121	30	515	0.236	120	0.0	0.3	9.100	A

C-ABD	0	0	470	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	162	41	530	0.306	162	0.3	0.4	9.766	A
A-B	22	6			22				
A-C	796	199			796				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	145	36	499	0.290	145	0.3	0.4	10.147	B
C-ABD	0	0	450	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	199	50	498	0.399	198	0.4	0.7	11.969	B
A-B	27	7			27				
A-C	975	244			975				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	177	44	477	0.372	177	0.4	0.6	11.952	B
C-ABD	0	0	422	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

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)	LOS
B-ACD	199	50	498	0.399	199	0.7	0.7	12.038	B
A-B	27	7			27				
A-C	975	244			975				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	177	44	477	0.372	177	0.6	0.6	12.006	B
C-ABD	0	0	422	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	162	41	530	0.306	163	0.7	0.4	9.834	A
A-B	22	6			22				
A-C	796	199			796				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	145	36	499	0.290	146	0.6	0.4	10.211	B
C-ABD	0	0	450	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	136	34	553	0.246	136	0.4	0.3	8.644	A
A-B	18	5			18				
A-C	667	167			667				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	121	30	515	0.236	122	0.4	0.3	9.174	A
C-ABD	0	0	470	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.32	0.00	0.00	0.32	0.32			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.43	0.00	0.00	0.43	0.43			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.65	0.03	0.26	0.65	0.65			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.58	0.03	0.26	0.58	0.58			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.66	0.03	0.29	1.26	2.96			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.59	0.03	0.29	1.30	2.73			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.45	0.03	0.34	1.13	1.31			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.33	0.03	0.26	0.46	0.49			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.31	0.03	0.25	0.45	0.48			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	9.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	986	100.000
B - B1078		ONE HOUR	✓	335	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	31	955	0
	B - B1078	0	0	335	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	218	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	3	10	0
	B - B1078	0	0	5	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.79	34.97	3.4	17.5	D	307	461
A-B						28	42
A-C						876	1314
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.53	16.71	1.1	3.9	C	200	299
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						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)	LOS
B-ACD	252	63	527	0.478	248	0.0	0.9	12.770	B
A-B	23	6			23				
A-C	719	180			719				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	164	41	494	0.332	162	0.0	0.5	10.774	B

C-ABD	0	0	461	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	301	75	503	0.599	299	0.9	1.4	17.484	C
A-B	28	7			28				
A-C	859	215			859				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	196	49	478	0.410	195	0.5	0.7	12.695	B
C-ABD	0	0	439	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	369	92	469	0.787	362	1.4	3.2	31.699	D
A-B	34	8			34				
A-C	1051	263			1051				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	240	60	455	0.527	238	0.7	1.1	16.484	C
C-ABD	0	0	409	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	369	92	469	0.787	368	3.2	3.4	34.974	D
A-B	34	8			34				
A-C	1051	263			1051				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	240	60	455	0.527	239	1.1	1.1	16.710	C
C-ABD	0	0	409	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	301	75	503	0.599	308	3.4	1.6	19.174	C
A-B	28	7			28				
A-C	859	215			859				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	196	49	478	0.410	197	1.1	0.7	12.904	B
C-ABD	0	0	439	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	252	63	527	0.478	255	1.6	0.9	13.330	B
A-B	23	6			23				
A-C	719	180			719				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	164	41	494	0.332	165	0.7	0.5	10.952	B
C-ABD	0	0	461	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.89	0.55	1.00	1.40	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.49	0.00	0.00	0.49	0.49			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.43	0.09	1.12	2.76	3.67			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.68	0.23	0.94	1.39	1.44			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	3.18	0.04	0.38	8.30	16.87			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.07	0.03	0.27	1.07	1.85			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	3.40	0.03	0.32	5.58	17.52			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.09	0.03	0.28	1.09	3.95			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.56	0.04	0.43	4.10	6.85			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.71	0.07	0.71	1.20	1.20			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.94	0.03	0.34	2.18	4.54			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.50	0.04	0.42	1.30	1.43			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	5.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	773	100.000
B - B1078		ONE HOUR	✓	211	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	245	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	19	754	0
	B - B1078	0	0	211	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	245	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	5	10	0
	B - B1078	0	0	4	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.45	12.90	0.8	3.3	B	193	290
A-B						18	27
A-C						692	1038
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.54	15.49	1.1	3.8	C	225	337
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

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)	LOS
B-ACD	159	40	558	0.285	157	0.0	0.4	8.956	A
A-B	15	4			15				
A-C	568	142			568				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	184	46	534	0.345	182	0.0	0.5	10.174	B

C-ABD	0	0	485	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	190	47	538	0.352	189	0.4	0.5	10.293	B
A-B	17	4			17				
A-C	678	169			678				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	220	55	521	0.423	219	0.5	0.7	11.922	B
C-ABD	0	0	468	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	232	58	511	0.454	231	0.5	0.8	12.800	B
A-B	21	5			21				
A-C	830	208			830				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	270	67	502	0.537	268	0.7	1.1	15.293	C
C-ABD	0	0	444	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	232	58	511	0.454	232	0.8	0.8	12.899	B
A-B	21	5			21				
A-C	830	208			830				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	270	67	502	0.537	270	1.1	1.1	15.493	C
C-ABD	0	0	444	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	190	47	538	0.352	191	0.8	0.6	10.394	B
A-B	17	4			17				
A-C	678	169			678				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	220	55	521	0.423	222	1.1	0.7	12.113	B
C-ABD	0	0	468	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	159	40	558	0.285	159	0.6	0.4	9.052	A
A-B	15	4			15				
A-C	568	142			568				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	184	46	534	0.345	185	0.7	0.5	10.344	B
C-ABD	0	0	485	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.39	0.00	0.00	0.39	0.39			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.52	0.52	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.53	0.53	1.00	1.40	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.72	0.23	0.94	1.39	1.44			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.81	0.03	0.26	0.81	0.81			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.12	0.03	0.27	1.12	1.88			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.82	0.03	0.28	1.01	3.28			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.14	0.03	0.28	1.14	3.76			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.55	0.06	0.63	1.33	1.41			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.75	0.07	0.75	1.40	1.40			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.40	0.03	0.33	1.09	1.30			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.54	0.04	0.44	1.33	1.46			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	5.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	803	100.000
B - B1078		ONE HOUR	✓	216	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	279	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	22	781	0
	B - B1078	0	0	216	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	279	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	4	0
	B - B1078	0	0	2	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.45	12.55	0.8	3.2	B	198	297
A-B						20	30
A-C						716	1075
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.60	17.32	1.4	4.6	C	256	384
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						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)	LOS
B-ACD	163	41	571	0.285	161	0.0	0.4	8.753	A
A-B	17	4			17				
A-C	588	147			588				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	210	53	547	0.384	208	0.0	0.6	10.544	B

C-ABD	0	0	487	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	194	49	551	0.352	194	0.4	0.5	10.047	B
A-B	20	5			20				
A-C	702	175			702				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	251	63	533	0.470	250	0.6	0.9	12.648	B
C-ABD	0	0	470	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	238	59	524	0.453	237	0.5	0.8	12.463	B
A-B	24	6			24				
A-C	860	215			860				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	307	77	515	0.597	305	0.9	1.4	16.989	C
C-ABD	0	0	447	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	238	59	524	0.453	238	0.8	0.8	12.554	B
A-B	24	6			24				
A-C	860	215			860				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	307	77	515	0.597	307	1.4	1.4	17.320	C
C-ABD	0	0	447	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	194	49	551	0.352	195	0.8	0.6	10.141	B
A-B	20	5			20				
A-C	702	175			702				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	251	63	533	0.470	253	1.4	0.9	12.935	B
C-ABD	0	0	470	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	163	41	571	0.285	163	0.6	0.4	8.847	A
A-B	17	4			17				
A-C	588	147			588				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	210	53	547	0.384	211	0.9	0.6	10.755	B
C-ABD	0	0	487	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.39	0.00	0.00	0.39	0.39			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.61	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.53	0.53	1.00	1.40	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.87	0.18	0.95	1.11	1.11			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.81	0.03	0.26	0.81	0.81			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.42	0.03	0.28	1.42	4.64			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.82	0.03	0.28	0.99	3.25			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.45	0.03	0.28	1.45	4.56			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.55	0.06	0.63	1.33	1.41			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.91	0.06	0.76	1.66	2.12			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.40	0.03	0.33	1.09	1.29			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.63	0.04	0.44	1.06	1.70			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Early Years , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	2.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	436	100.000
B - B1078		ONE HOUR	✓	98	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	3	433	0
	B - B1078	0	0	98	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	80	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	16	0
	B - B1078	0	0	5	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.19	7.89	0.2	1.1	A	90	135
A-B						3	4
A-C						397	596
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.17	8.10	0.2	0.5	A	74	110
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	74	19	592	0.125	74	0.0	0.1	6.932	A
A-B	2	0.52			2				
A-C	326	81			326				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	60	15	552	0.109	60	0.0	0.1	7.310	A

C-ABD	0	0	521	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	88	22	581	0.152	88	0.1	0.2	7.311	A
A-B	2	0.62			2				
A-C	389	97			389				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	72	18	544	0.132	72	0.1	0.2	7.627	A
C-ABD	0	0	511	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	108	27	564	0.192	108	0.2	0.2	7.884	A
A-B	3	0.76			3				
A-C	477	119			477				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	88	22	533	0.166	88	0.2	0.2	8.091	A
C-ABD	0	0	496	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	108	27	564	0.192	108	0.2	0.2	7.892	A
A-B	3	0.76			3				
A-C	477	119			477				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	88	22	533	0.166	88	0.2	0.2	8.097	A
C-ABD	0	0	496	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	88	22	581	0.152	89	0.2	0.2	7.320	A
A-B	2	0.62			2				
A-C	389	97			389				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	72	18	544	0.132	72	0.2	0.2	7.638	A
C-ABD	0	0	511	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	74	19	592	0.125	74	0.2	0.1	6.950	A
A-B	2	0.52			2				
A-C	326	81			326				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	60	15	552	0.109	60	0.2	0.1	7.328	A
C-ABD	0	0	521	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.14	0.00	0.00	0.14	0.14			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.18	0.00	0.00	0.18	0.18			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.24	0.03	0.26	0.46	0.49			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.20	0.03	0.26	0.46	0.49			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.24	0.03	0.28	0.69	1.10			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.20	0.03	0.26	0.47	0.50			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.18	0.00	0.00	0.18	0.18			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.14	0.00	0.00	0.14	0.14			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Early Years , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	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
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	929	100.000
B - B1078		ONE HOUR	✓	192	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	178	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	25	905	0
	B - B1078	0	0	192	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	178	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	9	0
	B - B1078	0	0	1	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.43	12.68	0.7	3.2	B	176	264
A-B						22	34
A-C						830	1245
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.41	12.83	0.7	3.0	B	164	245
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	144	36	551	0.261	143	0.0	0.3	8.780	A
A-B	18	5			18				
A-C	681	170			681				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	134	34	515	0.261	133	0.0	0.3	9.388	A

C-ABD	0	0	468	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	172	43	528	0.326	172	0.3	0.5	10.097	B
A-B	22	6			22				
A-C	813	203			813				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	160	40	499	0.321	160	0.3	0.5	10.600	B
C-ABD	0	0	447	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	211	53	495	0.426	210	0.5	0.7	12.594	B
A-B	27	7			27				
A-C	996	249			996				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	196	49	477	0.412	195	0.5	0.7	12.752	B
C-ABD	0	0	419	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

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)	LOS
B-ACD	211	53	495	0.426	211	0.7	0.7	12.679	B
A-B	27	7			27				
A-C	996	249			996				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	196	49	477	0.412	196	0.7	0.7	12.827	B
C-ABD	0	0	419	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	172	43	528	0.326	173	0.7	0.5	10.182	B
A-B	22	6			22				
A-C	813	203			813				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	160	40	499	0.321	161	0.7	0.5	10.684	B
C-ABD	0	0	447	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	144	36	551	0.261	145	0.5	0.4	8.864	A
A-B	18	5			18				
A-C	681	170			681				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	134	34	515	0.261	135	0.5	0.4	9.481	A
C-ABD	0	0	468	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.35	0.00	0.00	0.35	0.35			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.48	0.00	0.00	0.48	0.48			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.73	0.03	0.26	0.73	0.73			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.68	0.03	0.26	0.68	0.68			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.73	0.03	0.29	1.17	3.16			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.69	0.03	0.29	1.18	3.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.49	0.04	0.45	1.27	1.39			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.48	0.04	0.42	1.25	1.38			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.36	0.03	0.28	0.61	1.06			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.36	0.03	0.28	0.50	0.96			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Early Years , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	10.39	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	992	100.000
B - B1078		ONE HOUR	✓	343	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	210	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	31	961	0
	B - B1078	0	0	343	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	210	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	3	9	0
	B - B1078	0	0	4	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.81	38.19	3.8	20.1	E	315	472
A-B						28	42
A-C						882	1323
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.51	16.18	1.0	3.8	C	192	288
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						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)	LOS
B-ACD	258	65	527	0.490	254	0.0	0.9	13.044	B
A-B	23	6			23				
A-C	723	181			723				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	158	39	492	0.320	156	0.0	0.5	10.640	B

C-ABD	0	0	460	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	308	77	502	0.614	306	0.9	1.5	18.116	C
A-B	28	7			28				
A-C	864	216			864				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	188	47	476	0.396	188	0.5	0.6	12.457	B
C-ABD	0	0	438	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	377	94	468	0.806	369	1.5	3.5	34.008	D
A-B	34	8			34				
A-C	1058	265			1058				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	231	58	453	0.509	229	0.6	1.0	15.990	C
C-ABD	0	0	408	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	377	94	468	0.806	376	3.5	3.8	38.194	E
A-B	34	8			34				
A-C	1058	265			1058				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	231	58	453	0.509	231	1.0	1.0	16.185	C
C-ABD	0	0	408	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	308	77	502	0.614	317	3.8	1.7	20.195	C
A-B	28	7			28				
A-C	864	216			864				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	188	47	476	0.396	190	1.0	0.7	12.645	B
C-ABD	0	0	438	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	258	65	527	0.490	261	1.7	1.0	13.667	B
A-B	23	6			23				
A-C	723	181			723				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	158	39	492	0.320	159	0.7	0.5	10.807	B
C-ABD	0	0	460	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.93	0.55	1.00	1.40	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.51	0.09	1.14	2.97	3.99			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.64	0.22	0.94	1.39	1.44			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	3.51	0.04	0.41	9.53	18.18			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.00	0.03	0.27	1.00	1.23			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	3.78	0.03	0.33	7.21	20.14			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.02	0.03	0.28	1.02	3.80			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.67	0.04	0.42	4.46	7.60			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.67	0.07	0.70	1.39	1.47			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.99	0.03	0.33	2.24	4.86			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.48	0.04	0.41	1.26	1.40			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Early Years , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	5.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	783	100.000
B - B1078		ONE HOUR	✓	223	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	265	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	19	764	0
	B - B1078	0	0	223	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	265	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	5	10	0
	B - B1078	0	0	4	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.48	13.59	0.9	3.4	B	204	307
A-B						18	27
A-C						701	1051
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.58	17.14	1.4	4.4	C	243	365
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

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)	LOS
B-ACD	168	42	557	0.301	166	0.0	0.4	9.162	A
A-B	15	4			15				
A-C	575	144			575				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	199	50	534	0.373	197	0.0	0.6	10.609	B

C-ABD	0	0	484	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	200	50	538	0.373	200	0.4	0.6	10.635	B
A-B	17	4			17				
A-C	687	172			687				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	238	60	520	0.458	237	0.6	0.8	12.667	B
C-ABD	0	0	466	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	245	61	510	0.481	244	0.6	0.9	13.463	B
A-B	21	5			21				
A-C	841	210			841				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	292	73	501	0.582	290	0.8	1.3	16.838	C
C-ABD	0	0	442	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	245	61	510	0.481	245	0.9	0.9	13.585	B
A-B	21	5			21				
A-C	841	210			841				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	292	73	501	0.582	292	1.3	1.4	17.138	C
C-ABD	0	0	442	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	200	50	538	0.373	202	0.9	0.6	10.753	B
A-B	17	4			17				
A-C	687	172			687				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	238	60	520	0.458	240	1.4	0.9	12.937	B
C-ABD	0	0	466	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	168	42	557	0.301	168	0.6	0.4	9.273	A
A-B	15	4			15				
A-C	575	144			575				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	199	50	534	0.373	200	0.9	0.6	10.823	B
C-ABD	0	0	484	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.42	0.00	0.00	0.42	0.42			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.58	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.58	0.55	1.00	1.40	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.82	0.19	0.94	1.41	1.47			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.90	0.03	0.26	0.90	0.90			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.33	0.03	0.28	1.33	3.94			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.91	0.03	0.28	0.91	3.44			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.36	0.03	0.28	1.36	4.37			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.60	0.07	0.69	1.34	1.42			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.86	0.06	0.75	1.51	1.91			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.44	0.04	0.37	1.20	1.35			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.61	0.04	0.44	1.46	1.53			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Early Years , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	5.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	815	100.000
B - B1078		ONE HOUR	✓	223	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	281	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	19	796	0
	B - B1078	0	0	223	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	281	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	4	0
	B - B1078	0	0	2	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.47	13.00	0.9	3.3	B	205	307
A-B						17	26
A-C						730	1095
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.60	17.62	1.5	5.0	C	258	387
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						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)	LOS
B-ACD	168	42	569	0.295	166	0.0	0.4	8.893	A
A-B	14	4			14				
A-C	599	150			599				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	212	53	546	0.387	209	0.0	0.6	10.607	B

C-ABD	0	0	486	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	200	50	550	0.365	200	0.4	0.6	10.274	B
A-B	17	4			17				
A-C	715	179			715				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	253	63	532	0.475	252	0.6	0.9	12.775	B
C-ABD	0	0	468	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	245	61	522	0.470	244	0.6	0.9	12.896	B
A-B	21	5			21				
A-C	876	219			876				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	309	77	513	0.603	307	0.9	1.5	17.265	C
C-ABD	0	0	445	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	245	61	522	0.470	245	0.9	0.9	13.000	B
A-B	21	5			21				
A-C	876	219			876				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	309	77	513	0.603	309	1.5	1.5	17.617	C
C-ABD	0	0	445	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	200	50	550	0.365	202	0.9	0.6	10.379	B
A-B	17	4			17				
A-C	715	179			715				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	253	63	532	0.475	255	1.5	0.9	13.078	B
C-ABD	0	0	468	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	168	42	569	0.295	169	0.6	0.4	8.996	A
A-B	14	4			14				
A-C	599	150			599				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	212	53	546	0.387	213	0.9	0.6	10.836	B
C-ABD	0	0	486	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.41	0.00	0.00	0.41	0.41			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.62	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.56	0.55	1.00	1.40	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.88	0.17	0.95	1.26	1.26			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.86	0.03	0.26	0.86	0.86			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.45	0.03	0.28	1.45	4.96			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.88	0.03	0.28	0.92	3.35			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.48	0.03	0.28	1.48	4.70			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.58	0.06	0.68	1.34	1.42			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.93	0.06	0.75	1.71	2.28			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.42	0.04	0.36	1.17	1.33			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.64	0.04	0.44	1.14	1.76			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	2.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	462	100.000
B - B1078		ONE HOUR	✓	104	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	73	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	3	459	0
	B - B1078	0	0	104	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	73	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	16	0
	B - B1078	0	0	4	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.20	8.07	0.3	1.2	A	96	144
A-B						3	4
A-C						421	632
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.15	8.18	0.2	0.5	A	67	101
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	79	20	590	0.133	78	0.0	0.2	7.014	A
A-B	2	0.52			2				
A-C	345	86			345				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	55	14	540	0.102	55	0.0	0.1	7.407	A

C-ABD	0	0	518	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	94	23	578	0.162	94	0.2	0.2	7.430	A
A-B	2	0.62			2				
A-C	413	103			413				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	66	16	532	0.124	66	0.1	0.1	7.718	A
C-ABD	0	0	507	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	115	29	561	0.205	115	0.2	0.3	8.062	A
A-B	3	0.76			3				
A-C	505	126			505				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	81	20	521	0.155	80	0.1	0.2	8.178	A
C-ABD	0	0	492	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	115	29	561	0.205	115	0.3	0.3	8.070	A
A-B	3	0.76			3				
A-C	505	126			505				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	81	20	521	0.155	80	0.2	0.2	8.180	A
C-ABD	0	0	492	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	94	23	578	0.162	94	0.3	0.2	7.443	A
A-B	2	0.62			2				
A-C	413	103			413				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	66	16	532	0.124	66	0.2	0.1	7.728	A
C-ABD	0	0	507	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	79	20	590	0.133	79	0.2	0.2	7.039	A
A-B	2	0.52			2				
A-C	345	86			345				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	55	14	540	0.102	55	0.1	0.1	7.422	A
C-ABD	0	0	518	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.15	0.00	0.00	0.15	0.15			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.19	0.00	0.00	0.19	0.19			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.26	0.03	0.26	0.46	0.49			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.18	0.03	0.26	0.46	0.49			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.26	0.03	0.30	0.87	1.21			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.18	0.03	0.26	0.46	0.49			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.20	0.00	0.00	0.20	0.20			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.15	0.00	0.00	0.15	0.15			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	3.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	959	100.000
B - B1078		ONE HOUR	✓	214	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	176	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	25	935	0
	B - B1078	0	0	214	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	176	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	9	0
	B - B1078	0	0	1	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.48	14.15	0.9	3.6	B	196	294
A-B						22	34
A-C						858	1287
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.41	12.92	0.7	3.0	B	162	243
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	161	40	548	0.293	159	0.0	0.4	9.217	A
A-B	18	5			18				
A-C	704	176			704				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	133	33	512	0.259	131	0.0	0.3	9.423	A

C-ABD	0	0	464	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	192	48	523	0.367	191	0.4	0.6	10.816	B
A-B	22	6			22				
A-C	840	210			840				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	158	40	495	0.320	158	0.3	0.5	10.650	B
C-ABD	0	0	443	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	235	59	489	0.480	234	0.6	0.9	14.010	B
A-B	27	7			27				
A-C	1029	257			1029				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	194	48	473	0.410	193	0.5	0.7	12.840	B
C-ABD	0	0	414	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

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)	LOS
B-ACD	235	59	489	0.480	235	0.9	0.9	14.148	B
A-B	27	7			27				
A-C	1029	257			1029				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	194	48	473	0.410	194	0.7	0.7	12.915	B
C-ABD	0	0	414	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	192	48	523	0.367	193	0.9	0.6	10.945	B
A-B	22	6			22				
A-C	840	210			840				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	158	40	495	0.320	159	0.7	0.5	10.733	B
C-ABD	0	0	443	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	161	40	548	0.293	161	0.6	0.4	9.326	A
A-B	18	5			18				
A-C	704	176			704				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	133	33	512	0.259	133	0.5	0.4	9.514	A
C-ABD	0	0	464	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.41	0.00	0.00	0.41	0.41			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.57	0.55	1.00	1.40	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.90	0.03	0.26	0.90	0.90			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.68	0.03	0.26	0.68	0.68			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.91	0.03	0.28	1.01	3.58			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.69	0.03	0.29	1.19	3.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.59	0.06	0.66	1.34	1.42			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.48	0.04	0.41	1.25	1.37			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.42	0.04	0.36	1.17	1.34			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.35	0.03	0.27	0.49	0.93			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	17.90	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
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	1044	100.000
B - B1078		ONE HOUR	✓	380	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	242	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	27	1017	0
	B - B1078	0	0	380	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	242	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	3	9	0
	B - B1078	0	0	4	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.91	68.39	7.4	36.5	F	349	523
A-B						25	37
A-C						933	1400
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.59	19.46	1.4	5.0	C	222	333
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						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)	LOS
B-ACD	286	71	521	0.549	281	0.0	1.2	14.758	B
A-B	20	5			20				
A-C	766	191			766				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	182	45	492	0.369	180	0.0	0.6	11.425	B

C-ABD	0	0	455	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	341	85	495	0.690	338	1.2	2.1	22.421	C
A-B	24	6			24				
A-C	914	229			914				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	217	54	475	0.457	216	0.6	0.8	13.860	B
C-ABD	0	0	431	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	418	105	459	0.912	402	2.1	6.2	52.091	F
A-B	30	7			30				
A-C	1120	280			1120				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	266	66	451	0.590	264	0.8	1.4	19.043	C
C-ABD	0	0	399	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	418	105	459	0.912	414	6.2	7.4	68.395	F
A-B	30	7			30				
A-C	1120	280			1120				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	266	66	451	0.590	266	1.4	1.4	19.456	C
C-ABD	0	0	399	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	341	85	495	0.690	361	7.4	2.4	30.138	D
A-B	24	6			24				
A-C	914	229			914				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	217	54	475	0.457	219	1.4	0.9	14.207	B
C-ABD	0	0	431	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	286	71	521	0.549	291	2.4	1.3	15.929	C
A-B	20	5			20				
A-C	766	191			766				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	182	45	492	0.369	183	0.9	0.6	11.671	B
C-ABD	0	0	455	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.17	0.55	1.05	1.40	1.40			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.57	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	2.07	0.09	1.28	4.72	6.55			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.82	0.19	0.94	1.41	1.47			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	6.21	0.08	1.57	17.20	25.84			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.37	0.03	0.28	1.37	4.87			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	7.37	0.05	0.83	21.34	36.47			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.41	0.03	0.28	1.41	5.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	2.41	0.04	0.40	6.50	12.12			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.87	0.06	0.71	1.58	1.98			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.26	0.03	0.31	2.13	6.40			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.60	0.04	0.42	1.48	1.62			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	6.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	877	100.000
B - B1078		ONE HOUR	✓	234	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	276	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	21	856	0
	B - B1078	0	0	234	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	276	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	4	9	0
	B - B1078	0	0	3	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.52	15.19	1.1	3.8	C	215	322
A-B						20	29
A-C						785	1178
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.62	19.26	1.6	6.1	C	253	380
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

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)	LOS
B-ACD	176	44	547	0.322	174	0.0	0.5	9.613	A
A-B	16	4			16				
A-C	644	161			644				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	208	52	527	0.394	205	0.0	0.6	11.111	B

C-ABD	0	0	474	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	210	53	525	0.401	209	0.5	0.7	11.390	B
A-B	19	5			19				
A-C	769	192			769				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	248	62	511	0.485	247	0.6	0.9	13.553	B
C-ABD	0	0	454	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	257	64	494	0.521	256	0.7	1.1	14.999	B
A-B	23	6			23				
A-C	942	236			942				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	304	76	490	0.620	301	0.9	1.5	18.797	C
C-ABD	0	0	427	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	257	64	494	0.521	257	1.1	1.1	15.186	C
A-B	23	6			23				
A-C	942	236			942				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	304	76	490	0.620	304	1.5	1.6	19.258	C
C-ABD	0	0	427	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	210	53	525	0.401	212	1.1	0.7	11.559	B
A-B	19	5			19				
A-C	769	192			769				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	248	62	511	0.485	251	1.6	1.0	13.928	B
C-ABD	0	0	454	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	176	44	547	0.322	177	0.7	0.5	9.750	A
A-B	16	4			16				
A-C	644	161			644				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	208	52	527	0.394	209	1.0	0.7	11.372	B
C-ABD	0	0	474	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.47	0.00	0.00	0.47	0.47			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.64	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.66	0.19	0.92	1.39	1.44			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.92	0.16	0.96	1.50	1.50			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.05	0.03	0.27	1.05	1.27			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.55	0.03	0.29	1.55	6.12			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.07	0.03	0.28	1.07	3.82			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.59	0.03	0.28	1.59	5.38			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.68	0.07	0.72	1.39	1.48			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.97	0.06	0.71	1.86	2.63			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.48	0.04	0.41	1.27	1.40			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.66	0.04	0.42	1.32	1.92			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	7.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	865	100.000
B - B1078		ONE HOUR	✓	242	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	313	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	20	845	0
	B - B1078	0	0	242	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	313	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	4	0
	B - B1078	0	0	2	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.52	14.67	1.1	3.7	B	222	333
A-B						18	28
A-C						775	1163
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.68	22.04	2.0	9.6	C	287	431
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						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)	LOS
B-ACD	182	46	562	0.324	180	0.0	0.5	9.398	A
A-B	15	4			15				
A-C	636	159			636				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	236	59	542	0.435	233	0.0	0.8	11.535	B

C-ABD	0	0	480	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	218	54	541	0.402	217	0.5	0.7	11.090	B
A-B	18	5			18				
A-C	759	190			759				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	281	70	527	0.534	280	0.8	1.1	14.470	B
C-ABD	0	0	462	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	266	67	512	0.521	265	0.7	1.1	14.494	B
A-B	22	6			22				
A-C	930	233			930				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	345	86	507	0.680	341	1.1	2.0	21.246	C
C-ABD	0	0	437	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	266	67	512	0.521	266	1.1	1.1	14.667	B
A-B	22	6			22				
A-C	930	233			930				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	345	86	507	0.680	344	2.0	2.0	22.041	C
C-ABD	0	0	437	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	218	54	541	0.402	219	1.1	0.7	11.250	B
A-B	18	5			18				
A-C	759	190			759				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	281	70	527	0.534	285	2.0	1.2	15.055	C
C-ABD	0	0	462	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	182	46	562	0.324	183	0.7	0.5	9.529	A
A-B	15	4			15				
A-C	636	159			636				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	236	59	542	0.435	237	1.2	0.8	11.880	B
C-ABD	0	0	480	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.47	0.00	0.00	0.47	0.47			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.75	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.66	0.19	0.92	1.39	1.44			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.11	0.13	1.04	1.74	2.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.05	0.03	0.27	1.05	1.12			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.98	0.03	0.30	2.62	9.62			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.07	0.03	0.28	1.07	3.72			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	2.05	0.03	0.29	2.05	7.60			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.69	0.07	0.73	1.39	1.48			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.18	0.05	0.59	2.72	3.96			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.49	0.04	0.41	1.27	1.40			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.79	0.04	0.40	1.81	2.89			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Peak Construction, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	2.80	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	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	463	100.000
B - B1078		ONE HOUR	✓	105	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	5	458	0
	B - B1078	0	0	105	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	136	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	16	0
	B - B1078	0	0	4	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.21	8.09	0.3	1.2	A	97	145
A-B						4	7
A-C						420	630
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.28	9.35	0.4	1.6	A	125	187
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	79	20	591	0.134	79	0.0	0.2	7.022	A
A-B	4	0.90			4				
A-C	345	86			345				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	102	26	555	0.185	102	0.0	0.2	7.925	A

C-ABD	0	0	518	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	95	24	578	0.164	95	0.2	0.2	7.440	A
A-B	4	1			4				
A-C	412	103			412				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	122	31	547	0.224	122	0.2	0.3	8.473	A
C-ABD	0	0	507	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	116	29	561	0.207	116	0.2	0.3	8.078	A
A-B	5	1			5				
A-C	504	126			504				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	150	37	535	0.280	149	0.3	0.4	9.331	A
C-ABD	0	0	492	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	116	29	561	0.207	116	0.3	0.3	8.085	A
A-B	5	1			5				
A-C	504	126			504				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	150	37	535	0.280	150	0.4	0.4	9.349	A
C-ABD	0	0	492	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	95	24	578	0.164	95	0.3	0.2	7.453	A
A-B	4	1			4				
A-C	412	103			412				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	122	31	547	0.224	123	0.4	0.3	8.499	A
C-ABD	0	0	507	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	79	20	591	0.134	80	0.2	0.2	7.046	A
A-B	4	0.90			4				
A-C	345	86			345				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	102	26	555	0.185	103	0.3	0.2	7.963	A
C-ABD	0	0	518	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.15	0.00	0.00	0.15	0.15			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.19	0.00	0.00	0.19	0.19			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.26	0.03	0.26	0.46	0.49			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.38	0.03	0.26	0.46	0.49			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.26	0.03	0.30	0.89	1.22			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.39	0.03	0.31	1.26	1.56			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.20	0.00	0.00	0.20	0.20			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.16	0.00	0.00	0.16	0.16			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Peak Construction, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	4.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	962	100.000
B - B1078		ONE HOUR	✓	221	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	221	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	27	936	0
	B - B1078	0	0	221	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	221	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	9	0
	B - B1078	0	0	1	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.50	14.60	1.0	3.7	B	202	304
A-B						24	37
A-C						859	1288
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.51	15.49	1.0	3.7	C	203	304
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	166	42	548	0.303	164	0.0	0.4	9.341	A
A-B	20	5			20				
A-C	704	176			704				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	167	42	515	0.323	165	0.0	0.5	10.210	B

C-ABD	0	0	464	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	198	50	523	0.379	198	0.4	0.6	11.026	B
A-B	24	6			24				
A-C	841	210			841				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	199	50	499	0.399	198	0.5	0.6	11.945	B
C-ABD	0	0	443	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	243	61	489	0.496	241	0.6	1.0	14.439	B
A-B	29	7			29				
A-C	1030	258			1030				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	244	61	476	0.512	242	0.6	1.0	15.313	C
C-ABD	0	0	413	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

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)	LOS
B-ACD	243	61	489	0.496	243	1.0	1.0	14.596	B
A-B	29	7			29				
A-C	1030	258			1030				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	244	61	476	0.512	243	1.0	1.0	15.494	C
C-ABD	0	0	413	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	198	50	523	0.379	200	1.0	0.6	11.169	B
A-B	24	6			24				
A-C	841	210			841				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	199	50	499	0.399	200	1.0	0.7	12.120	B
C-ABD	0	0	443	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	166	42	548	0.303	167	0.6	0.4	9.458	A
A-B	20	5			20				
A-C	704	176			704				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	167	42	515	0.323	167	0.7	0.5	10.365	B
C-ABD	0	0	464	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.43	0.00	0.00	0.43	0.43			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.60	0.55	1.00	1.40	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.65	0.22	0.94	1.39	1.44			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.96	0.03	0.27	0.96	1.13			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.02	0.03	0.27	1.02	1.12			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.97	0.03	0.28	0.97	3.69			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.03	0.03	0.28	1.03	3.73			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.62	0.06	0.69	1.35	1.43			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.68	0.07	0.72	1.39	1.47			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.44	0.04	0.38	1.21	1.36			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.49	0.04	0.41	1.27	1.40			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Peak Construction, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	17.38	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
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	1046	100.000
B - B1078		ONE HOUR	✓	375	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	271	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	29	1017	0
	B - B1078	0	0	375	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	271	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	3	9	0
	B - B1078	0	0	4	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.90	63.92	6.8	34.7	F	344	516
A-B						26	40
A-C						933	1400
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.66	23.08	1.9	8.5	C	248	372
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						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)	LOS
B-ACD	282	71	520	0.542	278	0.0	1.1	14.569	B
A-B	22	5			22				
A-C	766	191			766				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	204	51	495	0.411	201	0.0	0.7	12.121	B

C-ABD	0	0	454	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	337	84	494	0.682	334	1.1	2.0	21.904	C
A-B	26	6			26				
A-C	914	229			914				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	243	61	478	0.509	242	0.7	1.0	15.187	C
C-ABD	0	0	431	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	413	103	458	0.900	397	2.0	5.8	49.740	E
A-B	32	8			32				
A-C	1120	280			1120				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	298	74	453	0.657	295	1.0	1.8	22.277	C
C-ABD	0	0	399	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	413	103	458	0.900	409	5.8	6.8	63.917	F
A-B	32	8			32				
A-C	1120	280			1120				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	298	74	453	0.657	298	1.8	1.9	23.078	C
C-ABD	0	0	399	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	337	84	494	0.682	355	6.8	2.3	28.489	D
A-B	26	6			26				
A-C	914	229			914				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	243	61	478	0.509	246	1.9	1.1	15.770	C
C-ABD	0	0	431	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	282	71	520	0.542	287	2.3	1.2	15.659	C
A-B	22	5			22				
A-C	766	191			766				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	204	51	495	0.411	205	1.1	0.7	12.467	B
C-ABD	0	0	454	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.14	0.55	1.02	1.44	1.50			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.68	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	2.00	0.09	1.26	4.51	6.21			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.01	0.14	1.00	1.46	1.78			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	5.81	0.07	1.16	16.30	24.97			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.80	0.03	0.30	2.16	8.52			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	6.80	0.05	0.49	19.52	34.74			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.85	0.03	0.29	1.85	7.19			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	2.31	0.04	0.40	6.21	11.54			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.07	0.05	0.60	2.35	3.41			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.23	0.03	0.31	2.15	6.24			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.71	0.04	0.40	1.60	2.52			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Peak Construction, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	7.67	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	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	898	100.000
B - B1078		ONE HOUR	✓	285	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	288	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	21	877	0
	B - B1078	0	0	285	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	288	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	4	9	0
	B - B1078	0	0	3	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.64	19.95	1.7	7.0	C	261	392
A-B						20	29
A-C						805	1207
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.65	20.96	1.8	7.9	C	264	396
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

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)	LOS
B-ACD	214	54	548	0.392	212	0.0	0.6	10.650	B
A-B	16	4			16				
A-C	660	165			660				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	217	54	525	0.413	214	0.0	0.7	11.463	B

C-ABD	0	0	472	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	256	64	525	0.488	255	0.6	0.9	13.276	B
A-B	19	5			19				
A-C	788	197			788				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	259	65	510	0.508	258	0.7	1.0	14.201	B
C-ABD	0	0	452	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	314	78	493	0.636	311	0.9	1.7	19.388	C
A-B	23	6			23				
A-C	965	241			965				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	317	79	488	0.650	314	1.0	1.7	20.329	C
C-ABD	0	0	424	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	314	78	493	0.636	313	1.7	1.7	19.945	C
A-B	23	6			23				
A-C	965	241			965				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	317	79	488	0.650	317	1.7	1.8	20.956	C
C-ABD	0	0	424	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	256	64	525	0.488	259	1.7	1.0	13.679	B
A-B	19	5			19				
A-C	788	197			788				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	259	65	510	0.508	262	1.8	1.1	14.682	B
C-ABD	0	0	452	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	214	54	548	0.392	216	1.0	0.7	10.892	B
A-B	16	4			16				
A-C	660	165			660				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	217	54	525	0.413	218	1.1	0.7	11.769	B
C-ABD	0	0	472	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.63	0.55	1.00	1.40	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.69	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.93	0.14	0.96	1.16	1.61			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.00	0.14	0.99	1.45	1.78			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.65	0.03	0.29	1.65	6.97			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.75	0.03	0.30	1.75	7.86			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.69	0.03	0.28	1.69	6.02			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.80	0.03	0.28	1.80	6.43			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.98	0.06	0.68	1.92	2.76			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.06	0.06	0.66	2.25	3.22			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.66	0.04	0.41	1.36	1.98			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.72	0.04	0.41	1.57	2.41			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Peak Construction, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	8.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	886	100.000
B - B1078		ONE HOUR	✓	266	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	328	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	17	869	0
	B - B1078	0	0	266	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	328	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	4	0
	B - B1078	0	0	2	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.58	16.67	1.3	4.4	C	244	366
A-B						16	23
A-C						797	1196
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.72	24.85	2.4	12.1	C	301	451
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						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)	LOS
B-ACD	200	50	560	0.358	198	0.0	0.5	9.896	A
A-B	13	3			13				
A-C	654	164			654				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	247	62	540	0.457	244	0.0	0.8	12.017	B

C-ABD	0	0	478	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	239	60	538	0.444	238	0.5	0.8	11.960	B
A-B	15	4			15				
A-C	781	195			781				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	295	74	525	0.561	293	0.8	1.2	15.406	C
C-ABD	0	0	459	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	293	73	508	0.576	291	0.8	1.3	16.378	C
A-B	19	5			19				
A-C	957	239			957				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	361	90	504	0.716	357	1.2	2.3	23.692	C
C-ABD	0	0	434	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	293	73	508	0.576	293	1.3	1.3	16.669	C
A-B	19	5			19				
A-C	957	239			957				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	361	90	504	0.716	361	2.3	2.4	24.851	C
C-ABD	0	0	434	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	239	60	538	0.444	241	1.3	0.8	12.200	B
A-B	15	4			15				
A-C	781	195			781				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	295	74	525	0.561	299	2.4	1.3	16.221	C
C-ABD	0	0	459	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	200	50	560	0.358	201	0.8	0.6	10.071	B
A-B	13	3			13				
A-C	654	164			654				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	247	62	540	0.457	249	1.3	0.9	12.438	B
C-ABD	0	0	478	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.55	0.55	1.00	1.40	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.82	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.78	0.17	0.92	1.40	1.46			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.24	0.11	1.09	1.99	2.70			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.30	0.03	0.28	1.30	3.54			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	2.32	0.03	0.32	4.22	12.13			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.33	0.03	0.28	1.33	4.41			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	2.41	0.03	0.29	2.41	9.96			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.82	0.07	0.74	1.32	1.77			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.33	0.05	0.49	3.27	4.98			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.57	0.04	0.43	1.31	1.31			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.86	0.04	0.38	2.03	3.58			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	2.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	492	100.000
B - B1078		ONE HOUR	✓	116	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	3	489	0
	B - B1078	0	0	116	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	76	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	16	0
	B - B1078	0	0	5	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.23	8.47	0.3	1.4	A	107	160
A-B						3	4
A-C						449	673
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.16	8.29	0.2	0.5	A	70	105
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	88	22	584	0.150	87	0.0	0.2	7.230	A
A-B	2	0.52			2				
A-C	368	92			368				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	57	14	539	0.106	57	0.0	0.1	7.465	A

C-ABD	0	0	514	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	105	26	571	0.183	104	0.2	0.2	7.712	A
A-B	2	0.62			2				
A-C	439	110			439				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	68	17	530	0.129	68	0.1	0.1	7.797	A
C-ABD	0	0	503	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	128	32	553	0.232	128	0.2	0.3	8.463	A
A-B	3	0.76			3				
A-C	538	135			538				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	84	21	518	0.162	84	0.1	0.2	8.288	A
C-ABD	0	0	487	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	128	32	553	0.232	128	0.3	0.3	8.475	A
A-B	3	0.76			3				
A-C	538	135			538				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	84	21	518	0.162	84	0.2	0.2	8.295	A
C-ABD	0	0	487	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	105	26	571	0.183	105	0.3	0.2	7.730	A
A-B	2	0.62			2				
A-C	439	110			439				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	68	17	530	0.129	69	0.2	0.1	7.807	A
C-ABD	0	0	503	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	88	22	584	0.150	88	0.2	0.2	7.255	A
A-B	2	0.52			2				
A-C	368	92			368				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	57	14	539	0.106	57	0.1	0.1	7.483	A
C-ABD	0	0	514	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

05:45 - 06:00

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

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.22	0.00	0.00	0.22	0.22			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.30	0.03	0.26	0.46	0.49			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.19	0.03	0.26	0.46	0.49			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.30	0.03	0.31	1.06	1.37			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.19	0.03	0.26	0.47	0.49			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

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

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.18	0.00	0.00	0.18	0.18			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	4.46	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
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	958	100.000
B - B1078		ONE HOUR	✓	226	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	209	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	26	933	0
	B - B1078	0	0	226	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	209	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	10	0
	B - B1078	0	0	2	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.51	15.06	1.0	3.8	C	207	310
A-B						23	35
A-C						856	1284
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.49	14.84	0.9	3.6	B	192	288
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	170	42	546	0.311	168	0.0	0.4	9.487	A
A-B	19	5			19				
A-C	702	176			702				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	157	39	512	0.307	156	0.0	0.4	10.051	B

C-ABD	0	0	464	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	203	51	521	0.389	202	0.4	0.6	11.255	B
A-B	23	6			23				
A-C	839	210			839				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	188	47	496	0.379	187	0.4	0.6	11.654	B
C-ABD	0	0	443	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	248	62	487	0.510	247	0.6	1.0	14.883	B
A-B	28	7			28				
A-C	1027	257			1027				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	230	58	473	0.487	229	0.6	0.9	14.694	B
C-ABD	0	0	413	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

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)	LOS
B-ACD	248	62	487	0.510	248	1.0	1.0	15.060	C
A-B	28	7			28				
A-C	1027	257			1027				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	230	58	473	0.487	230	0.9	0.9	14.842	B
C-ABD	0	0	413	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	203	51	521	0.389	204	1.0	0.6	11.415	B
A-B	23	6			23				
A-C	839	210			839				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	188	47	496	0.379	189	0.9	0.6	11.802	B
C-ABD	0	0	443	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	170	42	546	0.311	171	0.6	0.5	9.616	A
A-B	19	5			19				
A-C	702	176			702				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	157	39	512	0.307	158	0.6	0.5	10.188	B
C-ABD	0	0	464	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

06:45 - 07:00

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

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.62	0.17	0.91	1.38	1.44			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.60	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.01	0.03	0.27	1.01	1.43			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.92	0.03	0.27	0.92	1.04			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.02	0.03	0.28	1.02	3.80			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.94	0.03	0.28	0.94	3.55			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.65	0.07	0.70	1.37	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.62	0.07	0.69	1.35	1.43			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.46	0.04	0.39	1.24	1.38			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.45	0.04	0.39	1.22	1.36			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	28.04	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 segment length (min)	Run automatically
D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	1101	100.000
B - B1078		ONE HOUR	✓	396	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	320	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	27	1074	0
	B - B1078	0	0	396	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	320	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	3	9	0
	B - B1078	0	0	4	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.97	102.93	11.9	46.1	F	363	545
A-B						25	37
A-C						986	1478
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.78	36.21	3.4	17.4	E	293	440
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						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)	LOS
B-ACD	298	74	513	0.581	293	0.0	1.3	15.985	C
A-B	20	5			20				
A-C	809	202			809				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	241	60	493	0.488	237	0.0	0.9	13.867	B

C-ABD	0	0	448	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	356	89	486	0.733	351	1.3	2.5	25.895	D
A-B	24	6			24				
A-C	966	241			966				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	287	72	474	0.606	285	0.9	1.5	18.809	C
C-ABD	0	0	424	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	436	109	448	0.974	410	2.5	9.0	68.838	F
A-B	30	7			30				
A-C	1183	296			1183				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	352	88	448	0.785	345	1.5	3.1	32.873	D
C-ABD	0	0	390	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	436	109	448	0.974	424	9.0	11.9	102.934	F
A-B	30	7			30				
A-C	1183	296			1183				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	352	88	448	0.785	351	3.1	3.4	36.213	E
C-ABD	0	0	390	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	356	89	486	0.733	391	11.9	3.1	46.841	E
A-B	24	6			24				
A-C	966	241			966				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	287	72	474	0.606	294	3.4	1.6	20.695	C
C-ABD	0	0	424	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	298	74	513	0.581	305	3.1	1.4	17.776	C
A-B	20	5			20				
A-C	809	202			809				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	241	60	493	0.488	243	1.6	1.0	14.550	B
C-ABD	0	0	448	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.33	0.57	1.22	1.69	1.86			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.92	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	2.49	0.09	1.41	5.88	8.23			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.46	0.10	1.16	2.78	3.68			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	8.98	0.22	4.70	22.11	30.22			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	3.14	0.04	0.38	8.25	16.59			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	11.92	0.14	4.69	32.07	46.09			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	3.35	0.03	0.32	5.59	17.35			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	3.09	0.04	0.41	8.40	15.78			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.61	0.04	0.43	4.27	7.13			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.44	0.03	0.30	1.90	6.98			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.98	0.03	0.34	2.33	4.71			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	11.74	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	993	100.000
B - B1078		ONE HOUR	✓	340	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	313	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	22	971	0
	B - B1078	0	0	340	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	313	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	4	8	0
	B - B1078	0	0	3	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.78	34.10	3.4	17.2	D	312	468
A-B						20	31
A-C						891	1336
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.72	26.88	2.5	12.6	D	287	431
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

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)	LOS
B-ACD	256	64	537	0.477	252	0.0	0.9	12.518	B
A-B	17	4			17				
A-C	731	183			731				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	236	59	518	0.455	232	0.0	0.8	12.459	B

C-ABD	0	0	461	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	306	76	511	0.597	303	0.9	1.4	17.120	C
A-B	20	5			20				
A-C	873	218			873				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	281	70	501	0.562	280	0.8	1.2	16.140	C
C-ABD	0	0	439	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	374	94	477	0.785	367	1.4	3.2	30.983	D
A-B	25	6			25				
A-C	1069	267			1069				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	345	86	477	0.722	340	1.2	2.4	25.437	D
C-ABD	0	0	409	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	374	94	477	0.785	373	3.2	3.4	34.099	D
A-B	25	6			25				
A-C	1069	267			1069				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	345	86	477	0.722	344	2.4	2.5	26.878	D
C-ABD	0	0	409	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	306	76	511	0.597	313	3.4	1.6	18.720	C
A-B	20	5			20				
A-C	873	218			873				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	281	70	501	0.562	286	2.5	1.3	17.080	C
C-ABD	0	0	439	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	256	64	537	0.477	258	1.6	0.9	13.054	B
A-B	17	4			17				
A-C	731	183			731				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	236	59	518	0.455	238	1.3	0.9	12.911	B
C-ABD	0	0	461	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.89	0.55	1.00	1.40	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.81	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.42	0.09	1.11	2.75	3.66			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.23	0.11	1.09	1.99	2.69			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	3.16	0.04	0.38	8.15	16.79			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	2.37	0.03	0.33	4.72	12.60			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	3.37	0.03	0.32	5.34	17.20			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	2.48	0.03	0.30	2.48	10.81			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.55	0.04	0.43	4.06	6.77			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.33	0.05	0.48	3.32	5.12			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.94	0.03	0.34	2.17	4.49			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.85	0.04	0.37	2.01	3.64			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	13.85	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	983	100.000
B - B1078		ONE HOUR	✓	282	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	382	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	14	969	0
	B - B1078	0	0	282	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	382	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	3	0
	B - B1078	0	0	2	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.63	19.88	1.7	6.8	C	259	388
A-B						13	19
A-C						889	1333
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.85	46.10	5.0	27.3	E	351	526
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						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)	LOS
B-ACD	212	53	548	0.387	210	0.0	0.6	10.571	B
A-B	11	3			11				
A-C	729	182			729				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	288	72	532	0.540	283	0.0	1.1	14.210	B

C-ABD	0	0	468	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	253	63	524	0.484	252	0.6	0.9	13.193	B
A-B	13	3			13				
A-C	871	218			871				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	343	86	516	0.666	340	1.1	1.9	20.200	C
C-ABD	0	0	447	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	310	78	491	0.632	308	0.9	1.6	19.334	C
A-B	15	4			15				
A-C	1067	267			1067				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	421	105	493	0.854	410	1.9	4.5	39.191	E
C-ABD	0	0	418	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	310	78	491	0.632	310	1.6	1.7	19.884	C
A-B	15	4			15				
A-C	1067	267			1067				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	421	105	493	0.854	419	4.5	5.0	46.098	E
C-ABD	0	0	418	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	253	63	524	0.484	256	1.7	1.0	13.589	B
A-B	13	3			13				
A-C	871	218			871				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	343	86	516	0.666	355	5.0	2.1	23.814	C
C-ABD	0	0	447	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	212	53	548	0.387	214	1.0	0.6	10.806	B
A-B	11	3			11				
A-C	729	182			729				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	288	72	532	0.540	291	2.1	1.2	15.158	C
C-ABD	0	0	468	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.62	0.55	1.00	1.40	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.14	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.91	0.14	0.95	1.07	1.56			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.88	0.09	1.27	4.01	5.54			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.63	0.03	0.29	1.63	6.81			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	4.54	0.05	0.50	12.95	22.08			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.67	0.03	0.28	1.67	5.98			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	5.03	0.04	0.37	12.20	27.31			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.96	0.06	0.68	1.88	2.68			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	2.13	0.04	0.41	5.77	10.30			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.64	0.04	0.41	1.31	1.94			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.22	0.03	0.33	2.63	6.16			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Operational Led, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	2.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	491	100.000
B - B1078		ONE HOUR	✓	116	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	2	489	0
	B - B1078	0	0	116	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	76	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	16	0
	B - B1078	0	0	5	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.23	8.47	0.3	1.4	A	107	160
A-B						2	2
A-C						449	673
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.16	8.29	0.2	0.5	A	70	105
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	88	22	584	0.150	87	0.0	0.2	7.229	A
A-B	1	0.33			1				
A-C	368	92			368				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	57	14	539	0.106	57	0.0	0.1	7.463	A

C-ABD	0	0	514	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	105	26	571	0.183	104	0.2	0.2	7.711	A
A-B	2	0.40			2				
A-C	439	110			439				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	68	17	530	0.129	68	0.1	0.1	7.795	A
C-ABD	0	0	503	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	128	32	553	0.232	128	0.2	0.3	8.462	A
A-B	2	0.48			2				
A-C	538	135			538				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	84	21	518	0.162	84	0.1	0.2	8.286	A
C-ABD	0	0	487	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	128	32	553	0.232	128	0.3	0.3	8.473	A
A-B	2	0.48			2				
A-C	538	135			538				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	84	21	518	0.162	84	0.2	0.2	8.292	A
C-ABD	0	0	487	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	105	26	571	0.183	105	0.3	0.2	7.727	A
A-B	2	0.40			2				
A-C	439	110			439				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	68	17	530	0.129	69	0.2	0.1	7.805	A
C-ABD	0	0	503	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	88	22	584	0.150	88	0.2	0.2	7.258	A
A-B	1	0.33			1				
A-C	368	92			368				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	57	14	539	0.106	57	0.1	0.1	7.479	A
C-ABD	0	0	514	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

05:45 - 06:00

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

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.22	0.00	0.00	0.22	0.22			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.30	0.03	0.26	0.46	0.49			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.19	0.03	0.26	0.46	0.49			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.30	0.03	0.31	1.06	1.37			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.19	0.03	0.26	0.47	0.49			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

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

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.18	0.00	0.00	0.18	0.18			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Operational Led, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	4.46	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
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	959	100.000
B - B1078		ONE HOUR	✓	226	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	209	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	26	934	0
	B - B1078	0	0	226	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	209	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	10	0
	B - B1078	0	0	2	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.51	15.07	1.0	3.8	C	207	310
A-B						23	35
A-C						857	1285
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.49	14.85	0.9	3.6	B	192	288
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	170	42	546	0.311	168	0.0	0.4	9.490	A
A-B	19	5			19				
A-C	703	176			703				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	157	39	512	0.308	156	0.0	0.4	10.053	B

C-ABD	0	0	464	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	203	51	521	0.389	202	0.4	0.6	11.260	B
A-B	23	6			23				
A-C	839	210			839				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	188	47	496	0.380	187	0.4	0.6	11.657	B
C-ABD	0	0	443	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	248	62	487	0.510	247	0.6	1.0	14.890	B
A-B	28	7			28				
A-C	1028	257			1028				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	230	58	473	0.487	229	0.6	0.9	14.701	B
C-ABD	0	0	413	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

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)	LOS
B-ACD	248	62	487	0.510	248	1.0	1.0	15.071	C
A-B	28	7			28				
A-C	1028	257			1028				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	230	58	473	0.487	230	0.9	0.9	14.849	B
C-ABD	0	0	413	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	203	51	521	0.389	204	1.0	0.6	11.420	B
A-B	23	6			23				
A-C	839	210			839				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	188	47	496	0.380	189	0.9	0.6	11.803	B
C-ABD	0	0	443	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	170	42	546	0.311	171	0.6	0.5	9.619	A
A-B	19	5			19				
A-C	703	176			703				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	157	39	512	0.308	158	0.6	0.5	10.192	B
C-ABD	0	0	464	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

06:45 - 07:00

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

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.62	0.17	0.91	1.38	1.44			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.60	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.01	0.03	0.27	1.01	1.43			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.92	0.03	0.27	0.92	1.05			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.02	0.03	0.28	1.02	3.81			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.94	0.03	0.28	0.94	3.55			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.65	0.07	0.70	1.37	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.62	0.07	0.69	1.35	1.43			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.46	0.04	0.39	1.24	1.38			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.45	0.04	0.39	1.22	1.36			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Operational Led, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	29.60	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 segment length (min)	Run automatically
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	1112	100.000
B - B1078		ONE HOUR	✓	399	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	321	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	33	1079	0
	B - B1078	0	0	399	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	321	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	3	9	0
	B - B1078	0	0	4	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.98	109.83	12.9	47.4	F	366	549
A-B						30	45
A-C						990	1485
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.79	37.02	3.4	17.9	E	294	441
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						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)	LOS
B-ACD	300	75	512	0.586	295	0.0	1.4	16.184	C
A-B	25	6			25				
A-C	812	203			812				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	241	60	492	0.490	238	0.0	0.9	13.948	B

C-ABD	0	0	447	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	359	90	485	0.740	354	1.4	2.6	26.508	D
A-B	29	7			29				
A-C	970	243			970				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	288	72	473	0.609	286	0.9	1.5	18.988	C
C-ABD	0	0	422	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	439	110	446	0.984	411	2.6	9.5	71.896	F
A-B	36	9			36				
A-C	1188	297			1188				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	353	88	447	0.789	346	1.5	3.2	33.473	D
C-ABD	0	0	388	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	439	110	446	0.984	426	9.5	12.9	109.835	F
A-B	36	9			36				
A-C	1188	297			1188				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	353	88	447	0.789	352	3.2	3.4	37.023	E
C-ABD	0	0	388	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	359	90	485	0.740	397	12.9	3.2	51.373	F
A-B	29	7			29				
A-C	970	243			970				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	288	72	473	0.609	295	3.4	1.6	20.971	C
C-ABD	0	0	422	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	300	75	512	0.586	307	3.2	1.5	18.114	C
A-B	25	6			25				
A-C	812	203			812				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	241	60	492	0.490	244	1.6	1.0	14.648	B
C-ABD	0	0	447	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.36	0.57	1.25	1.74	1.89			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.93	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	2.57	0.09	1.44	6.09	8.56			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.48	0.10	1.17	2.82	3.74			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	9.53	0.27	5.35	22.95	30.97			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	3.21	0.04	0.39	8.53	16.87			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	12.92	0.19	5.87	33.72	47.38			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	3.44	0.03	0.32	5.94	17.93			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	3.24	0.04	0.41	8.82	16.53			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.64	0.04	0.43	4.36	7.31			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.48	0.03	0.30	1.87	7.08			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.99	0.03	0.34	2.34	4.78			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Operational Led, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	10.59	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	995	100.000
B - B1078		ONE HOUR	✓	322	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	315	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	22	973	0
	B - B1078	0	0	322	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	315	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	4	8	0
	B - B1078	0	0	2	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.74	28.89	2.7	13.9	D	295	443
A-B						20	31
A-C						893	1339
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.73	27.38	2.5	12.9	D	289	433
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						0	0

Main Results for each time segment

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)	LOS
B-ACD	242	61	537	0.451	239	0.0	0.8	11.962	B
A-B	17	4			17				
A-C	732	183			732				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	237	59	518	0.458	234	0.0	0.8	12.529	B

C-ABD	0	0	461	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	289	72	512	0.565	288	0.8	1.3	15.914	C
A-B	20	5			20				
A-C	875	219			875				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	283	71	501	0.566	281	0.8	1.3	16.285	C
C-ABD	0	0	439	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	354	89	477	0.743	349	1.3	2.6	26.992	D
A-B	25	6			25				
A-C	1071	268			1071				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	347	87	477	0.727	342	1.3	2.4	25.824	D
C-ABD	0	0	409	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	354	89	477	0.743	354	2.6	2.7	28.890	D
A-B	25	6			25				
A-C	1071	268			1071				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	347	87	477	0.727	346	2.4	2.5	27.376	D
C-ABD	0	0	409	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	289	72	512	0.565	295	2.7	1.4	16.979	C
A-B	20	5			20				
A-C	875	219			875				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	283	71	501	0.566	288	2.5	1.4	17.268	C
C-ABD	0	0	439	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	242	61	537	0.451	244	1.4	0.8	12.384	B
A-B	17	4			17				
A-C	732	183			732				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	237	59	518	0.458	239	1.4	0.9	12.994	B
C-ABD	0	0	461	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.80	0.55	1.00	1.40	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.82	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.25	0.10	1.07	2.17	2.85			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.25	0.11	1.09	2.06	2.76			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	2.60	0.03	0.34	5.73	13.90			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	2.43	0.03	0.33	4.96	12.92			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	2.73	0.03	0.30	2.97	12.67			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	2.53	0.03	0.30	2.53	11.22			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.35	0.05	0.46	3.43	5.42			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.35	0.05	0.47	3.40	5.29			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.84	0.04	0.35	1.97	3.75			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	0.87	0.04	0.37	2.06	3.73			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Operational Led, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J1	A140 / B1078	Crossroads	One-way from A to C	13.81	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A140 North		ONE HOUR	✓	987	100.000
B - B1078		ONE HOUR	✓	283	100.000
C - A140 South		ONE HOUR	✓	0	100.000
D - A140 South Right turn		ONE HOUR	✓	381	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	14	973	0
	B - B1078	0	0	283	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	381	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A140 North	B - B1078	C - A140 South	D - A140 South Right turn
From	A - A140 North	0	0	3	0
	B - B1078	0	0	2	0
	C - A140 South	0	0	0	0
	D - A140 South Right turn	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.64	20.27	1.7	7.1	C	260	389
A-B						13	19
A-C						893	1339
A-D	0.00	0.00	0.0	~1	A	0	0
D-ABC	0.85	45.80	5.0	27.1	E	350	524
C-ABD	0.00	0.00	0.0	~1	A	0	0
C-D						0	0
C-A						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)	LOS
B-ACD	213	53	546	0.390	211	0.0	0.6	10.668	B
A-B	11	3			11				
A-C	732	183			732				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	287	72	532	0.539	282	0.0	1.1	14.189	B

C-ABD	0	0	467	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	254	64	522	0.488	253	0.6	0.9	13.349	B
A-B	13	3			13				
A-C	875	219			875				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	342	86	515	0.665	340	1.1	1.9	20.154	C
C-ABD	0	0	446	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	312	78	488	0.638	309	0.9	1.7	19.686	C
A-B	15	4			15				
A-C	1071	268			1071				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	419	105	492	0.852	409	1.9	4.5	39.007	E
C-ABD	0	0	418	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	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)	LOS
B-ACD	312	78	488	0.638	311	1.7	1.7	20.270	C
A-B	15	4			15				
A-C	1071	268			1071				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	419	105	492	0.852	418	4.5	5.0	45.801	E
C-ABD	0	0	418	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	254	64	522	0.488	257	1.7	1.0	13.767	B
A-B	13	3			13				
A-C	875	219			875				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	342	86	515	0.665	354	5.0	2.1	23.707	C
C-ABD	0	0	446	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	213	53	546	0.390	214	1.0	0.7	10.912	B
A-B	11	3			11				
A-C	732	183			732				
A-D	0	0	719	0.000	0	0.0	0.0	0.000	A
D-ABC	287	72	532	0.539	290	2.1	1.2	15.128	C
C-ABD	0	0	467	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.63	0.55	1.00	1.40	1.45			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.13	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.93	0.14	0.95	1.16	1.61			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.87	0.09	1.26	3.98	5.49			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.67	0.03	0.29	1.67	7.14			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	4.51	0.05	0.49	12.84	21.95			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.71	0.03	0.28	1.71	6.19			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	4.99	0.04	0.37	12.02	27.09			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.98	0.06	0.67	1.92	2.77			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	2.11	0.04	0.41	5.74	10.22			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.65	0.04	0.40	1.36	1.99			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-ABC	1.21	0.03	0.33	2.63	6.13			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.09.22_J2_Model_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\J2\Model
Report generation date: 18/12/2020 08:56:36

»Base Year, 6-7 AM
»Base Year, 7-8 AM
»Base Year, 8-9 AM
»Base Year, 3-4 PM
»Base Year, 5-6 PM
»2023 Reference Case , 6-7 AM
»2023 Reference Case , 7-8 AM
»2023 Reference Case , 8-9 AM
»2023 Reference Case , 3-4 PM
»2023 Reference Case , 5-6 PM
»2023 Early Years , 6-7 AM
»2023 Early Years , 7-8 AM
»2023 Early Years , 8-9 AM
»2023 Early Years , 3-4 PM
»2023 Early Years , 5-6 PM
»2028 Reference Case , 6-7 AM
»2028 Reference Case , 7-8 AM
»2028 Reference Case , 8-9 AM
»2028 Reference Case , 3-4 PM
»2028 Reference Case , 5-6 PM
»2028 Peak Construction, 6-7 AM
»2028 Peak Construction, 7-8 AM
»2028 Peak Construction, 8-9 AM
»2028 Peak Construction, 3-4 PM
»2028 Peak Construction, 5-6 PM
»2034 Reference Case , 6-7 AM
»2034 Reference Case , 7-8 AM
»2034 Reference Case , 8-9 AM
»2034 Reference Case , 3-4 PM
»2034 Reference Case , 5-6 PM
»2034 Operational Led, 6-7 AM
»2034 Operational Led, 7-8 AM
»2034 Operational Led, 8-9 AM
»2034 Operational Led, 3-4 PM
»2034 Operational Led, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
	Base Year																								
Stream B-AC	0.1	0.5	6.95	0.12	A	0.6	2.8	10.86	0.39	B	1.6	6.0	18.91	0.62	C	0.9	3.1	12.34	0.49	B	1.2	3.4	13.96	0.55	B
Stream C-AB	0.0	0.5	6.53	0.04	A	0.1	0.5	6.70	0.11	A	0.4	1.4	7.76	0.24	A	0.2	0.5	7.23	0.13	A	0.1	0.5	6.47	0.07	A
	2023 Reference Case																								
Stream B-AC	0.2	0.5	7.05	0.14	A	0.8	3.0	11.70	0.43	B	3.1	15.8	31.39	0.77	D	2.6	12.9	23.87	0.73	C	2.5	12.3	23.00	0.72	C
Stream C-AB	0.0	0.5	6.56	0.04	A	0.1	0.5	6.80	0.11	A	0.4	1.2	8.49	0.25	A	0.2	0.5	7.49	0.14	A	0.1	0.5	6.74	0.07	A
	2023 Early Years																								
Stream B-AC	0.2	0.5	7.28	0.16	A	0.9	3.1	12.57	0.47	B	3.6	18.9	35.49	0.80	E	3.3	16.6	29.07	0.78	D	2.7	14.0	25.35	0.74	D
Stream C-AB	0.0	0.5	6.55	0.04	A	0.1	0.5	6.88	0.11	A	0.4	1.2	8.53	0.26	A	0.2	0.5	7.54	0.14	A	0.1	0.5	7.08	0.07	A
	2028 Reference Case																								
Stream B-AC	0.2	0.5	7.12	0.15	A	0.9	3.1	12.81	0.48	B	5.4	29.4	49.69	0.87	E	3.6	17.9	31.20	0.79	D	4.0	21.0	34.26	0.82	D
Stream C-AB	0.0	0.5	6.59	0.04	A	0.1	0.5	6.99	0.11	A	0.4	1.3	8.58	0.26	A	0.2	0.5	7.58	0.14	A	0.1	0.5	6.82	0.07	A
	2028 Peak Construction																								
Stream B-AC	0.4	1.4	8.34	0.27	A	1.4	4.1	16.32	0.59	C	11.4	46.7	92.16	0.96	F	5.0	27.3	42.12	0.85	E	5.5	29.7	45.09	0.87	E
Stream C-AB	0.0	0.5	6.54	0.04	A	0.1	0.5	7.00	0.11	A	0.4	1.3	8.58	0.26	A	0.2	0.5	7.88	0.15	A	0.1	0.5	7.00	0.07	A
	2034 Reference Case																								
Stream B-AC	0.2	0.5	7.33	0.16	A	1.5	4.7	16.85	0.60	C	46.1	84.4	301.17	1.16	F	8.9	42.4	70.08	0.93	F	14.1	52.6	99.58	0.98	F
Stream C-AB	0.0	0.5	6.62	0.04	A	0.2	0.5	6.92	0.11	A	0.5	1.4	8.62	0.26	A	0.2	0.5	8.02	0.15	A	0.1	0.5	6.82	0.07	A
	2034 Operational Led																								
Stream B-AC	0.2	0.5	7.32	0.16	A	1.4	4.1	16.26	0.59	C	47.7	86.4	312.08	1.16	F	9.0	42.8	71.23	0.93	F	13.9	52.4	98.85	0.98	F
Stream C-AB	0.0	0.5	6.62	0.04	A	0.2	0.5	6.91	0.11	A	0.4	1.3	8.43	0.26	A	0.2	0.5	8.02	0.15	A	0.1	0.5	6.83	0.07	A

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

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

File summary

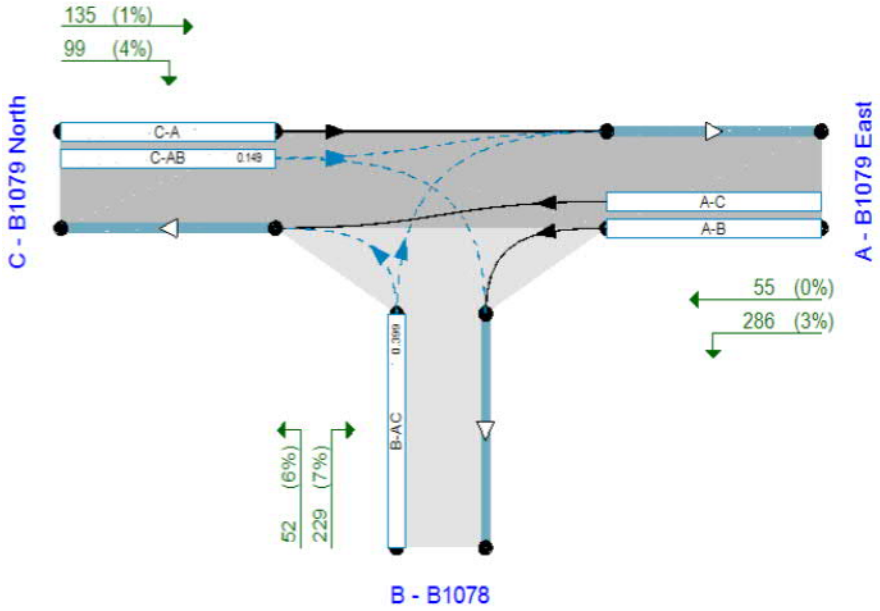
File Description

Title	B1078 / B1079
Location	52.142756°, 1.221817°

Site number	2
Date	11/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	UKWSPGROUP\ukjgm001
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

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
D1	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Base Year, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	2.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B1079 East		Major
B	B1078		Minor
C	B1079 North		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 - B1079 North	5.15			76.8	✓	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 - B1078	One lane	3.34	18	25

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		105

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
J2	B-A	513	0.097	0.245	0.154	0.350
J2	B-C	662	0.105	0.266	-	-
J2	C-B	618	0.248	0.248	-	-

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	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	99	100.000
B - B1078		ONE HOUR	✓	66	100.000
C - B1079 North		ONE HOUR	✓	37	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	89	10
	B - B1078	58	0	8
	C - B1079 North	16	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	10
	B - B1078	3	0	0
	C - B1079 North	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	6.95	0.1	0.5	A	61	91
C-AB	0.04	6.53	0.0	0.5	A	20	30
C-A						14	21
A-B						82	123
A-C						9	14

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	50	12	598	0.083	49	0.0	0.1	6.561	A
C-AB	16	4	580	0.028	16	0.0	0.0	6.380	A
C-A	12	3			12				
A-B	67	17			67				
A-C	8	2			8				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	59	15	595	0.100	59	0.1	0.1	6.725	A
C-AB	19	5	578	0.033	19	0.0	0.0	6.441	A
C-A	14	3			14				
A-B	80	20			80				
A-C	9	2			9				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	73	18	590	0.123	73	0.1	0.1	6.950	A
C-AB	24	6	575	0.041	24	0.0	0.0	6.525	A
C-A	17	4			17				
A-B	98	24			98				
A-C	11	3			11				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	73	18	590	0.123	73	0.1	0.1	6.953	A
C-AB	24	6	575	0.041	24	0.0	0.0	6.528	A
C-A	17	4			17				
A-B	98	24			98				
A-C	11	3			11				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	59	15	595	0.100	59	0.1	0.1	6.731	A
C-AB	19	5	578	0.033	19	0.0	0.0	6.445	A
C-A	14	3			14				
A-B	80	20			80				
A-C	9	2			9				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	50	12	598	0.083	50	0.1	0.1	6.574	A
C-AB	16	4	580	0.028	16	0.0	0.0	6.383	A
C-A	12	3			12				
A-B	67	17			67				
A-C	8	2			8				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.05	0.03	0.25	0.46	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

Base Year, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	4.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	206	100.000
B - B1078		ONE HOUR	✓	194	100.000
C - B1079 North		ONE HOUR	✓	130	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	153	53
	B - B1078	165	0	29
	C - B1079 North	81	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	1	0
	B - B1078	5	0	7
	C - B1079 North	5	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	10.86	0.6	2.8	B	178	267
C-AB	0.11	6.70	0.1	0.5	A	52	77
C-A						68	102
A-B						140	211
A-C						49	73

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	146	37	564	0.259	145	0.0	0.3	8.555	A
C-AB	41	10	598	0.069	41	0.0	0.1	6.458	A
C-A	57	14			57				
A-B	115	29			115				
A-C	40	10			40				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	174	44	556	0.314	174	0.3	0.5	9.410	A
C-AB	50	13	599	0.084	50	0.1	0.1	6.557	A
C-A	67	17			67				
A-B	138	34			138				
A-C	48	12			48				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	214	53	545	0.392	213	0.5	0.6	10.812	B
C-AB	63	16	601	0.106	63	0.1	0.1	6.699	A
C-A	80	20			80				
A-B	168	42			168				
A-C	58	15			58				

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)	LOS
B-AC	214	53	545	0.392	214	0.6	0.6	10.858	B
C-AB	63	16	601	0.106	63	0.1	0.1	6.702	A
C-A	80	20			80				
A-B	168	42			168				
A-C	58	15			58				

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)	LOS
B-AC	174	44	556	0.314	175	0.6	0.5	9.469	A
C-AB	50	13	599	0.084	50	0.1	0.1	6.566	A
C-A	67	17			67				
A-B	138	34			138				
A-C	48	12			48				

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)	LOS
B-AC	146	37	564	0.259	146	0.5	0.4	8.633	A
C-AB	41	10	598	0.069	41	0.1	0.1	6.469	A
C-A	57	14			57				
A-B	115	29			115				
A-C	40	10			40				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.11	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.03	0.26	0.63	0.63			N/A	N/A
C-AB	0.14	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.03	0.29	1.14	2.79			N/A	N/A
C-AB	0.14	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.04	0.37	1.19	1.34			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

Base Year, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	7.51	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
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	341	100.000
B - B1078		ONE HOUR	✓	281	100.000
C - B1079 North		ONE HOUR	✓	234	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	286	55
	B - B1078	229	0	52
	C - B1079 North	135	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	3	0
	B - B1078	7	0	6
	C - B1079 North	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.62	18.91	1.6	6.0	C	258	387
C-AB	0.24	7.76	0.4	1.4	A	115	173
C-A						99	149
A-B						262	394
A-C						50	76

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)	LOS
B-AC	212	53	531	0.399	209	0.0	0.6	11.099	B
C-AB	90	22	603	0.149	89	0.0	0.2	7.002	A
C-A	87	22			87				
A-B	215	54			215				
A-C	41	10			41				

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)	LOS

B-AC	253	63	518	0.488	251	0.6	0.9	13.470	B
C-AB	112	28	605	0.184	111	0.2	0.3	7.296	A
C-A	99	25			99				
A-B	257	64			257				
A-C	49	12			49				

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)	LOS
B-AC	309	77	499	0.620	307	0.9	1.5	18.460	C
C-AB	145	36	609	0.237	144	0.3	0.4	7.752	A
C-A	113	28			113				
A-B	315	79			315				
A-C	61	15			61				

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)	LOS
B-AC	309	77	499	0.620	309	1.5	1.6	18.906	C
C-AB	145	36	609	0.237	145	0.4	0.4	7.761	A
C-A	113	28			113				
A-B	315	79			315				
A-C	61	15			61				

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)	LOS
B-AC	253	63	517	0.488	255	1.6	1.0	13.849	B
C-AB	112	28	605	0.184	112	0.4	0.3	7.306	A
C-A	99	25			99				
A-B	257	64			257				
A-C	49	12			49				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	212	53	531	0.399	213	1.0	0.7	11.373	B
C-AB	90	22	603	0.149	90	0.3	0.2	7.029	A
C-A	86	22			86				
A-B	215	54			215				
A-C	41	10			41				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.93	0.16	0.97	1.04	1.54			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.55	0.03	0.29	1.55	6.04			N/A	N/A
C-AB	0.39	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.59	0.03	0.28	1.59	5.23			N/A	N/A
C-AB	0.39	0.03	0.34	1.23	1.44			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.98	0.06	0.72	1.88	2.66			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.68	0.04	0.43	1.35	1.94			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

Base Year, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	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 segment length (min)	Run automatically
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	262	100.000
B - B1078		ONE HOUR	✓	252	100.000
C - B1079 North		ONE HOUR	✓	134	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	177	85
	B - B1078	178	0	74
	C - B1079 North	74	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	6	0
	B - B1078	2	0	0
	C - B1079 North	4	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.49	12.34	0.9	3.1	B	231	347
C-AB	0.13	7.23	0.2	0.5	A	63	94
C-A						60	90
A-B						162	244
A-C						78	117

Main Results for each time segment

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)	LOS
B-AC	190	47	593	0.320	188	0.0	0.5	8.850	A
C-AB	50	12	579	0.086	50	0.0	0.1	6.798	A
C-A	51	13			51				
A-B	133	33			133				
A-C	64	16			64				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	227	57	583	0.389	226	0.5	0.6	10.068	B
C-AB	61	15	577	0.106	61	0.1	0.1	6.973	A
C-A	59	15			59				
A-B	159	40			159				
A-C	76	19			76				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	277	69	569	0.488	276	0.6	0.9	12.243	B
C-AB	77	19	575	0.134	77	0.1	0.2	7.226	A
C-A	70	18			70				
A-B	195	49			195				
A-C	94	23			94				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	277	69	569	0.488	277	0.9	0.9	12.341	B
C-AB	77	19	575	0.134	77	0.2	0.2	7.230	A
C-A	70	18			70				
A-B	195	49			195				
A-C	94	23			94				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	227	57	583	0.389	228	0.9	0.6	10.174	B
C-AB	61	15	577	0.106	61	0.2	0.1	6.980	A
C-A	59	15			59				
A-B	159	40			159				
A-C	76	19			76				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	190	47	593	0.320	190	0.6	0.5	8.965	A
C-AB	50	13	579	0.086	50	0.1	0.1	6.809	A
C-A	51	13			51				
A-B	133	33			133				
A-C	64	16			64				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.21	0.93	1.39	1.44			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.93	0.03	0.26	0.93	0.93			N/A	N/A
C-AB	0.18	0.03	0.26	0.47	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.94	0.03	0.28	0.94	3.09			N/A	N/A
C-AB	0.18	0.03	0.25	0.45	0.48			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.08	0.76	1.36	1.44			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.04	0.42	1.25	1.38			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

Base Year, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	6.44	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
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	262	100.000
B - B1078		ONE HOUR	✓	283	100.000
C - B1079 North		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	163	99
	B - B1078	231	0	52
	C - B1079 North	66	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	4	1
	B - B1078	0	0	2
	C - B1079 North	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.55	13.96	1.2	3.4	B	260	390
C-AB	0.07	6.47	0.1	0.5	A	32	48
C-A						57	86
A-B						150	224
A-C						91	136

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)	LOS
B-AC	213	53	590	0.361	211	0.0	0.6	9.433	A
C-AB	25	6	602	0.042	25	0.0	0.1	6.243	A
C-A	48	12			48				
A-B	123	31			123				
A-C	75	19			75				

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)	LOS

B-AC	254	64	581	0.438	254	0.6	0.8	10.951	B
C-AB	31	8	599	0.052	31	0.1	0.1	6.338	A
C-A	56	14			56				
A-B	147	37			147				
A-C	89	22			89				

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)	LOS
B-AC	312	78	569	0.547	310	0.8	1.2	13.795	B
C-AB	39	10	595	0.065	39	0.1	0.1	6.472	A
C-A	68	17			68				
A-B	179	45			179				
A-C	109	27			109				

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)	LOS
B-AC	312	78	569	0.547	312	1.2	1.2	13.960	B
C-AB	39	10	595	0.065	39	0.1	0.1	6.474	A
C-A	68	17			68				
A-B	179	45			179				
A-C	109	27			109				

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)	LOS
B-AC	254	64	581	0.438	256	1.2	0.8	11.115	B
C-AB	31	8	599	0.052	31	0.1	0.1	6.345	A
C-A	56	14			56				
A-B	147	37			147				
A-C	89	22			89				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	213	53	590	0.361	214	0.8	0.6	9.590	A
C-AB	25	6	602	0.042	26	0.1	0.1	6.251	A
C-A	48	12			48				
A-B	123	31			123				
A-C	75	19			75				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.76	0.21	0.94	1.39	1.45			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.17	0.03	0.27	1.17	1.77			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.19	0.03	0.28	1.19	3.37			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.79	0.08	0.79	1.50	1.54			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.57	0.05	0.47	1.36	1.48			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2023 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	2.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	113	100.000
B - B1078		ONE HOUR	✓	74	100.000
C - B1079 North		ONE HOUR	✓	39	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	101	12
	B - B1078	66	0	8
	C - B1079 North	18	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	9
	B - B1078	2	0	0
	C - B1079 North	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	7.05	0.2	0.5	A	68	102
C-AB	0.04	6.56	0.0	0.5	A	20	30
C-A						16	23
A-B						93	139
A-C						11	16

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	56	14	600	0.093	56	0.0	0.1	6.608	A
C-AB	16	4	579	0.028	16	0.0	0.0	6.398	A
C-A	13	3			13				
A-B	76	19			76				
A-C	9	2			9				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	67	17	597	0.112	67	0.1	0.1	6.793	A
C-AB	19	5	576	0.034	19	0.0	0.0	6.464	A
C-A	15	4			15				
A-B	91	23			91				
A-C	10	3			10				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	82	20	592	0.138	82	0.1	0.2	7.052	A
C-AB	24	6	573	0.042	24	0.0	0.0	6.553	A
C-A	18	5			18				
A-B	111	28			111				
A-C	13	3			13				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	82	20	592	0.138	82	0.2	0.2	7.055	A
C-AB	24	6	573	0.042	24	0.0	0.0	6.556	A
C-A	18	5			18				
A-B	111	28			111				
A-C	13	3			13				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	67	17	597	0.112	67	0.2	0.1	6.800	A
C-AB	19	5	576	0.034	19	0.0	0.0	6.468	A
C-A	15	4			15				
A-B	91	23			91				
A-C	10	3			10				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	56	14	600	0.093	56	0.1	0.1	6.619	A
C-AB	16	4	579	0.028	16	0.0	0.0	6.402	A
C-A	13	3			13				
A-B	76	19			76				
A-C	9	2			9				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.05	0.03	0.25	0.46	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2023 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	5.02	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	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	239	100.000
B - B1078		ONE HOUR	✓	212	100.000
C - B1079 North		ONE HOUR	✓	130	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	184	55
	B - B1078	183	0	29
	C - B1079 North	81	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	1	0
	B - B1078	5	0	7
	C - B1079 North	5	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.43	11.70	0.8	3.0	B	195	292
C-AB	0.11	6.80	0.1	0.5	A	52	78
C-A						68	101
A-B						169	253
A-C						50	75

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	160	40	562	0.285	158	0.0	0.4	8.890	A
C-AB	41	10	592	0.069	41	0.0	0.1	6.523	A
C-A	57	14			57				
A-B	139	35			139				
A-C	41	10			41				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	191	48	553	0.345	190	0.4	0.5	9.909	A
C-AB	50	13	593	0.085	50	0.1	0.1	6.637	A
C-A	67	17			67				
A-B	166	41			166				
A-C	49	12			49				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	234	58	541	0.432	233	0.5	0.7	11.631	B
C-AB	64	16	593	0.107	63	0.1	0.1	6.801	A
C-A	80	20			80				
A-B	203	51			203				
A-C	60	15			60				

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)	LOS
B-AC	234	58	541	0.432	234	0.7	0.8	11.696	B
C-AB	64	16	593	0.107	64	0.1	0.1	6.804	A
C-A	80	20			80				
A-B	203	51			203				
A-C	60	15			60				

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)	LOS
B-AC	191	48	553	0.345	192	0.8	0.5	9.986	A
C-AB	50	13	593	0.085	50	0.1	0.1	6.646	A
C-A	67	17			67				
A-B	166	41			166				
A-C	49	12			49				

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)	LOS
B-AC	160	40	561	0.285	160	0.5	0.4	8.985	A
C-AB	41	10	592	0.069	41	0.1	0.1	6.535	A
C-A	57	14			57				
A-B	139	35			139				
A-C	41	10			41				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.52	0.52	1.00	1.40	1.45			N/A	N/A
C-AB	0.11	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.74	0.03	0.26	0.74	0.74			N/A	N/A
C-AB	0.14	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.75	0.03	0.28	0.95	2.97			N/A	N/A
C-AB	0.14	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.06	0.61	1.32	1.41			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.03	0.32	1.02	1.26			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2023 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	11.52	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	480	100.000
B - B1078		ONE HOUR	✓	343	100.000
C - B1079 North		ONE HOUR	✓	226	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	420	60
	B - B1078	291	0	52
	C - B1079 North	127	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	0
	B - B1078	5	0	6
	C - B1079 North	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.77	31.39	3.1	15.8	D	314	471
C-AB	0.25	8.49	0.4	1.2	A	115	173
C-A						92	138
A-B						386	579
A-C						55	82

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)	LOS
B-AC	258	64	526	0.490	254	0.0	0.9	13.069	B
C-AB	89	22	575	0.155	88	0.0	0.2	7.391	A
C-A	81	20			81				
A-B	317	79			317				
A-C	45	11			45				

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)	LOS

B-AC	308	77	511	0.603	306	0.9	1.5	17.394	C
C-AB	111	28	572	0.194	111	0.2	0.3	7.806	A
C-A	92	23			92				
A-B	378	94			378				
A-C	54	13			54				

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)	LOS
B-AC	377	94	490	0.770	371	1.5	3.0	28.965	D
C-AB	145	36	569	0.254	144	0.3	0.4	8.473	A
C-A	104	26			104				
A-B	463	116			463				
A-C	66	16			66				

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)	LOS
B-AC	377	94	489	0.771	376	3.0	3.1	31.388	D
C-AB	145	36	570	0.254	145	0.4	0.4	8.487	A
C-A	104	26			104				
A-B	463	116			463				
A-C	66	16			66				

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)	LOS
B-AC	308	77	510	0.603	314	3.1	1.6	18.867	C
C-AB	111	28	573	0.195	112	0.4	0.3	7.822	A
C-A	91	23			91				
A-B	378	94			378				
A-C	54	13			54				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	258	64	526	0.491	260	1.6	1.0	13.682	B
C-AB	90	22	575	0.156	90	0.3	0.2	7.421	A
C-A	80	20			80				
A-B	317	79			317				
A-C	45	11			45				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.93	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.45	0.10	1.16	2.75	3.63			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.96	0.04	0.36	7.22	15.80			N/A	N/A
C-AB	0.42	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.13	0.03	0.31	4.06	15.19			N/A	N/A
C-AB	0.42	0.03	0.34	1.20	1.20			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.59	0.04	0.45	4.19	6.85			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.99	0.04	0.35	2.42	4.64			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

2023 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	10.73	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	346	100.000
B - B1078		ONE HOUR	✓	364	100.000
C - B1079 North		ONE HOUR	✓	139	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	261	86
	B - B1078	290	0	74
	C - B1079 North	79	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	3	0
	B - B1078	1	0	0
	C - B1079 North	4	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.73	23.87	2.6	12.9	C	334	501
C-AB	0.14	7.49	0.2	0.5	A	64	95
C-A						64	96
A-B						239	359
A-C						79	118

Main Results for each time segment

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)	LOS
B-AC	274	68	577	0.474	270	0.0	0.9	11.594	B
C-AB	50	13	567	0.089	50	0.0	0.1	6.955	A
C-A	54	14			54				
A-B	196	49			196				
A-C	65	16			65				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	327	82	566	0.578	325	0.9	1.3	14.846	B
C-AB	62	15	564	0.110	62	0.1	0.1	7.171	A
C-A	63	16			63				
A-B	234	59			234				
A-C	77	19			77				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	400	100	550	0.728	396	1.3	2.5	22.696	C
C-AB	78	20	559	0.140	78	0.1	0.2	7.491	A
C-A	75	19			75				
A-B	287	72			287				
A-C	94	24			94				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	400	100	550	0.728	400	2.5	2.6	23.868	C
C-AB	78	20	559	0.140	78	0.2	0.2	7.493	A
C-A	75	19			75				
A-B	287	72			287				
A-C	94	24			94				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	327	82	566	0.578	331	2.6	1.4	15.655	C
C-AB	62	15	564	0.110	62	0.2	0.1	7.176	A
C-A	63	16			63				
A-B	234	59			234				
A-C	77	19			77				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	274	68	577	0.474	276	1.4	0.9	12.018	B
C-AB	51	13	567	0.089	51	0.1	0.1	6.967	A
C-A	54	14			54				
A-B	196	49			196				
A-C	65	16			65				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.88	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.32	0.11	1.11	2.37	2.98			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.46	0.03	0.32	4.53	12.93			N/A	N/A
C-AB	0.19	0.03	0.26	0.47	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.56	0.03	0.29	2.56	10.33			N/A	N/A
C-AB	0.19	0.03	0.25	0.45	0.48			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.42	0.05	0.49	3.58	5.52			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.92	0.04	0.38	2.26	3.90			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2023 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	10.39	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	356	100.000
B - B1078		ONE HOUR	✓	363	100.000
C - B1079 North		ONE HOUR	✓	101	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	256	101
	B - B1078	311	0	52
	C - B1079 North	70	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	1
	B - B1078	0	0	2
	C - B1079 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.72	23.00	2.5	12.3	C	333	499
C-AB	0.07	6.74	0.1	0.5	A	32	48
C-A						60	91
A-B						235	352
A-C						92	138

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)	LOS
B-AC	273	68	579	0.471	270	0.0	0.9	11.497	B
C-AB	26	6	587	0.044	25	0.0	0.1	6.412	A
C-A	50	13			50				
A-B	192	48			192				
A-C	76	19			76				

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)	LOS

B-AC	326	82	569	0.573	324	0.9	1.3	14.613	B
C-AB	31	8	581	0.054	31	0.1	0.1	6.546	A
C-A	59	15			59				
A-B	230	57			230				
A-C	90	23			90				

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)	LOS
B-AC	399	100	555	0.720	395	1.3	2.4	21.961	C
C-AB	39	10	573	0.069	39	0.1	0.1	6.739	A
C-A	72	18			72				
A-B	282	70			282				
A-C	111	28			111				

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)	LOS
B-AC	399	100	555	0.720	399	2.4	2.5	23.000	C
C-AB	39	10	573	0.069	39	0.1	0.1	6.744	A
C-A	72	18			72				
A-B	282	70			282				
A-C	111	28			111				

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)	LOS
B-AC	326	82	569	0.573	330	2.5	1.4	15.350	C
C-AB	31	8	581	0.054	31	0.1	0.1	6.551	A
C-A	59	15			59				
A-B	230	57			230				
A-C	90	23			90				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	273	68	579	0.471	275	1.4	0.9	11.903	B
C-AB	26	6	587	0.044	26	0.1	0.1	6.420	A
C-A	50	13			50				
A-B	192	48			192				
A-C	76	19			76				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.87	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.30	0.11	1.11	2.27	2.90			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.38	0.03	0.32	4.06	12.32			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.47	0.03	0.29	2.47	9.58			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.39	0.05	0.50	3.46	5.28			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.04	0.38	2.21	3.78			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2023 Early Years , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	3.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	114	100.000
B - B1078		ONE HOUR	✓	88	100.000
C - B1079 North		ONE HOUR	✓	40	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	102	12
	B - B1078	80	0	8
	C - B1079 North	19	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	9
	B - B1078	2	0	0
	C - B1079 North	5	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	7.28	0.2	0.5	A	81	122
C-AB	0.04	6.55	0.0	0.5	A	20	30
C-A						16	25
A-B						94	141
A-C						11	16

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	67	17	600	0.111	66	0.0	0.1	6.739	A
C-AB	16	4	579	0.028	16	0.0	0.0	6.395	A
C-A	14	3			14				
A-B	77	19			77				
A-C	9	2			9				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	79	20	596	0.133	79	0.1	0.2	6.959	A
C-AB	19	5	577	0.034	19	0.0	0.0	6.459	A
C-A	16	4			16				
A-B	92	23			92				
A-C	10	3			10				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	97	24	592	0.164	97	0.2	0.2	7.276	A
C-AB	24	6	574	0.042	24	0.0	0.0	6.548	A
C-A	20	5			20				
A-B	112	28			112				
A-C	13	3			13				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	97	24	592	0.164	97	0.2	0.2	7.279	A
C-AB	24	6	574	0.042	24	0.0	0.0	6.551	A
C-A	20	5			20				
A-B	112	28			112				
A-C	13	3			13				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	79	20	596	0.133	80	0.2	0.2	6.967	A
C-AB	19	5	577	0.034	19	0.0	0.0	6.463	A
C-A	16	4			16				
A-B	92	23			92				
A-C	10	3			10				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	67	17	600	0.111	67	0.2	0.1	6.753	A
C-AB	16	4	579	0.028	16	0.0	0.0	6.400	A
C-A	14	3			14				
A-B	77	19			77				
A-C	9	2			9				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.05	0.03	0.25	0.46	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2023 Early Years , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	5.47	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
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	253	100.000
B - B1078		ONE HOUR	✓	231	100.000
C - B1079 North		ONE HOUR	✓	127	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	198	55
	B - B1078	202	0	29
	C - B1079 North	78	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	1	0
	B - B1078	4	0	7
	C - B1079 North	5	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.47	12.57	0.9	3.1	B	212	318
C-AB	0.11	6.88	0.1	0.5	A	51	77
C-A						65	98
A-B						182	273
A-C						50	75

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	174	44	562	0.310	172	0.0	0.4	9.206	A
C-AB	41	10	588	0.070	41	0.0	0.1	6.569	A
C-A	55	14			55				
A-B	149	37			149				
A-C	41	10			41				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	208	52	553	0.376	207	0.4	0.6	10.395	B
C-AB	50	13	588	0.085	50	0.1	0.1	6.693	A
C-A	64	16			64				
A-B	178	45			178				
A-C	49	12			49				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	255	64	541	0.471	253	0.6	0.9	12.471	B
C-AB	63	16	587	0.108	63	0.1	0.1	6.873	A
C-A	77	19			77				
A-B	218	55			218				
A-C	60	15			60				

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)	LOS
B-AC	255	64	541	0.471	255	0.9	0.9	12.566	B
C-AB	63	16	587	0.108	63	0.1	0.1	6.876	A
C-A	77	19			77				
A-B	218	55			218				
A-C	60	15			60				

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)	LOS
B-AC	208	52	553	0.376	209	0.9	0.6	10.498	B
C-AB	50	13	588	0.085	50	0.1	0.1	6.700	A
C-A	64	16			64				
A-B	178	45			178				
A-C	49	12			49				

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)	LOS
B-AC	174	44	562	0.310	175	0.6	0.5	9.323	A
C-AB	41	10	589	0.070	41	0.1	0.1	6.578	A
C-A	55	14			55				
A-B	149	37			149				
A-C	41	10			41				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.11	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.87	0.03	0.26	0.87	0.87			N/A	N/A
C-AB	0.14	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.88	0.03	0.28	0.88	3.10			N/A	N/A
C-AB	0.14	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.61	0.07	0.73	1.35	1.43			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.04	0.39	1.22	1.36			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2023 Early Years , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	13.03	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	489	100.000
B - B1078		ONE HOUR	✓	355	100.000
C - B1079 North		ONE HOUR	✓	227	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	429	60
	B - B1078	303	0	52
	C - B1079 North	128	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	1	0
	B - B1078	5	0	6
	C - B1079 North	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.80	35.49	3.6	18.9	E	325	488
C-AB	0.26	8.53	0.4	1.2	A	115	173
C-A						92	139
A-B						394	591
A-C						55	82

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)	LOS
B-AC	267	67	526	0.508	263	0.0	1.0	13.512	B
C-AB	90	22	574	0.156	89	0.0	0.2	7.408	A
C-A	81	20			81				
A-B	323	81			323				
A-C	45	11			45				

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)	LOS

B-AC	319	80	510	0.625	316	1.0	1.6	18.363	C
C-AB	112	28	571	0.195	111	0.2	0.3	7.830	A
C-A	92	23			92				
A-B	386	97			386				
A-C	54	13			54				

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)	LOS
B-AC	390	98	489	0.799	383	1.6	3.4	32.040	D
C-AB	145	36	568	0.256	145	0.3	0.4	8.511	A
C-A	104	26			104				
A-B	473	118			473				
A-C	66	16			66				

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)	LOS
B-AC	390	98	488	0.799	389	3.4	3.6	35.494	E
C-AB	145	36	568	0.256	145	0.4	0.4	8.526	A
C-A	104	26			104				
A-B	473	118			473				
A-C	66	16			66				

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)	LOS
B-AC	319	80	510	0.625	326	3.6	1.8	20.346	C
C-AB	112	28	572	0.195	112	0.4	0.3	7.847	A
C-A	92	23			92				
A-B	386	97			386				
A-C	54	13			54				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	267	67	525	0.508	270	1.8	1.1	14.238	B
C-AB	90	22	574	0.156	90	0.3	0.2	7.441	A
C-A	81	20			81				
A-B	323	81			323				
A-C	45	11			45				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.00	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.59	0.10	1.20	3.13	4.20			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.40	0.04	0.39	9.04	17.92			N/A	N/A
C-AB	0.42	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.64	0.03	0.32	6.17	18.94			N/A	N/A
C-AB	0.43	0.03	0.35	1.24	1.24			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.76	0.04	0.43	4.71	7.94			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.06	0.03	0.34	2.55	5.19			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

2023 Early Years , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	13.18	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	358	100.000
B - B1078		ONE HOUR	✓	387	100.000
C - B1079 North		ONE HOUR	✓	139	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	273	86
	B - B1078	313	0	74
	C - B1079 North	79	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	3	0
	B - B1078	1	0	0
	C - B1079 North	4	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.78	29.07	3.3	16.6	D	355	532
C-AB	0.14	7.54	0.2	0.5	A	64	95
C-A						64	96
A-B						250	375
A-C						79	118

Main Results for each time segment

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)	LOS
B-AC	291	73	575	0.506	287	0.0	1.0	12.333	B
C-AB	51	13	565	0.089	50	0.0	0.1	6.983	A
C-A	54	14			54				
A-B	205	51			205				
A-C	65	16			65				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	348	87	563	0.617	345	1.0	1.5	16.344	C
C-AB	62	15	561	0.110	62	0.1	0.1	7.207	A
C-A	63	16			63				
A-B	245	61			245				
A-C	77	19			77				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	426	106	547	0.778	419	1.5	3.1	26.906	D
C-AB	78	20	556	0.141	78	0.1	0.2	7.539	A
C-A	75	19			75				
A-B	300	75			300				
A-C	94	24			94				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	426	106	547	0.778	425	3.1	3.3	29.074	D
C-AB	78	20	556	0.141	78	0.2	0.2	7.544	A
C-A	75	19			75				
A-B	300	75			300				
A-C	94	24			94				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	348	87	563	0.617	354	3.3	1.7	17.686	C
C-AB	62	15	561	0.110	62	0.2	0.1	7.215	A
C-A	63	16			63				
A-B	245	61			245				
A-C	77	19			77				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	291	73	575	0.506	294	1.7	1.1	12.907	B
C-AB	51	13	565	0.089	51	0.1	0.1	6.995	A
C-A	54	14			54				
A-B	205	51			205				
A-C	65	16			65				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.00	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.54	0.10	1.17	2.99	4.01			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.11	0.04	0.36	7.44	16.61			N/A	N/A
C-AB	0.19	0.03	0.26	0.47	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.28	0.03	0.31	3.87	15.55			N/A	N/A
C-AB	0.19	0.03	0.25	0.45	0.48			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.68	0.04	0.45	4.48	7.33			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.05	0.04	0.36	2.61	4.95			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2023 Early Years , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	10.32	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	451	100.000
B - B1078		ONE HOUR	✓	367	100.000
C - B1079 North		ONE HOUR	✓	101	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	351	101
	B - B1078	315	0	52
	C - B1079 North	70	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	1
	B - B1078	0	0	2
	C - B1079 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.74	25.35	2.7	14.0	D	337	505
C-AB	0.07	7.08	0.1	0.5	A	32	48
C-A						60	90
A-B						322	483
A-C						92	138

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)	LOS
B-AC	276	69	572	0.483	272	0.0	0.9	11.875	B
C-AB	26	6	569	0.045	25	0.0	0.1	6.616	A
C-A	50	13			50				
A-B	264	66			264				
A-C	76	19			76				

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)	LOS

B-AC	330	82	560	0.588	328	0.9	1.4	15.349	C
C-AB	31	8	561	0.056	31	0.1	0.1	6.801	A
C-A	59	15			59				
A-B	315	79			315				
A-C	90	23			90				

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)	LOS
B-AC	404	101	544	0.742	399	1.4	2.6	23.947	C
C-AB	40	10	549	0.072	40	0.1	0.1	7.072	A
C-A	71	18			71				
A-B	386	97			386				
A-C	111	28			111				

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)	LOS
B-AC	404	101	544	0.742	403	2.6	2.7	25.350	D
C-AB	40	10	549	0.072	40	0.1	0.1	7.075	A
C-A	71	18			71				
A-B	386	97			386				
A-C	111	28			111				

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)	LOS
B-AC	330	82	560	0.588	335	2.7	1.5	16.284	C
C-AB	31	8	561	0.056	32	0.1	0.1	6.809	A
C-A	59	15			59				
A-B	315	79			315				
A-C	90	23			90				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	276	69	572	0.483	278	1.5	1.0	12.336	B
C-AB	26	6	570	0.045	26	0.1	0.1	6.625	A
C-A	50	13			50				
A-B	264	66			264				
A-C	76	19			76				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.38	0.10	1.13	2.55	3.30			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.62	0.03	0.33	5.32	13.97			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.74	0.03	0.30	2.74	11.65			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.49	0.05	0.47	3.80	5.96			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.96	0.04	0.37	2.37	4.19			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

2028 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	2.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	120	100.000
B - B1078		ONE HOUR	✓	78	100.000
C - B1079 North		ONE HOUR	✓	38	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	108	12
	B - B1078	70	0	8
	C - B1079 North	17	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	9
	B - B1078	2	0	0
	C - B1079 North	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	7.12	0.2	0.5	A	72	108
C-AB	0.04	6.59	0.0	0.5	A	20	30
C-A						15	22
A-B						99	149
A-C						11	16

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	59	15	600	0.098	59	0.0	0.1	6.647	A
C-AB	16	4	577	0.028	16	0.0	0.0	6.418	A
C-A	12	3			12				
A-B	81	20			81				
A-C	9	2			9				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	70	18	596	0.118	70	0.1	0.1	6.846	A
C-AB	19	5	574	0.034	19	0.0	0.0	6.488	A
C-A	14	4			14				
A-B	97	24			97				
A-C	10	3			10				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	86	22	591	0.146	86	0.1	0.2	7.122	A
C-AB	24	6	571	0.042	24	0.0	0.0	6.583	A
C-A	17	4			17				
A-B	119	30			119				
A-C	13	3			13				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	86	22	591	0.146	86	0.2	0.2	7.125	A
C-AB	24	6	571	0.042	24	0.0	0.0	6.586	A
C-A	17	4			17				
A-B	119	30			119				
A-C	13	3			13				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	70	18	596	0.118	71	0.2	0.1	6.853	A
C-AB	19	5	574	0.034	19	0.0	0.0	6.489	A
C-A	14	4			14				
A-B	97	24			97				
A-C	10	3			10				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	59	15	600	0.098	59	0.1	0.1	6.661	A
C-AB	16	4	577	0.028	16	0.0	0.0	6.424	A
C-A	12	3			12				
A-B	81	20			81				
A-C	9	2			9				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.05	0.03	0.25	0.46	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2028 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	5.36	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
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	281	100.000
B - B1078		ONE HOUR	✓	233	100.000
C - B1079 North		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	223	58
	B - B1078	204	0	29
	C - B1079 North	77	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	1	0
	B - B1078	4	0	7
	C - B1079 North	5	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.48	12.81	0.9	3.1	B	214	321
C-AB	0.11	6.99	0.1	0.5	A	51	77
C-A						64	96
A-B						205	307
A-C						53	79

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	176	44	559	0.314	174	0.0	0.5	9.293	A
C-AB	41	10	583	0.070	41	0.0	0.1	6.636	A
C-A	54	13			54				
A-B	168	42			168				
A-C	43	11			43				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	210	52	550	0.381	209	0.5	0.6	10.529	B
C-AB	50	13	581	0.086	50	0.1	0.1	6.776	A
C-A	63	16			63				
A-B	201	50			201				
A-C	52	13			52				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	257	64	538	0.478	256	0.6	0.9	12.709	B
C-AB	63	16	579	0.109	63	0.1	0.1	6.980	A
C-A	75	19			75				
A-B	246	61			246				
A-C	63	16			63				

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)	LOS
B-AC	257	64	538	0.478	257	0.9	0.9	12.808	B
C-AB	63	16	579	0.109	63	0.1	0.1	6.986	A
C-A	75	19			75				
A-B	246	61			246				
A-C	63	16			63				

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)	LOS
B-AC	210	52	550	0.381	211	0.9	0.6	10.641	B
C-AB	50	13	581	0.086	50	0.1	0.1	6.786	A
C-A	63	16			63				
A-B	201	50			201				
A-C	52	13			52				

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)	LOS
B-AC	176	44	559	0.314	176	0.6	0.5	9.414	A
C-AB	41	10	583	0.070	41	0.1	0.1	6.646	A
C-A	54	13			54				
A-B	168	42			168				
A-C	43	11			43				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.11	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.89	0.03	0.26	0.89	0.89			N/A	N/A
C-AB	0.14	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.90	0.03	0.28	0.90	3.15			N/A	N/A
C-AB	0.15	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.07	0.74	1.35	1.43			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.04	0.40	1.24	1.37			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2028 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	18.55	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
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	496	100.000
B - B1078		ONE HOUR	✓	384	100.000
C - B1079 North		ONE HOUR	✓	226	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	433	63
	B - B1078	332	0	52
	C - B1079 North	127	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	0
	B - B1078	5	0	6
	C - B1079 North	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.87	49.69	5.4	29.4	E	352	528
C-AB	0.26	8.58	0.4	1.3	A	115	173
C-A						92	138
A-B						398	597
A-C						57	86

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)	LOS
B-AC	289	72	525	0.550	284	0.0	1.2	14.655	B
C-AB	89	22	572	0.156	89	0.0	0.2	7.436	A
C-A	80	20			80				
A-B	326	82			326				
A-C	47	12			47				

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)	LOS

B-AC	345	86	509	0.677	342	1.2	2.0	21.042	C
C-AB	111	28	569	0.196	111	0.2	0.3	7.867	A
C-A	91	23			91				
A-B	390	97			390				
A-C	56	14			56				

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)	LOS
B-AC	422	106	488	0.866	411	2.0	4.8	41.485	E
C-AB	145	36	565	0.257	144	0.3	0.4	8.562	A
C-A	103	26			103				
A-B	477	119			477				
A-C	69	17			69				

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)	LOS
B-AC	422	106	488	0.866	420	4.8	5.4	49.689	E
C-AB	145	36	565	0.257	145	0.4	0.4	8.577	A
C-A	103	26			103				
A-B	477	119			477				
A-C	69	17			69				

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)	LOS
B-AC	345	86	509	0.677	358	5.4	2.2	25.394	D
C-AB	112	28	569	0.196	112	0.4	0.3	7.886	A
C-A	91	23			91				
A-B	390	97			390				
A-C	56	14			56				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	289	72	525	0.550	293	2.2	1.3	15.747	C
C-AB	90	22	572	0.157	90	0.3	0.2	7.467	A
C-A	80	20			80				
A-B	326	82			326				
A-C	47	12			47				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.18	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.96	0.09	1.30	4.28	5.84			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.84	0.05	0.78	13.88	23.00			N/A	N/A
C-AB	0.43	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.43	0.04	0.39	13.99	29.43			N/A	N/A
C-AB	0.43	0.03	0.35	1.26	1.26			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.24	0.04	0.41	6.10	10.99			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.27	0.03	0.33	2.70	6.48			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

2028 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	14.02	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	370	100.000
B - B1078		ONE HOUR	✓	393	100.000
C - B1079 North		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	282	89
	B - B1078	319	0	74
	C - B1079 North	80	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	3	0
	B - B1078	1	0	0
	C - B1079 North	4	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.79	31.20	3.6	17.9	D	360	540
C-AB	0.14	7.58	0.2	0.5	A	64	96
C-A						65	97
A-B						258	388
A-C						81	122

Main Results for each time segment

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)	LOS
B-AC	296	74	574	0.515	291	0.0	1.0	12.568	B
C-AB	51	13	564	0.090	50	0.0	0.1	7.005	A
C-A	55	14			55				
A-B	212	53			212				
A-C	67	17			67				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	353	88	561	0.629	351	1.0	1.6	16.880	C
C-AB	62	15	560	0.111	62	0.1	0.1	7.235	A
C-A	64	16			64				
A-B	253	63			253				
A-C	80	20			80				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	432	108	545	0.793	425	1.6	3.4	28.538	D
C-AB	79	20	554	0.142	79	0.1	0.2	7.577	A
C-A	76	19			76				
A-B	310	78			310				
A-C	98	24			98				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	432	108	545	0.794	432	3.4	3.6	31.198	D
C-AB	79	20	554	0.142	79	0.2	0.2	7.582	A
C-A	76	19			76				
A-B	310	78			310				
A-C	98	24			98				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	353	88	561	0.629	360	3.6	1.8	18.471	C
C-AB	62	16	560	0.111	62	0.2	0.1	7.243	A
C-A	64	16			64				
A-B	253	63			253				
A-C	80	20			80				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	296	74	573	0.516	298	1.8	1.1	13.214	B
C-AB	51	13	564	0.090	51	0.1	0.1	7.020	A
C-A	55	14			55				
A-B	212	53			212				
A-C	67	17			67				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.03	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.62	0.09	1.19	3.28	4.41			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.36	0.04	0.37	8.53	17.93			N/A	N/A
C-AB	0.19	0.03	0.26	0.47	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.56	0.03	0.31	4.98	17.64			N/A	N/A
C-AB	0.20	0.03	0.25	0.45	0.48			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.78	0.04	0.44	4.75	7.92			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.09	0.03	0.35	2.67	5.26			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2028 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	15.56	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
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	391	100.000
B - B1078		ONE HOUR	✓	406	100.000
C - B1079 North		ONE HOUR	✓	106	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	290	102
	B - B1078	354	0	52
	C - B1079 North	75	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	1
	B - B1078	0	0	2
	C - B1079 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.82	34.26	4.0	21.0	D	372	559
C-AB	0.07	6.82	0.1	0.5	A	32	49
C-A						65	97
A-B						266	399
A-C						93	140

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)	LOS
B-AC	305	76	574	0.532	301	0.0	1.1	12.973	B
C-AB	26	6	583	0.044	26	0.0	0.1	6.457	A
C-A	54	13			54				
A-B	218	55			218				
A-C	76	19			76				

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)	LOS

B-AC	365	91	563	0.647	362	1.1	1.7	17.657	C
C-AB	32	8	577	0.055	32	0.1	0.1	6.602	A
C-A	64	16			64				
A-B	260	65			260				
A-C	91	23			91				

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)	LOS
B-AC	447	112	548	0.815	439	1.7	3.8	30.792	D
C-AB	40	10	568	0.070	40	0.1	0.1	6.812	A
C-A	77	19			77				
A-B	319	80			319				
A-C	112	28			112				

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)	LOS
B-AC	447	112	548	0.815	446	3.8	4.0	34.262	D
C-AB	40	10	568	0.070	40	0.1	0.1	6.818	A
C-A	77	19			77				
A-B	319	80			319				
A-C	112	28			112				

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)	LOS
B-AC	365	91	563	0.648	373	4.0	1.9	19.671	C
C-AB	32	8	577	0.055	32	0.1	0.1	6.610	A
C-A	64	16			64				
A-B	260	65			260				
A-C	91	23			91				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	305	76	574	0.532	309	1.9	1.2	13.693	B
C-AB	26	6	583	0.044	26	0.1	0.1	6.466	A
C-A	54	13			54				
A-B	218	55			218				
A-C	76	19			76				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.10	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.75	0.09	1.23	3.68	4.93			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.75	0.04	0.40	10.09	19.74			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.02	0.03	0.33	6.90	20.99			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.93	0.04	0.43	5.24	8.95			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.17	0.03	0.34	2.80	5.81			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2028 Peak Construction, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	4.36	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
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	121	100.000
B - B1078		ONE HOUR	✓	144	100.000
C - B1079 North		ONE HOUR	✓	43	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	109	12
	B - B1078	136	0	8
	C - B1079 North	22	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	9
	B - B1078	1	0	0
	C - B1079 North	5	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.27	8.34	0.4	1.4	A	132	199
C-AB	0.04	6.54	0.0	0.5	A	20	30
C-A						19	29
A-B						100	150
A-C						11	16

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	109	27	599	0.181	108	0.0	0.2	7.315	A
C-AB	16	4	579	0.028	16	0.0	0.0	6.392	A
C-A	16	4			16				
A-B	82	21			82				
A-C	9	2			9				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	130	32	595	0.218	130	0.2	0.3	7.724	A
C-AB	20	5	577	0.034	20	0.0	0.0	6.456	A
C-A	19	5			19				
A-B	98	25			98				
A-C	10	3			10				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	159	40	590	0.269	159	0.3	0.4	8.330	A
C-AB	24	6	574	0.042	24	0.0	0.0	6.544	A
C-A	23	6			23				
A-B	120	30			120				
A-C	13	3			13				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	159	40	590	0.269	159	0.4	0.4	8.343	A
C-AB	24	6	574	0.042	24	0.0	0.0	6.544	A
C-A	23	6			23				
A-B	120	30			120				
A-C	13	3			13				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	130	32	595	0.218	130	0.4	0.3	7.743	A
C-AB	20	5	577	0.034	20	0.0	0.0	6.460	A
C-A	19	5			19				
A-B	98	25			98				
A-C	10	3			10				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	109	27	599	0.181	109	0.3	0.2	7.349	A
C-AB	16	4	579	0.028	16	0.0	0.0	6.395	A
C-A	16	4			16				
A-B	82	21			82				
A-C	9	2			9				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.46	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.03	0.31	1.23	1.38			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2028 Peak Construction, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	7.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	292	100.000
B - B1078		ONE HOUR	✓	288	100.000
C - B1079 North		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	235	57
	B - B1078	259	0	29
	C - B1079 North	80	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	1	0
	B - B1078	3	0	7
	C - B1079 North	5	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.59	16.32	1.4	4.1	C	264	397
C-AB	0.11	7.00	0.1	0.5	A	52	78
C-A						67	100
A-B						216	324
A-C						52	78

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	217	54	560	0.387	215	0.0	0.6	10.346	B
C-AB	41	10	583	0.071	41	0.0	0.1	6.642	A
C-A	56	14			56				
A-B	177	44			177				
A-C	43	11			43				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	259	65	551	0.471	258	0.6	0.9	12.264	B
C-AB	50	13	581	0.087	50	0.1	0.1	6.784	A
C-A	66	16			66				
A-B	211	53			211				
A-C	51	13			51				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	317	79	538	0.590	315	0.9	1.4	16.037	C
C-AB	64	16	579	0.110	64	0.1	0.1	6.990	A
C-A	78	20			78				
A-B	259	65			259				
A-C	62	16			62				

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)	LOS
B-AC	317	79	538	0.590	317	1.4	1.4	16.316	C
C-AB	64	16	579	0.110	64	0.1	0.1	6.995	A
C-A	78	20			78				
A-B	259	65			259				
A-C	62	16			62				

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)	LOS
B-AC	259	65	551	0.471	261	1.4	0.9	12.522	B
C-AB	50	13	581	0.087	50	0.1	0.1	6.792	A
C-A	66	16			66				
A-B	211	53			211				
A-C	51	13			51				

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)	LOS
B-AC	217	54	560	0.388	218	0.9	0.6	10.562	B
C-AB	41	10	583	0.071	41	0.1	0.1	6.653	A
C-A	56	14			56				
A-B	177	44			177				
A-C	43	11			43				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.62	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.87	0.18	0.95	1.09	1.09			N/A	N/A
C-AB	0.11	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.38	0.03	0.28	1.38	4.06			N/A	N/A
C-AB	0.15	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.41	0.03	0.28	1.41	4.12			N/A	N/A
C-AB	0.15	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.07	0.78	1.62	2.00			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.05	0.46	1.02	1.66			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2028 Peak Construction, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	35.72	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 segment length (min)	Run automatically
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	497	100.000
B - B1078		ONE HOUR	✓	428	100.000
C - B1079 North		ONE HOUR	✓	226	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	435	62
	B - B1078	376	0	52
	C - B1079 North	127	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	0
	B - B1078	4	0	6
	C - B1079 North	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.96	92.16	11.4	46.7	F	392	588
C-AB	0.26	8.58	0.4	1.3	A	115	173
C-A						92	137
A-B						400	599
A-C						56	85

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)	LOS
B-AC	322	80	526	0.612	316	0.0	1.5	16.694	C
C-AB	89	22	572	0.156	89	0.0	0.2	7.439	A
C-A	80	20			80				
A-B	328	82			328				
A-C	46	12			46				

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)	LOS

B-AC	384	96	510	0.754	379	1.5	2.8	26.517	D
C-AB	111	28	569	0.196	111	0.2	0.3	7.870	A
C-A	91	23			91				
A-B	391	98			391				
A-C	55	14			55				

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)	LOS
B-AC	471	118	488	0.964	446	2.8	8.8	63.639	F
C-AB	145	36	565	0.257	145	0.3	0.4	8.567	A
C-A	103	26			103				
A-B	479	120			479				
A-C	68	17			68				

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)	LOS
B-AC	471	118	488	0.964	460	8.8	11.4	92.160	F
C-AB	145	36	565	0.257	145	0.4	0.4	8.584	A
C-A	103	26			103				
A-B	479	120			479				
A-C	68	17			68				

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)	LOS
B-AC	384	96	510	0.754	416	11.4	3.5	46.047	E
C-AB	112	28	569	0.196	112	0.4	0.3	7.889	A
C-A	91	23			91				
A-B	391	98			391				
A-C	55	14			55				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	322	80	526	0.612	329	3.5	1.7	18.937	C
C-AB	90	22	572	0.157	90	0.3	0.2	7.472	A
C-A	80	20			80				
A-B	328	82			328				
A-C	46	12			46				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.50	0.59	1.43	1.83	1.95			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.75	0.10	1.10	6.47	8.93			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	8.83	0.18	4.21	22.37	31.06			N/A	N/A
C-AB	0.43	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	11.44	0.11	3.65	31.68	46.75			N/A	N/A
C-AB	0.43	0.03	0.35	1.27	1.27			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.47	0.04	0.43	9.62	17.68			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.65	0.03	0.31	2.80	8.48			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

2028 Peak Construction, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	17.95	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
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	440	100.000
B - B1078		ONE HOUR	✓	415	100.000
C - B1079 North		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	353	88
	B - B1078	341	0	74
	C - B1079 North	80	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	0
	B - B1078	1	0	0
	C - B1079 North	4	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.85	42.12	5.0	27.3	E	381	571
C-AB	0.15	7.88	0.2	0.5	A	64	96
C-A						65	97
A-B						324	485
A-C						81	121

Main Results for each time segment

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)	LOS
B-AC	312	78	567	0.550	307	0.0	1.2	13.615	B
C-AB	51	13	552	0.092	50	0.0	0.1	7.172	A
C-A	55	14			55				
A-B	265	66			265				
A-C	66	17			66				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	373	93	554	0.673	370	1.2	1.9	19.179	C
C-AB	62	16	545	0.114	62	0.1	0.1	7.453	A
C-A	64	16			64				
A-B	317	79			317				
A-C	79	20			79				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	457	114	536	0.851	446	1.9	4.5	36.212	E
C-AB	79	20	537	0.148	79	0.1	0.2	7.870	A
C-A	75	19			75				
A-B	388	97			388				
A-C	97	24			97				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	457	114	536	0.851	455	4.5	5.0	42.116	E
C-AB	79	20	537	0.148	79	0.2	0.2	7.875	A
C-A	75	19			75				
A-B	388	97			388				
A-C	97	24			97				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	373	93	554	0.673	384	5.0	2.2	22.367	C
C-AB	62	16	545	0.114	62	0.2	0.2	7.459	A
C-A	64	16			64				
A-B	317	79			317				
A-C	79	20			79				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	312	78	567	0.550	316	2.2	1.3	14.521	B
C-AB	51	13	552	0.092	51	0.2	0.1	7.188	A
C-A	55	14			55				
A-B	265	66			265				
A-C	66	17			66				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.18	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.94	0.09	1.27	4.24	5.81			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.55	0.05	0.48	12.94	22.63			N/A	N/A
C-AB	0.20	0.03	0.26	0.47	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.00	0.04	0.36	11.52	27.30			N/A	N/A
C-AB	0.21	0.03	0.25	0.45	0.48			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.18	0.04	0.42	5.94	10.55			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.26	0.03	0.33	2.81	6.44			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2028 Peak Construction, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	19.82	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
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	443	100.000
B - B1078		ONE HOUR	✓	426	100.000
C - B1079 North		ONE HOUR	✓	106	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	342	102
	B - B1078	374	0	52
	C - B1079 North	75	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	1
	B - B1078	0	0	2
	C - B1079 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.87	45.09	5.5	29.7	E	391	586
C-AB	0.07	7.00	0.1	0.5	A	33	49
C-A						65	97
A-B						314	470
A-C						93	140

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)	LOS
B-AC	321	80	570	0.562	316	0.0	1.2	13.901	B
C-AB	26	6	574	0.045	26	0.0	0.1	6.569	A
C-A	54	13			54				
A-B	257	64			257				
A-C	76	19			76				

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)	LOS

B-AC	383	96	558	0.686	380	1.2	2.0	19.783	C
C-AB	32	8	566	0.056	32	0.1	0.1	6.741	A
C-A	63	16			63				
A-B	307	77			307				
A-C	91	23			91				

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)	LOS
B-AC	469	117	542	0.865	457	2.0	4.9	38.091	E
C-AB	40	10	555	0.072	40	0.1	0.1	6.994	A
C-A	76	19			76				
A-B	376	94			376				
A-C	112	28			112				

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)	LOS
B-AC	469	117	542	0.865	467	4.9	5.5	45.090	E
C-AB	40	10	555	0.072	40	0.1	0.1	7.000	A
C-A	76	19			76				
A-B	376	94			376				
A-C	112	28			112				

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)	LOS
B-AC	383	96	558	0.686	395	5.5	2.3	23.577	C
C-AB	32	8	566	0.056	32	0.1	0.1	6.750	A
C-A	63	16			63				
A-B	307	77			307				
A-C	91	23			91				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	321	80	570	0.563	325	2.3	1.3	14.904	B
C-AB	26	6	574	0.045	26	0.1	0.1	6.578	A
C-A	54	13			54				
A-B	257	64			257				
A-C	76	19			76				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.24	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.05	0.09	1.31	4.58	6.29			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.93	0.05	0.62	14.14	23.91			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.48	0.04	0.38	13.51	29.74			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.33	0.04	0.42	6.37	11.43			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.33	0.03	0.33	2.89	6.80			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

2034 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	2.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	134	100.000
B - B1078		ONE HOUR	✓	83	100.000
C - B1079 North		ONE HOUR	✓	39	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	121	13
	B - B1078	75	0	8
	C - B1079 North	18	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	8
	B - B1078	3	0	0
	C - B1079 North	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	7.33	0.2	0.5	A	76	115
C-AB	0.04	6.62	0.0	0.5	A	20	30
C-A						15	23
A-B						111	167
A-C						11	17

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	63	16	591	0.106	62	0.0	0.1	6.800	A
C-AB	16	4	575	0.028	16	0.0	0.0	6.443	A
C-A	13	3			13				
A-B	91	23			91				
A-C	9	2			9				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	75	19	588	0.128	75	0.1	0.1	7.019	A
C-AB	19	5	572	0.034	19	0.0	0.0	6.518	A
C-A	15	4			15				
A-B	109	27			109				
A-C	11	3			11				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	583	0.158	92	0.1	0.2	7.331	A
C-AB	24	6	567	0.042	24	0.0	0.0	6.622	A
C-A	18	5			18				
A-B	133	33			133				
A-C	14	3			14				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	92	23	583	0.158	92	0.2	0.2	7.334	A
C-AB	24	6	567	0.042	24	0.0	0.0	6.622	A
C-A	18	5			18				
A-B	133	33			133				
A-C	14	3			14				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	75	19	588	0.128	75	0.2	0.1	7.026	A
C-AB	19	5	572	0.034	19	0.0	0.0	6.522	A
C-A	15	4			15				
A-B	109	27			109				
A-C	11	3			11				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	63	16	591	0.106	63	0.1	0.1	6.817	A
C-AB	16	4	575	0.028	16	0.0	0.0	6.449	A
C-A	13	3			13				
A-B	91	23			91				
A-C	9	2			9				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.05	0.03	0.25	0.46	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2034 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	7.46	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
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	290	100.000
B - B1078		ONE HOUR	✓	291	100.000
C - B1079 North		ONE HOUR	✓	137	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	228	62
	B - B1078	262	0	29
	C - B1079 North	88	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	1	0
	B - B1078	4	0	7
	C - B1079 North	5	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.60	16.85	1.5	4.7	C	267	401
C-AB	0.11	6.92	0.2	0.5	A	52	79
C-A						73	110
A-B						209	314
A-C						56	85

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	219	55	557	0.394	217	0.0	0.6	10.507	B
C-AB	42	10	587	0.071	41	0.0	0.1	6.594	A
C-A	62	15			62				
A-B	172	43			172				
A-C	46	12			46				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	262	65	547	0.478	261	0.6	0.9	12.522	B
C-AB	51	13	586	0.087	51	0.1	0.1	6.726	A
C-A	72	18			72				
A-B	205	51			205				
A-C	55	14			55				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	321	80	534	0.601	318	0.9	1.4	16.541	C
C-AB	65	16	585	0.111	65	0.1	0.2	6.917	A
C-A	86	22			86				
A-B	251	63			251				
A-C	68	17			68				

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)	LOS
B-AC	321	80	534	0.601	321	1.4	1.5	16.852	C
C-AB	65	16	585	0.111	65	0.2	0.2	6.923	A
C-A	86	22			86				
A-B	251	63			251				
A-C	68	17			68				

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)	LOS
B-AC	262	65	547	0.479	264	1.5	0.9	12.808	B
C-AB	51	13	586	0.087	51	0.2	0.1	6.733	A
C-A	72	18			72				
A-B	205	51			205				
A-C	55	14			55				

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)	LOS
B-AC	219	55	557	0.394	220	0.9	0.7	10.739	B
C-AB	42	10	587	0.071	42	0.1	0.1	6.606	A
C-A	62	15			62				
A-B	172	43			172				
A-C	46	12			46				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.89	0.18	0.96	1.35	1.35			N/A	N/A
C-AB	0.11	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.44	0.03	0.28	1.44	4.68			N/A	N/A
C-AB	0.15	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.47	0.03	0.28	1.47	4.37			N/A	N/A
C-AB	0.15	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.94	0.06	0.77	1.72	2.29			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.05	0.45	1.17	1.77			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2034 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	121.90	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	527	100.000
B - B1078		ONE HOUR	✓	505	100.000
C - B1079 North		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	453	74
	B - B1078	453	0	52
	C - B1079 North	140	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	0
	B - B1078	4	0	6
	C - B1079 North	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.16	301.17	46.1	84.4	F	463	694
C-AB	0.26	8.62	0.5	1.4	A	119	178
C-A						100	151
A-B						416	624
A-C						67	101

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)	LOS
B-AC	380	95	521	0.729	370	0.0	2.5	22.597	C
C-AB	91	23	574	0.159	90	0.0	0.2	7.439	A
C-A	88	22			88				
A-B	341	85			341				
A-C	55	14			55				

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)	LOS

B-AC	454	113	504	0.900	439	2.5	6.0	47.427	E
C-AB	114	29	571	0.200	114	0.2	0.3	7.879	A
C-A	100	25			100				
A-B	408	102			408				
A-C	66	17			66				

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)	LOS
B-AC	556	139	481	1.156	472	6.0	26.9	145.574	F
C-AB	150	37	568	0.264	149	0.3	0.5	8.601	A
C-A	113	28			113				
A-B	499	125			499				
A-C	81	20			81				

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)	LOS
B-AC	556	139	480	1.156	479	26.9	46.1	287.717	F
C-AB	150	37	568	0.264	150	0.5	0.5	8.618	A
C-A	113	28			113				
A-B	499	125			499				
A-C	81	20			81				

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)	LOS
B-AC	454	113	504	0.900	493	46.1	36.2	301.175	F
C-AB	114	29	571	0.200	115	0.5	0.3	7.899	A
C-A	100	25			100				
A-B	408	102			408				
A-C	66	17			66				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	380	95	521	0.730	507	36.2	4.5	155.844	F
C-AB	91	23	574	0.159	92	0.3	0.2	7.470	A
C-A	88	22			88				
A-B	341	85			341				
A-C	55	14			55				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.45	0.26	1.51	4.59	5.80			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.99	0.25	3.48	13.70	18.20			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	26.86	8.14	23.98	45.15	52.78			N/A	N/A
C-AB	0.45	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	46.11	17.42	42.52	73.57	84.45			N/A	N/A
C-AB	0.46	0.04	0.35	1.37	1.42			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	36.25	11.44	32.63	60.67	70.73			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.50	0.04	0.41	12.18	23.85			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

2034 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	28.72	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 segment length (min)	Run automatically
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	499	100.000
B - B1078		ONE HOUR	✓	444	100.000
C - B1079 North		ONE HOUR	✓	151	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	399	101
	B - B1078	370	0	74
	C - B1079 North	91	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	0
	B - B1078	1	0	0
	C - B1079 North	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.93	70.08	8.9	42.4	F	407	611
C-AB	0.15	8.02	0.2	0.5	A	66	99
C-A						73	110
A-B						366	549
A-C						92	139

Main Results for each time segment

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)	LOS
B-AC	334	84	559	0.597	328	0.0	1.4	15.247	C
C-AB	52	13	548	0.094	51	0.0	0.1	7.246	A
C-A	62	16			62				
A-B	300	75			300				
A-C	76	19			76				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	399	100	545	0.732	394	1.4	2.5	23.282	C
C-AB	64	16	540	0.118	64	0.1	0.2	7.550	A
C-A	72	18			72				
A-B	358	90			358				
A-C	91	23			91				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	488	122	525	0.931	469	2.5	7.3	52.175	F
C-AB	82	20	531	0.154	81	0.2	0.2	8.010	A
C-A	85	21			85				
A-B	439	110			439				
A-C	111	28			111				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	488	122	525	0.931	482	7.3	8.9	70.084	F
C-AB	82	20	531	0.154	82	0.2	0.2	8.015	A
C-A	85	21			85				
A-B	439	110			439				
A-C	111	28			111				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	399	100	545	0.732	422	8.9	3.0	33.532	D
C-AB	64	16	541	0.118	64	0.2	0.2	7.559	A
C-A	72	18			72				
A-B	358	90			358				
A-C	91	23			91				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	334	84	559	0.598	340	3.0	1.5	16.839	C
C-AB	52	13	548	0.094	52	0.2	0.1	7.264	A
C-A	62	16			62				
A-B	300	75			300				
A-C	76	19			76				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.42	0.58	1.31	1.75	1.88			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.51	0.09	1.45	5.86	8.15			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	7.31	0.10	2.29	19.95	29.36			N/A	N/A
C-AB	0.22	0.03	0.26	0.47	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	8.87	0.06	1.39	25.86	42.39			N/A	N/A
C-AB	0.22	0.03	0.26	0.46	0.49			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.01	0.04	0.41	8.24	15.28			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.55	0.03	0.32	2.85	7.99			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2034 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	46.08	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 segment length (min)	Run automatically
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	433	100.000
B - B1078		ONE HOUR	✓	479	100.000
C - B1079 North		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	323	111
	B - B1078	427	0	52
	C - B1079 North	91	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	1
	B - B1078	0	0	2
	C - B1079 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.98	99.58	14.1	52.6	F	439	659
C-AB	0.07	6.82	0.1	0.5	A	33	50
C-A						78	117
A-B						296	444
A-C						101	152

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)	LOS
B-AC	360	90	565	0.638	354	0.0	1.7	16.555	C
C-AB	26	7	584	0.045	26	0.0	0.1	6.457	A
C-A	65	16			65				
A-B	243	61			243				
A-C	83	21			83				

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)	LOS

B-AC	430	108	553	0.778	425	1.7	3.1	26.851	D
C-AB	32	8	578	0.056	32	0.1	0.1	6.601	A
C-A	77	19			77				
A-B	290	73			290				
A-C	99	25			99				

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)	LOS
B-AC	527	132	536	0.983	498	3.1	10.5	66.008	F
C-AB	41	10	570	0.073	41	0.1	0.1	6.812	A
C-A	93	23			93				
A-B	355	89			355				
A-C	122	30			122				

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)	LOS
B-AC	527	132	536	0.983	513	10.5	14.1	99.578	F
C-AB	41	10	570	0.073	41	0.1	0.1	6.818	A
C-A	93	23			93				
A-B	355	89			355				
A-C	122	30			122				

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)	LOS
B-AC	430	108	553	0.779	470	14.1	4.1	53.318	F
C-AB	33	8	578	0.056	33	0.1	0.1	6.610	A
C-A	77	19			77				
A-B	290	73			290				
A-C	99	25			99				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	360	90	565	0.638	369	4.1	1.9	19.153	C
C-AB	26	7	584	0.045	27	0.1	0.1	6.465	A
C-A	65	16			65				
A-B	243	61			243				
A-C	83	21			83				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.67	0.61	1.15	1.99	2.51			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.12	0.10	1.30	7.47	10.35			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	10.45	0.27	5.76	25.48	34.53			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.52			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	14.05	0.18	6.16	37.16	52.61			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.08	0.04	0.44	11.47	20.72			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.85	0.03	0.31	3.13	9.52			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

2034 Operational Led, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	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
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	134	100.000
B - B1078		ONE HOUR	✓	82	100.000
C - B1079 North		ONE HOUR	✓	39	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	121	13
	B - B1078	74	0	8
	C - B1079 North	18	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	8
	B - B1078	3	0	0
	C - B1079 North	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	7.32	0.2	0.5	A	76	113
C-AB	0.04	6.62	0.0	0.5	A	20	30
C-A						15	23
A-B						111	167
A-C						11	17

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	62	16	591	0.105	62	0.0	0.1	6.792	A
C-AB	16	4	575	0.028	16	0.0	0.0	6.443	A
C-A	13	3			13				
A-B	91	23			91				
A-C	9	2			9				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	74	19	587	0.126	74	0.1	0.1	7.007	A
C-AB	19	5	572	0.034	19	0.0	0.0	6.518	A
C-A	15	4			15				
A-B	109	27			109				
A-C	11	3			11				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	91	23	582	0.156	91	0.1	0.2	7.316	A
C-AB	24	6	567	0.042	24	0.0	0.0	6.622	A
C-A	18	5			18				
A-B	133	33			133				
A-C	14	3			14				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	91	23	582	0.156	91	0.2	0.2	7.319	A
C-AB	24	6	567	0.042	24	0.0	0.0	6.622	A
C-A	18	5			18				
A-B	133	33			133				
A-C	14	3			14				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	74	19	587	0.126	74	0.2	0.1	7.017	A
C-AB	19	5	572	0.034	19	0.0	0.0	6.522	A
C-A	15	4			15				
A-B	109	27			109				
A-C	11	3			11				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	62	16	591	0.105	62	0.1	0.1	6.809	A
C-AB	16	4	575	0.028	16	0.0	0.0	6.449	A
C-A	13	3			13				
A-B	91	23			91				
A-C	9	2			9				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.05	0.03	0.25	0.46	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.46	0.48			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2034 Operational Led, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	7.16	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
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	288	100.000
B - B1078		ONE HOUR	✓	284	100.000
C - B1079 North		ONE HOUR	✓	137	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	226	62
	B - B1078	255	0	29
	C - B1079 North	88	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	1	0
	B - B1078	4	0	7
	C - B1079 North	5	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.59	16.26	1.4	4.1	C	261	391
C-AB	0.11	6.91	0.2	0.5	A	52	79
C-A						73	110
A-B						208	311
A-C						56	85

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	214	53	557	0.384	212	0.0	0.6	10.353	B
C-AB	42	10	587	0.071	41	0.0	0.1	6.588	A
C-A	62	15			62				
A-B	170	43			170				
A-C	46	12			46				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	256	64	547	0.467	255	0.6	0.9	12.257	B
C-AB	51	13	587	0.087	51	0.1	0.1	6.718	A
C-A	72	18			72				
A-B	203	51			203				
A-C	55	14			55				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	313	78	534	0.586	311	0.9	1.4	15.988	C
C-AB	65	16	586	0.110	65	0.1	0.1	6.907	A
C-A	86	22			86				
A-B	249	62			249				
A-C	68	17			68				

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)	LOS
B-AC	313	78	534	0.586	313	1.4	1.4	16.260	C
C-AB	65	16	586	0.111	65	0.1	0.2	6.913	A
C-A	86	22			86				
A-B	249	62			249				
A-C	68	17			68				

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)	LOS
B-AC	256	64	547	0.467	257	1.4	0.9	12.511	B
C-AB	51	13	587	0.087	51	0.2	0.1	6.727	A
C-A	72	18			72				
A-B	203	51			203				
A-C	55	14			55				

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)	LOS
B-AC	214	53	557	0.384	215	0.9	0.6	10.566	B
C-AB	42	10	588	0.071	42	0.1	0.1	6.597	A
C-A	62	15			62				
A-B	170	43			170				
A-C	46	12			46				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.61	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.86	0.19	0.95	1.43	1.49			N/A	N/A
C-AB	0.11	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.36	0.03	0.28	1.36	3.88			N/A	N/A
C-AB	0.15	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.39	0.03	0.28	1.39	4.08			N/A	N/A
C-AB	0.15	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.90	0.07	0.78	1.58	1.96			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.05	0.46	1.49	1.61			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2034 Operational Led, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	130.70	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	491	100.000
B - B1078		ONE HOUR	✓	511	100.000
C - B1079 North		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	416	75
	B - B1078	459	0	52
	C - B1079 North	140	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	0
	B - B1078	4	0	6
	C - B1079 North	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.16	312.08	47.7	86.4	F	468	703
C-AB	0.26	8.43	0.4	1.3	A	118	177
C-A						101	151
A-B						382	573
A-C						68	103

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)	LOS
B-AC	384	96	524	0.734	374	0.0	2.5	22.828	C
C-AB	91	23	580	0.157	90	0.0	0.2	7.343	A
C-A	89	22			89				
A-B	314	78			314				
A-C	56	14			56				

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)	LOS

B-AC	459	115	507	0.905	444	2.5	6.2	48.371	E
C-AB	114	28	578	0.197	114	0.2	0.3	7.753	A
C-A	101	25			101				
A-B	374	94			374				
A-C	67	17			67				

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)	LOS
B-AC	562	141	484	1.161	476	6.2	27.7	148.341	F
C-AB	149	37	577	0.258	148	0.3	0.4	8.411	A
C-A	114	28			114				
A-B	459	115			459				
A-C	82	21			82				

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)	LOS
B-AC	562	141	484	1.161	482	27.7	47.7	294.276	F
C-AB	149	37	577	0.258	149	0.4	0.4	8.426	A
C-A	114	28			114				
A-B	459	115			459				
A-C	82	21			82				

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)	LOS
B-AC	459	115	507	0.906	496	47.7	38.3	312.075	F
C-AB	114	29	579	0.197	115	0.4	0.3	7.768	A
C-A	100	25			100				
A-B	374	94			374				
A-C	67	17			67				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	384	96	523	0.735	510	38.3	7.0	169.504	F
C-AB	91	23	580	0.157	92	0.3	0.2	7.373	A
C-A	88	22			88				
A-B	314	78			314				
A-C	56	14			56				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.51	0.22	1.50	4.84	6.20			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	6.20	0.26	3.60	14.22	18.91			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	27.71	8.63	24.83	46.26	53.95			N/A	N/A
C-AB	0.44	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	47.66	18.51	44.11	75.44	86.39			N/A	N/A
C-AB	0.44	0.03	0.35	1.31	1.31			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	38.33	12.04	34.50	64.34	75.06			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	6.95	0.07	1.22	19.79	30.81			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

2034 Operational Led, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	29.19	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 segment length (min)	Run automatically
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	500	100.000
B - B1078		ONE HOUR	✓	445	100.000
C - B1079 North		ONE HOUR	✓	151	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	400	101
	B - B1078	371	0	74
	C - B1079 North	91	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	0
	B - B1078	1	0	0
	C - B1079 North	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.93	71.23	9.0	42.8	F	408	612
C-AB	0.15	8.02	0.2	0.5	A	66	99
C-A						73	110
A-B						367	550
A-C						92	139

Main Results for each time segment

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)	LOS
B-AC	335	84	559	0.599	329	0.0	1.4	15.299	C
C-AB	52	13	547	0.094	51	0.0	0.1	7.248	A
C-A	62	16			62				
A-B	301	75			301				
A-C	76	19			76				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	400	100	545	0.734	395	1.4	2.5	23.423	C
C-AB	64	16	540	0.118	64	0.1	0.2	7.554	A
C-A	72	18			72				
A-B	359	90			359				
A-C	91	23			91				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	490	122	525	0.933	470	2.5	7.4	52.755	F
C-AB	82	20	531	0.154	81	0.2	0.2	8.014	A
C-A	85	21			85				
A-B	440	110			440				
A-C	111	28			111				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	490	122	525	0.933	483	7.4	9.0	71.232	F
C-AB	82	20	531	0.154	82	0.2	0.2	8.022	A
C-A	85	21			85				
A-B	440	110			440				
A-C	111	28			111				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	400	100	544	0.734	424	9.0	3.0	34.088	D
C-AB	64	16	540	0.118	64	0.2	0.2	7.563	A
C-A	72	18			72				
A-B	359	90			359				
A-C	91	23			91				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	335	84	559	0.599	341	3.0	1.6	16.921	C
C-AB	52	13	548	0.094	52	0.2	0.1	7.264	A
C-A	62	16			62				
A-B	301	75			301				
A-C	76	19			76				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.43	0.58	1.32	1.76	1.89			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.53	0.09	1.46	5.91	8.24			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	7.43	0.10	2.42	20.18	29.57			N/A	N/A
C-AB	0.22	0.03	0.26	0.47	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	9.04	0.06	1.48	26.31	42.77			N/A	N/A
C-AB	0.22	0.03	0.26	0.46	0.49			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.05	0.04	0.41	8.34	15.46			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.56	0.03	0.32	2.85	8.04			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2034 Operational Led, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1079 North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J2	B1078 / B1079	T-Junction	Two-way	45.48	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 segment length (min)	Run automatically
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1079 East		ONE HOUR	✓	438	100.000
B - B1078		ONE HOUR	✓	478	100.000
C - B1079 North		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	328	111
	B - B1078	426	0	52
	C - B1079 North	91	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1079 East	B - B1078	C - B1079 North
From	A - B1079 East	0	2	1
	B - B1078	0	0	2
	C - B1079 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.98	98.85	13.9	52.4	F	438	658
C-AB	0.07	6.83	0.1	0.5	A	33	50
C-A						78	117
A-B						301	451
A-C						101	152

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)	LOS
B-AC	360	90	565	0.637	353	0.0	1.7	16.527	C
C-AB	26	7	583	0.045	26	0.0	0.1	6.467	A
C-A	65	16			65				
A-B	247	62			247				
A-C	83	21			83				

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)	LOS

B-AC	430	107	552	0.777	424	1.7	3.1	26.768	D
C-AB	32	8	577	0.056	32	0.1	0.1	6.614	A
C-A	77	19			77				
A-B	295	74			295				
A-C	99	25			99				

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)	LOS
B-AC	526	132	536	0.982	497	3.1	10.4	65.691	F
C-AB	41	10	568	0.073	41	0.1	0.1	6.828	A
C-A	93	23			93				
A-B	361	90			361				
A-C	122	30			122				

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)	LOS
B-AC	526	132	535	0.982	512	10.4	13.9	98.849	F
C-AB	41	10	568	0.073	41	0.1	0.1	6.834	A
C-A	93	23			93				
A-B	361	90			361				
A-C	122	30			122				

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)	LOS
B-AC	430	107	552	0.778	469	13.9	4.1	52.680	F
C-AB	33	8	577	0.056	33	0.1	0.1	6.623	A
C-A	77	19			77				
A-B	295	74			295				
A-C	99	25			99				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	360	90	565	0.637	369	4.0	1.8	19.093	C
C-AB	26	7	583	0.045	27	0.1	0.1	6.473	A
C-A	65	16			65				
A-B	247	62			247				
A-C	83	21			83				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.67	0.61	1.14	1.98	2.48			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.11	0.10	1.29	7.42	10.30			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	10.37	0.26	5.67	25.35	34.41			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.52			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	13.91	0.17	5.98	36.89	52.37			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.05	0.04	0.44	11.37	20.57			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.84	0.03	0.31	3.12	9.48			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.09.22_J3_Model_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\J3\Model
Report generation date: 18/12/2020 09:10:50

»B1078 / B1116 - Base Year, 6-7 AM
»B1078 / B1116 - Base Year, 7-8 AM
»B1078 / B1116 - Base Year, 8-9 AM
»B1078 / B1116 - Base Year, 3-4 PM
»B1078 / B1116 - Base Year, 5-6 PM
»B1078 / B1116 - 2023 Reference Case , 6-7 AM
»B1078 / B1116 - 2023 Reference Case , 7-8 AM
»B1078 / B1116 - 2023 Reference Case , 8-9 AM
»B1078 / B1116 - 2023 Reference Case , 3-4 PM
»B1078 / B1116 - 2023 Reference Case , 5-6 PM
»B1078 / B1116 - 2023 Early Years , 6-7 AM
»B1078 / B1116 - 2023 Early Years , 7-8 AM
»B1078 / B1116 - 2023 Early Years , 8-9 AM
»B1078 / B1116 - 2023 Early Years , 3-4 PM
»B1078 / B1116 - 2023 Early Years , 5-6 PM
»B1078 / B1116 - 2028 Reference Case , 6-7 AM
»B1078 / B1116 - 2028 Reference Case , 7-8 AM
»B1078 / B1116 - 2028 Reference Case , 8-9 AM
»B1078 / B1116 - 2028 Reference Case , 3-4 PM
»B1078 / B1116 - 2028 Reference Case , 5-6 PM
»B1078 / B1116 - 2028 Peak Construction, 6-7 AM
»B1078 / B1116 - 2028 Peak Construction, 7-8 AM
»B1078 / B1116 - 2028 Peak Construction, 8-9 AM
»B1078 / B1116 - 2028 Peak Construction, 3-4 PM
»B1078 / B1116 - 2028 Peak Construction, 5-6 PM
»B1078 / B1116 - 2034 Reference Case , 6-7 AM
»B1078 / B1116 - 2034 Reference Case , 7-8 AM
»B1078 / B1116 - 2034 Reference Case , 8-9 AM
»B1078 / B1116 - 2034 Reference Case , 3-4 PM
»B1078 / B1116 - 2034 Reference Case , 5-6 PM
»B1078 / B1116 - 2034 Operational Led, 6-7 AM
»B1078 / B1116 - 2034 Operational Led, 7-8 AM
»B1078 / B1116 - 2034 Operational Led, 8-9 AM
»B1078 / B1116 - 2034 Operational Led, 3-4 PM
»B1078 / B1116 - 2034 Operational Led, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
B1078 / B1116 - Base Year																									
A - B1116 North-West	0.1	0.5	4.77	0.13	A	0.6	2.6	6.92	0.37	A	1.5	2.8	11.62	0.61	B	0.4	1.9	6.42	0.31	A	0.5	2.5	6.93	0.35	A
B - B1078 South-West	0.1	0.5	4.80	0.08	A	0.3	1.5	6.51	0.25	A	0.6	2.7	8.11	0.37	A	0.5	2.5	7.62	0.35	A	0.6	2.7	7.67	0.37	A
C - B1078 South-East	0.1	0.5	3.24	0.11	A	0.5	2.2	4.36	0.33	A	0.7	2.5	5.12	0.42	A	0.6	2.6	4.63	0.37	A	0.6	2.6	4.43	0.36	A
D - A12 Slip-Road	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
B1078 / B1116 - 2023 Reference Case																									
A - B1116 North-West	0.2	0.5	4.81	0.14	A	0.6	2.7	7.17	0.39	A	1.7	4.8	12.86	0.64	B	0.5	2.1	6.77	0.32	A	0.5	2.5	7.10	0.35	A
B - B1078 South-West	0.1	0.5	4.81	0.10	A	0.4	1.1	6.65	0.26	A	0.7	2.9	8.61	0.41	A	0.7	2.9	8.63	0.42	A	0.7	2.9	8.29	0.41	A
C - B1078 South-East	0.1	0.5	3.23	0.12	A	0.5	2.5	4.47	0.35	A	0.9	1.9	5.49	0.47	A	0.7	2.5	4.95	0.41	A	0.7	2.6	4.71	0.40	A
D - A12 Slip-Road	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
B1078 / B1116 - 2023 Early Years																									
A - B1116 North-West	0.2	0.5	4.91	0.15	A	0.8	2.8	8.07	0.43	A	1.9	6.0	13.61	0.65	B	0.5	2.1	6.76	0.32	A	0.5	2.5	7.09	0.35	A
B - B1078 South-West	0.1	0.5	4.88	0.12	A	0.5	2.1	7.43	0.32	A	0.7	2.9	8.88	0.42	A	0.7	2.9	8.64	0.42	A	0.7	2.9	8.54	0.42	A
C - B1078 South-East	0.1	0.5	3.25	0.13	A	0.6	2.6	4.75	0.39	A	0.9	1.8	5.63	0.48	A	0.7	2.5	4.97	0.41	A	0.9	1.9	5.37	0.47	A
D - A12 Slip-Road	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.1	0.5	5.77	0.06	A
B1078 / B1116 - 2028 Reference Case																									
A - B1116 North-West	0.2	0.5	4.83	0.14	A	0.7	2.7	7.34	0.40	A	1.9	6.2	13.77	0.66	B	0.5	2.5	7.01	0.35	A	0.6	2.6	7.25	0.36	A
B - B1078 South-West	0.1	0.5	4.82	0.10	A	0.4	1.6	6.87	0.28	A	0.8	3.0	9.39	0.45	A	0.7	2.9	8.78	0.43	A	0.7	2.9	8.55	0.43	A
C - B1078 South-East	0.1	0.5	3.24	0.13	A	0.6	2.6	4.59	0.37	A	0.8	2.1	5.37	0.45	A	0.8	2.4	5.10	0.43	A	0.7	2.5	4.82	0.41	A
D - A12 Slip-Road	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
B1078 / B1116 - 2028 Peak Construction																									
A - B1116 North-West	0.3	1.1	6.16	0.20	A	0.9	2.9	9.36	0.47	A	2.1	8.2	15.15	0.68	C	0.6	2.6	7.26	0.36	A	0.6	2.6	7.35	0.37	A
B - B1078 South-West	0.3	1.4	6.36	0.24	A	0.7	3.0	9.18	0.42	A	0.9	3.0	10.13	0.48	B	0.9	3.0	9.67	0.47	A	0.8	2.9	8.96	0.45	A
C - B1078 South-East	0.4	1.6	3.98	0.29	A	0.8	2.0	5.43	0.46	A	1.0	1.6	5.86	0.49	A	0.9	2.0	5.59	0.46	A	0.8	2.4	5.12	0.43	A
D - A12 Slip-Road	0.0	~1	0.00	0.00	A	0.1	0.5	5.86	0.06	A	0.1	0.5	6.64	0.07	A	0.3	1.2	6.83	0.20	A	0.2	0.5	6.32	0.13	A
B1078 / B1116 - 2034 Reference Case																									
A - B1116 North-West	0.2	0.5	4.86	0.15	A	0.7	2.8	7.76	0.42	A	2.3	9.7	15.85	0.70	C	0.6	2.8	7.58	0.39	A	0.7	2.8	8.02	0.41	A
B - B1078 South-West	0.1	0.5	4.84	0.10	A	0.5	2.3	7.43	0.34	A	0.9	2.9	9.91	0.48	A	0.9	3.0	9.57	0.46	A	0.9	2.9	9.65	0.49	A
C - B1078 South-East	0.2	0.5	3.29	0.13	A	0.6	2.6	4.66	0.38	A	0.8	2.0	5.41	0.46	A	0.9	1.9	5.40	0.46	A	0.7	2.5	4.85	0.41	A
D - A12 Slip-Road	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
B1078 / B1116 - 2034 Operational Led																									
A - B1116 North-West	0.2	0.5	4.86	0.15	A	0.7	2.8	7.76	0.42	A	2.3	10.2	16.18	0.71	C	0.6	2.8	7.61	0.39	A	0.7	2.8	7.98	0.41	A
B - B1078 South-West	0.1	0.5	4.85	0.10	A	0.5	2.3	7.41	0.33	A	0.9	2.9	9.96	0.48	A	0.9	3.0	9.65	0.47	A	0.9	2.9	9.67	0.49	A
C - B1078 South-East	0.2	0.5	3.29	0.13	A	0.6	2.6	4.65	0.38	A	0.8	2.1	5.38	0.45	A	0.9	1.9	5.41	0.46	A	0.7	2.5	4.89	0.42	A
D - A12 Slip-Road	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A

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

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

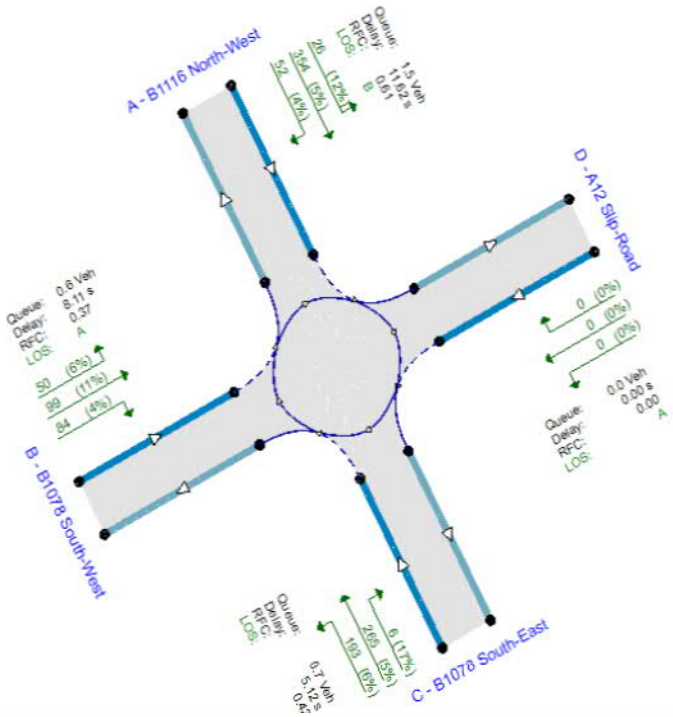
File summary

File Description

Title	B1078 / B1116
Location	52.161417°,1.379211°
Site number	3
Date	28/09/2016
Version	
Status	(new file)
Identifier	JGM
Client	
Jobnumber	50400326
Enumerator	UKWSPGROUP\ukjgm001
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

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
D1	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AJ3	B1078 / B1116	✓	100.000	100.000

B1078 / B1116 - Base Year, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	4.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	B1116 North-West	
B	B1078 South-West	
C	B1078 South-East	
D	A12 Slip-Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - B1116 North-West	2.70	4.00	10.0	12.9	46.0	42.0	
B - B1078 South-West	3.40	4.00	10.0	47.5	46.0	20.0	
C - B1078 South-East	3.50	7.40	3.7	15.2	46.0	29.0	
D - A12 Slip-Road	3.40	4.20	26.9	3.2	46.0	63.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - B1116 North-West	Direct		-90
B - B1078 South-West	Direct		-331
C - B1078 South-East	Direct		0
D - A12 Slip-Road	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - B1116 North-West	0.472	931
B - B1078 South-West	0.557	926
C - B1078 South-East	0.546	1315
D - A12 Slip-Road	0.338	787

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	103	100.000
B - B1078 South-West		ONE HOUR	✓	63	100.000
C - B1078 South-East		ONE HOUR	✓	130	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	5	92	6
	B - B1078 South-West	12	0	20	31
	C - B1078 South-East	62	65	0	3
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
	A - B1116 North-West	0	20	3	0

From	B - B1078 South-West	17	0	10	3
	C - B1078 South-East	6	3	0	0
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.13	4.77	0.1	0.5	A	95	142
B - B1078 South-West	0.08	4.80	0.1	0.5	A	58	87
C - B1078 South-East	0.11	3.24	0.1	0.5	A	119	179
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	78	19	40	877	0.088	77	56	0.0	0.1	4.499	A
B - B1078 South-West	47	12	49	831	0.057	47	53	0.0	0.1	4.589	A
C - B1078 South-East	98	24	4	1254	0.078	98	84	0.0	0.1	3.111	A
D - A12 Slip-Road	0	0	88	756	0.000	0	30	0.0	0.0	0.000	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	93	23	49	873	0.106	93	66	0.1	0.1	4.612	A
B - B1078 South-West	57	14	58	826	0.069	57	63	0.1	0.1	4.677	A
C - B1078 South-East	117	29	4	1254	0.093	117	101	0.1	0.1	3.165	A
D - A12 Slip-Road	0	0	105	750	0.000	0	36	0.0	0.0	0.000	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	113	28	59	868	0.131	113	81	0.1	0.1	4.771	A
B - B1078 South-West	69	17	72	819	0.085	69	77	0.1	0.1	4.802	A
C - B1078 South-East	143	36	5	1253	0.114	143	123	0.1	0.1	3.241	A
D - A12 Slip-Road	0	0	129	741	0.000	0	44	0.0	0.0	0.000	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	113	28	59	868	0.131	113	81	0.1	0.1	4.771	A
B - B1078 South-West	69	17	72	819	0.085	69	77	0.1	0.1	4.802	A
C - B1078 South-East	143	36	6	1253	0.114	143	123	0.1	0.1	3.241	A
D - A12 Slip-Road	0	0	129	741	0.000	0	44	0.0	0.0	0.000	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	93	23	49	873	0.106	93	67	0.1	0.1	4.615	A
B - B1078 South-West	57	14	58	826	0.069	57	63	0.1	0.1	4.680	A
C - B1078 South-East	117	29	5	1254	0.093	117	101	0.1	0.1	3.168	A
D - A12 Slip-Road	0	0	105	749	0.000	0	36	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	78	19	41	877	0.088	78	56	0.1	0.1	4.504	A
B - B1078 South-West	47	12	49	831	0.057	47	53	0.1	0.1	4.592	A
C - B1078 South-East	98	24	4	1254	0.078	98	84	0.1	0.1	3.114	A
D - A12 Slip-Road	0	0	88	756	0.000	0	30	0.0	0.0	0.000	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B - B1078 South-West	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C - B1078 South-East	0.08	0.00	0.00	0.08	0.08			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B - B1078 South-West	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C - B1078 South-East	0.10	0.03	0.25	0.45	0.48			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.15	0.03	0.26	0.46	0.49			N/A	N/A
B - B1078 South-West	0.09	0.03	0.26	0.47	0.49			N/A	N/A

C - B1078 South-East	0.13	0.03	0.26	0.46	0.49			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.15	0.03	0.25	0.45	0.48			N/A	N/A
B - B1078 South-West	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - B1078 South-East	0.13	0.00	0.00	0.13	0.13			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B - B1078 South-West	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - B1078 South-East	0.10	0.00	0.00	0.10	0.10			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B - B1078 South-West	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C - B1078 South-East	0.08	0.00	0.00	0.08	0.08			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - Base Year, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	5.66	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	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	277	100.000
B - B1078 South-West		ONE HOUR	✓	167	100.000
C - B1078 South-East		ONE HOUR	✓	370	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	23	239	15
	B - B1078 South-West	31	0	62	74
	C - B1078 South-East	224	139	0	7
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	9	3	0
	B - B1078 South-West	0	0	3	9
	C - B1078 South-East	6	5	0	0
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.37	6.92	0.6	2.6	A	254	381
B - B1078 South-West	0.25	6.51	0.3	1.5	A	153	230
C - B1078 South-East	0.33	4.36	0.5	2.2	A	340	509
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	209	52	107	850	0.245	207	191	0.0	0.3	5.591	A
B - B1078 South-West	126	31	173	782	0.161	125	121	0.0	0.2	5.472	A
C - B1078 South-East	279	70	17	1238	0.225	277	225	0.0	0.3	3.743	A
D - A12 Slip-Road	0	0	242	702	0.000	0	72	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	249	62	128	839	0.297	249	229	0.3	0.4	6.089	A
B - B1078 South-West	150	38	207	763	0.197	150	145	0.2	0.2	5.870	A

C - B1078 South-East	333	83	21	1236	0.269	332	270	0.3	0.4	3.984	A
D - A12 Slip-Road	0	0	291	685	0.000	0	86	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	305	76	157	825	0.370	304	280	0.4	0.6	6.900	A
B - B1078 South-West	184	46	254	737	0.249	184	178	0.2	0.3	6.499	A
C - B1078 South-East	407	102	25	1233	0.330	407	331	0.4	0.5	4.354	A
D - A12 Slip-Road	0	0	356	663	0.000	0	106	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	305	76	157	825	0.370	305	281	0.6	0.6	6.918	A
B - B1078 South-West	184	46	254	737	0.250	184	178	0.3	0.3	6.508	A
C - B1078 South-East	407	102	25	1233	0.330	407	331	0.5	0.5	4.359	A
D - A12 Slip-Road	0	0	357	662	0.000	0	106	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	249	62	129	839	0.297	250	230	0.6	0.4	6.114	A
B - B1078 South-West	150	38	208	763	0.197	150	146	0.3	0.2	5.884	A
C - B1078 South-East	333	83	21	1236	0.269	333	271	0.5	0.4	3.991	A
D - A12 Slip-Road	0	0	292	685	0.000	0	86	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	209	52	108	849	0.246	209	192	0.4	0.3	5.626	A
B - B1078 South-West	126	31	174	782	0.161	126	122	0.2	0.2	5.491	A
C - B1078 South-East	279	70	17	1238	0.225	279	227	0.4	0.3	3.755	A
D - A12 Slip-Road	0	0	244	702	0.000	0	72	0.0	0.0	0.000	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.32	0.00	0.00	0.32	0.32			N/A	N/A
B - B1078 South-West	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C - B1078 South-East	0.29	0.00	0.00	0.29	0.29			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.42	0.00	0.00	0.42	0.42			N/A	N/A
B - B1078 South-West	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C - B1078 South-East	0.37	0.00	0.00	0.37	0.37			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.58	0.03	0.25	0.58	0.58			N/A	N/A
B - B1078 South-West	0.33	0.03	0.25	0.46	0.48			N/A	N/A
C - B1078 South-East	0.49	0.03	0.25	0.49	0.49			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.58	0.03	0.29	1.20	2.64			N/A	N/A
B - B1078 South-West	0.33	0.03	0.32	1.15	1.45			N/A	N/A
C - B1078 South-East	0.49	0.03	0.30	1.35	2.21			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.43	0.00	0.00	0.43	0.43			N/A	N/A
B - B1078 South-West	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C - B1078 South-East	0.37	0.00	0.00	0.37	0.37			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.33	0.00	0.00	0.33	0.33			N/A	N/A
B - B1078 South-West	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C - B1078 South-East	0.29	0.00	0.00	0.29	0.29			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - Base Year, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	8.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	432	100.000
B - B1078 South-West		ONE HOUR	✓	233	100.000
C - B1078 South-East		ONE HOUR	✓	464	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	52	354	26
	B - B1078 South-West	50	0	84	99
	C - B1078 South-East	265	193	0	6
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	4	5	12
	B - B1078 South-West	6	0	4	11
	C - B1078 South-East	5	6	0	17
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.61	11.62	1.5	2.8	B	396	595
B - B1078 South-West	0.37	8.11	0.6	2.7	A	214	321
C - B1078 South-East	0.42	5.12	0.7	2.5	A	426	639
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	325	81	141	817	0.398	323	236	0.0	0.7	7.238	A
B - B1078 South-West	175	44	203	752	0.233	174	183	0.0	0.3	6.214	A
C - B1078 South-East	349	87	39	1224	0.285	348	327	0.0	0.4	4.100	A
D - A12 Slip-Road	0	0	366	658	0.000	0	98	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	388	97	170	804	0.483	387	283	0.7	0.9	8.622	A
B - B1078 South-West	209	52	243	730	0.287	209	220	0.3	0.4	6.901	A

C - B1078 South-East	417	104	47	1220	0.342	417	393	0.4	0.5	4.478	A
D - A12 Slip-Road	0	0	439	632	0.000	0	118	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	476	119	208	785	0.606	473	346	0.9	1.5	11.454	B
B - B1078 South-West	257	64	298	701	0.366	256	269	0.4	0.6	8.068	A
C - B1078 South-East	511	128	57	1214	0.421	510	480	0.5	0.7	5.107	A
D - A12 Slip-Road	0	0	537	597	0.000	0	144	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	476	119	208	785	0.606	476	347	1.5	1.5	11.622	B
B - B1078 South-West	257	64	298	700	0.366	257	270	0.6	0.6	8.110	A
C - B1078 South-East	511	128	57	1214	0.421	511	482	0.7	0.7	5.117	A
D - A12 Slip-Road	0	0	539	596	0.000	0	144	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	388	97	170	803	0.483	391	284	1.5	1.0	8.769	A
B - B1078 South-West	209	52	244	730	0.287	210	221	0.6	0.4	6.932	A
C - B1078 South-East	417	104	47	1220	0.342	418	396	0.7	0.5	4.493	A
D - A12 Slip-Road	0	0	443	631	0.000	0	118	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	325	81	143	817	0.398	326	238	1.0	0.7	7.356	A
B - B1078 South-West	175	44	204	752	0.233	176	185	0.4	0.3	6.257	A
C - B1078 South-East	349	87	39	1224	0.285	350	331	0.5	0.4	4.120	A
D - A12 Slip-Road	0	0	370	656	0.000	0	99	0.0	0.0	0.000	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.65	0.55	1.00	1.40	1.45			N/A	N/A
B - B1078 South-West	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C - B1078 South-East	0.40	0.00	0.00	0.40	0.40			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.92	0.12	0.94	1.23	1.66			N/A	N/A
B - B1078 South-West	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C - B1078 South-East	0.52	0.52	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.49	0.03	0.27	1.49	2.76			N/A	N/A
B - B1078 South-West	0.57	0.03	0.26	0.57	0.57			N/A	N/A
C - B1078 South-East	0.72	0.03	0.25	0.72	0.72			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.51	0.03	0.27	1.51	2.80			N/A	N/A
B - B1078 South-West	0.57	0.03	0.29	1.28	2.67			N/A	N/A
C - B1078 South-East	0.72	0.03	0.28	0.72	2.49			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.95	0.08	0.88	1.60	1.94			N/A	N/A
B - B1078 South-West	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C - B1078 South-East	0.52	0.52	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.67	0.05	0.49	1.50	1.62			N/A	N/A
B - B1078 South-West	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C - B1078 South-East	0.40	0.00	0.00	0.40	0.40			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - Base Year, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	5.88	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
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	225	100.000
B - B1078 South-West		ONE HOUR	✓	229	100.000
C - B1078 South-East		ONE HOUR	✓	410	100.000
D - A12 Slip-Road		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	1	41	169	14
	B - B1078 South-West	51	0	79	99
	C - B1078 South-East	263	139	1	7
	D - A12 Slip-Road	0	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	0	4	0
	B - B1078 South-West	2	0	5	4
	C - B1078 South-East	4	6	0	14
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.31	6.42	0.4	1.9	A	206	310
B - B1078 South-West	0.35	7.62	0.5	2.5	A	210	315
C - B1078 South-East	0.37	4.63	0.6	2.6	A	376	564
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	169	42	139	840	0.202	168	236	0.0	0.3	5.354	A
B - B1078 South-West	172	43	204	778	0.222	171	135	0.0	0.3	5.927	A
C - B1078 South-East	309	77	31	1237	0.249	307	186	0.0	0.3	3.865	A
D - A12 Slip-Road	0	0	218	711	0.000	0	90	0.0	0.0	0.000	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	202	51	167	826	0.245	202	283	0.3	0.3	5.762	A
B - B1078 South-West	206	51	244	755	0.273	206	162	0.3	0.4	6.547	A

C - B1078 South-East	369	92	38	1234	0.299	368	224	0.3	0.4	4.156	A
D - A12 Slip-Road	0	0	261	696	0.000	0	108	0.0	0.0	0.000	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	248	62	204	808	0.306	247	346	0.3	0.4	6.410	A
B - B1078 South-West	252	63	299	724	0.348	252	198	0.4	0.5	7.602	A
C - B1078 South-East	451	113	46	1230	0.367	451	274	0.4	0.6	4.618	A
D - A12 Slip-Road	0	0	320	675	0.000	0	132	0.0	0.0	0.000	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	248	62	205	808	0.307	248	347	0.4	0.4	6.422	A
B - B1078 South-West	252	63	299	724	0.348	252	198	0.5	0.5	7.624	A
C - B1078 South-East	451	113	46	1230	0.367	451	274	0.6	0.6	4.625	A
D - A12 Slip-Road	0	0	320	675	0.000	0	132	0.0	0.0	0.000	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	202	51	168	826	0.245	203	284	0.4	0.3	5.779	A
B - B1078 South-West	206	51	245	755	0.273	206	162	0.5	0.4	6.573	A
C - B1078 South-East	369	92	38	1234	0.299	369	224	0.6	0.4	4.165	A
D - A12 Slip-Road	0	0	262	695	0.000	0	108	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	169	42	140	839	0.202	170	237	0.3	0.3	5.378	A
B - B1078 South-West	172	43	205	777	0.222	173	136	0.4	0.3	5.961	A
C - B1078 South-East	309	77	32	1237	0.250	309	188	0.4	0.3	3.880	A
D - A12 Slip-Road	0	0	219	710	0.000	0	91	0.0	0.0	0.000	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.25	0.00	0.00	0.25	0.25			N/A	N/A
B - B1078 South-West	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C - B1078 South-East	0.33	0.00	0.00	0.33	0.33			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.32	0.00	0.00	0.32	0.32			N/A	N/A
B - B1078 South-West	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C - B1078 South-East	0.42	0.00	0.00	0.42	0.42			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.44	0.03	0.25	0.46	0.48			N/A	N/A
B - B1078 South-West	0.53	0.03	0.25	0.53	0.53			N/A	N/A
C - B1078 South-East	0.58	0.03	0.25	0.58	0.58			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.44	0.03	0.31	1.34	1.87			N/A	N/A
B - B1078 South-West	0.53	0.03	0.30	1.33	2.47			N/A	N/A
C - B1078 South-East	0.58	0.03	0.29	1.18	2.61			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.33	0.00	0.00	0.33	0.33			N/A	N/A
B - B1078 South-West	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C - B1078 South-East	0.43	0.00	0.00	0.43	0.43			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.25	0.00	0.00	0.25	0.25			N/A	N/A
B - B1078 South-West	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C - B1078 South-East	0.33	0.00	0.00	0.33	0.33			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - Base Year, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	6.02	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	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	251	100.000
B - B1078 South-West		ONE HOUR	✓	255	100.000
C - B1078 South-East		ONE HOUR	✓	409	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	36	197	18
	B - B1078 South-West	53	0	94	108
	C - B1078 South-East	253	144	2	10
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	0	3	6
	B - B1078 South-West	2	0	0	3
	C - B1078 South-East	1	5	0	10
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.35	6.93	0.5	2.5	A	230	345
B - B1078 South-West	0.37	7.67	0.6	2.7	A	234	351
C - B1078 South-East	0.36	4.43	0.6	2.6	A	375	563
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	189	47	160	831	0.227	188	229	0.0	0.3	5.587	A
B - B1078 South-West	192	48	199	802	0.239	191	135	0.0	0.3	5.880	A
C - B1078 South-East	308	77	27	1269	0.243	307	219	0.0	0.3	3.735	A
D - A12 Slip-Road	0	0	246	702	0.000	0	102	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	226	56	192	816	0.277	225	275	0.3	0.4	6.090	A
B - B1078 South-West	229	57	238	780	0.294	229	162	0.3	0.4	6.528	A

C - B1078 South-East	368	92	32	1266	0.290	367	263	0.3	0.4	4.002	A
D - A12 Slip-Road	0	0	295	685	0.000	0	122	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	276	69	235	796	0.347	276	336	0.4	0.5	6.915	A
B - B1078 South-West	281	70	291	750	0.374	280	198	0.4	0.6	7.644	A
C - B1078 South-East	450	113	40	1262	0.357	450	322	0.4	0.6	4.427	A
D - A12 Slip-Road	0	0	361	663	0.000	0	149	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	276	69	236	796	0.347	276	337	0.5	0.5	6.932	A
B - B1078 South-West	281	70	292	750	0.374	281	198	0.6	0.6	7.668	A
C - B1078 South-East	450	113	40	1262	0.357	450	323	0.6	0.6	4.433	A
D - A12 Slip-Road	0	0	362	662	0.000	0	150	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	226	56	193	816	0.277	226	276	0.5	0.4	6.114	A
B - B1078 South-West	229	57	239	780	0.294	230	162	0.6	0.4	6.556	A
C - B1078 South-East	368	92	32	1266	0.290	368	264	0.6	0.4	4.011	A
D - A12 Slip-Road	0	0	297	685	0.000	0	123	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	189	47	161	830	0.228	189	231	0.4	0.3	5.619	A
B - B1078 South-West	192	48	200	801	0.240	192	136	0.4	0.3	5.919	A
C - B1078 South-East	308	77	27	1269	0.243	308	221	0.4	0.3	3.747	A
D - A12 Slip-Road	0	0	248	702	0.000	0	103	0.0	0.0	0.000	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.29	0.00	0.00	0.29	0.29			N/A	N/A
B - B1078 South-West	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C - B1078 South-East	0.32	0.00	0.00	0.32	0.32			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.38	0.00	0.00	0.38	0.38			N/A	N/A
B - B1078 South-West	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C - B1078 South-East	0.41	0.00	0.00	0.41	0.41			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.53	0.03	0.25	0.53	0.53			N/A	N/A
B - B1078 South-West	0.59	0.03	0.26	0.59	0.59			N/A	N/A
C - B1078 South-East	0.55	0.03	0.25	0.55	0.55			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.53	0.03	0.30	1.31	2.46			N/A	N/A
B - B1078 South-West	0.59	0.03	0.29	1.24	2.72			N/A	N/A
C - B1078 South-East	0.55	0.03	0.29	1.25	2.56			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.39	0.00	0.00	0.39	0.39			N/A	N/A
B - B1078 South-West	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C - B1078 South-East	0.41	0.00	0.00	0.41	0.41			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B - B1078 South-West	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C - B1078 South-East	0.32	0.00	0.00	0.32	0.32			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2023 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	4.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	108	100.000
B - B1078 South-West		ONE HOUR	✓	72	100.000
C - B1078 South-East		ONE HOUR	✓	139	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	6	96	7
	B - B1078 South-West	13	0	21	39
	C - B1078 South-East	66	70	0	4
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	17	3	0
	B - B1078 South-West	16	0	12	1
	C - B1078 South-East	5	2	0	0
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.14	4.81	0.2	0.5	A	99	149
B - B1078 South-West	0.10	4.81	0.1	0.5	A	66	99
C - B1078 South-East	0.12	3.23	0.1	0.5	A	128	192
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	81	20	47	879	0.093	81	59	0.0	0.1	4.511	A
B - B1078 South-West	54	13	52	841	0.064	54	57	0.0	0.1	4.572	A
C - B1078 South-East	105	26	4	1268	0.083	104	87	0.0	0.1	3.094	A
D - A12 Slip-Road	0	0	91	754	0.000	0	36	0.0	0.0	0.000	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	97	24	56	874	0.111	97	70	0.1	0.1	4.633	A
B - B1078 South-West	64	16	62	835	0.077	64	68	0.1	0.1	4.670	A

C - B1078 South-East	125	31	5	1267	0.099	125	105	0.1	0.1	3.151	A
D - A12 Slip-Road	0	0	110	748	0.000	0	44	0.0	0.0	0.000	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	119	30	69	868	0.137	119	86	0.1	0.2	4.805	A
B - B1078 South-West	79	20	76	828	0.095	79	83	0.1	0.1	4.808	A
C - B1078 South-East	153	38	6	1267	0.121	153	128	0.1	0.1	3.232	A
D - A12 Slip-Road	0	0	134	739	0.000	0	54	0.0	0.0	0.000	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	119	30	69	868	0.137	119	86	0.2	0.2	4.805	A
B - B1078 South-West	79	20	76	828	0.095	79	83	0.1	0.1	4.808	A
C - B1078 South-East	153	38	6	1267	0.121	153	128	0.1	0.1	3.232	A
D - A12 Slip-Road	0	0	134	739	0.000	0	54	0.0	0.0	0.000	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	97	24	56	874	0.111	97	70	0.2	0.1	4.634	A
B - B1078 South-West	64	16	62	835	0.077	65	68	0.1	0.1	4.671	A
C - B1078 South-East	125	31	5	1267	0.099	125	105	0.1	0.1	3.154	A
D - A12 Slip-Road	0	0	110	748	0.000	0	44	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	81	20	47	878	0.093	81	59	0.1	0.1	4.517	A
B - B1078 South-West	54	13	52	841	0.064	54	57	0.1	0.1	4.577	A
C - B1078 South-East	105	26	4	1268	0.083	105	88	0.1	0.1	3.097	A
D - A12 Slip-Road	0	0	92	754	0.000	0	37	0.0	0.0	0.000	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B - B1078 South-West	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - B1078 South-East	0.09	0.00	0.00	0.09	0.09			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B - B1078 South-West	0.08	0.03	0.26	0.46	0.49			N/A	N/A
C - B1078 South-East	0.11	0.00	0.00	0.11	0.11			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.16	0.03	0.26	0.46	0.49			N/A	N/A
B - B1078 South-West	0.10	0.03	0.26	0.47	0.49			N/A	N/A
C - B1078 South-East	0.14	0.03	0.26	0.46	0.49			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.16	0.03	0.25	0.45	0.48			N/A	N/A
B - B1078 South-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - B1078 South-East	0.14	0.00	0.00	0.14	0.14			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B - B1078 South-West	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - B1078 South-East	0.11	0.00	0.00	0.11	0.11			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B - B1078 South-West	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - B1078 South-East	0.09	0.00	0.00	0.09	0.09			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2023 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	5.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	291	100.000
B - B1078 South-West		ONE HOUR	✓	175	100.000
C - B1078 South-East		ONE HOUR	✓	394	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	24	252	16
	B - B1078 South-West	32	0	63	81
	C - B1078 South-East	235	152	0	7
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	8	3	0
	B - B1078 South-West	0	0	3	8
	C - B1078 South-East	5	4	0	0
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.39	7.17	0.6	2.7	A	267	401
B - B1078 South-West	0.26	6.65	0.4	1.1	A	161	241
C - B1078 South-East	0.35	4.47	0.5	2.5	A	362	542
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	219	55	113	849	0.259	218	200	0.0	0.3	5.696	A
B - B1078 South-West	132	33	181	782	0.169	131	132	0.0	0.2	5.527	A
C - B1078 South-East	297	74	18	1243	0.239	295	236	0.0	0.3	3.792	A
D - A12 Slip-Road	0	0	253	699	0.000	0	78	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	262	65	135	838	0.313	262	239	0.3	0.5	6.244	A
B - B1078 South-West	158	39	217	762	0.207	157	158	0.2	0.3	5.957	A

C - B1078 South-East	354	89	21	1241	0.285	354	283	0.3	0.4	4.057	A
D - A12 Slip-Road	0	0	304	681	0.000	0	93	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	321	80	166	823	0.390	320	293	0.5	0.6	7.148	A
B - B1078 South-West	193	48	266	734	0.263	193	193	0.3	0.4	6.640	A
C - B1078 South-East	434	108	26	1239	0.350	433	346	0.4	0.5	4.467	A
D - A12 Slip-Road	0	0	372	657	0.000	0	114	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	321	80	166	823	0.390	321	293	0.6	0.6	7.170	A
B - B1078 South-West	193	48	266	734	0.263	193	194	0.4	0.4	6.650	A
C - B1078 South-East	434	108	26	1239	0.350	434	347	0.5	0.5	4.472	A
D - A12 Slip-Road	0	0	373	657	0.000	0	114	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	262	65	136	837	0.313	263	240	0.6	0.5	6.270	A
B - B1078 South-West	158	39	218	761	0.207	158	158	0.4	0.3	5.969	A
C - B1078 South-East	354	89	21	1241	0.285	355	284	0.5	0.4	4.064	A
D - A12 Slip-Road	0	0	305	681	0.000	0	93	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	219	55	114	848	0.259	220	201	0.5	0.4	5.732	A
B - B1078 South-West	132	33	182	781	0.169	132	133	0.3	0.2	5.548	A
C - B1078 South-East	297	74	18	1243	0.239	297	237	0.4	0.3	3.804	A
D - A12 Slip-Road	0	0	255	698	0.000	0	78	0.0	0.0	0.000	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.35	0.00	0.00	0.35	0.35			N/A	N/A
B - B1078 South-West	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C - B1078 South-East	0.31	0.00	0.00	0.31	0.31			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.45	0.00	0.00	0.45	0.45			N/A	N/A
B - B1078 South-West	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C - B1078 South-East	0.40	0.00	0.00	0.40	0.40			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.63	0.03	0.25	0.63	0.63			N/A	N/A
B - B1078 South-West	0.35	0.03	0.25	0.46	0.48			N/A	N/A
C - B1078 South-East	0.54	0.03	0.25	0.54	0.54			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.63	0.03	0.29	1.06	2.71			N/A	N/A
B - B1078 South-West	0.35	0.03	0.32	1.14	1.14			N/A	N/A
C - B1078 South-East	0.54	0.03	0.29	1.28	2.50			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.46	0.00	0.00	0.46	0.46			N/A	N/A
B - B1078 South-West	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C - B1078 South-East	0.40	0.00	0.00	0.40	0.40			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.35	0.00	0.00	0.35	0.35			N/A	N/A
B - B1078 South-West	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C - B1078 South-East	0.32	0.00	0.00	0.32	0.32			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2023 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	8.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	448	100.000
B - B1078 South-West		ONE HOUR	✓	263	100.000
C - B1078 South-East		ONE HOUR	✓	519	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	55	367	27
	B - B1078 South-West	50	0	86	127
	C - B1078 South-East	275	238	0	6
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	3	5	11
	B - B1078 South-West	6	0	3	7
	C - B1078 South-East	5	4	0	14
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.64	12.86	1.7	4.8	B	411	617
B - B1078 South-West	0.41	8.61	0.7	2.9	A	242	362
C - B1078 South-East	0.47	5.49	0.9	1.9	A	477	715
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	338	84	164	810	0.417	335	244	0.0	0.7	7.533	A
B - B1078 South-West	198	50	211	763	0.260	197	220	0.0	0.3	6.347	A
C - B1078 South-East	391	98	41	1238	0.316	389	338	0.0	0.5	4.234	A
D - A12 Slip-Road	0	0	379	653	0.000	0	119	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	403	101	197	794	0.507	402	292	0.7	1.0	9.141	A
B - B1078 South-West	237	59	253	739	0.320	236	263	0.3	0.5	7.148	A

C - B1078 South-East	467	117	49	1233	0.379	466	406	0.5	0.6	4.691	A
D - A12 Slip-Road	0	0	455	627	0.000	0	143	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	494	123	241	774	0.638	491	357	1.0	1.7	12.612	B
B - B1078 South-West	290	72	309	708	0.409	289	322	0.5	0.7	8.572	A
C - B1078 South-East	572	143	60	1227	0.466	571	496	0.6	0.9	5.473	A
D - A12 Slip-Road	0	0	556	591	0.000	0	175	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	494	123	241	773	0.639	494	358	1.7	1.7	12.859	B
B - B1078 South-West	290	72	310	708	0.410	290	323	0.7	0.7	8.611	A
C - B1078 South-East	572	143	61	1227	0.466	572	499	0.9	0.9	5.492	A
D - A12 Slip-Road	0	0	559	590	0.000	0	176	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	403	101	198	794	0.508	406	293	1.7	1.1	9.340	A
B - B1078 South-West	237	59	253	739	0.320	238	264	0.7	0.5	7.193	A
C - B1078 South-East	467	117	50	1233	0.379	468	410	0.9	0.6	4.712	A
D - A12 Slip-Road	0	0	459	625	0.000	0	144	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	338	84	165	809	0.417	339	245	1.1	0.7	7.676	A
B - B1078 South-West	198	50	212	762	0.260	199	221	0.5	0.4	6.399	A
C - B1078 South-East	391	98	42	1238	0.316	392	342	0.6	0.5	4.258	A
D - A12 Slip-Road	0	0	384	652	0.000	0	121	0.0	0.0	0.000	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.70	0.55	1.00	1.40	1.45			N/A	N/A
B - B1078 South-West	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C - B1078 South-East	0.46	0.00	0.00	0.46	0.46			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.01	0.11	0.96	1.60	1.91			N/A	N/A
B - B1078 South-West	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C - B1078 South-East	0.60	0.12	0.86	1.37	1.44			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.70	0.03	0.28	1.70	4.79			N/A	N/A
B - B1078 South-West	0.68	0.03	0.26	0.68	0.68			N/A	N/A
C - B1078 South-East	0.86	0.03	0.26	0.86	0.86			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.73	0.03	0.27	1.73	3.48			N/A	N/A
B - B1078 South-West	0.69	0.03	0.29	1.06	2.88			N/A	N/A
C - B1078 South-East	0.87	0.03	0.27	0.87	1.92			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.05	0.07	0.86	1.91	2.64			N/A	N/A
B - B1078 South-West	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C - B1078 South-East	0.61	0.55	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.73	0.05	0.46	1.43	1.96			N/A	N/A
B - B1078 South-West	0.35	0.03	0.26	0.46	0.49			N/A	N/A
C - B1078 South-East	0.47	0.04	0.37	1.19	1.35			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2023 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	6.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	232	100.000
B - B1078 South-West		ONE HOUR	✓	274	100.000
C - B1078 South-East		ONE HOUR	✓	464	100.000
D - A12 Slip-Road		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	1	44	172	15
	B - B1078 South-West	53	0	83	138
	C - B1078 South-East	284	172	1	8
	D - A12 Slip-Road	0	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	0	4	0
	B - B1078 South-West	2	0	5	2
	C - B1078 South-East	4	4	0	13
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.32	6.77	0.5	2.1	A	213	319
B - B1078 South-West	0.42	8.63	0.7	2.9	A	251	377
C - B1078 South-East	0.41	4.95	0.7	2.5	A	426	639
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	174	44	172	825	0.211	173	253	0.0	0.3	5.512	A
B - B1078 South-West	206	52	220	776	0.265	205	161	0.0	0.4	6.286	A
C - B1078 South-East	350	87	33	1247	0.280	348	192	0.0	0.4	4.000	A
D - A12 Slip-Road	0	0	225	708	0.000	0	120	0.0	0.0	0.000	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	208	52	206	809	0.257	208	303	0.3	0.3	5.986	A
B - B1078 South-West	246	61	264	751	0.327	245	193	0.4	0.5	7.106	A

C - B1078 South-East	417	104	40	1243	0.336	417	230	0.4	0.5	4.356	A
D - A12 Slip-Road	0	0	270	693	0.000	0	144	0.0	0.0	0.000	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	255	64	252	787	0.324	255	371	0.3	0.5	6.752	A
B - B1078 South-West	301	75	323	718	0.419	300	237	0.5	0.7	8.594	A
C - B1078 South-East	511	128	49	1238	0.413	511	281	0.5	0.7	4.941	A
D - A12 Slip-Road	0	0	330	672	0.000	0	176	0.0	0.0	0.000	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	255	64	253	787	0.324	255	372	0.5	0.5	6.770	A
B - B1078 South-West	301	75	323	718	0.420	301	237	0.7	0.7	8.635	A
C - B1078 South-East	511	128	49	1238	0.413	511	282	0.7	0.7	4.951	A
D - A12 Slip-Road	0	0	331	671	0.000	0	177	0.0	0.0	0.000	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	208	52	207	809	0.258	209	304	0.5	0.4	6.009	A
B - B1078 South-West	246	61	264	751	0.328	247	194	0.7	0.5	7.155	A
C - B1078 South-East	417	104	40	1243	0.336	418	231	0.7	0.5	4.370	A
D - A12 Slip-Road	0	0	271	692	0.000	0	145	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	174	44	173	825	0.212	175	255	0.4	0.3	5.543	A
B - B1078 South-West	206	52	221	775	0.266	207	162	0.5	0.4	6.335	A
C - B1078 South-East	350	87	34	1246	0.280	350	193	0.5	0.4	4.018	A
D - A12 Slip-Road	0	0	227	708	0.000	0	121	0.0	0.0	0.000	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.27	0.00	0.00	0.27	0.27			N/A	N/A
B - B1078 South-West	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C - B1078 South-East	0.39	0.00	0.00	0.39	0.39			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.34	0.00	0.00	0.34	0.34			N/A	N/A
B - B1078 South-West	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C - B1078 South-East	0.50	0.50	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.47	0.03	0.25	0.47	0.48			N/A	N/A
B - B1078 South-West	0.71	0.03	0.26	0.71	0.71			N/A	N/A
C - B1078 South-East	0.70	0.03	0.25	0.70	0.70			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.48	0.03	0.30	1.35	2.11			N/A	N/A
B - B1078 South-West	0.72	0.03	0.28	0.99	2.91			N/A	N/A
C - B1078 South-East	0.70	0.03	0.28	0.70	2.54			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.35	0.00	0.00	0.35	0.35			N/A	N/A
B - B1078 South-West	0.49	0.00	0.00	0.49	0.49			N/A	N/A
C - B1078 South-East	0.51	0.51	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.27	0.00	0.00	0.27	0.27			N/A	N/A
B - B1078 South-West	0.37	0.03	0.26	0.47	0.50			N/A	N/A
C - B1078 South-East	0.39	0.00	0.00	0.39	0.39			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2023 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	6.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	251	100.000
B - B1078 South-West		ONE HOUR	✓	277	100.000
C - B1078 South-East		ONE HOUR	✓	457	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	37	195	19
	B - B1078 South-West	54	0	97	126
	C - B1078 South-East	272	172	2	11
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	0	3	5
	B - B1078 South-West	2	0	0	2
	C - B1078 South-East	1	4	0	9
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.35	7.10	0.5	2.5	A	230	345
B - B1078 South-West	0.41	8.29	0.7	2.9	A	254	381
C - B1078 South-East	0.40	4.71	0.7	2.6	A	419	629
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	189	47	176	822	0.230	188	245	0.0	0.3	5.664	A
B - B1078 South-West	208	52	214	794	0.262	207	156	0.0	0.4	6.113	A
C - B1078 South-East	344	86	28	1275	0.270	342	220	0.0	0.4	3.850	A
D - A12 Slip-Road	0	0	248	702	0.000	0	116	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	226	56	211	806	0.280	225	293	0.3	0.4	6.197	A
B - B1078 South-West	249	62	256	771	0.323	248	187	0.4	0.5	6.881	A

C - B1078 South-East	411	103	33	1272	0.323	410	264	0.4	0.5	4.177	A
D - A12 Slip-Road	0	0	297	684	0.000	0	139	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	276	69	258	784	0.353	276	359	0.4	0.5	7.077	A
B - B1078 South-West	304	76	313	739	0.412	304	229	0.5	0.7	8.251	A
C - B1078 South-East	503	126	41	1268	0.397	502	323	0.5	0.7	4.699	A
D - A12 Slip-Road	0	0	364	662	0.000	0	170	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	276	69	259	783	0.353	276	359	0.5	0.5	7.098	A
B - B1078 South-West	304	76	314	739	0.412	304	230	0.7	0.7	8.288	A
C - B1078 South-East	503	126	41	1268	0.397	503	324	0.7	0.7	4.706	A
D - A12 Slip-Road	0	0	364	661	0.000	0	171	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	226	56	212	805	0.280	226	294	0.5	0.4	6.225	A
B - B1078 South-West	249	62	257	770	0.323	249	188	0.7	0.5	6.920	A
C - B1078 South-East	411	103	33	1272	0.323	411	265	0.7	0.5	4.189	A
D - A12 Slip-Road	0	0	298	684	0.000	0	140	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	189	47	177	821	0.230	189	246	0.4	0.3	5.700	A
B - B1078 South-West	208	52	215	794	0.262	209	157	0.5	0.4	6.159	A
C - B1078 South-East	344	86	28	1274	0.270	344	222	0.5	0.4	3.873	A
D - A12 Slip-Road	0	0	250	701	0.000	0	117	0.0	0.0	0.000	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B - B1078 South-West	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C - B1078 South-East	0.37	0.00	0.00	0.37	0.37			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.39	0.00	0.00	0.39	0.39			N/A	N/A
B - B1078 South-West	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C - B1078 South-East	0.47	0.00	0.00	0.47	0.47			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.54	0.03	0.25	0.54	0.54			N/A	N/A
B - B1078 South-West	0.69	0.03	0.26	0.69	0.69			N/A	N/A
C - B1078 South-East	0.65	0.03	0.25	0.65	0.65			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.54	0.03	0.30	1.30	2.53			N/A	N/A
B - B1078 South-West	0.70	0.03	0.28	1.02	2.87			N/A	N/A
C - B1078 South-East	0.65	0.03	0.28	0.88	2.61			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.39	0.00	0.00	0.39	0.39			N/A	N/A
B - B1078 South-West	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C - B1078 South-East	0.48	0.00	0.00	0.48	0.48			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B - B1078 South-West	0.36	0.03	0.26	0.46	0.49			N/A	N/A
C - B1078 South-East	0.37	0.00	0.00	0.37	0.37			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2023 Early Years , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	4.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	113	100.000
B - B1078 South-West		ONE HOUR	✓	88	100.000
C - B1078 South-East		ONE HOUR	✓	146	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	6	98	10
	B - B1078 South-West	13	0	21	55
	C - B1078 South-East	64	72	0	11
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	17	3	0
	B - B1078 South-West	16	0	12	0
	C - B1078 South-East	6	2	0	0
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.15	4.91	0.2	0.5	A	104	156
B - B1078 South-West	0.12	4.88	0.1	0.5	A	80	121
C - B1078 South-East	0.13	3.25	0.1	0.5	A	134	201
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	85	21	64	872	0.098	85	57	0.0	0.1	4.571	A
B - B1078 South-West	66	17	56	848	0.078	66	58	0.0	0.1	4.597	A
C - B1078 South-East	110	28	4	1270	0.087	110	89	0.0	0.1	3.103	A
D - A12 Slip-Road	0	0	93	754	0.000	0	56	0.0	0.0	0.000	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	102	25	77	866	0.117	102	68	0.1	0.1	4.710	A
B - B1078 South-West	79	20	67	842	0.094	79	70	0.1	0.1	4.714	A

C - B1078 South-East	131	33	5	1269	0.104	131	107	0.1	0.1	3.162	A
D - A12 Slip-Road	0	0	111	747	0.000	0	67	0.0	0.0	0.000	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	125	31	94	858	0.145	124	84	0.1	0.2	4.907	A
B - B1078 South-West	97	24	82	834	0.116	96	85	0.1	0.1	4.880	A
C - B1078 South-East	161	40	6	1269	0.127	161	130	0.1	0.1	3.249	A
D - A12 Slip-Road	0	0	137	739	0.000	0	82	0.0	0.0	0.000	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	125	31	94	858	0.145	125	84	0.2	0.2	4.909	A
B - B1078 South-West	97	24	82	834	0.116	97	85	0.1	0.1	4.881	A
C - B1078 South-East	161	40	6	1269	0.127	161	131	0.1	0.1	3.249	A
D - A12 Slip-Road	0	0	137	738	0.000	0	82	0.0	0.0	0.000	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	102	25	77	866	0.117	102	68	0.2	0.1	4.714	A
B - B1078 South-West	79	20	67	842	0.094	79	70	0.1	0.1	4.718	A
C - B1078 South-East	131	33	5	1269	0.104	132	107	0.1	0.1	3.166	A
D - A12 Slip-Road	0	0	112	747	0.000	0	67	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	85	21	65	872	0.098	85	57	0.1	0.1	4.578	A
B - B1078 South-West	66	17	56	848	0.078	66	58	0.1	0.1	4.604	A
C - B1078 South-East	110	28	4	1270	0.087	110	89	0.1	0.1	3.106	A
D - A12 Slip-Road	0	0	94	754	0.000	0	56	0.0	0.0	0.000	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B - B1078 South-West	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - B1078 South-East	0.09	0.00	0.00	0.09	0.09			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B - B1078 South-West	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C - B1078 South-East	0.12	0.00	0.00	0.12	0.12			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.17	0.03	0.26	0.46	0.49			N/A	N/A
B - B1078 South-West	0.13	0.03	0.26	0.46	0.49			N/A	N/A
C - B1078 South-East	0.14	0.03	0.26	0.46	0.49			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.17	0.03	0.25	0.45	0.48			N/A	N/A
B - B1078 South-West	0.13	0.03	0.25	0.45	0.48			N/A	N/A
C - B1078 South-East	0.15	0.03	0.25	0.45	0.48			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B - B1078 South-West	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - B1078 South-East	0.12	0.00	0.00	0.12	0.12			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B - B1078 South-West	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - B1078 South-East	0.10	0.00	0.00	0.10	0.10			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2023 Early Years , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	6.39	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
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	307	100.000
B - B1078 South-West		ONE HOUR	✓	210	100.000
C - B1078 South-East		ONE HOUR	✓	442	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	24	252	32
	B - B1078 South-West	33	0	63	115
	C - B1078 South-East	231	159	0	52
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	8	3	0
	B - B1078 South-West	0	0	3	6
	C - B1078 South-East	6	4	0	0
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.43	8.07	0.8	2.8	A	282	423
B - B1078 South-West	0.32	7.43	0.5	2.1	A	193	289
C - B1078 South-East	0.39	4.75	0.6	2.6	A	406	609
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	231	58	172	823	0.281	230	197	0.0	0.4	6.056	A
B - B1078 South-West	158	40	212	771	0.205	157	137	0.0	0.3	5.852	A
C - B1078 South-East	333	83	18	1250	0.266	331	235	0.0	0.4	3.920	A
D - A12 Slip-Road	0	0	253	699	0.000	0	149	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	276	69	206	806	0.343	276	236	0.4	0.5	6.776	A
B - B1078 South-West	189	47	254	748	0.253	189	164	0.3	0.3	6.435	A

C - B1078 South-East	397	99	21	1248	0.319	397	283	0.4	0.5	4.230	A
D - A12 Slip-Road	0	0	304	681	0.000	0	178	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	338	85	252	784	0.431	337	289	0.5	0.7	8.037	A
B - B1078 South-West	231	58	311	716	0.323	231	201	0.3	0.5	7.413	A
C - B1078 South-East	487	122	26	1245	0.391	486	346	0.5	0.6	4.739	A
D - A12 Slip-Road	0	0	372	657	0.000	0	218	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	338	85	253	784	0.432	338	290	0.7	0.8	8.073	A
B - B1078 South-West	231	58	311	716	0.323	231	201	0.5	0.5	7.432	A
C - B1078 South-East	487	122	26	1245	0.391	487	347	0.6	0.6	4.747	A
D - A12 Slip-Road	0	0	373	657	0.000	0	219	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	276	69	207	806	0.343	277	237	0.8	0.5	6.818	A
B - B1078 South-West	189	47	255	747	0.253	190	165	0.5	0.3	6.457	A
C - B1078 South-East	397	99	21	1248	0.319	398	284	0.6	0.5	4.242	A
D - A12 Slip-Road	0	0	305	680	0.000	0	179	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	231	58	173	822	0.281	232	198	0.5	0.4	6.107	A
B - B1078 South-West	158	40	213	771	0.205	159	138	0.3	0.3	5.883	A
C - B1078 South-East	333	83	18	1250	0.266	333	238	0.5	0.4	3.930	A
D - A12 Slip-Road	0	0	255	698	0.000	0	150	0.0	0.0	0.000	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.39	0.00	0.00	0.39	0.39			N/A	N/A
B - B1078 South-West	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C - B1078 South-East	0.36	0.00	0.00	0.36	0.36			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.52	0.52	1.00	1.40	1.45			N/A	N/A
B - B1078 South-West	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C - B1078 South-East	0.46	0.00	0.00	0.46	0.46			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.75	0.03	0.26	0.75	0.75			N/A	N/A
B - B1078 South-West	0.47	0.03	0.25	0.47	0.48			N/A	N/A
C - B1078 South-East	0.64	0.03	0.25	0.64	0.64			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.75	0.03	0.28	0.78	2.80			N/A	N/A
B - B1078 South-West	0.47	0.03	0.30	1.36	2.09			N/A	N/A
C - B1078 South-East	0.64	0.03	0.28	0.94	2.62			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.53	0.06	0.66	1.33	1.42			N/A	N/A
B - B1078 South-West	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C - B1078 South-East	0.47	0.00	0.00	0.47	0.47			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.40	0.03	0.28	0.59	1.04			N/A	N/A
B - B1078 South-West	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C - B1078 South-East	0.37	0.00	0.00	0.37	0.37			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2023 Early Years , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	9.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	454	100.000
B - B1078 South-West		ONE HOUR	✓	270	100.000
C - B1078 South-East		ONE HOUR	✓	535	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	55	368	32
	B - B1078 South-West	50	0	88	132
	C - B1078 South-East	273	244	0	18
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	3	5	9
	B - B1078 South-West	6	0	3	7
	C - B1078 South-East	5	4	0	5
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.65	13.61	1.9	6.0	B	417	625
B - B1078 South-West	0.42	8.88	0.7	2.9	A	248	372
C - B1078 South-East	0.48	5.63	0.9	1.8	A	491	737
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	342	86	178	804	0.425	339	242	0.0	0.7	7.697	A
B - B1078 South-West	203	51	218	760	0.268	202	224	0.0	0.4	6.439	A
C - B1078 South-East	403	101	41	1239	0.325	401	340	0.0	0.5	4.285	A
D - A12 Slip-Road	0	0	381	653	0.000	0	136	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	409	102	214	787	0.519	407	290	0.7	1.1	9.440	A
B - B1078 South-West	243	61	261	736	0.330	242	269	0.4	0.5	7.291	A

C - B1078 South-East	481	120	49	1235	0.390	481	409	0.5	0.6	4.769	A
D - A12 Slip-Road	0	0	458	626	0.000	0	163	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	500	125	262	765	0.654	497	355	1.1	1.8	13.310	B
B - B1078 South-West	298	74	320	703	0.423	297	329	0.5	0.7	8.834	A
C - B1078 South-East	589	147	60	1229	0.480	588	499	0.6	0.9	5.610	A
D - A12 Slip-Road	0	0	559	590	0.000	0	199	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	500	125	262	764	0.655	500	356	1.8	1.9	13.609	B
B - B1078 South-West	298	74	321	703	0.423	298	329	0.7	0.7	8.879	A
C - B1078 South-East	589	147	61	1229	0.480	589	502	0.9	0.9	5.630	A
D - A12 Slip-Road	0	0	562	589	0.000	0	200	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	409	102	215	787	0.519	412	291	1.9	1.1	9.673	A
B - B1078 South-West	243	61	262	735	0.330	244	270	0.7	0.5	7.340	A
C - B1078 South-East	481	120	50	1235	0.390	482	413	0.9	0.6	4.792	A
D - A12 Slip-Road	0	0	462	624	0.000	0	164	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	342	86	180	803	0.426	344	244	1.1	0.8	7.853	A
B - B1078 South-West	203	51	220	759	0.268	204	226	0.5	0.4	6.493	A
C - B1078 South-East	403	101	42	1239	0.325	404	345	0.6	0.5	4.312	A
D - A12 Slip-Road	0	0	386	651	0.000	0	137	0.0	0.0	0.000	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.73	0.55	1.00	1.40	1.45			N/A	N/A
B - B1078 South-West	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C - B1078 South-East	0.48	0.00	0.00	0.48	0.48			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.06	0.10	0.98	1.72	2.05			N/A	N/A
B - B1078 South-West	0.49	0.00	0.00	0.49	0.49			N/A	N/A
C - B1078 South-East	0.63	0.12	0.87	1.37	1.44			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.82	0.03	0.28	1.82	5.96			N/A	N/A
B - B1078 South-West	0.72	0.03	0.26	0.72	0.72			N/A	N/A
C - B1078 South-East	0.91	0.03	0.26	0.91	0.91			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.86	0.03	0.28	1.86	3.98			N/A	N/A
B - B1078 South-West	0.73	0.03	0.28	0.98	2.93			N/A	N/A
C - B1078 South-East	0.92	0.03	0.27	0.92	1.76			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.10	0.07	0.84	2.11	2.92			N/A	N/A
B - B1078 South-West	0.50	0.05	0.48	1.29	1.40			N/A	N/A
C - B1078 South-East	0.64	0.25	0.95	1.39	1.44			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.75	0.04	0.45	1.57	2.27			N/A	N/A
B - B1078 South-West	0.37	0.03	0.27	0.48	0.68			N/A	N/A
C - B1078 South-East	0.49	0.04	0.43	1.26	1.38			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2023 Early Years , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	6.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	230	100.000
B - B1078 South-West		ONE HOUR	✓	276	100.000
C - B1078 South-East		ONE HOUR	✓	464	100.000
D - A12 Slip-Road		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	1	48	167	14
	B - B1078 South-West	52	0	85	139
	C - B1078 South-East	281	175	1	8
	D - A12 Slip-Road	0	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	0	4	0
	B - B1078 South-West	2	0	5	2
	C - B1078 South-East	4	4	0	13
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.32	6.76	0.5	2.1	A	211	316
B - B1078 South-West	0.42	8.64	0.7	2.9	A	253	379
C - B1078 South-East	0.41	4.97	0.7	2.5	A	426	639
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	173	43	174	824	0.210	172	250	0.0	0.3	5.509	A
B - B1078 South-West	208	52	218	777	0.267	206	167	0.0	0.4	6.287	A
C - B1078 South-East	350	87	36	1245	0.281	348	189	0.0	0.4	4.007	A
D - A12 Slip-Road	0	0	226	708	0.000	0	120	0.0	0.0	0.000	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	206	52	209	808	0.256	206	299	0.3	0.3	5.983	A
B - B1078 South-West	248	62	261	753	0.329	247	200	0.4	0.5	7.109	A

C - B1078 South-East	417	104	44	1241	0.336	417	227	0.4	0.5	4.366	A
D - A12 Slip-Road	0	0	271	692	0.000	0	144	0.0	0.0	0.000	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	253	63	255	785	0.322	252	367	0.3	0.5	6.745	A
B - B1078 South-West	303	76	319	720	0.421	303	244	0.5	0.7	8.598	A
C - B1078 South-East	511	128	53	1236	0.414	511	278	0.5	0.7	4.957	A
D - A12 Slip-Road	0	0	331	671	0.000	0	176	0.0	0.0	0.000	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	253	63	256	785	0.322	253	367	0.5	0.5	6.763	A
B - B1078 South-West	303	76	320	720	0.421	303	245	0.7	0.7	8.640	A
C - B1078 South-East	511	128	53	1236	0.414	511	279	0.7	0.7	4.967	A
D - A12 Slip-Road	0	0	332	671	0.000	0	177	0.0	0.0	0.000	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	206	52	210	807	0.256	207	301	0.5	0.3	6.003	A
B - B1078 South-West	248	62	262	753	0.329	249	200	0.7	0.5	7.155	A
C - B1078 South-East	417	104	44	1241	0.336	418	228	0.7	0.5	4.380	A
D - A12 Slip-Road	0	0	272	692	0.000	0	145	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	173	43	176	823	0.210	173	252	0.3	0.3	5.541	A
B - B1078 South-West	208	52	219	777	0.267	208	168	0.5	0.4	6.336	A
C - B1078 South-East	350	87	37	1245	0.281	350	191	0.5	0.4	4.026	A
D - A12 Slip-Road	0	0	228	707	0.000	0	121	0.0	0.0	0.000	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.26	0.00	0.00	0.26	0.26			N/A	N/A
B - B1078 South-West	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C - B1078 South-East	0.39	0.00	0.00	0.39	0.39			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.34	0.00	0.00	0.34	0.34			N/A	N/A
B - B1078 South-West	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C - B1078 South-East	0.50	0.50	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.47	0.03	0.25	0.47	0.48			N/A	N/A
B - B1078 South-West	0.72	0.03	0.26	0.72	0.72			N/A	N/A
C - B1078 South-East	0.70	0.03	0.25	0.70	0.70			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.47	0.03	0.30	1.35	2.08			N/A	N/A
B - B1078 South-West	0.72	0.03	0.28	0.98	2.91			N/A	N/A
C - B1078 South-East	0.70	0.03	0.28	0.70	2.54			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.35	0.00	0.00	0.35	0.35			N/A	N/A
B - B1078 South-West	0.50	0.00	0.00	0.50	0.50			N/A	N/A
C - B1078 South-East	0.51	0.51	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.27	0.00	0.00	0.27	0.27			N/A	N/A
B - B1078 South-West	0.37	0.03	0.26	0.47	0.51			N/A	N/A
C - B1078 South-East	0.39	0.00	0.00	0.39	0.39			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2023 Early Years , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	6.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	249	100.000
B - B1078 South-West		ONE HOUR	✓	280	100.000
C - B1078 South-East		ONE HOUR	✓	538	100.000
D - A12 Slip-Road		ONE HOUR	✓	34	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	37	193	19
	B - B1078 South-West	54	0	99	127
	C - B1078 South-East	274	251	2	11
	D - A12 Slip-Road	14	2	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	0	3	5
	B - B1078 South-West	2	0	0	2
	C - B1078 South-East	1	2	0	9
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.35	7.09	0.5	2.5	A	228	343
B - B1078 South-West	0.42	8.54	0.7	2.9	A	257	385
C - B1078 South-East	0.47	5.37	0.9	1.9	A	493	740
D - A12 Slip-Road	0.06	5.77	0.1	0.5	A	31	47

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	187	47	178	821	0.228	186	257	0.0	0.3	5.662	A
B - B1078 South-West	210	53	226	788	0.267	209	217	0.0	0.4	6.204	A
C - B1078 South-East	405	101	40	1272	0.318	403	233	0.0	0.5	4.135	A
D - A12 Slip-Road	26	6	248	702	0.036	25	117	0.0	0.0	5.323	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	224	56	214	804	0.278	223	308	0.3	0.4	6.193	A
B - B1078 South-West	251	63	270	763	0.329	251	260	0.4	0.5	7.019	A

C - B1078 South-East	483	121	48	1268	0.381	483	280	0.5	0.6	4.584	A
D - A12 Slip-Road	31	8	297	684	0.045	31	140	0.0	0.0	5.504	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	274	69	261	782	0.351	274	376	0.4	0.5	7.070	A
B - B1078 South-West	308	77	331	730	0.422	307	318	0.5	0.7	8.498	A
C - B1078 South-East	592	148	58	1262	0.469	591	343	0.6	0.9	5.356	A
D - A12 Slip-Road	37	9	364	662	0.057	37	171	0.0	0.1	5.767	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	274	69	262	782	0.351	274	377	0.5	0.5	7.091	A
B - B1078 South-West	308	77	331	729	0.422	308	319	0.7	0.7	8.539	A
C - B1078 South-East	592	148	58	1262	0.469	592	344	0.9	0.9	5.374	A
D - A12 Slip-Road	37	9	364	661	0.057	37	172	0.1	0.1	5.770	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	224	56	215	804	0.278	224	309	0.5	0.4	6.221	A
B - B1078 South-West	251	63	271	763	0.330	252	261	0.7	0.5	7.068	A
C - B1078 South-East	483	121	48	1268	0.381	484	281	0.9	0.6	4.604	A
D - A12 Slip-Road	31	8	298	684	0.045	31	141	0.1	0.0	5.511	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	187	47	180	820	0.229	188	258	0.4	0.3	5.698	A
B - B1078 South-West	210	53	227	787	0.267	211	218	0.5	0.4	6.256	A
C - B1078 South-East	405	101	40	1272	0.318	405	235	0.6	0.5	4.158	A
D - A12 Slip-Road	26	6	250	701	0.037	26	118	0.0	0.0	5.333	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.29	0.00	0.00	0.29	0.29			N/A	N/A
B - B1078 South-West	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C - B1078 South-East	0.46	0.00	0.00	0.46	0.46			N/A	N/A
D - A12 Slip-Road	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.38	0.00	0.00	0.38	0.38			N/A	N/A
B - B1078 South-West	0.49	0.00	0.00	0.49	0.49			N/A	N/A
C - B1078 South-East	0.61	0.12	0.86	1.37	1.44			N/A	N/A
D - A12 Slip-Road	0.05	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.53	0.03	0.25	0.53	0.53			N/A	N/A
B - B1078 South-West	0.72	0.03	0.26	0.72	0.72			N/A	N/A
C - B1078 South-East	0.87	0.03	0.26	0.87	0.87			N/A	N/A
D - A12 Slip-Road	0.06	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.54	0.03	0.30	1.31	2.50			N/A	N/A
B - B1078 South-West	0.72	0.03	0.28	0.97	2.91			N/A	N/A
C - B1078 South-East	0.88	0.03	0.27	0.88	1.85			N/A	N/A
D - A12 Slip-Road	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.39	0.00	0.00	0.39	0.39			N/A	N/A
B - B1078 South-West	0.50	0.00	0.00	0.50	0.50			N/A	N/A
C - B1078 South-East	0.62	0.55	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.05	0.00	0.00	0.05	0.05			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B - B1078 South-West	0.37	0.03	0.26	0.47	0.50			N/A	N/A
C - B1078 South-East	0.47	0.04	0.38	1.21	1.36			N/A	N/A
D - A12 Slip-Road	0.04	0.00	0.00	0.04	0.04			N/A	N/A

B1078 / B1116 - 2028 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	4.14	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
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	111	100.000
B - B1078 South-West		ONE HOUR	✓	75	100.000
C - B1078 South-East		ONE HOUR	✓	144	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	6	99	7
	B - B1078 South-West	13	0	22	41
	C - B1078 South-East	68	73	0	4
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	17	3	0
	B - B1078 South-West	16	0	11	1
	C - B1078 South-East	5	2	0	0
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.14	4.83	0.2	0.5	A	102	153
B - B1078 South-West	0.10	4.82	0.1	0.5	A	69	103
C - B1078 South-East	0.13	3.24	0.1	0.5	A	132	199
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	84	21	49	878	0.095	83	60	0.0	0.1	4.526	A
B - B1078 South-West	56	14	53	842	0.067	56	59	0.0	0.1	4.578	A
C - B1078 South-East	109	27	4	1269	0.086	108	90	0.0	0.1	3.100	A
D - A12 Slip-Road	0	0	94	753	0.000	0	38	0.0	0.0	0.000	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	100	25	59	874	0.114	100	72	0.1	0.1	4.651	A
B - B1078 South-West	67	17	64	836	0.080	67	71	0.1	0.1	4.679	A

C - B1078 South-East	130	32	5	1269	0.102	130	108	0.1	0.1	3.159	A
D - A12 Slip-Road	0	0	113	747	0.000	0	46	0.0	0.0	0.000	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	122	31	72	867	0.141	122	88	0.1	0.2	4.831	A
B - B1078 South-West	82	21	78	829	0.099	82	87	0.1	0.1	4.823	A
C - B1078 South-East	159	40	6	1268	0.125	159	133	0.1	0.1	3.244	A
D - A12 Slip-Road	0	0	139	738	0.000	0	56	0.0	0.0	0.000	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	122	31	72	867	0.141	122	88	0.2	0.2	4.831	A
B - B1078 South-West	82	21	78	828	0.099	82	87	0.1	0.1	4.823	A
C - B1078 South-East	159	40	6	1268	0.125	159	133	0.1	0.1	3.244	A
D - A12 Slip-Road	0	0	139	738	0.000	0	56	0.0	0.0	0.000	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	100	25	59	874	0.114	100	72	0.2	0.1	4.655	A
B - B1078 South-West	67	17	64	836	0.080	67	71	0.1	0.1	4.681	A
C - B1078 South-East	130	32	5	1269	0.102	130	109	0.1	0.1	3.160	A
D - A12 Slip-Road	0	0	114	747	0.000	0	46	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	84	21	50	878	0.095	84	60	0.1	0.1	4.531	A
B - B1078 South-West	56	14	54	842	0.067	56	59	0.1	0.1	4.581	A
C - B1078 South-East	109	27	4	1269	0.086	109	91	0.1	0.1	3.103	A
D - A12 Slip-Road	0	0	95	753	0.000	0	38	0.0	0.0	0.000	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B - B1078 South-West	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - B1078 South-East	0.09	0.00	0.00	0.09	0.09			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B - B1078 South-West	0.09	0.03	0.26	0.47	0.50			N/A	N/A
C - B1078 South-East	0.11	0.00	0.00	0.11	0.11			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.16	0.03	0.26	0.46	0.49			N/A	N/A
B - B1078 South-West	0.11	0.03	0.26	0.46	0.49			N/A	N/A
C - B1078 South-East	0.14	0.03	0.26	0.46	0.49			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.16	0.03	0.25	0.45	0.48			N/A	N/A
B - B1078 South-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - B1078 South-East	0.14	0.03	0.25	0.45	0.48			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B - B1078 South-West	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - B1078 South-East	0.11	0.00	0.00	0.11	0.11			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B - B1078 South-West	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - B1078 South-East	0.09	0.00	0.00	0.09	0.09			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2028 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	5.97	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
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	296	100.000
B - B1078 South-West		ONE HOUR	✓	189	100.000
C - B1078 South-East		ONE HOUR	✓	414	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	25	256	16
	B - B1078 South-West	33	0	65	92
	C - B1078 South-East	243	164	0	7
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	8	3	0
	B - B1078 South-West	0	0	3	7
	C - B1078 South-East	5	4	0	0
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.40	7.34	0.7	2.7	A	272	408
B - B1078 South-West	0.28	6.87	0.4	1.6	A	174	260
C - B1078 South-East	0.37	4.59	0.6	2.6	A	380	570
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	223	56	122	845	0.264	222	206	0.0	0.4	5.767	A
B - B1078 South-West	142	36	187	781	0.182	142	142	0.0	0.2	5.620	A
C - B1078 South-East	312	78	18	1246	0.250	310	240	0.0	0.3	3.843	A
D - A12 Slip-Road	0	0	258	697	0.000	0	86	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	266	67	147	833	0.320	266	247	0.4	0.5	6.346	A
B - B1078 South-West	170	43	224	760	0.224	170	170	0.2	0.3	6.093	A

C - B1078 South-East	372	93	22	1244	0.299	372	288	0.3	0.4	4.127	A
D - A12 Slip-Road	0	0	310	679	0.000	0	103	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	326	82	180	817	0.399	326	303	0.5	0.7	7.314	A
B - B1078 South-West	208	52	275	732	0.285	208	208	0.3	0.4	6.860	A
C - B1078 South-East	456	114	27	1241	0.367	455	352	0.4	0.6	4.575	A
D - A12 Slip-Road	0	0	379	655	0.000	0	126	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	326	82	180	817	0.400	326	303	0.7	0.7	7.340	A
B - B1078 South-West	208	52	275	732	0.285	208	208	0.4	0.4	6.873	A
C - B1078 South-East	456	114	27	1241	0.367	456	353	0.6	0.6	4.585	A
D - A12 Slip-Road	0	0	380	654	0.000	0	126	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	266	67	148	832	0.320	267	248	0.7	0.5	6.378	A
B - B1078 South-West	170	43	225	760	0.224	171	170	0.4	0.3	6.112	A
C - B1078 South-East	372	93	22	1244	0.299	373	289	0.6	0.4	4.138	A
D - A12 Slip-Road	0	0	311	678	0.000	0	103	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	223	56	123	844	0.264	224	208	0.5	0.4	5.807	A
B - B1078 South-West	142	36	188	781	0.182	143	142	0.3	0.2	5.647	A
C - B1078 South-East	312	78	18	1246	0.250	312	242	0.4	0.3	3.859	A
D - A12 Slip-Road	0	0	261	696	0.000	0	87	0.0	0.0	0.000	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.36	0.00	0.00	0.36	0.36			N/A	N/A
B - B1078 South-West	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C - B1078 South-East	0.33	0.00	0.00	0.33	0.33			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.47	0.00	0.00	0.47	0.47			N/A	N/A
B - B1078 South-West	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C - B1078 South-East	0.42	0.00	0.00	0.42	0.42			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.66	0.03	0.26	0.66	0.66			N/A	N/A
B - B1078 South-West	0.39	0.03	0.25	0.46	0.48			N/A	N/A
C - B1078 South-East	0.58	0.03	0.25	0.58	0.58			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.66	0.03	0.28	1.00	2.74			N/A	N/A
B - B1078 South-West	0.40	0.03	0.31	1.29	1.55			N/A	N/A
C - B1078 South-East	0.58	0.03	0.29	1.17	2.61			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.48	0.00	0.00	0.48	0.48			N/A	N/A
B - B1078 South-West	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C - B1078 South-East	0.43	0.00	0.00	0.43	0.43			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.36	0.00	0.00	0.36	0.36			N/A	N/A
B - B1078 South-West	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C - B1078 South-East	0.34	0.00	0.00	0.34	0.34			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2028 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	9.37	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
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	456	100.000
B - B1078 South-West		ONE HOUR	✓	286	100.000
C - B1078 South-East		ONE HOUR	✓	504	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	56	373	28
	B - B1078 South-West	53	0	91	142
	C - B1078 South-East	292	206	0	6
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	3	5	11
	B - B1078 South-West	6	0	4	6
	C - B1078 South-East	4	4	0	14
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.66	13.77	1.9	6.2	B	419	628
B - B1078 South-West	0.45	9.39	0.8	3.0	A	263	394
C - B1078 South-East	0.45	5.37	0.8	2.1	A	463	694
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	344	86	179	804	0.428	341	259	0.0	0.7	7.729	A
B - B1078 South-West	216	54	224	756	0.285	214	196	0.0	0.4	6.618	A
C - B1078 South-East	380	95	42	1236	0.307	378	346	0.0	0.4	4.187	A
D - A12 Slip-Road	0	0	388	650	0.000	0	131	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	410	103	215	787	0.522	409	310	0.7	1.1	9.499	A
B - B1078 South-West	257	64	268	732	0.352	257	235	0.4	0.5	7.567	A

C - B1078 South-East	453	113	50	1231	0.368	453	416	0.4	0.6	4.621	A
D - A12 Slip-Road	0	0	466	623	0.000	0	158	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	503	126	263	764	0.658	499	379	1.1	1.8	13.452	B
B - B1078 South-West	315	79	328	699	0.451	314	288	0.5	0.8	9.332	A
C - B1078 South-East	555	139	61	1225	0.453	554	508	0.6	0.8	5.357	A
D - A12 Slip-Road	0	0	569	586	0.000	0	193	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	503	126	263	763	0.658	502	380	1.8	1.9	13.767	B
B - B1078 South-West	315	79	328	698	0.451	315	289	0.8	0.8	9.391	A
C - B1078 South-East	555	139	62	1225	0.453	555	511	0.8	0.8	5.373	A
D - A12 Slip-Road	0	0	572	585	0.000	0	193	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	410	103	216	786	0.522	413	311	1.9	1.1	9.739	A
B - B1078 South-West	257	64	269	731	0.352	258	236	0.8	0.5	7.626	A
C - B1078 South-East	453	113	51	1231	0.368	454	420	0.8	0.6	4.640	A
D - A12 Slip-Road	0	0	471	621	0.000	0	159	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	344	86	181	803	0.428	345	260	1.1	0.8	7.889	A
B - B1078 South-West	216	54	225	756	0.285	216	198	0.5	0.4	6.681	A
C - B1078 South-East	380	95	42	1236	0.307	380	351	0.6	0.4	4.213	A
D - A12 Slip-Road	0	0	393	648	0.000	0	133	0.0	0.0	0.000	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.74	0.55	1.00	1.40	1.45			N/A	N/A
B - B1078 South-West	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C - B1078 South-East	0.44	0.00	0.00	0.44	0.44			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.07	0.10	0.98	1.75	2.15			N/A	N/A
B - B1078 South-West	0.54	0.54	1.00	1.40	1.45			N/A	N/A
C - B1078 South-East	0.58	0.10	0.84	1.37	1.43			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.85	0.03	0.28	1.85	6.23			N/A	N/A
B - B1078 South-West	0.81	0.03	0.26	0.81	0.81			N/A	N/A
C - B1078 South-East	0.82	0.03	0.26	0.82	0.82			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.88	0.03	0.28	1.88	4.10			N/A	N/A
B - B1078 South-West	0.81	0.03	0.28	0.81	2.97			N/A	N/A
C - B1078 South-East	0.82	0.03	0.27	0.82	2.09			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.12	0.07	0.83	2.18	2.97			N/A	N/A
B - B1078 South-West	0.55	0.07	0.70	1.34	1.42			N/A	N/A
C - B1078 South-East	0.59	0.55	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.76	0.04	0.44	1.61	2.35			N/A	N/A
B - B1078 South-West	0.40	0.03	0.31	0.98	1.24			N/A	N/A
C - B1078 South-East	0.45	0.00	0.00	0.45	0.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2028 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	6.57	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
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	250	100.000
B - B1078 South-West		ONE HOUR	✓	276	100.000
C - B1078 South-East		ONE HOUR	✓	484	100.000
D - A12 Slip-Road		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	1	45	189	15
	B - B1078 South-West	55	0	86	135
	C - B1078 South-East	292	184	1	8
	D - A12 Slip-Road	0	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	0	3	0
	B - B1078 South-West	2	0	5	2
	C - B1078 South-East	3	4	0	13
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.35	7.01	0.5	2.5	A	229	344
B - B1078 South-West	0.43	8.78	0.7	2.9	A	253	379
C - B1078 South-East	0.43	5.10	0.8	2.4	A	444	667
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	188	47	172	827	0.227	187	260	0.0	0.3	5.613	A
B - B1078 South-West	208	52	226	773	0.268	206	171	0.0	0.4	6.337	A
C - B1078 South-East	365	91	34	1248	0.292	363	207	0.0	0.4	4.060	A
D - A12 Slip-Road	0	0	241	703	0.000	0	118	0.0	0.0	0.000	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	224	56	206	811	0.277	224	312	0.3	0.4	6.134	A
B - B1078 South-West	248	62	271	748	0.331	247	205	0.4	0.5	7.185	A

C - B1078 South-East	435	109	41	1245	0.350	435	248	0.4	0.5	4.443	A
D - A12 Slip-Road	0	0	289	686	0.000	0	141	0.0	0.0	0.000	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	275	69	252	789	0.349	274	382	0.4	0.5	6.990	A
B - B1078 South-West	303	76	331	714	0.425	303	251	0.5	0.7	8.727	A
C - B1078 South-East	533	133	50	1240	0.430	532	303	0.5	0.7	5.083	A
D - A12 Slip-Road	0	0	353	664	0.000	0	173	0.0	0.0	0.000	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	275	69	253	788	0.349	275	383	0.5	0.5	7.012	A
B - B1078 South-West	303	76	332	713	0.425	303	251	0.7	0.7	8.778	A
C - B1078 South-East	533	133	50	1240	0.430	533	304	0.7	0.8	5.095	A
D - A12 Slip-Road	0	0	354	663	0.000	0	173	0.0	0.0	0.000	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	224	56	207	810	0.277	225	313	0.5	0.4	6.162	A
B - B1078 South-West	248	62	272	747	0.332	249	206	0.7	0.5	7.232	A
C - B1078 South-East	435	109	41	1244	0.350	436	249	0.8	0.5	4.458	A
D - A12 Slip-Road	0	0	290	686	0.000	0	142	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	188	47	173	826	0.228	188	262	0.4	0.3	5.646	A
B - B1078 South-West	208	52	227	772	0.269	208	172	0.5	0.4	6.387	A
C - B1078 South-East	365	91	34	1248	0.292	365	208	0.5	0.4	4.081	A
D - A12 Slip-Road	0	0	243	702	0.000	0	119	0.0	0.0	0.000	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.29	0.00	0.00	0.29	0.29			N/A	N/A
B - B1078 South-West	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C - B1078 South-East	0.41	0.00	0.00	0.41	0.41			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.38	0.00	0.00	0.38	0.38			N/A	N/A
B - B1078 South-West	0.49	0.00	0.00	0.49	0.49			N/A	N/A
C - B1078 South-East	0.53	0.53	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.53	0.03	0.25	0.53	0.53			N/A	N/A
B - B1078 South-West	0.73	0.03	0.26	0.73	0.73			N/A	N/A
C - B1078 South-East	0.75	0.03	0.25	0.75	0.75			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.53	0.03	0.30	1.31	2.48			N/A	N/A
B - B1078 South-West	0.73	0.03	0.28	0.96	2.93			N/A	N/A
C - B1078 South-East	0.75	0.03	0.28	0.75	2.38			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.39	0.00	0.00	0.39	0.39			N/A	N/A
B - B1078 South-West	0.50	0.05	0.48	1.29	1.40			N/A	N/A
C - B1078 South-East	0.54	0.54	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B - B1078 South-West	0.37	0.03	0.27	0.48	0.72			N/A	N/A
C - B1078 South-East	0.42	0.00	0.00	0.42	0.42			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2028 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	6.48	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	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	257	100.000
B - B1078 South-West		ONE HOUR	✓	286	100.000
C - B1078 South-East		ONE HOUR	✓	473	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	38	200	19
	B - B1078 South-West	54	0	102	130
	C - B1078 South-East	278	182	2	11
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	0	3	5
	B - B1078 South-West	2	0	0	2
	C - B1078 South-East	1	3	0	9
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.36	7.25	0.6	2.6	A	236	354
B - B1078 South-West	0.43	8.55	0.7	2.9	A	262	393
C - B1078 South-East	0.41	4.82	0.7	2.5	A	434	651
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	193	48	182	820	0.236	192	249	0.0	0.3	5.728	A
B - B1078 South-West	215	54	218	792	0.271	213	165	0.0	0.4	6.207	A
C - B1078 South-East	356	89	28	1275	0.279	354	227	0.0	0.4	3.904	A
D - A12 Slip-Road	0	0	256	699	0.000	0	119	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	231	58	219	803	0.288	231	299	0.3	0.4	6.290	A
B - B1078 South-West	257	64	261	768	0.334	256	197	0.4	0.5	7.022	A

C - B1078 South-East	425	106	34	1272	0.334	424	273	0.4	0.5	4.246	A
D - A12 Slip-Road	0	0	307	681	0.000	0	143	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	283	71	268	780	0.363	282	365	0.4	0.6	7.228	A
B - B1078 South-West	314	79	320	736	0.427	313	242	0.5	0.7	8.504	A
C - B1078 South-East	520	130	42	1268	0.410	520	334	0.5	0.7	4.806	A
D - A12 Slip-Road	0	0	376	658	0.000	0	175	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	283	71	269	779	0.363	283	366	0.6	0.6	7.250	A
B - B1078 South-West	314	79	320	736	0.427	314	242	0.7	0.7	8.546	A
C - B1078 South-East	520	130	42	1268	0.411	520	335	0.7	0.7	4.816	A
D - A12 Slip-Road	0	0	377	657	0.000	0	175	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	231	58	220	802	0.288	232	300	0.6	0.4	6.318	A
B - B1078 South-West	257	64	262	768	0.334	258	198	0.7	0.5	7.068	A
C - B1078 South-East	425	106	34	1272	0.334	426	274	0.7	0.5	4.259	A
D - A12 Slip-Road	0	0	308	681	0.000	0	143	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	193	48	184	819	0.236	194	251	0.4	0.3	5.763	A
B - B1078 South-West	215	54	219	791	0.272	215	166	0.5	0.4	6.255	A
C - B1078 South-East	356	89	29	1275	0.279	356	229	0.5	0.4	3.920	A
D - A12 Slip-Road	0	0	258	698	0.000	0	120	0.0	0.0	0.000	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.31	0.00	0.00	0.31	0.31			N/A	N/A
B - B1078 South-West	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C - B1078 South-East	0.38	0.00	0.00	0.38	0.38			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.40	0.00	0.00	0.40	0.40			N/A	N/A
B - B1078 South-West	0.50	0.00	0.00	0.50	0.50			N/A	N/A
C - B1078 South-East	0.50	0.00	0.00	0.50	0.50			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.56	0.03	0.25	0.56	0.56			N/A	N/A
B - B1078 South-West	0.73	0.03	0.26	0.73	0.73			N/A	N/A
C - B1078 South-East	0.69	0.03	0.25	0.69	0.69			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.57	0.03	0.29	1.26	2.62			N/A	N/A
B - B1078 South-West	0.74	0.03	0.28	0.92	2.91			N/A	N/A
C - B1078 South-East	0.69	0.03	0.28	0.69	2.55			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.41	0.00	0.00	0.41	0.41			N/A	N/A
B - B1078 South-West	0.51	0.05	0.52	1.31	1.40			N/A	N/A
C - B1078 South-East	0.51	0.51	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.31	0.00	0.00	0.31	0.31			N/A	N/A
B - B1078 South-West	0.38	0.03	0.27	0.48	0.80			N/A	N/A
C - B1078 South-East	0.39	0.00	0.00	0.39	0.39			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2028 Peak Construction, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	5.05	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
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	134	100.000
B - B1078 South-West		ONE HOUR	✓	159	100.000
C - B1078 South-East		ONE HOUR	✓	331	100.000
D - A12 Slip-Road		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	6	100	29
	B - B1078 South-West	13	0	21	126
	C - B1078 South-East	68	73	0	191
	D - A12 Slip-Road	1	1	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	17	3	0
	B - B1078 South-West	16	0	12	0
	C - B1078 South-East	5	2	0	3
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.20	6.16	0.3	1.1	A	123	185
B - B1078 South-West	0.24	6.36	0.3	1.4	A	146	218
C - B1078 South-East	0.29	3.98	0.4	1.6	A	304	456
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	101	25	252	788	0.128	100	60	0.0	0.1	5.233	A
B - B1078 South-West	119	30	194	791	0.151	119	59	0.0	0.2	5.348	A
C - B1078 South-East	249	62	4	1271	0.196	248	90	0.0	0.2	3.517	A
D - A12 Slip-Road	0	0	94	753	0.000	0	258	0.0	0.0	0.000	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	121	30	302	764	0.158	120	72	0.1	0.2	5.591	A
B - B1078 South-West	143	36	232	770	0.185	142	71	0.2	0.2	5.738	A

C - B1078 South-East	298	74	5	1270	0.234	298	108	0.2	0.3	3.700	A
D - A12 Slip-Road	0	0	113	747	0.000	0	310	0.0	0.0	0.000	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	148	37	370	732	0.202	147	88	0.2	0.3	6.154	A
B - B1078 South-West	175	44	284	741	0.236	174	86	0.2	0.3	6.357	A
C - B1078 South-East	365	91	6	1270	0.287	364	133	0.3	0.4	3.974	A
D - A12 Slip-Road	0	0	139	738	0.000	0	379	0.0	0.0	0.000	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	148	37	371	732	0.202	148	88	0.3	0.3	6.161	A
B - B1078 South-West	175	44	284	740	0.236	175	87	0.3	0.3	6.364	A
C - B1078 South-East	365	91	6	1270	0.287	365	133	0.4	0.4	3.977	A
D - A12 Slip-Road	0	0	139	738	0.000	0	380	0.0	0.0	0.000	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	121	30	303	764	0.158	121	72	0.3	0.2	5.601	A
B - B1078 South-West	143	36	232	769	0.185	143	71	0.3	0.2	5.749	A
C - B1078 South-East	298	74	5	1270	0.234	298	109	0.4	0.3	3.705	A
D - A12 Slip-Road	0	0	114	747	0.000	0	310	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	101	25	254	787	0.128	101	60	0.2	0.1	5.249	A
B - B1078 South-West	119	30	195	791	0.151	120	59	0.2	0.2	5.366	A
C - B1078 South-East	249	62	4	1271	0.196	250	91	0.3	0.2	3.524	A
D - A12 Slip-Road	0	0	95	753	0.000	0	260	0.0	0.0	0.000	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.15	0.00	0.00	0.15	0.15			N/A	N/A
B - B1078 South-West	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C - B1078 South-East	0.24	0.00	0.00	0.24	0.24			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.19	0.00	0.00	0.19	0.19			N/A	N/A
B - B1078 South-West	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C - B1078 South-East	0.30	0.00	0.00	0.30	0.30			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.25	0.03	0.25	0.46	0.48			N/A	N/A
B - B1078 South-West	0.31	0.03	0.25	0.46	0.48			N/A	N/A
C - B1078 South-East	0.40	0.03	0.25	0.45	0.48			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.25	0.03	0.29	0.76	1.14			N/A	N/A
B - B1078 South-West	0.31	0.03	0.31	1.08	1.36			N/A	N/A
C - B1078 South-East	0.40	0.03	0.32	1.31	1.55			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.19	0.00	0.00	0.19	0.19			N/A	N/A
B - B1078 South-West	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C - B1078 South-East	0.31	0.00	0.00	0.31	0.31			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.15	0.00	0.00	0.15	0.15			N/A	N/A
B - B1078 South-West	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C - B1078 South-East	0.25	0.00	0.00	0.25	0.25			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2028 Peak Construction, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	7.39	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
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	312	100.000
B - B1078 South-West		ONE HOUR	✓	257	100.000
C - B1078 South-East		ONE HOUR	✓	514	100.000
D - A12 Slip-Road		ONE HOUR	✓	36	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	25	256	32
	B - B1078 South-West	34	0	65	159
	C - B1078 South-East	239	164	0	111
	D - A12 Slip-Road	4	13	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	8	3	0
	B - B1078 South-West	0	0	3	4
	C - B1078 South-East	5	4	0	5
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.47	9.36	0.9	2.9	A	287	430
B - B1078 South-West	0.42	9.18	0.7	3.0	A	236	354
C - B1078 South-East	0.46	5.43	0.8	2.0	A	472	708
D - A12 Slip-Road	0.06	5.86	0.1	0.5	A	33	50

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	235	59	250	785	0.300	233	207	0.0	0.4	6.507	A
B - B1078 South-West	194	48	265	746	0.260	192	151	0.0	0.3	6.487	A
C - B1078 South-East	387	97	31	1236	0.313	385	254	0.0	0.5	4.221	A
D - A12 Slip-Road	27	7	258	697	0.039	27	226	0.0	0.0	5.372	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	281	70	300	761	0.369	280	248	0.4	0.6	7.476	A
B - B1078 South-West	231	58	318	716	0.323	231	181	0.3	0.5	7.409	A

C - B1078 South-East	462	116	37	1233	0.375	462	305	0.5	0.6	4.664	A
D - A12 Slip-Road	32	8	310	679	0.048	32	271	0.0	0.0	5.567	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	344	86	367	729	0.472	343	304	0.6	0.9	9.289	A
B - B1078 South-West	283	71	389	676	0.419	282	222	0.5	0.7	9.126	A
C - B1078 South-East	566	142	46	1228	0.461	565	373	0.6	0.8	5.419	A
D - A12 Slip-Road	40	10	379	655	0.061	40	331	0.0	0.1	5.851	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	344	86	368	729	0.472	344	304	0.9	0.9	9.358	A
B - B1078 South-West	283	71	389	675	0.419	283	222	0.7	0.7	9.178	A
C - B1078 South-East	566	142	46	1228	0.461	566	374	0.8	0.8	5.434	A
D - A12 Slip-Road	40	10	380	654	0.061	40	332	0.1	0.1	5.855	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	281	70	302	760	0.369	282	249	0.9	0.6	7.545	A
B - B1078 South-West	231	58	319	715	0.323	232	182	0.7	0.5	7.461	A
C - B1078 South-East	462	116	37	1233	0.375	463	307	0.8	0.6	4.684	A
D - A12 Slip-Road	32	8	312	678	0.048	32	272	0.1	0.1	5.576	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	235	59	253	784	0.300	236	208	0.6	0.4	6.573	A
B - B1078 South-West	194	48	267	745	0.260	194	152	0.5	0.4	6.541	A
C - B1078 South-East	387	97	31	1236	0.313	388	257	0.6	0.5	4.244	A
D - A12 Slip-Road	27	7	261	696	0.039	27	228	0.1	0.0	5.384	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.42	0.00	0.00	0.42	0.42			N/A	N/A
B - B1078 South-West	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C - B1078 South-East	0.45	0.00	0.00	0.45	0.45			N/A	N/A
D - A12 Slip-Road	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.58	0.55	1.00	1.40	1.45			N/A	N/A
B - B1078 South-West	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C - B1078 South-East	0.59	0.11	0.86	1.37	1.44			N/A	N/A
D - A12 Slip-Road	0.05	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.88	0.03	0.26	0.88	0.88			N/A	N/A
B - B1078 South-West	0.71	0.03	0.26	0.71	0.71			N/A	N/A
C - B1078 South-East	0.85	0.03	0.26	0.85	0.85			N/A	N/A
D - A12 Slip-Road	0.06	0.03	0.26	0.47	0.49			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.89	0.03	0.28	0.89	2.89			N/A	N/A
B - B1078 South-West	0.72	0.03	0.29	1.07	2.98			N/A	N/A
C - B1078 South-East	0.85	0.03	0.27	0.85	1.97			N/A	N/A
D - A12 Slip-Road	0.06	0.00	0.00	0.06	0.06			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.59	0.08	0.78	1.36	1.43			N/A	N/A
B - B1078 South-West	0.48	0.04	0.42	1.25	1.37			N/A	N/A
C - B1078 South-East	0.60	0.55	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.43	0.04	0.35	1.16	1.33			N/A	N/A
B - B1078 South-West	0.35	0.03	0.26	0.47	0.49			N/A	N/A
C - B1078 South-East	0.46	0.04	0.35	1.16	1.33			N/A	N/A
D - A12 Slip-Road	0.04	0.00	0.00	0.04	0.04			N/A	N/A

B1078 / B1116 - 2028 Peak Construction, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	10.03	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	462	100.000
B - B1078 South-West		ONE HOUR	✓	296	100.000
C - B1078 South-East		ONE HOUR	✓	543	100.000
D - A12 Slip-Road		ONE HOUR	✓	39	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	56	373	34
	B - B1078 South-West	53	0	92	151
	C - B1078 South-East	292	222	0	29
	D - A12 Slip-Road	5	12	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	3	5	9
	B - B1078 South-West	6	0	4	6
	C - B1078 South-East	4	4	0	13
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.68	15.15	2.1	8.2	C	424	636
B - B1078 South-West	0.48	10.13	0.9	3.0	B	272	408
C - B1078 South-East	0.49	5.86	1.0	1.6	A	499	748
D - A12 Slip-Road	0.07	6.64	0.1	0.5	A	36	54

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	348	87	203	792	0.440	345	262	0.0	0.8	8.001	A
B - B1078 South-West	223	56	244	745	0.299	221	217	0.0	0.4	6.847	A
C - B1078 South-East	409	102	55	1227	0.334	407	363	0.0	0.5	4.382	A
D - A12 Slip-Road	29	7	389	650	0.045	29	160	0.0	0.0	5.798	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	416	104	244	773	0.538	414	314	0.8	1.1	10.006	B
B - B1078 South-West	266	67	293	718	0.371	266	260	0.4	0.6	7.941	A

C - B1078 South-East	489	122	65	1221	0.400	488	436	0.5	0.7	4.908	A
D - A12 Slip-Road	35	9	467	622	0.056	35	192	0.0	0.1	6.128	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	509	127	299	747	0.682	506	385	1.1	2.0	14.714	B
B - B1078 South-West	326	82	359	682	0.478	325	319	0.6	0.9	10.049	B
C - B1078 South-East	598	150	80	1213	0.493	597	533	0.7	1.0	5.833	A
D - A12 Slip-Road	43	11	570	586	0.073	43	234	0.1	0.1	6.626	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	509	127	300	746	0.682	509	386	2.0	2.1	15.149	C
B - B1078 South-West	326	82	359	682	0.479	326	320	0.9	0.9	10.127	B
C - B1078 South-East	598	150	80	1213	0.493	598	536	1.0	1.0	5.858	A
D - A12 Slip-Road	43	11	573	585	0.073	43	235	0.1	0.1	6.642	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	416	104	246	772	0.539	419	316	2.1	1.2	10.317	B
B - B1078 South-West	266	67	294	718	0.371	268	262	0.9	0.6	8.019	A
C - B1078 South-East	489	122	66	1220	0.400	490	441	1.0	0.7	4.934	A
D - A12 Slip-Road	35	9	472	621	0.057	35	193	0.1	0.1	6.151	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	348	87	206	791	0.440	350	264	1.2	0.8	8.189	A
B - B1078 South-West	223	56	246	745	0.300	224	219	0.6	0.4	6.923	A
C - B1078 South-East	409	102	55	1226	0.334	410	368	0.7	0.5	4.412	A
D - A12 Slip-Road	29	7	394	648	0.045	29	161	0.1	0.0	5.820	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.77	0.55	1.00	1.40	1.45			N/A	N/A
B - B1078 South-West	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C - B1078 South-East	0.50	0.00	0.00	0.50	0.50			N/A	N/A
D - A12 Slip-Road	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.14	0.09	1.00	1.92	2.59			N/A	N/A
B - B1078 South-West	0.58	0.55	1.00	1.40	1.45			N/A	N/A
C - B1078 South-East	0.66	0.12	0.87	1.38	1.44			N/A	N/A
D - A12 Slip-Road	0.06	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	2.04	0.03	0.29	2.04	8.20			N/A	N/A
B - B1078 South-West	0.90	0.03	0.26	0.90	0.90			N/A	N/A
C - B1078 South-East	0.96	0.03	0.26	0.96	0.96			N/A	N/A
D - A12 Slip-Road	0.08	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	2.09	0.03	0.28	2.09	5.26			N/A	N/A
B - B1078 South-West	0.91	0.03	0.28	0.91	3.03			N/A	N/A
C - B1078 South-East	0.97	0.03	0.27	0.97	1.64			N/A	N/A
D - A12 Slip-Road	0.08	0.00	0.00	0.08	0.08			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.19	0.06	0.77	2.58	3.64			N/A	N/A
B - B1078 South-West	0.60	0.08	0.76	1.35	1.43			N/A	N/A
C - B1078 South-East	0.67	0.25	0.94	1.39	1.44			N/A	N/A
D - A12 Slip-Road	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.80	0.04	0.42	1.78	2.76			N/A	N/A
B - B1078 South-West	0.43	0.04	0.36	1.17	1.33			N/A	N/A
C - B1078 South-East	0.50	0.05	0.48	1.29	1.40			N/A	N/A
D - A12 Slip-Road	0.05	0.00	0.00	0.05	0.05			N/A	N/A

B1078 / B1116 - 2028 Peak Construction, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	7.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	250	100.000
B - B1078 South-West		ONE HOUR	✓	298	100.000
C - B1078 South-East		ONE HOUR	✓	507	100.000
D - A12 Slip-Road		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	1	44	188	17
	B - B1078 South-West	54	0	90	154
	C - B1078 South-East	292	199	1	16
	D - A12 Slip-Road	14	43	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	0	3	0
	B - B1078 South-West	2	0	5	2
	C - B1078 South-East	3	4	0	25
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.36	7.26	0.6	2.6	A	229	344
B - B1078 South-West	0.47	9.67	0.9	3.0	A	273	410
C - B1078 South-East	0.46	5.59	0.9	2.0	A	466	698
D - A12 Slip-Road	0.20	6.83	0.3	1.2	A	113	169

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	188	47	195	815	0.231	187	270	0.0	0.3	5.718	A
B - B1078 South-West	224	56	242	764	0.293	222	214	0.0	0.4	6.622	A
C - B1078 South-East	382	95	76	1221	0.313	380	258	0.0	0.5	4.272	A
D - A12 Slip-Road	93	23	242	703	0.132	92	139	0.0	0.2	5.890	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	224	56	234	797	0.282	224	324	0.3	0.4	6.284	A
B - B1078 South-West	268	67	290	737	0.363	267	256	0.4	0.6	7.646	A

C - B1078 South-East	456	114	91	1213	0.376	456	310	0.5	0.6	4.751	A
D - A12 Slip-Road	111	28	291	686	0.161	110	167	0.2	0.2	6.256	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	275	69	286	771	0.356	274	396	0.4	0.5	7.232	A
B - B1078 South-West	328	82	356	700	0.468	326	314	0.6	0.9	9.595	A
C - B1078 South-East	559	140	112	1203	0.465	558	379	0.6	0.9	5.572	A
D - A12 Slip-Road	135	34	355	663	0.204	135	205	0.2	0.3	6.817	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	275	69	287	771	0.357	275	397	0.5	0.6	7.256	A
B - B1078 South-West	328	82	356	700	0.468	328	314	0.9	0.9	9.665	A
C - B1078 South-East	559	140	112	1202	0.465	559	380	0.9	0.9	5.591	A
D - A12 Slip-Road	135	34	356	663	0.204	135	205	0.3	0.3	6.826	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	224	56	235	796	0.282	225	325	0.6	0.4	6.313	A
B - B1078 South-West	268	67	292	737	0.363	269	257	0.9	0.6	7.714	A
C - B1078 South-East	456	114	92	1213	0.376	457	311	0.9	0.6	4.770	A
D - A12 Slip-Road	111	28	292	685	0.161	111	168	0.3	0.2	6.272	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	188	47	197	814	0.231	188	272	0.4	0.3	5.753	A
B - B1078 South-West	224	56	244	764	0.293	225	215	0.6	0.4	6.688	A
C - B1078 South-East	382	95	77	1221	0.313	383	260	0.6	0.5	4.297	A
D - A12 Slip-Road	93	23	244	702	0.132	93	141	0.2	0.2	5.914	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B - B1078 South-West	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C - B1078 South-East	0.45	0.00	0.00	0.45	0.45			N/A	N/A
D - A12 Slip-Road	0.15	0.00	0.00	0.15	0.15			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.39	0.00	0.00	0.39	0.39			N/A	N/A
B - B1078 South-West	0.56	0.55	1.00	1.40	1.45			N/A	N/A
C - B1078 South-East	0.60	0.11	0.86	1.37	1.44			N/A	N/A
D - A12 Slip-Road	0.19	0.00	0.00	0.19	0.19			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.55	0.03	0.25	0.55	0.55			N/A	N/A
B - B1078 South-West	0.86	0.03	0.26	0.86	0.86			N/A	N/A
C - B1078 South-East	0.86	0.03	0.26	0.86	0.86			N/A	N/A
D - A12 Slip-Road	0.25	0.03	0.25	0.46	0.48			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.55	0.03	0.29	1.30	2.57			N/A	N/A
B - B1078 South-West	0.87	0.03	0.28	0.87	2.99			N/A	N/A
C - B1078 South-East	0.86	0.03	0.27	0.86	1.99			N/A	N/A
D - A12 Slip-Road	0.26	0.03	0.29	0.83	1.18			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.40	0.00	0.00	0.40	0.40			N/A	N/A
B - B1078 South-West	0.58	0.07	0.75	1.35	1.43			N/A	N/A
C - B1078 South-East	0.61	0.55	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.19	0.00	0.00	0.19	0.19			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B - B1078 South-West	0.42	0.03	0.34	1.11	1.31			N/A	N/A
C - B1078 South-East	0.46	0.04	0.36	1.16	1.33			N/A	N/A
D - A12 Slip-Road	0.15	0.00	0.00	0.15	0.15			N/A	N/A

B1078 / B1116 - 2028 Peak Construction, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	6.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	256	100.000
B - B1078 South-West		ONE HOUR	✓	295	100.000
C - B1078 South-East		ONE HOUR	✓	485	100.000
D - A12 Slip-Road		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	38	199	19
	B - B1078 South-West	54	0	102	139
	C - B1078 South-East	278	191	2	14
	D - A12 Slip-Road	10	30	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	0	3	5
	B - B1078 South-West	2	0	0	2
	C - B1078 South-East	1	3	0	29
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.37	7.35	0.6	2.6	A	235	352
B - B1078 South-West	0.45	8.96	0.8	2.9	A	270	405
C - B1078 South-East	0.43	5.12	0.8	2.4	A	445	667
D - A12 Slip-Road	0.13	6.32	0.2	0.5	A	73	110

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	193	48	191	814	0.237	191	257	0.0	0.3	5.766	A
B - B1078 South-West	222	55	228	786	0.282	220	194	0.0	0.4	6.347	A
C - B1078 South-East	365	91	58	1252	0.291	363	257	0.0	0.4	4.043	A
D - A12 Slip-Road	60	15	255	699	0.086	60	128	0.0	0.1	5.630	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	230	58	230	796	0.289	230	308	0.3	0.4	6.349	A
B - B1078 South-West	265	66	273	761	0.348	264	232	0.4	0.5	7.244	A

C - B1078 South-East	436	109	70	1246	0.350	435	308	0.4	0.5	4.438	A
D - A12 Slip-Road	72	18	306	681	0.106	72	153	0.1	0.1	5.905	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	282	70	281	772	0.365	281	376	0.4	0.6	7.324	A
B - B1078 South-West	324	81	334	726	0.446	323	284	0.5	0.8	8.904	A
C - B1078 South-East	534	133	86	1237	0.431	533	377	0.5	0.8	5.103	A
D - A12 Slip-Road	88	22	375	658	0.134	88	188	0.1	0.2	6.314	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	282	70	282	772	0.365	282	377	0.6	0.6	7.347	A
B - B1078 South-West	324	81	335	726	0.447	324	285	0.8	0.8	8.956	A
C - B1078 South-East	534	133	86	1237	0.431	534	378	0.8	0.8	5.115	A
D - A12 Slip-Road	88	22	375	658	0.134	88	188	0.2	0.2	6.320	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	230	58	231	796	0.289	231	309	0.6	0.4	6.379	A
B - B1078 South-West	265	66	274	760	0.348	266	233	0.8	0.5	7.298	A
C - B1078 South-East	436	109	70	1246	0.350	437	309	0.8	0.5	4.455	A
D - A12 Slip-Road	72	18	308	681	0.106	72	154	0.2	0.1	5.913	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	193	48	193	814	0.237	193	258	0.4	0.3	5.807	A
B - B1078 South-West	222	55	229	785	0.282	222	195	0.5	0.4	6.404	A
C - B1078 South-East	365	91	59	1252	0.292	365	259	0.5	0.4	4.065	A
D - A12 Slip-Road	60	15	257	698	0.086	60	129	0.1	0.1	5.645	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.31	0.00	0.00	0.31	0.31			N/A	N/A
B - B1078 South-West	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C - B1078 South-East	0.41	0.00	0.00	0.41	0.41			N/A	N/A
D - A12 Slip-Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.40	0.00	0.00	0.40	0.40			N/A	N/A
B - B1078 South-West	0.53	0.53	1.00	1.40	1.45			N/A	N/A
C - B1078 South-East	0.53	0.53	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.57	0.03	0.25	0.57	0.57			N/A	N/A
B - B1078 South-West	0.79	0.03	0.26	0.79	0.79			N/A	N/A
C - B1078 South-East	0.75	0.03	0.25	0.75	0.75			N/A	N/A
D - A12 Slip-Road	0.15	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.57	0.03	0.29	1.26	2.64			N/A	N/A
B - B1078 South-West	0.80	0.03	0.28	0.80	2.94			N/A	N/A
C - B1078 South-East	0.75	0.03	0.28	0.75	2.39			N/A	N/A
D - A12 Slip-Road	0.15	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.41	0.00	0.00	0.41	0.41			N/A	N/A
B - B1078 South-West	0.54	0.06	0.68	1.34	1.42			N/A	N/A
C - B1078 South-East	0.54	0.54	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.31	0.00	0.00	0.31	0.31			N/A	N/A
B - B1078 South-West	0.40	0.03	0.30	0.88	1.19			N/A	N/A
C - B1078 South-East	0.41	0.00	0.00	0.41	0.41			N/A	N/A
D - A12 Slip-Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A

B1078 / B1116 - 2034 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	4.16	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
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	115	100.000
B - B1078 South-West		ONE HOUR	✓	77	100.000
C - B1078 South-East		ONE HOUR	✓	152	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	6	103	7
	B - B1078 South-West	13	0	22	43
	C - B1078 South-East	72	77	0	4
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	17	3	0
	B - B1078 South-West	16	0	11	1
	C - B1078 South-East	5	3	0	0
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.15	4.86	0.2	0.5	A	106	158
B - B1078 South-West	0.10	4.84	0.1	0.5	A	70	106
C - B1078 South-East	0.13	3.29	0.2	0.5	A	140	210
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	87	22	51	879	0.099	86	63	0.0	0.1	4.541	A
B - B1078 South-West	58	14	56	842	0.069	57	62	0.0	0.1	4.588	A
C - B1078 South-East	115	29	4	1263	0.091	114	93	0.0	0.1	3.132	A
D - A12 Slip-Road	0	0	97	752	0.000	0	39	0.0	0.0	0.000	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	103	26	61	874	0.118	103	76	0.1	0.1	4.672	A
B - B1078 South-West	69	17	67	836	0.083	69	74	0.1	0.1	4.694	A

C - B1078 South-East	137	34	5	1263	0.108	137	112	0.1	0.1	3.196	A
D - A12 Slip-Road	0	0	117	746	0.000	0	47	0.0	0.0	0.000	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	127	32	74	867	0.146	127	93	0.1	0.2	4.858	A
B - B1078 South-West	84	21	83	827	0.102	84	91	0.1	0.1	4.844	A
C - B1078 South-East	168	42	6	1262	0.133	167	137	0.1	0.2	3.287	A
D - A12 Slip-Road	0	0	143	736	0.000	0	58	0.0	0.0	0.000	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	127	32	75	867	0.146	127	93	0.2	0.2	4.860	A
B - B1078 South-West	84	21	83	827	0.102	84	91	0.1	0.1	4.844	A
C - B1078 South-East	168	42	6	1262	0.133	168	137	0.2	0.2	3.287	A
D - A12 Slip-Road	0	0	143	736	0.000	0	58	0.0	0.0	0.000	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	103	26	61	874	0.118	104	76	0.2	0.1	4.675	A
B - B1078 South-West	69	17	68	836	0.083	69	74	0.1	0.1	4.697	A
C - B1078 South-East	137	34	5	1263	0.108	137	112	0.2	0.1	3.196	A
D - A12 Slip-Road	0	0	117	745	0.000	0	47	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	87	22	51	878	0.099	87	63	0.1	0.1	4.549	A
B - B1078 South-West	58	14	57	842	0.069	58	62	0.1	0.1	4.593	A
C - B1078 South-East	115	29	4	1263	0.091	115	94	0.1	0.1	3.133	A
D - A12 Slip-Road	0	0	98	752	0.000	0	40	0.0	0.0	0.000	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B - B1078 South-West	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - B1078 South-East	0.10	0.00	0.00	0.10	0.10			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B - B1078 South-West	0.09	0.03	0.26	0.47	0.50			N/A	N/A
C - B1078 South-East	0.12	0.00	0.00	0.12	0.12			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.17	0.03	0.26	0.46	0.49			N/A	N/A
B - B1078 South-West	0.11	0.03	0.26	0.46	0.49			N/A	N/A
C - B1078 South-East	0.15	0.03	0.26	0.46	0.49			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.17	0.03	0.25	0.45	0.48			N/A	N/A
B - B1078 South-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - B1078 South-East	0.15	0.03	0.25	0.45	0.48			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.14	0.00	0.00	0.14	0.14			N/A	N/A
B - B1078 South-West	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - B1078 South-East	0.12	0.00	0.00	0.12	0.12			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B - B1078 South-West	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - B1078 South-East	0.10	0.00	0.00	0.10	0.10			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2034 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	6.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	306	100.000
B - B1078 South-West		ONE HOUR	✓	223	100.000
C - B1078 South-East		ONE HOUR	✓	427	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	25	266	16
	B - B1078 South-West	35	0	69	120
	C - B1078 South-East	254	166	0	7
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	8	3	0
	B - B1078 South-West	0	0	3	5
	C - B1078 South-East	5	4	0	0
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.42	7.76	0.7	2.8	A	281	422
B - B1078 South-West	0.34	7.43	0.5	2.3	A	205	307
C - B1078 South-East	0.38	4.66	0.6	2.6	A	392	588
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	231	58	146	834	0.276	229	216	0.0	0.4	5.934	A
B - B1078 South-West	168	42	195	782	0.215	167	143	0.0	0.3	5.845	A
C - B1078 South-East	322	80	18	1247	0.258	320	250	0.0	0.3	3.877	A
D - A12 Slip-Road	0	0	269	693	0.000	0	107	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	275	69	176	820	0.336	275	259	0.4	0.5	6.594	A
B - B1078 South-West	201	50	234	760	0.264	200	171	0.3	0.4	6.425	A

C - B1078 South-East	384	96	22	1245	0.308	384	300	0.3	0.4	4.175	A
D - A12 Slip-Road	0	0	322	675	0.000	0	128	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	337	84	215	802	0.421	336	317	0.5	0.7	7.725	A
B - B1078 South-West	246	61	287	731	0.336	245	210	0.4	0.5	7.406	A
C - B1078 South-East	470	118	27	1243	0.378	470	368	0.4	0.6	4.653	A
D - A12 Slip-Road	0	0	395	649	0.000	0	157	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	337	84	215	801	0.421	337	317	0.7	0.7	7.758	A
B - B1078 South-West	246	61	287	730	0.336	246	210	0.5	0.5	7.427	A
C - B1078 South-East	470	118	27	1243	0.378	470	369	0.6	0.6	4.660	A
D - A12 Slip-Road	0	0	396	649	0.000	0	157	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	275	69	176	820	0.336	276	260	0.7	0.5	6.632	A
B - B1078 South-West	201	50	235	760	0.264	201	172	0.5	0.4	6.450	A
C - B1078 South-East	384	96	22	1245	0.308	385	302	0.6	0.4	4.185	A
D - A12 Slip-Road	0	0	324	674	0.000	0	129	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	231	58	148	834	0.277	231	217	0.5	0.4	5.980	A
B - B1078 South-West	168	42	197	781	0.215	168	144	0.4	0.3	5.878	A
C - B1078 South-East	322	80	18	1247	0.258	322	253	0.4	0.3	3.891	A
D - A12 Slip-Road	0	0	271	692	0.000	0	108	0.0	0.0	0.000	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.38	0.00	0.00	0.38	0.38			N/A	N/A
B - B1078 South-West	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C - B1078 South-East	0.35	0.00	0.00	0.35	0.35			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.50	0.50	1.00	1.40	1.45			N/A	N/A
B - B1078 South-West	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C - B1078 South-East	0.44	0.00	0.00	0.44	0.44			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.72	0.03	0.26	0.72	0.72			N/A	N/A
B - B1078 South-West	0.50	0.03	0.25	0.50	0.50			N/A	N/A
C - B1078 South-East	0.60	0.03	0.25	0.60	0.60			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.72	0.03	0.28	0.84	2.78			N/A	N/A
B - B1078 South-West	0.50	0.03	0.30	1.35	2.30			N/A	N/A
C - B1078 South-East	0.61	0.03	0.29	1.07	2.62			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.51	0.51	1.00	1.40	1.45			N/A	N/A
B - B1078 South-West	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C - B1078 South-East	0.45	0.00	0.00	0.45	0.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.39	0.03	0.27	0.48	0.71			N/A	N/A
B - B1078 South-West	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C - B1078 South-East	0.35	0.00	0.00	0.35	0.35			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2034 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	10.36	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	482	100.000
B - B1078 South-West		ONE HOUR	✓	306	100.000
C - B1078 South-East		ONE HOUR	✓	508	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	58	397	28
	B - B1078 South-West	58	0	102	145
	C - B1078 South-East	289	212	0	7
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	3	4	11
	B - B1078 South-West	5	0	3	7
	C - B1078 South-East	4	4	0	12
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.70	15.85	2.3	9.7	C	443	664
B - B1078 South-West	0.48	9.91	0.9	2.9	A	281	421
C - B1078 South-East	0.46	5.41	0.8	2.0	A	467	700
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	363	91	190	800	0.454	360	260	0.0	0.8	8.118	A
B - B1078 South-West	230	58	222	757	0.304	228	202	0.0	0.4	6.787	A
C - B1078 South-East	383	96	43	1236	0.310	381	372	0.0	0.4	4.204	A
D - A12 Slip-Road	0	0	416	641	0.000	0	134	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	434	108	228	782	0.555	432	312	0.8	1.2	10.237	B
B - B1078 South-West	275	69	266	733	0.375	274	242	0.4	0.6	7.838	A

C - B1078 South-East	457	114	52	1231	0.371	456	447	0.4	0.6	4.646	A
D - A12 Slip-Road	0	0	499	612	0.000	0	161	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	531	133	279	758	0.701	527	382	1.2	2.2	15.333	C
B - B1078 South-West	337	84	326	700	0.481	335	297	0.6	0.9	9.845	A
C - B1078 South-East	560	140	63	1225	0.457	559	546	0.6	0.8	5.398	A
D - A12 Slip-Road	0	0	609	573	0.000	0	197	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	531	133	280	757	0.701	531	383	2.2	2.3	15.852	C
B - B1078 South-West	337	84	326	700	0.481	337	297	0.9	0.9	9.914	A
C - B1078 South-East	560	140	64	1224	0.457	560	549	0.8	0.8	5.415	A
D - A12 Slip-Road	0	0	613	571	0.000	0	198	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	434	108	230	781	0.555	438	313	2.3	1.3	10.593	B
B - B1078 South-West	275	69	267	732	0.375	276	244	0.9	0.6	7.912	A
C - B1078 South-East	457	114	53	1231	0.371	458	452	0.8	0.6	4.667	A
D - A12 Slip-Road	0	0	505	609	0.000	0	162	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	363	91	192	799	0.454	365	262	1.3	0.8	8.320	A
B - B1078 South-West	230	58	223	756	0.304	231	204	0.6	0.4	6.857	A
C - B1078 South-East	383	96	44	1235	0.310	383	377	0.6	0.5	4.229	A
D - A12 Slip-Road	0	0	421	639	0.000	0	136	0.0	0.0	0.000	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.82	0.55	1.00	1.40	1.45			N/A	N/A
B - B1078 South-West	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C - B1078 South-East	0.45	0.00	0.00	0.45	0.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.22	0.09	1.01	2.19	2.90			N/A	N/A
B - B1078 South-West	0.59	0.13	0.88	1.38	1.44			N/A	N/A
C - B1078 South-East	0.59	0.11	0.85	1.37	1.44			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	2.22	0.03	0.30	2.22	9.66			N/A	N/A
B - B1078 South-West	0.91	0.03	0.26	0.91	0.91			N/A	N/A
C - B1078 South-East	0.83	0.03	0.26	0.83	0.83			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	2.28	0.03	0.28	2.28	6.08			N/A	N/A
B - B1078 South-West	0.92	0.03	0.28	0.92	2.95			N/A	N/A
C - B1078 South-East	0.84	0.03	0.27	0.84	2.03			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.28	0.06	0.73	2.87	4.16			N/A	N/A
B - B1078 South-West	0.61	0.08	0.78	1.36	1.43			N/A	N/A
C - B1078 South-East	0.60	0.55	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.85	0.04	0.41	1.93	3.10			N/A	N/A
B - B1078 South-West	0.44	0.04	0.37	1.19	1.35			N/A	N/A
C - B1078 South-East	0.45	0.00	0.00	0.45	0.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2034 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	7.07	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
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	279	100.000
B - B1078 South-West		ONE HOUR	✓	296	100.000
C - B1078 South-East		ONE HOUR	✓	521	100.000
D - A12 Slip-Road		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	1	50	211	17
	B - B1078 South-West	58	0	101	137
	C - B1078 South-East	314	199	1	8
	D - A12 Slip-Road	0	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	0	3	0
	B - B1078 South-West	2	0	4	2
	C - B1078 South-East	3	4	0	13
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.39	7.58	0.6	2.8	A	256	384
B - B1078 South-West	0.46	9.57	0.9	3.0	A	271	407
C - B1078 South-East	0.46	5.40	0.9	1.9	A	478	718
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	210	52	184	823	0.255	208	279	0.0	0.3	5.843	A
B - B1078 South-West	223	56	242	765	0.291	221	186	0.0	0.4	6.591	A
C - B1078 South-East	393	98	38	1249	0.314	391	234	0.0	0.5	4.184	A
D - A12 Slip-Road	0	0	272	692	0.000	0	121	0.0	0.0	0.000	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	251	63	221	806	0.311	250	334	0.3	0.4	6.475	A
B - B1078 South-West	266	66	291	739	0.360	265	223	0.4	0.6	7.595	A

C - B1078 South-East	469	117	45	1245	0.376	468	281	0.5	0.6	4.628	A
D - A12 Slip-Road	0	0	326	674	0.000	0	145	0.0	0.0	0.000	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	307	77	271	782	0.392	306	409	0.4	0.6	7.551	A
B - B1078 South-West	325	81	356	702	0.464	324	273	0.6	0.8	9.499	A
C - B1078 South-East	574	144	56	1240	0.463	573	344	0.6	0.9	5.389	A
D - A12 Slip-Road	0	0	399	648	0.000	0	177	0.0	0.0	0.000	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	307	77	271	782	0.393	307	410	0.6	0.6	7.582	A
B - B1078 South-West	325	81	356	702	0.464	325	273	0.8	0.9	9.566	A
C - B1078 South-East	574	144	56	1240	0.463	574	345	0.9	0.9	5.404	A
D - A12 Slip-Road	0	0	400	648	0.000	0	178	0.0	0.0	0.000	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	251	63	223	805	0.311	251	336	0.6	0.5	6.513	A
B - B1078 South-West	266	66	291	738	0.360	267	224	0.9	0.6	7.659	A
C - B1078 South-East	469	117	46	1245	0.376	470	282	0.9	0.6	4.646	A
D - A12 Slip-Road	0	0	328	673	0.000	0	146	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	210	52	186	822	0.255	210	281	0.5	0.3	5.888	A
B - B1078 South-West	223	56	244	765	0.291	223	187	0.6	0.4	6.655	A
C - B1078 South-East	393	98	38	1249	0.314	393	236	0.6	0.5	4.207	A
D - A12 Slip-Road	0	0	274	692	0.000	0	122	0.0	0.0	0.000	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.34	0.00	0.00	0.34	0.34			N/A	N/A
B - B1078 South-West	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C - B1078 South-East	0.45	0.00	0.00	0.45	0.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.45	0.00	0.00	0.45	0.45			N/A	N/A
B - B1078 South-West	0.56	0.55	1.00	1.40	1.45			N/A	N/A
C - B1078 South-East	0.60	0.11	0.86	1.37	1.44			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.64	0.03	0.26	0.64	0.64			N/A	N/A
B - B1078 South-West	0.85	0.03	0.26	0.85	0.85			N/A	N/A
C - B1078 South-East	0.85	0.03	0.26	0.85	0.85			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.64	0.03	0.29	1.10	2.76			N/A	N/A
B - B1078 South-West	0.86	0.03	0.28	0.86	2.99			N/A	N/A
C - B1078 South-East	0.86	0.03	0.27	0.86	1.94			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.46	0.00	0.00	0.46	0.46			N/A	N/A
B - B1078 South-West	0.57	0.07	0.74	1.35	1.42			N/A	N/A
C - B1078 South-East	0.61	0.55	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.35	0.00	0.00	0.35	0.35			N/A	N/A
B - B1078 South-West	0.41	0.03	0.33	1.08	1.29			N/A	N/A
C - B1078 South-East	0.46	0.04	0.36	1.17	1.33			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2034 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	7.11	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
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	287	100.000
B - B1078 South-West		ONE HOUR	✓	321	100.000
C - B1078 South-East		ONE HOUR	✓	476	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	41	225	21
	B - B1078 South-West	56	0	121	144
	C - B1078 South-East	296	167	2	11
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	0	3	5
	B - B1078 South-West	2	0	0	2
	C - B1078 South-East	1	4	0	9
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.41	8.02	0.7	2.8	A	263	395
B - B1078 South-West	0.49	9.65	0.9	2.9	A	294	441
C - B1078 South-East	0.41	4.85	0.7	2.5	A	437	655
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	216	54	207	811	0.267	215	264	0.0	0.4	6.024	A
B - B1078 South-West	241	60	232	786	0.307	240	156	0.0	0.4	6.567	A
C - B1078 South-East	358	90	31	1274	0.281	357	260	0.0	0.4	3.918	A
D - A12 Slip-Road	0	0	291	687	0.000	0	131	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	258	65	248	791	0.326	258	317	0.4	0.5	6.738	A
B - B1078 South-West	288	72	277	761	0.379	288	187	0.4	0.6	7.599	A

C - B1078 South-East	428	107	37	1271	0.337	427	312	0.4	0.5	4.266	A
D - A12 Slip-Road	0	0	349	667	0.000	0	157	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	316	79	304	765	0.413	315	387	0.5	0.7	7.979	A
B - B1078 South-West	353	88	340	726	0.486	352	228	0.6	0.9	9.585	A
C - B1078 South-East	524	131	45	1266	0.414	523	382	0.5	0.7	4.838	A
D - A12 Slip-Road	0	0	427	640	0.000	0	192	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	316	79	305	765	0.413	316	388	0.7	0.7	8.017	A
B - B1078 South-West	353	88	340	726	0.486	353	229	0.9	0.9	9.650	A
C - B1078 South-East	524	131	45	1266	0.414	524	383	0.7	0.7	4.848	A
D - A12 Slip-Road	0	0	428	640	0.000	0	193	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	258	65	250	791	0.326	259	318	0.7	0.5	6.779	A
B - B1078 South-West	288	72	278	760	0.379	289	187	0.9	0.6	7.668	A
C - B1078 South-East	428	107	37	1271	0.337	428	314	0.7	0.5	4.279	A
D - A12 Slip-Road	0	0	351	666	0.000	0	158	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	216	54	209	810	0.267	217	266	0.5	0.4	6.073	A
B - B1078 South-West	241	60	233	785	0.307	242	157	0.6	0.4	6.634	A
C - B1078 South-East	358	90	31	1274	0.281	359	263	0.5	0.4	3.935	A
D - A12 Slip-Road	0	0	294	686	0.000	0	132	0.0	0.0	0.000	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.36	0.00	0.00	0.36	0.36			N/A	N/A
B - B1078 South-West	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C - B1078 South-East	0.39	0.00	0.00	0.39	0.39			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.48	0.00	0.00	0.48	0.48			N/A	N/A
B - B1078 South-West	0.60	0.13	0.88	1.38	1.44			N/A	N/A
C - B1078 South-East	0.50	0.50	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.69	0.03	0.26	0.69	0.69			N/A	N/A
B - B1078 South-West	0.93	0.03	0.26	0.93	0.93			N/A	N/A
C - B1078 South-East	0.70	0.03	0.25	0.70	0.70			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.70	0.03	0.28	0.97	2.84			N/A	N/A
B - B1078 South-West	0.94	0.03	0.28	0.94	2.90			N/A	N/A
C - B1078 South-East	0.70	0.03	0.28	0.70	2.53			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.49	0.00	0.00	0.49	0.49			N/A	N/A
B - B1078 South-West	0.62	0.09	0.79	1.36	1.43			N/A	N/A
C - B1078 South-East	0.51	0.51	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.37	0.03	0.26	0.46	0.49			N/A	N/A
B - B1078 South-West	0.45	0.04	0.38	1.21	1.35			N/A	N/A
C - B1078 South-East	0.39	0.00	0.00	0.39	0.39			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2034 Operational Led, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	4.17	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
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	115	100.000
B - B1078 South-West		ONE HOUR	✓	78	100.000
C - B1078 South-East		ONE HOUR	✓	152	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	6	103	7
	B - B1078 South-West	13	0	22	44
	C - B1078 South-East	72	77	0	4
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	17	3	0
	B - B1078 South-West	16	0	11	1
	C - B1078 South-East	5	3	0	0
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.15	4.86	0.2	0.5	A	106	158
B - B1078 South-West	0.10	4.85	0.1	0.5	A	71	107
C - B1078 South-East	0.13	3.29	0.2	0.5	A	140	210
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	87	22	51	878	0.099	86	63	0.0	0.1	4.543	A
B - B1078 South-West	59	15	56	843	0.069	58	62	0.0	0.1	4.589	A
C - B1078 South-East	115	29	4	1263	0.091	114	93	0.0	0.1	3.132	A
D - A12 Slip-Road	0	0	97	752	0.000	0	40	0.0	0.0	0.000	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	103	26	62	873	0.119	103	76	0.1	0.1	4.675	A
B - B1078 South-West	70	17	67	836	0.084	70	74	0.1	0.1	4.695	A

C - B1078 South-East	137	34	5	1263	0.108	137	112	0.1	0.1	3.196	A
D - A12 Slip-Road	0	0	117	746	0.000	0	48	0.0	0.0	0.000	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	127	32	76	867	0.146	127	93	0.1	0.2	4.862	A
B - B1078 South-West	86	21	83	828	0.103	85	91	0.1	0.1	4.847	A
C - B1078 South-East	168	42	6	1262	0.133	167	137	0.1	0.2	3.287	A
D - A12 Slip-Road	0	0	143	736	0.000	0	59	0.0	0.0	0.000	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	127	32	76	867	0.146	127	93	0.2	0.2	4.864	A
B - B1078 South-West	86	21	83	828	0.103	86	91	0.1	0.1	4.848	A
C - B1078 South-East	168	42	6	1262	0.133	168	137	0.2	0.2	3.287	A
D - A12 Slip-Road	0	0	143	736	0.000	0	59	0.0	0.0	0.000	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	103	26	62	873	0.119	104	76	0.2	0.1	4.679	A
B - B1078 South-West	70	17	68	836	0.084	70	74	0.1	0.1	4.697	A
C - B1078 South-East	137	34	5	1263	0.108	137	112	0.2	0.1	3.199	A
D - A12 Slip-Road	0	0	117	745	0.000	0	48	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	87	22	52	878	0.099	87	63	0.1	0.1	4.549	A
B - B1078 South-West	59	15	57	842	0.069	59	62	0.1	0.1	4.594	A
C - B1078 South-East	115	29	4	1263	0.091	115	94	0.1	0.1	3.133	A
D - A12 Slip-Road	0	0	98	752	0.000	0	40	0.0	0.0	0.000	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B - B1078 South-West	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - B1078 South-East	0.10	0.00	0.00	0.10	0.10			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B - B1078 South-West	0.09	0.03	0.26	0.47	0.49			N/A	N/A
C - B1078 South-East	0.12	0.00	0.00	0.12	0.12			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.17	0.03	0.26	0.46	0.49			N/A	N/A
B - B1078 South-West	0.11	0.03	0.26	0.46	0.49			N/A	N/A
C - B1078 South-East	0.15	0.03	0.26	0.46	0.49			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.17	0.03	0.25	0.45	0.48			N/A	N/A
B - B1078 South-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - B1078 South-East	0.15	0.03	0.25	0.45	0.48			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.14	0.00	0.00	0.14	0.14			N/A	N/A
B - B1078 South-West	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - B1078 South-East	0.12	0.00	0.00	0.12	0.12			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B - B1078 South-West	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - B1078 South-East	0.10	0.00	0.00	0.10	0.10			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2034 Operational Led, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	6.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	307	100.000
B - B1078 South-West		ONE HOUR	✓	221	100.000
C - B1078 South-East		ONE HOUR	✓	426	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	25	267	16
	B - B1078 South-West	35	0	69	118
	C - B1078 South-East	255	164	0	7
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	8	3	0
	B - B1078 South-West	0	0	3	6
	C - B1078 South-East	5	4	0	0
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.42	7.76	0.7	2.8	A	282	423
B - B1078 South-West	0.33	7.41	0.5	2.3	A	203	304
C - B1078 South-East	0.38	4.65	0.6	2.6	A	391	587
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	231	58	145	835	0.277	230	217	0.0	0.4	5.934	A
B - B1078 South-West	167	42	196	781	0.213	165	142	0.0	0.3	5.837	A
C - B1078 South-East	321	80	18	1247	0.257	319	251	0.0	0.3	3.874	A
D - A12 Slip-Road	0	0	270	693	0.000	0	105	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	276	69	174	821	0.336	276	260	0.4	0.5	6.594	A
B - B1078 South-West	199	50	235	759	0.262	199	170	0.3	0.4	6.413	A

C - B1078 South-East	383	96	22	1245	0.308	383	301	0.3	0.4	4.171	A
D - A12 Slip-Road	0	0	323	674	0.000	0	126	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	338	85	213	803	0.422	338	318	0.5	0.7	7.726	A
B - B1078 South-West	244	61	288	730	0.334	243	208	0.4	0.5	7.385	A
C - B1078 South-East	469	117	27	1243	0.378	469	369	0.4	0.6	4.647	A
D - A12 Slip-Road	0	0	396	649	0.000	0	155	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	338	85	213	802	0.422	338	319	0.7	0.7	7.758	A
B - B1078 South-West	244	61	288	730	0.334	244	208	0.5	0.5	7.406	A
C - B1078 South-East	469	117	27	1242	0.378	469	370	0.6	0.6	4.654	A
D - A12 Slip-Road	0	0	397	649	0.000	0	155	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	276	69	175	821	0.337	277	261	0.7	0.5	6.632	A
B - B1078 South-West	199	50	236	759	0.262	199	170	0.5	0.4	6.438	A
C - B1078 South-East	383	96	22	1245	0.308	384	303	0.6	0.4	4.181	A
D - A12 Slip-Road	0	0	325	674	0.000	0	127	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	231	58	146	835	0.277	232	218	0.5	0.4	5.977	A
B - B1078 South-West	167	42	197	781	0.213	167	142	0.4	0.3	5.867	A
C - B1078 South-East	321	80	18	1247	0.257	321	253	0.4	0.3	3.888	A
D - A12 Slip-Road	0	0	272	692	0.000	0	106	0.0	0.0	0.000	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.38	0.00	0.00	0.38	0.38			N/A	N/A
B - B1078 South-West	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C - B1078 South-East	0.34	0.00	0.00	0.34	0.34			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.50	0.50	1.00	1.40	1.45			N/A	N/A
B - B1078 South-West	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C - B1078 South-East	0.44	0.00	0.00	0.44	0.44			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.72	0.03	0.26	0.72	0.72			N/A	N/A
B - B1078 South-West	0.49	0.03	0.25	0.49	0.49			N/A	N/A
C - B1078 South-East	0.60	0.03	0.25	0.60	0.60			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.72	0.03	0.28	0.83	2.78			N/A	N/A
B - B1078 South-West	0.50	0.03	0.30	1.35	2.25			N/A	N/A
C - B1078 South-East	0.60	0.03	0.29	1.08	2.62			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.51	0.51	1.00	1.40	1.45			N/A	N/A
B - B1078 South-West	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C - B1078 South-East	0.45	0.00	0.00	0.45	0.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.39	0.03	0.27	0.48	0.76			N/A	N/A
B - B1078 South-West	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C - B1078 South-East	0.35	0.00	0.00	0.35	0.35			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2034 Operational Led, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	10.51	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	486	100.000
B - B1078 South-West		ONE HOUR	✓	307	100.000
C - B1078 South-East		ONE HOUR	✓	504	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	58	401	28
	B - B1078 South-West	58	0	102	146
	C - B1078 South-East	290	207	0	7
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	3	4	11
	B - B1078 South-West	5	0	3	7
	C - B1078 South-East	4	4	0	12
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.71	16.18	2.3	10.2	C	446	670
B - B1078 South-West	0.48	9.96	0.9	2.9	A	281	422
C - B1078 South-East	0.45	5.38	0.8	2.1	A	463	694
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	366	92	191	800	0.458	363	261	0.0	0.8	8.173	A
B - B1078 South-West	231	58	223	757	0.305	229	199	0.0	0.4	6.800	A
C - B1078 South-East	380	95	43	1235	0.307	378	375	0.0	0.4	4.191	A
D - A12 Slip-Road	0	0	419	640	0.000	0	135	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	437	109	229	782	0.559	436	313	0.8	1.2	10.344	B
B - B1078 South-West	276	69	267	733	0.376	275	238	0.4	0.6	7.860	A

C - B1078 South-East	453	113	52	1230	0.369	453	451	0.4	0.6	4.627	A
D - A12 Slip-Road	0	0	503	610	0.000	0	162	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	536	134	280	758	0.707	531	383	1.2	2.3	15.621	C
B - B1078 South-West	338	84	327	699	0.483	336	291	0.6	0.9	9.883	A
C - B1078 South-East	555	139	63	1224	0.454	554	550	0.6	0.8	5.366	A
D - A12 Slip-Road	0	0	613	571	0.000	0	198	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	536	134	281	757	0.707	535	384	2.3	2.3	16.177	C
B - B1078 South-West	338	84	327	699	0.483	338	292	0.9	0.9	9.957	A
C - B1078 South-East	555	139	64	1224	0.454	555	553	0.8	0.8	5.382	A
D - A12 Slip-Road	0	0	617	570	0.000	0	199	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	437	109	231	781	0.560	441	314	2.3	1.3	10.723	B
B - B1078 South-West	276	69	268	732	0.377	277	239	0.9	0.6	7.934	A
C - B1078 South-East	453	113	53	1230	0.369	454	456	0.8	0.6	4.646	A
D - A12 Slip-Road	0	0	509	608	0.000	0	163	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	366	92	193	799	0.458	368	263	1.3	0.9	8.382	A
B - B1078 South-West	231	58	224	756	0.305	232	200	0.6	0.4	6.870	A
C - B1078 South-East	380	95	44	1235	0.308	380	380	0.6	0.4	4.217	A
D - A12 Slip-Road	0	0	424	638	0.000	0	136	0.0	0.0	0.000	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.83	0.55	1.00	1.40	1.45			N/A	N/A
B - B1078 South-West	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C - B1078 South-East	0.44	0.00	0.00	0.44	0.44			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.24	0.09	1.01	2.29	2.97			N/A	N/A
B - B1078 South-West	0.60	0.13	0.88	1.38	1.44			N/A	N/A
C - B1078 South-East	0.58	0.10	0.84	1.37	1.43			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	2.28	0.03	0.30	2.28	10.16			N/A	N/A
B - B1078 South-West	0.92	0.03	0.26	0.92	0.92			N/A	N/A
C - B1078 South-East	0.82	0.03	0.26	0.82	0.82			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	2.35	0.03	0.28	2.35	6.46			N/A	N/A
B - B1078 South-West	0.92	0.03	0.28	0.92	2.95			N/A	N/A
C - B1078 South-East	0.83	0.03	0.27	0.83	2.09			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.30	0.06	0.71	2.95	4.36			N/A	N/A
B - B1078 South-West	0.61	0.08	0.78	1.36	1.43			N/A	N/A
C - B1078 South-East	0.59	0.55	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.86	0.04	0.40	1.97	3.25			N/A	N/A
B - B1078 South-West	0.44	0.04	0.37	1.20	1.35			N/A	N/A
C - B1078 South-East	0.45	0.00	0.00	0.45	0.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2034 Operational Led, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	7.11	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
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	279	100.000
B - B1078 South-West		ONE HOUR	✓	299	100.000
C - B1078 South-East		ONE HOUR	✓	522	100.000
D - A12 Slip-Road		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	1	50	211	17
	B - B1078 South-West	58	0	101	140
	C - B1078 South-East	314	200	1	8
	D - A12 Slip-Road	0	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	0	3	0
	B - B1078 South-West	2	0	4	2
	C - B1078 South-East	3	4	0	13
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.39	7.61	0.6	2.8	A	256	384
B - B1078 South-West	0.47	9.65	0.9	3.0	A	274	411
C - B1078 South-East	0.46	5.41	0.9	1.9	A	479	719
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	210	52	187	822	0.255	208	279	0.0	0.3	5.853	A
B - B1078 South-West	225	56	242	766	0.294	223	187	0.0	0.4	6.616	A
C - B1078 South-East	393	98	38	1250	0.315	391	234	0.0	0.5	4.187	A
D - A12 Slip-Road	0	0	272	692	0.000	0	123	0.0	0.0	0.000	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	251	63	224	804	0.311	250	334	0.3	0.4	6.489	A
B - B1078 South-West	268	67	291	739	0.363	268	224	0.4	0.6	7.636	A

C - B1078 South-East	470	117	45	1246	0.377	469	281	0.5	0.6	4.633	A
D - A12 Slip-Road	0	0	326	674	0.000	0	148	0.0	0.0	0.000	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	307	77	274	780	0.393	306	409	0.4	0.6	7.576	A
B - B1078 South-West	329	82	356	702	0.468	328	274	0.6	0.9	9.577	A
C - B1078 South-East	575	144	56	1240	0.464	574	344	0.6	0.9	5.397	A
D - A12 Slip-Road	0	0	399	648	0.000	0	181	0.0	0.0	0.000	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	307	77	275	780	0.393	307	410	0.6	0.6	7.607	A
B - B1078 South-West	329	82	356	702	0.468	329	275	0.9	0.9	9.646	A
C - B1078 South-East	575	144	56	1240	0.464	575	345	0.9	0.9	5.413	A
D - A12 Slip-Road	0	0	400	648	0.000	0	181	0.0	0.0	0.000	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	251	63	225	804	0.312	251	336	0.6	0.5	6.528	A
B - B1078 South-West	268	67	291	738	0.364	270	225	0.9	0.6	7.703	A
C - B1078 South-East	470	117	46	1245	0.377	471	283	0.9	0.6	4.651	A
D - A12 Slip-Road	0	0	328	673	0.000	0	149	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	210	52	188	821	0.255	210	281	0.5	0.3	5.895	A
B - B1078 South-West	225	56	244	765	0.294	225	188	0.6	0.4	6.684	A
C - B1078 South-East	393	98	38	1249	0.315	394	236	0.6	0.5	4.210	A
D - A12 Slip-Road	0	0	274	692	0.000	0	124	0.0	0.0	0.000	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.34	0.00	0.00	0.34	0.34			N/A	N/A
B - B1078 South-West	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C - B1078 South-East	0.46	0.00	0.00	0.46	0.46			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.45	0.00	0.00	0.45	0.45			N/A	N/A
B - B1078 South-West	0.56	0.55	1.00	1.40	1.45			N/A	N/A
C - B1078 South-East	0.60	0.11	0.86	1.37	1.44			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.64	0.03	0.26	0.64	0.64			N/A	N/A
B - B1078 South-West	0.86	0.03	0.26	0.86	0.86			N/A	N/A
C - B1078 South-East	0.86	0.03	0.26	0.86	0.86			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.64	0.03	0.29	1.09	2.77			N/A	N/A
B - B1078 South-West	0.87	0.03	0.28	0.87	2.98			N/A	N/A
C - B1078 South-East	0.86	0.03	0.27	0.86	1.93			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.46	0.00	0.00	0.46	0.46			N/A	N/A
B - B1078 South-West	0.58	0.07	0.75	1.35	1.43			N/A	N/A
C - B1078 South-East	0.61	0.55	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.35	0.00	0.00	0.35	0.35			N/A	N/A
B - B1078 South-West	0.42	0.03	0.34	1.12	1.31			N/A	N/A
C - B1078 South-East	0.46	0.04	0.36	1.18	1.34			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1078 / B1116 - 2034 Operational Led, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	7.11	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
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1116 North-West		ONE HOUR	✓	285	100.000
B - B1078 South-West		ONE HOUR	✓	321	100.000
C - B1078 South-East		ONE HOUR	✓	482	100.000
D - A12 Slip-Road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	41	223	21
	B - B1078 South-West	56	0	121	144
	C - B1078 South-East	297	172	2	11
	D - A12 Slip-Road	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0	0	3	5
	B - B1078 South-West	2	0	0	2
	C - B1078 South-East	1	4	0	9
	D - A12 Slip-Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.41	7.98	0.7	2.8	A	262	392
B - B1078 South-West	0.49	9.67	0.9	2.9	A	294	441
C - B1078 South-East	0.42	4.89	0.7	2.5	A	442	663
D - A12 Slip-Road	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	215	54	207	811	0.265	213	265	0.0	0.4	6.011	A
B - B1078 South-West	241	60	232	786	0.307	240	159	0.0	0.4	6.572	A
C - B1078 South-East	363	91	31	1274	0.285	361	259	0.0	0.4	3.936	A
D - A12 Slip-Road	0	0	289	687	0.000	0	131	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	256	64	248	791	0.324	256	317	0.4	0.5	6.717	A
B - B1078 South-West	288	72	278	760	0.379	288	191	0.4	0.6	7.607	A

C - B1078 South-East	433	108	37	1271	0.341	433	310	0.4	0.5	4.292	A
D - A12 Slip-Road	0	0	347	668	0.000	0	157	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	314	78	304	765	0.410	313	389	0.5	0.7	7.942	A
B - B1078 South-West	353	88	341	725	0.487	352	234	0.6	0.9	9.595	A
C - B1078 South-East	530	133	45	1267	0.419	530	380	0.5	0.7	4.879	A
D - A12 Slip-Road	0	0	425	641	0.000	0	192	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	314	78	305	765	0.410	314	389	0.7	0.7	7.981	A
B - B1078 South-West	353	88	341	725	0.487	353	234	0.9	0.9	9.666	A
C - B1078 South-East	530	133	45	1267	0.419	530	381	0.7	0.7	4.889	A
D - A12 Slip-Road	0	0	426	640	0.000	0	193	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	256	64	250	790	0.324	257	319	0.7	0.5	6.760	A
B - B1078 South-West	288	72	279	760	0.379	289	192	0.9	0.6	7.679	A
C - B1078 South-East	433	108	37	1271	0.341	434	312	0.7	0.5	4.304	A
D - A12 Slip-Road	0	0	349	667	0.000	0	158	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	215	54	209	810	0.265	215	267	0.5	0.4	6.061	A
B - B1078 South-West	241	60	234	785	0.307	242	160	0.6	0.4	6.642	A
C - B1078 South-East	363	91	31	1274	0.285	363	261	0.5	0.4	3.955	A
D - A12 Slip-Road	0	0	292	687	0.000	0	132	0.0	0.0	0.000	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.36	0.00	0.00	0.36	0.36			N/A	N/A
B - B1078 South-West	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C - B1078 South-East	0.40	0.00	0.00	0.40	0.40			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.47	0.00	0.00	0.47	0.47			N/A	N/A
B - B1078 South-West	0.60	0.13	0.88	1.38	1.44			N/A	N/A
C - B1078 South-East	0.51	0.51	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.68	0.03	0.26	0.68	0.68			N/A	N/A
B - B1078 South-West	0.93	0.03	0.26	0.93	0.93			N/A	N/A
C - B1078 South-East	0.71	0.03	0.25	0.71	0.71			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.69	0.03	0.28	0.99	2.83			N/A	N/A
B - B1078 South-West	0.94	0.03	0.28	0.94	2.90			N/A	N/A
C - B1078 South-East	0.72	0.03	0.28	0.72	2.48			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.48	0.00	0.00	0.48	0.48			N/A	N/A
B - B1078 South-West	0.62	0.09	0.79	1.36	1.43			N/A	N/A
C - B1078 South-East	0.52	0.52	1.00	1.40	1.45			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.36	0.00	0.00	0.36	0.36			N/A	N/A
B - B1078 South-West	0.45	0.04	0.38	1.21	1.35			N/A	N/A
C - B1078 South-East	0.40	0.00	0.00	0.40	0.40			N/A	N/A
D - A12 Slip-Road	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.09.22_J3_Model_v16_peaky_HPC_profile.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\TN04 Peaky Models\J3
Report generation date: 18/12/2020 13:55:21

»B1078 / B1116 - 2028 Peak Construction, 6-7 AM peaky
»B1078 / B1116 - 2028 Peak Construction, 7-8 AM peaky
»B1078 / B1116 - 2028 Peak Construction, 8-9 AM peaky
»B1078 / B1116 - 2028 Peak Construction, 3-4 PM peaky
»B1078 / B1116 - 2028 Peak Construction, 5-6 PM peaky

Summary of junction performance

	6-7 AM peaky					7-8 AM peaky					8-9 AM peaky					3-4 PM peaky					5-6 PM peaky				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
	B1078 / B1116 - 2028 Peak Construction																								
A - B1116 North-West	0.3	~1	7.57	0.24	A	0.9	~1	9.12	0.46	A	1.9	?	14.06	0.67	B	0.6	~1	7.30	0.36	A	0.6	~1	7.36	0.37	A
B - B1078 South-West	0.6	~1	8.56	0.36	A	0.8	~1	9.44	0.44	A	0.8	~1	9.65	0.46	A	0.9	~1	9.83	0.48	A	0.8	~1	9.02	0.45	A
C - B1078 South-East	0.7	~1	4.74	0.40	A	0.8	~1	5.34	0.45	A	1.0	?	5.94	0.50	A	0.9	~1	5.68	0.47	A	0.8	~1	5.17	0.43	A
D - A12 Slip-Road	0.0	~1	4.90	0.01	A	0.1	~1	5.85	0.10	A	0.3	~1	7.41	0.22	A	0.3	~1	7.14	0.24	A	0.2	~1	6.51	0.19	A

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

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

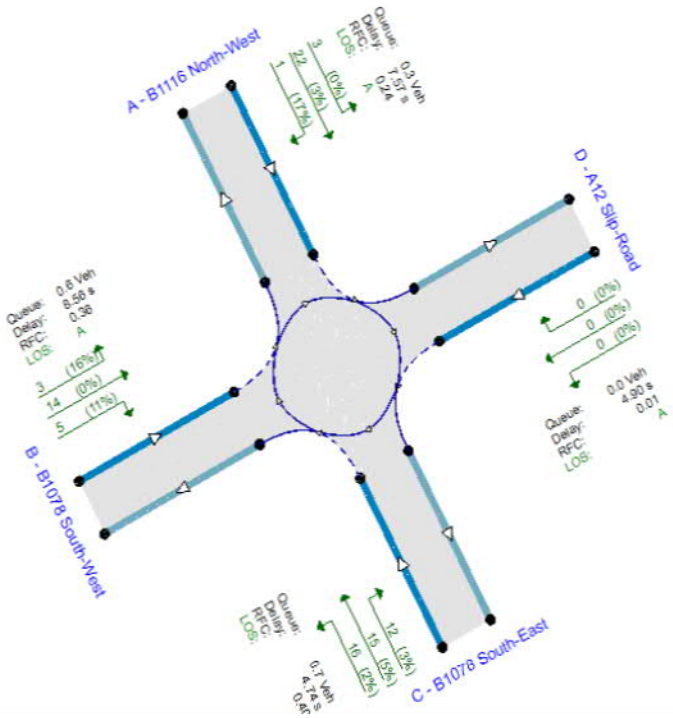
File summary

File Description

Title	B1078 / B1116
Location	52.161417°,1.379211°
Site number	3
Date	28/09/2016
Version	
Status	(new file)
Identifier	JGM
Client	
Jobnumber	50400326
Enumerator	UKWSPGROUP\ukjgm001
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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

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	Base Year	6-7 AM	ONE HOUR	05:45	07:15		15	
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15		15	
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15		15	
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15		15	
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15		15	
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15		15	
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15		15	
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15		15	
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15		15	
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15		15	
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15		15	
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15		15	
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15		15	
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15		15	
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15		15	
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15		15	
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15		15	
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15		15	
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15		15	
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15		15	
D21	2028 Peak Construction	6-7 AM peaky	DIRECT	06:00	07:00	60	15	✓
D22	2028 Peak Construction	7-8 AM peaky	DIRECT	07:00	08:00	60	15	✓
D23	2028 Peak Construction	8-9 AM peaky	DIRECT	08:00	09:00	60	15	✓
D24	2028 Peak Construction	3-4 PM peaky	DIRECT	15:00	16:00	60	15	✓
D25	2028 Peak Construction	5-6 PM peaky	DIRECT	17:00	18:00	60	15	✓
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15		15	
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15		15	
D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15		15	
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15		15	
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15		15	
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15		15	
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15		15	
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15		15	
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15		15	
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15		15	

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AJ3	B1078 / B1116	✓	100.000	100.000

B1078 / B1116 - 2028 Peak Construction, 6-7 AM peaky

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm C	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm A	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm D	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	6.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	B1116 North-West	
B	B1078 South-West	
C	B1078 South-East	
D	A12 Slip-Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - B1116 North-West	2.70	4.00	10.0	12.9	46.0	42.0	
B - B1078 South-West	3.40	4.00	10.0	47.5	46.0	20.0	
C - B1078 South-East	3.50	7.40	3.7	15.2	46.0	29.0	
D - A12 Slip-Road	3.40	4.20	26.9	3.2	46.0	63.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/TS)
A - B1116 North-West	Direct		-22.50
B - B1078 South-West	Direct		-82.75
C - B1078 South-East	Direct		0.00
D - A12 Slip-Road	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - B1116 North-West	0.472	232.781
B - B1078 South-West	0.557	231.560
C - B1078 South-East	0.546	328.699
D - A12 Slip-Road	0.338	196.726

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D21	2028 Peak Construction	6-7 AM peaky	DIRECT	06:00	07:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B1116 North-West		DIRECT	✓	100.000
B - B1078 South-West		DIRECT	✓	100.000
C - B1078 South-East		DIRECT	✓	100.000
D - A12 Slip-Road		DIRECT	✓	100.000

Origin-Destination Data

06:00 - 06:15

Demand (Veh/TS)

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0.00	1.24	22.34	2.83
	B - B1078 South-West	2.81	0.00	4.77	14.42
	C - B1078 South-East	15.19	16.44	0.00	12.39
	D - A12 Slip-Road	0.06	0.06	0.12	0.00

Proportions

		To			
		A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
From	A - B1116 North-West	0.00	0.05	0.85	0.11
	B - B1078 South-West	0.13	0.00	0.22	0.66
	C - B1078 South-East	0.35	0.37	0.00	0.28
	D - A12 Slip-Road	0.25	0.25	0.50	0.00

Demand (Veh/TS)

		To			
		A - B1116	B - B1078	C - B1078	D - A12

Proportions

		To			
		A - B1116	B - B1078	C - B1078	D - A12

06:15 - 06:30

From	North-West	South-West	South-East	Slip-Road
A - B1116 North-West	0.00	1.52	27.49	6.53
B - B1078 South-West	3.44	0.00	5.71	29.50
C - B1078 South-East	18.60	20.13	0.00	41.23
D - A12 Slip-Road	0.22	0.22	0.43	0.00

From	North-West	South-West	South-East	Slip-Road
A - B1116 North-West	0.00	0.04	0.77	0.18
B - B1078 South-West	0.09	0.00	0.15	0.76
C - B1078 South-East	0.23	0.25	0.00	0.52
D - A12 Slip-Road	0.25	0.25	0.50	0.00

06:30 - 06:45

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	1.52	27.49	6.43
B - B1078 South-West	3.44	0.00	5.71	29.12
C - B1078 South-East	18.60	20.13	0.00	40.39
D - A12 Slip-Road	0.21	0.21	0.42	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.04	0.78	0.18
B - B1078 South-West	0.09	0.00	0.15	0.76
C - B1078 South-East	0.24	0.25	0.00	0.51
D - A12 Slip-Road	0.25	0.25	0.50	0.00

06:45 - 07:00

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	1.24	22.78	12.72
B - B1078 South-West	2.81	0.00	4.32	52.65
C - B1078 South-East	15.19	16.44	0.00	96.50
D - A12 Slip-Road	0.51	0.51	1.02	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.03	0.62	0.35
B - B1078 South-West	0.05	0.00	0.07	0.88
C - B1078 South-East	0.12	0.13	0.00	0.75
D - A12 Slip-Road	0.25	0.25	0.50	0.00

Vehicle Mix

06:00 - 06:15

Heavy Vehicle Percentages

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	17	3	0
B - B1078 South-West	16	0	11	0
C - B1078 South-East	5	2	0	3
D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.168	1.027	1.000
B - B1078 South-West	1.159	1.000	1.115	1.004
C - B1078 South-East	1.052	1.018	1.000	1.029
D - A12 Slip-Road	1.000	1.000	1.000	1.000

06:15 - 06:30

Heavy Vehicle Percentages

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	17	3	0
B - B1078 South-West	16	0	12	0
C - B1078 South-East	5	2	0	3
D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.168	1.027	1.000
B - B1078 South-West	1.159	1.000	1.118	1.002
C - B1078 South-East	1.052	1.018	1.000	1.031
D - A12 Slip-Road	1.000	1.000	1.000	1.000

06:30 - 06:45

Heavy Vehicle Percentages

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	17	3	0
B - B1078 South-West	16	0	12	0
C - B1078 South-East	5	2	0	3
D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.168	1.027	1.000
B - B1078 South-West	1.159	1.000	1.118	1.002
C - B1078 South-East	1.052	1.018	1.000	1.031
D - A12 Slip-Road	1.000	1.000	1.000	1.000

06:45 - 07:00

Heavy Vehicle Percentages

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	17	3	0
B - B1078 South-West	16	0	13	0
C - B1078 South-East	5	2	0	3
D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.168	1.026	1.000
B - B1078 South-West	1.159	1.000	1.127	1.001
C - B1078 South-East	1.052	1.018	1.000	1.031
D - A12 Slip-Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
06:00-06:15	A - B1116 North-West	26.40	27.21
	B - B1078 South-West	22.00	23.06
	C - B1078 South-East	44.02	45.47
	D - A12 Slip-Road	0.25	0.25
06:15-06:30	A - B1116 North-West	35.54	36.54
	B - B1078 South-West	38.65	39.95
	C - B1078 South-East	79.97	82.57
	D - A12 Slip-Road	0.86	0.86
06:30-06:45	A - B1116 North-West	35.44	36.43
	B - B1078 South-West	38.28	39.57
	C - B1078 South-East	79.13	81.70
	D - A12 Slip-Road	0.84	0.84
06:45-07:00	A - B1116 North-West	36.75	37.56
	B - B1078 South-West	59.78	60.84
	C - B1078 South-East	128.12	132.22
	D - A12 Slip-Road	2.05	2.05

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.24	7.57	0.3	~1	A	33.53	134.13
B - B1078 South-West	0.36	8.56	0.6	~1	A	39.68	158.71
C - B1078 South-East	0.40	4.74	0.7	~1	A	82.81	331.23
D - A12 Slip-Road	0.01	4.90	0.0	~1	A	1.00	4.00

Main Results for each time segment

06:00 - 06:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	26.40	26.40	31.43	210.99	0.125	26.26	17.99	0.0	0.1	4.869	A
B - B1078 South-West	22.00	22.00	27.54	205.72	0.107	21.89	17.67	0.0	0.1	4.892	A
C - B1078 South-East	44.02	44.02	1.36	317.34	0.139	43.86	27.09	0.0	0.2	3.289	A
D - A12 Slip-Road	0.25	0.25	28.19	186.74	0.001	0.25	29.50	0.0	0.0	4.825	A

06:15 - 06:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	35.54	35.54	76.19	190.52	0.187	35.46	22.23	0.1	0.2	5.802	A
B - B1078 South-West	38.65	38.65	59.90	190.58	0.203	38.52	21.83	0.1	0.3	5.913	A
C - B1078 South-East	79.97	79.97	1.94	317.17	0.252	79.79	33.56	0.2	0.3	3.790	A
D - A12 Slip-Road	0.86	0.86	34.65	184.46	0.005	0.86	77.00	0.0	0.0	4.901	A

06:30 - 06:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	35.44	35.44	75.23	190.95	0.186	35.44	22.26	0.2	0.2	5.786	A
B - B1078 South-West	38.28	38.28	59.21	190.91	0.200	38.28	21.86	0.3	0.3	5.898	A
C - B1078 South-East	79.13	79.13	1.94	317.17	0.249	79.13	33.62	0.3	0.3	3.779	A
D - A12 Slip-Road	0.84	0.84	34.72	184.43	0.005	0.84	75.95	0.0	0.0	4.903	A

06:45 - 07:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	36.75	36.75	152.82	155.45	0.236	36.67	18.51	0.2	0.3	7.571	A
B - B1078 South-West	59.78	59.78	111.86	164.24	0.364	59.47	18.18	0.3	0.6	8.564	A
C - B1078 South-East	128.12	128.12	2.26	317.21	0.404	127.78	28.11	0.3	0.7	4.742	A
D - A12 Slip-Road	2.05	2.05	28.33	186.70	0.011	2.04	161.16	0.0	0.0	4.873	A

Queue Variation Results for each time segment

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.14	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.12	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.16	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.00	~1	~1	~1	~1			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.23	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.25	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.34	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.00	~1	~1	~1	~1			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.23	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.25	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.33	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.00	~1	~1	~1	~1			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.31	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.56	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.67	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.01	~1	~1	~1	~1			N/A	N/A

B1078 / B1116 - 2028 Peak Construction, 7-8 AM peaky

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm C	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm A	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm D	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	7.34	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 period length (min)	Time segment length (min)	Run automatically
D22	2028 Peak Construction	7-8 AM peaky	DIRECT	07:00	08:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B1116 North-West		DIRECT	✓	100.000
B - B1078 South-West		DIRECT	✓	100.000
C - B1078 South-East		DIRECT	✓	100.000
D - A12 Slip-Road		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	5.51	57.61	10.71
B - B1078 South-West	7.76	0.00	14.50	50.96
C - B1078 South-East	52.76	36.93	0.00	48.52
D - A12 Slip-Road	1.81	5.87	8.58	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.07	0.78	0.15
B - B1078 South-West	0.11	0.00	0.20	0.70
C - B1078 South-East	0.38	0.27	0.00	0.35
D - A12 Slip-Road	0.11	0.36	0.53	0.00

07:15 - 07:30

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	6.75	70.56	7.89
B - B1078 South-West	9.18	0.00	17.76	40.52
C - B1078 South-East	65.92	45.23	0.00	25.43
D - A12 Slip-Road	0.90	2.94	4.29	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.08	0.83	0.09
B - B1078 South-West	0.14	0.00	0.26	0.60
C - B1078 South-East	0.48	0.33	0.00	0.19
D - A12 Slip-Road	0.11	0.36	0.53	0.00

07:30 - 07:45

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	6.75	70.56	8.26
B - B1078 South-West	9.20	0.00	17.76	42.10
C - B1078 South-East	65.83	45.23	0.00	27.89
D - A12 Slip-Road	1.00	3.25	4.74	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.08	0.82	0.10
B - B1078 South-West	0.13	0.00	0.26	0.61
C - B1078 South-East	0.47	0.33	0.00	0.20
D - A12 Slip-Road	0.11	0.36	0.53	0.00

07:45 - 08:00

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	5.51	57.61	4.65
B - B1078 South-West	7.38	0.00	14.50	25.60
C - B1078 South-East	54.27	36.93	0.00	9.16
D - A12 Slip-Road	0.29	0.95	1.39	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.08	0.85	0.07
B - B1078 South-West	0.16	0.00	0.31	0.54
C - B1078 South-East	0.54	0.37	0.00	0.09
D - A12 Slip-Road	0.11	0.36	0.53	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	8	3	0
B - B1078 South-West	0	0	3	3
C - B1078 South-East	5	4	0	5
D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.077	1.028	1.000
B - B1078 South-West	1.000	1.000	1.032	1.029
C - B1078 South-East	1.055	1.040	1.000	1.055
D - A12 Slip-Road	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages

From \ To

Average PCU Per Veh

From \ To

07:15 - 07:30

From	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	8	3	0
B - B1078 South-West	0	0	3	4
C - B1078 South-East	5	4	0	5
D - A12 Slip-Road	0	0	0	0

From	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.077	1.028	1.000
B - B1078 South-West	1.000	1.000	1.032	1.044
C - B1078 South-East	1.054	1.040	1.000	1.052
D - A12 Slip-Road	1.000	1.000	1.000	1.000

07:30 - 07:45

Heavy Vehicle Percentages

From	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	8	3	0
B - B1078 South-West	0	0	3	4
C - B1078 South-East	5	4	0	5
D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.077	1.028	1.000
B - B1078 South-West	1.000	1.000	1.032	1.043
C - B1078 South-East	1.054	1.040	1.000	1.053
D - A12 Slip-Road	1.000	1.000	1.000	1.000

07:45 - 08:00

Heavy Vehicle Percentages

From	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	8	3	0
B - B1078 South-West	0	0	3	6
C - B1078 South-East	5	4	0	5
D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.077	1.028	1.000
B - B1078 South-West	1.000	1.000	1.032	1.057
C - B1078 South-East	1.053	1.040	1.000	1.047
D - A12 Slip-Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
07:00-07:15	A - B1116 North-West	73.83	75.86
	B - B1078 South-West	73.22	75.15
	C - B1078 South-East	138.21	145.22
	D - A12 Slip-Road	16.25	16.25
07:15-07:30	A - B1116 North-West	85.19	87.67
	B - B1078 South-West	67.45	69.81
	C - B1078 South-East	136.59	143.24
	D - A12 Slip-Road	8.14	8.14
07:30-07:45	A - B1116 North-West	85.57	88.05
	B - B1078 South-West	69.06	71.42
	C - B1078 South-East	138.95	145.75
	D - A12 Slip-Road	8.99	8.99
07:45-08:00	A - B1116 North-West	67.77	69.80
	B - B1078 South-West	47.48	49.41
	C - B1078 South-East	100.36	105.14
	D - A12 Slip-Road	2.63	2.63

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.46	9.12	0.9	~1	A	78.09	312.36
B - B1078 South-West	0.44	9.44	0.8	~1	A	64.30	257.21
C - B1078 South-East	0.45	5.34	0.8	~1	A	128.53	514.11
D - A12 Slip-Road	0.10	5.85	0.1	~1	A	9.00	36.00

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	73.83	73.83	113.01	172.51	0.428	73.09	61.92	0.0	0.7	8.989	A
B - B1078 South-West	73.22	73.22	102.47	167.02	0.438	72.45	48.00	0.0	0.8	9.444	A
C - B1078 South-East	138.21	138.21	13.08	305.82	0.452	137.40	79.91	0.0	0.8	5.318	A
D - A12 Slip-Road	16.25	16.25	76.84	169.94	0.096	16.15	109.27	0.0	0.1	5.848	A

07:15 - 07:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	85.19	85.19	83.96	185.96	0.458	85.10	75.92	0.7	0.8	8.913	A
B - B1078 South-West	67.45	67.45	92.32	171.44	0.393	67.56	54.88	0.8	0.7	8.672	A
C - B1078 South-East	136.58	136.58	10.60	307.63	0.444	136.60	92.50	0.8	0.8	5.262	A
D - A12 Slip-Road	8.14	8.14	94.92	163.63	0.050	8.19	74.14	0.1	0.1	5.791	A

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	85.57	85.57	87.72	184.19	0.465	85.55	76.02	0.8	0.9	9.119	A
B - B1078 South-West	69.06	69.06	94.70	170.21	0.406	69.04	55.22	0.7	0.7	8.893	A
C - B1078 South-East	138.95	138.95	10.99	307.38	0.452	138.94	93.04	0.8	0.8	5.342	A
D - A12 Slip-Road	8.99	8.99	95.04	163.59	0.055	8.98	78.22	0.1	0.1	5.820	A

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	67.77	67.77	49.67	202.15	0.335	68.12	62.11	0.9	0.5	6.733	A
B - B1078 South-West	47.48	47.48	63.97	186.52	0.255	47.81	43.52	0.7	0.3	6.503	A

C - B1078 South-East	100.36	100.36	6.79	310.00	0.324	100.70	73.86	0.8	0.5	4.308	A
D - A12 Slip-Road	2.63	2.63	77.99	169.54	0.015	2.67	39.81	0.1	0.0	5.396	A

Queue Variation Results for each time segment

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.74	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.77	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.82	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.10	~1	~1	~1	~1			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.83	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.66	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.80	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.05	~1	~1	~1	~1			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.86	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.67	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.82	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.06	~1	~1	~1	~1			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.51	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.34	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.48	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.02	~1	~1	~1	~1			N/A	N/A

B1078 / B1116 - 2028 Peak Construction, 8-9 AM peaky

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm C	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm A	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm D	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	9.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D23	2028 Peak Construction	8-9 AM peaky	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B1116 North-West		DIRECT	✓	100.000
B - B1078 South-West		DIRECT	✓	100.000
C - B1078 South-East		DIRECT	✓	100.000
D - A12 Slip-Road		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	12.60	83.79	11.54
B - B1078 South-West	11.91	0.00	21.36	40.00
C - B1078 South-East	65.68	60.62	0.00	21.90
D - A12 Slip-Road	4.47	10.72	19.66	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.12	0.78	0.11
B - B1078 South-West	0.16	0.00	0.29	0.55
C - B1078 South-East	0.44	0.41	0.00	0.15
D - A12 Slip-Road	0.13	0.31	0.56	0.00

08:15 - 08:30

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	15.44	102.62	8.21
B - B1078 South-West	14.59	0.00	25.17	40.10
C - B1078 South-East	80.45	58.45	0.00	4.10
D - A12 Slip-Road	0.53	1.28	2.34	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.12	0.81	0.07
B - B1078 South-West	0.18	0.00	0.32	0.50
C - B1078 South-East	0.56	0.41	0.00	0.03
D - A12 Slip-Road	0.13	0.31	0.56	0.00

08:30 - 08:45

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	15.44	102.62	7.57
B - B1078 South-West	14.59	0.00	25.06	39.14
C - B1078 South-East	80.45	56.74	0.00	1.65
D - A12 Slip-Road	0.00	0.00	0.00	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.12	0.82	0.06
B - B1078 South-West	0.19	0.00	0.32	0.50
C - B1078 South-East	0.58	0.41	0.00	0.01
D - A12 Slip-Road	0.25	0.25	0.25	0.25

08:45 - 09:00

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	12.60	83.79	6.18
B - B1078 South-West	11.91	0.00	20.46	31.96
C - B1078 South-East	65.68	46.33	0.00	1.35
D - A12 Slip-Road	0.00	0.00	0.00	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.12	0.82	0.06
B - B1078 South-West	0.19	0.00	0.32	0.50
C - B1078 South-East	0.58	0.41	0.00	0.01
D - A12 Slip-Road	0.25	0.25	0.25	0.25

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	3	5	6
B - B1078 South-West	6	0	4	5
C - B1078 South-East	4	3	0	13
D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.033	1.046	1.057
B - B1078 South-West	1.056	1.000	1.036	1.048
C - B1078 South-East	1.043	1.034	1.000	1.131
D - A12 Slip-Road	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages

From \ To

Average PCU Per Veh

From \ To

08:15 - 08:30

From	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	3	5	10
B - B1078 South-West	6	0	4	6
C - B1078 South-East	4	4	0	13
D - A12 Slip-Road	0	0	0	0

From	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.033	1.046	1.097
B - B1078 South-West	1.056	1.000	1.038	1.059
C - B1078 South-East	1.043	1.043	1.000	1.135
D - A12 Slip-Road	1.000	1.000	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	3	5	11
B - B1078 South-West	6	0	4	6
C - B1078 South-East	4	4	0	14
D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.033	1.046	1.106
B - B1078 South-West	1.056	1.000	1.038	1.061
C - B1078 South-East	1.043	1.044	1.000	1.141
D - A12 Slip-Road	1.000	1.000	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	3	5	11
B - B1078 South-West	6	0	4	6
C - B1078 South-East	4	4	0	14
D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.033	1.046	1.106
B - B1078 South-West	1.056	1.000	1.038	1.061
C - B1078 South-East	1.043	1.044	1.000	1.141
D - A12 Slip-Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - B1116 North-West	107.94	112.85
	B - B1078 South-West	73.27	76.65
	C - B1078 South-East	148.21	155.96
	D - A12 Slip-Road	34.84	34.84
08:15-08:30	A - B1116 North-West	126.27	132.28
	B - B1078 South-West	79.86	84.00
	C - B1078 South-East	142.99	149.52
	D - A12 Slip-Road	4.16	4.16
08:30-08:45	A - B1116 North-West	125.63	131.65
	B - B1078 South-West	78.80	82.93
	C - B1078 South-East	138.84	145.05
	D - A12 Slip-Road	0.00	0.00
08:45-09:00	A - B1116 North-West	102.58	107.49
	B - B1078 South-West	64.34	67.72
	C - B1078 South-East	113.36	118.43
	D - A12 Slip-Road	0.00	0.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.67	14.06	1.9	?	B	115.60	462.41
B - B1078 South-West	0.46	9.65	0.8	~1	A	74.07	296.27
C - B1078 South-East	0.50	5.94	1.0	?	A	135.85	543.40
D - A12 Slip-Road	0.22	7.41	0.3	~1	A	9.75	39.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	107.94	107.94	82.49	182.88	0.590	106.54	81.47	0.0	1.4	11.591	B
B - B1078 South-West	73.27	73.27	91.43	169.66	0.432	72.52	83.30	0.0	0.7	9.198	A
C - B1078 South-East	148.21	148.21	27.50	297.88	0.498	147.23	123.34	0.0	1.0	5.937	A
D - A12 Slip-Road	34.84	34.84	116.29	155.76	0.224	34.56	72.74	0.0	0.3	7.410	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	126.27	126.27	69.43	189.14	0.668	125.74	95.50	1.4	1.9	14.065	B
B - B1078 South-West	79.86	79.86	85.16	172.93	0.462	79.76	75.20	0.7	0.8	9.649	A
C - B1078 South-East	143.00	143.00	17.29	305.05	0.469	143.08	129.75	1.0	0.9	5.559	A
D - A12 Slip-Road	4.16	4.16	142.62	146.47	0.028	4.41	52.54	0.3	0.0	6.348	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	125.63	125.63	65.89	190.84	0.658	125.63	95.06	1.9	1.9	13.800	B
B - B1078 South-West	78.80	78.80	82.13	174.58	0.451	78.81	72.21	0.8	0.8	9.399	A
C - B1078 South-East	138.84	138.84	15.45	306.29	0.453	138.89	127.69	0.9	0.8	5.378	A
D - A12 Slip-Road	0.00	0.00	143.11	146.30	0.000	0.03	48.40	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	102.58	102.58	54.01	196.48	0.522	103.39	77.79	1.9	1.1	9.750	A
B - B1078 South-West	64.34	64.34	67.18	182.85	0.352	64.62	59.13	0.8	0.5	7.632	A

C - B1078 South-East	113.36	113.36	12.70	307.77	0.368	113.61	105.01	0.8	0.6	4.640	A
D - A12 Slip-Road	0.00	0.00	117.71	155.25	0.000	0.00	39.69	0.0	0.0	0.000	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.40	?	?	?	?			N/A	N/A
B - B1078 South-West	0.75	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.98	?	?	?	?			N/A	N/A
D - A12 Slip-Road	0.29	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.93	?	?	?	?			N/A	N/A
B - B1078 South-West	0.84	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.89	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.03	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.93	?	?	?	?			N/A	N/A
B - B1078 South-West	0.83	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.84	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.00	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	1.12	?	?	?	?			N/A	N/A
B - B1078 South-West	0.55	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.59	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.00	~1	~1	~1	~1			N/A	N/A

B1078 / B1116 - 2028 Peak Construction, 3-4 PM peaky

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm C	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm A	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm D	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	7.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D24	2028 Peak Construction	3-4 PM peaky	DIRECT	15:00	16:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B1116 North-West		DIRECT	✓	100.000
B - B1078 South-West		DIRECT	✓	100.000
C - B1078 South-East		DIRECT	✓	100.000
D - A12 Slip-Road		DIRECT	✓	100.000

Origin-Destination Data

15:00 - 15:15

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.22	9.78	42.26	3.84
B - B1078 South-West	12.02	0.00	20.28	34.76
C - B1078 South-East	65.63	44.81	0.22	3.55
D - A12 Slip-Road	3.26	10.01	15.35	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.17	0.75	0.07
B - B1078 South-West	0.18	0.00	0.30	0.52
C - B1078 South-East	0.57	0.39	0.00	0.03
D - A12 Slip-Road	0.11	0.35	0.54	0.00

15:15 - 15:30

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.28	12.04	51.81	4.60
B - B1078 South-West	14.78	0.00	24.62	41.52
C - B1078 South-East	80.38	54.05	0.28	3.91
D - A12 Slip-Road	3.22	9.88	15.21	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.18	0.75	0.07
B - B1078 South-West	0.18	0.00	0.30	0.51
C - B1078 South-East	0.58	0.39	0.00	0.03
D - A12 Slip-Road	0.11	0.35	0.54	0.00

15:30 - 15:45

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.28	11.94	51.72	4.78
B - B1078 South-West	14.69	0.00	24.99	43.30
C - B1078 South-East	80.38	55.45	0.28	4.66
D - A12 Slip-Road	4.53	13.92	21.31	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.17	0.75	0.07
B - B1078 South-West	0.18	0.00	0.30	0.52
C - B1078 South-East	0.57	0.39	0.00	0.03
D - A12 Slip-Road	0.11	0.35	0.54	0.00

15:45 - 16:00

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.22	9.80	42.28	3.80
B - B1078 South-West	12.04	0.00	20.21	34.40
C - B1078 South-East	65.63	44.52	0.22	3.40
D - A12 Slip-Road	2.99	9.20	14.13	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.17	0.75	0.07
B - B1078 South-West	0.18	0.00	0.30	0.52
C - B1078 South-East	0.58	0.39	0.00	0.03
D - A12 Slip-Road	0.11	0.35	0.54	0.00

Vehicle Mix

15:00 - 15:15

Heavy Vehicle Percentages

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	0	3	0
B - B1078 South-West	2	0	5	2
C - B1078 South-East	3	4	0	26
D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.000	1.032	1.000
B - B1078 South-West	1.018	1.000	1.045	1.020
C - B1078 South-East	1.034	1.039	1.000	1.257
D - A12 Slip-Road	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages

From \ To

Average PCU Per Veh

From \ To

15:15 - 15:30

From		To: A - B1116 North-West	To: B - B1078 South-West	To: C - B1078 South-East	To: D - A12 Slip-Road
	A - B1116 North-West	0	0	3	0
	B - B1078 South-West	2	0	5	2
	C - B1078 South-East	3	4	0	24
	D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From		To: A - B1116 North-West	To: B - B1078 South-West	To: C - B1078 South-East	To: D - A12 Slip-Road
	A - B1116 North-West	1.000	1.000	1.032	1.000
	B - B1078 South-West	1.018	1.000	1.046	1.021
	C - B1078 South-East	1.034	1.039	1.000	1.243
	D - A12 Slip-Road	1.000	1.000	1.000	1.000

15:30 - 15:45

Heavy Vehicle Percentages

From		To: A - B1116 North-West	To: B - B1078 South-West	To: C - B1078 South-East	To: D - A12 Slip-Road
	A - B1116 North-West	0	0	3	0
	B - B1078 South-West	2	0	5	2
	C - B1078 South-East	3	4	0	26
	D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From		To: A - B1116 North-West	To: B - B1078 South-West	To: C - B1078 South-East	To: D - A12 Slip-Road
	A - B1116 North-West	1.000	1.000	1.032	1.000
	B - B1078 South-West	1.018	1.000	1.045	1.020
	C - B1078 South-East	1.034	1.038	1.000	1.265
	D - A12 Slip-Road	1.000	1.000	1.000	1.000

15:45 - 16:00

Heavy Vehicle Percentages

From		To: A - B1116 North-West	To: B - B1078 South-West	To: C - B1078 South-East	To: D - A12 Slip-Road
	A - B1116 North-West	0	0	3	0
	B - B1078 South-West	2	0	5	2
	C - B1078 South-East	3	4	0	25
	D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From		To: A - B1116 North-West	To: B - B1078 South-West	To: C - B1078 South-East	To: D - A12 Slip-Road
	A - B1116 North-West	1.000	1.000	1.032	1.000
	B - B1078 South-West	1.018	1.000	1.045	1.020
	C - B1078 South-East	1.034	1.039	1.000	1.251
	D - A12 Slip-Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
15:00-15:15	A - B1116 North-West	56.11	57.48
	B - B1078 South-West	67.07	68.90
	C - B1078 South-East	114.21	119.10
	D - A12 Slip-Road	28.61	28.61
15:15-15:30	A - B1116 North-West	68.72	70.40
	B - B1078 South-West	80.92	83.17
	C - B1078 South-East	138.61	144.43
	D - A12 Slip-Road	28.31	28.31
15:30-15:45	A - B1116 North-West	68.72	70.40
	B - B1078 South-West	82.99	85.24
	C - B1078 South-East	140.77	146.87
	D - A12 Slip-Road	39.76	39.76
15:45-16:00	A - B1116 North-West	56.11	57.48
	B - B1078 South-West	66.65	68.49
	C - B1078 South-East	113.78	118.61
	D - A12 Slip-Road	26.32	26.32

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.36	7.30	0.6	~1	A	62.42	249.67
B - B1078 South-West	0.48	9.83	0.9	~1	A	74.41	297.63
C - B1078 South-East	0.47	5.68	0.9	~1	A	126.84	507.37
D - A12 Slip-Road	0.24	7.14	0.3	~1	A	30.75	123.00

Main Results for each time segment

15:00 - 15:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	56.11	56.11	58.33	199.17	0.282	55.72	80.67	0.0	0.4	6.258	A
B - B1078 South-West	67.07	67.07	72.50	184.38	0.364	66.50	64.22	0.0	0.6	7.598	A
C - B1078 South-East	114.21	114.21	23.11	303.11	0.377	113.61	77.55	0.0	0.6	4.720	A
D - A12 Slip-Road	28.61	28.61	72.24	171.55	0.167	28.41	41.81	0.0	0.2	6.278	A

15:15 - 15:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	68.72	68.72	70.09	193.56	0.355	68.57	98.46	0.4	0.5	7.191	A
B - B1078 South-West	80.92	80.92	87.91	175.65	0.461	80.65	75.84	0.6	0.8	9.443	A
C - B1078 South-East	138.61	138.61	25.38	302.15	0.459	138.37	91.71	0.6	0.8	5.487	A
D - A12 Slip-Road	28.31	28.31	88.79	165.78	0.171	28.30	49.87	0.2	0.2	6.545	A

15:30 - 15:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	68.72	68.72	73.18	192.01	0.358	68.71	99.84	0.5	0.6	7.299	A
B - B1078 South-West	82.99	82.99	90.09	174.43	0.476	82.93	81.25	0.8	0.9	9.827	A
C - B1078 South-East	140.77	140.77	30.61	299.02	0.471	140.73	98.22	0.8	0.9	5.684	A
D - A12 Slip-Road	39.76	39.76	89.19	165.65	0.240	39.65	52.70	0.2	0.3	7.136	A

15:45 - 16:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	56.11	56.11	58.51	199.10	0.282	56.27	81.12	0.6	0.4	6.307	A
B - B1078 South-West	66.65	66.65	72.66	184.28	0.362	66.97	63.71	0.9	0.6	7.692	A

C - B1078 South-East	113.78	113.78	22.31	303.62	0.375	114.06	77.12	0.9	0.6	4.756	A
D - A12 Slip-Road	26.32	26.32	72.98	171.30	0.154	26.45	41.80	0.3	0.2	6.220	A

Queue Variation Results for each time segment

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.39	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.56	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.60	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.20	~1	~1	~1	~1			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.54	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.84	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.84	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.20	~1	~1	~1	~1			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.55	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.89	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.88	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.31	~1	~1	~1	~1			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.40	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.57	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.60	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.18	~1	~1	~1	~1			N/A	N/A

B1078 / B1116 - 2028 Peak Construction, 5-6 PM peaky

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm C	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm A	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm D	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J3	B1078 / B1116	Standard Roundabout	C, B, A, D	6.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D25	2028 Peak Construction	5-6 PM peaky	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B1116 North-West		DIRECT	✓	100.000
B - B1078 South-West		DIRECT	✓	100.000
C - B1078 South-East		DIRECT	✓	100.000
D - A12 Slip-Road		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	8.55	44.96	4.16
B - B1078 South-West	12.14	0.00	22.83	30.00
C - B1078 South-East	62.59	41.63	0.45	2.63
D - A12 Slip-Road	0.88	2.64	3.51	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.15	0.78	0.07
B - B1078 South-West	0.19	0.00	0.35	0.46
C - B1078 South-East	0.58	0.39	0.00	0.02
D - A12 Slip-Road	0.13	0.37	0.50	0.00

17:15 - 17:30

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	10.47	54.99	5.10
B - B1078 South-West	14.87	0.00	27.96	37.46
C - B1078 South-East	76.66	51.71	0.55	3.46
D - A12 Slip-Road	1.88	5.64	7.52	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.15	0.78	0.07
B - B1078 South-West	0.19	0.00	0.35	0.47
C - B1078 South-East	0.58	0.39	0.00	0.03
D - A12 Slip-Road	0.12	0.37	0.50	0.00

17:30 - 17:45

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	10.47	54.86	5.10
B - B1078 South-West	14.87	0.00	27.96	38.67
C - B1078 South-East	76.66	52.91	0.55	3.86
D - A12 Slip-Road	3.22	9.66	12.88	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.15	0.78	0.07
B - B1078 South-West	0.18	0.00	0.34	0.47
C - B1078 South-East	0.57	0.39	0.00	0.03
D - A12 Slip-Road	0.12	0.38	0.50	0.00

17:45 - 18:00

Demand (Veh/TS)

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	8.55	44.65	4.16
B - B1078 South-West	12.14	0.00	22.83	32.83
C - B1078 South-East	62.59	44.46	0.45	3.57
D - A12 Slip-Road	4.02	12.07	16.09	0.00

Proportions

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0.00	0.15	0.78	0.07
B - B1078 South-West	0.18	0.00	0.34	0.48
C - B1078 South-East	0.56	0.40	0.00	0.03
D - A12 Slip-Road	0.13	0.38	0.50	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	0	3	5
B - B1078 South-West	2	0	0	2
C - B1078 South-East	1	3	0	18
D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From \ To	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.000	1.032	1.053
B - B1078 South-West	1.018	1.000	1.002	1.022
C - B1078 South-East	1.006	1.034	1.000	1.184
D - A12 Slip-Road	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages

From \ To

Average PCU Per Veh

From \ To

17:15 - 17:30

From	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	0	3	5
B - B1078 South-West	2	0	0	2
C - B1078 South-East	1	3	0	24
D - A12 Slip-Road	0	0	0	0

From	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.000	1.032	1.053
B - B1078 South-West	1.018	1.000	1.002	1.022
C - B1078 South-East	1.006	1.033	1.000	1.241
D - A12 Slip-Road	1.000	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

From	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	0	3	5
B - B1078 South-West	2	0	0	2
C - B1078 South-East	1	3	0	32
D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.000	1.033	1.053
B - B1078 South-West	1.018	1.000	1.002	1.021
C - B1078 South-East	1.006	1.033	1.000	1.320
D - A12 Slip-Road	1.000	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

From	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	0	0	3	5
B - B1078 South-West	2	0	0	2
C - B1078 South-East	1	3	0	40
D - A12 Slip-Road	0	0	0	0

Average PCU Per Veh

From	A - B1116 North-West	B - B1078 South-West	C - B1078 South-East	D - A12 Slip-Road
A - B1116 North-West	1.000	1.000	1.033	1.053
B - B1078 South-West	1.018	1.000	1.002	1.020
C - B1078 South-East	1.006	1.032	1.000	1.400
D - A12 Slip-Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - B1116 North-West	57.67	59.35
	B - B1078 South-West	64.97	65.89
	C - B1078 South-East	107.29	109.57
	D - A12 Slip-Road	7.03	7.03
17:15-17:30	A - B1116 North-West	70.55	72.61
	B - B1078 South-West	80.29	81.43
	C - B1078 South-East	132.37	135.41
	D - A12 Slip-Road	15.04	15.04
17:30-17:45	A - B1116 North-West	70.42	72.48
	B - B1078 South-West	81.50	82.63
	C - B1078 South-East	133.98	137.42
	D - A12 Slip-Road	25.76	25.76
17:45-18:00	A - B1116 North-West	57.36	59.04
	B - B1078 South-West	67.79	68.72
	C - B1078 South-East	111.07	114.29
	D - A12 Slip-Road	32.18	32.18

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - B1116 North-West	0.37	7.36	0.6	~1	A	64.00	256.00
B - B1078 South-West	0.45	9.02	0.8	~1	A	73.64	294.54
C - B1078 South-East	0.43	5.17	0.8	~1	A	121.18	484.71
D - A12 Slip-Road	0.19	6.51	0.2	~1	A	20.00	80.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	57.67	57.67	55.47	200.19	0.288	57.27	75.21	0.0	0.4	6.279	A
B - B1078 South-West	64.97	64.97	66.23	191.46	0.339	64.46	52.54	0.0	0.5	7.058	A
C - B1078 South-East	107.29	107.29	11.98	315.45	0.340	106.78	71.24	0.0	0.5	4.303	A
D - A12 Slip-Road	7.03	7.03	76.23	170.47	0.041	6.99	36.51	0.0	0.0	5.504	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	70.55	70.55	69.20	193.64	0.364	70.39	93.23	0.4	0.6	7.293	A
B - B1078 South-West	80.29	80.29	82.40	182.36	0.440	80.02	67.68	0.5	0.8	8.772	A
C - B1078 South-East	132.37	132.37	17.93	311.76	0.425	132.15	90.77	0.5	0.7	5.004	A
D - A12 Slip-Road	15.04	15.04	93.72	164.44	0.091	14.98	45.87	0.0	0.1	6.022	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	70.42	70.42	71.00	192.62	0.366	70.41	94.72	0.6	0.6	7.363	A
B - B1078 South-West	81.49	81.49	84.26	181.15	0.450	81.46	72.99	0.8	0.8	9.023	A
C - B1078 South-East	133.98	133.98	23.30	308.07	0.435	133.95	96.19	0.7	0.8	5.167	A
D - A12 Slip-Road	25.76	25.76	93.82	164.41	0.157	25.67	47.60	0.1	0.2	6.482	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - B1116 North-West	57.36	57.36	59.87	197.70	0.290	57.52	78.91	0.6	0.4	6.426	A
B - B1078 South-West	67.79	67.79	70.74	188.57	0.360	68.03	65.15	0.8	0.6	7.480	A

C - B1078 South-East	111.06	111.06	24.64	306.36	0.363	111.26	84.20	0.8	0.6	4.617	A
D - A12 Slip-Road	32.18	32.18	76.71	170.30	0.189	32.13	40.68	0.2	0.2	6.512	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.40	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.51	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.51	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.04	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.57	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.77	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.73	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.10	~1	~1	~1	~1			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.57	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.81	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.76	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.18	~1	~1	~1	~1			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B1116 North-West	0.41	~1	~1	~1	~1			N/A	N/A
B - B1078 South-West	0.57	~1	~1	~1	~1			N/A	N/A
C - B1078 South-East	0.57	~1	~1	~1	~1			N/A	N/A
D - A12 Slip-Road	0.23	~1	~1	~1	~1			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.09.22_J4a_Model_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\J4a\Model
Report generation date: 18/12/2020 09:15:24

»B1069 / B1078 (Woodbridge Rd) - Base Year, 6-7 AM
»B1069 / B1078 (Woodbridge Rd) - Base Year, 7-8 AM
»B1069 / B1078 (Woodbridge Rd) - Base Year, 8-9 AM
»B1069 / B1078 (Woodbridge Rd) - Base Year, 3-4 PM
»B1069 / B1078 (Woodbridge Rd) - Base Year, 5-6 PM
»B1069 / B1078 (Woodbridge Rd) - 2023 Reference Case , 6-7 AM
»B1069 / B1078 (Woodbridge Rd) - 2023 Reference Case , 7-8 AM
»B1069 / B1078 (Woodbridge Rd) - 2023 Reference Case , 8-9 AM
»B1069 / B1078 (Woodbridge Rd) - 2023 Reference Case , 3-4 PM
»B1069 / B1078 (Woodbridge Rd) - 2023 Reference Case , 5-6 PM
»B1069 / B1078 (Woodbridge Rd) - 2023 Early Years , 6-7 AM
»B1069 / B1078 (Woodbridge Rd) - 2023 Early Years , 7-8 AM
»B1069 / B1078 (Woodbridge Rd) - 2023 Early Years , 8-9 AM
»B1069 / B1078 (Woodbridge Rd) - 2023 Early Years , 3-4 PM
»B1069 / B1078 (Woodbridge Rd) - 2023 Early Years , 5-6 PM
»B1069 / B1078 (Woodbridge Rd) - 2028 Reference Case , 6-7 AM
»B1069 / B1078 (Woodbridge Rd) - 2028 Reference Case , 7-8 AM
»B1069 / B1078 (Woodbridge Rd) - 2028 Reference Case , 8-9 AM
»B1069 / B1078 (Woodbridge Rd) - 2028 Reference Case , 3-4 PM
»B1069 / B1078 (Woodbridge Rd) - 2028 Reference Case , 5-6 PM
»B1069 / B1078 (Woodbridge Rd) - 2028 Peak Construction, 6-7 AM
»B1069 / B1078 (Woodbridge Rd) - 2028 Peak Construction, 7-8 AM
»B1069 / B1078 (Woodbridge Rd) - 2028 Peak Construction, 8-9 AM
»B1069 / B1078 (Woodbridge Rd) - 2028 Peak Construction, 3-4 PM
»B1069 / B1078 (Woodbridge Rd) - 2028 Peak Construction, 5-6 PM
»B1069 / B1078 (Woodbridge Rd) - 2034 Reference Case , 6-7 AM
»B1069 / B1078 (Woodbridge Rd) - 2034 Reference Case , 7-8 AM
»B1069 / B1078 (Woodbridge Rd) - 2034 Reference Case , 8-9 AM
»B1069 / B1078 (Woodbridge Rd) - 2034 Reference Case , 3-4 PM
»B1069 / B1078 (Woodbridge Rd) - 2034 Reference Case , 5-6 PM
»B1069 / B1078 (Woodbridge Rd) - 2034 Operational Led, 6-7 AM
»B1069 / B1078 (Woodbridge Rd) - 2034 Operational Led, 7-8 AM
»B1069 / B1078 (Woodbridge Rd) - 2034 Operational Led, 8-9 AM
»B1069 / B1078 (Woodbridge Rd) - 2034 Operational Led, 3-4 PM
»B1069 / B1078 (Woodbridge Rd) - 2034 Operational Led, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
B1069 / B1078 (Woodbridge Rd) - Base Year																									
Stream B-AC	0.0	0.5	5.62	0.02	A	0.1	0.5	7.00	0.07	A	0.1	0.5	7.41	0.11	A	0.1	0.5	7.19	0.12	A	0.1	0.5	6.71	0.11	A
Stream C-AB	0.0	0.5	5.87	0.03	A	0.1	0.5	5.75	0.08	A	0.2	0.5	6.16	0.12	A	0.2	0.5	5.94	0.12	A	0.1	0.6	5.79	0.08	A
B1069 / B1078 (Woodbridge Rd) - 2023 Reference Case																									
Stream B-AC	0.0	0.5	5.73	0.02	A	0.1	0.5	7.06	0.07	A	0.1	0.5	7.49	0.12	A	0.2	0.5	7.40	0.13	A	0.1	0.5	6.81	0.12	A
Stream C-AB	0.0	0.5	5.85	0.04	A	0.1	0.5	5.82	0.10	A	0.2	0.5	6.21	0.13	A	0.2	0.5	6.10	0.15	A	0.1	0.6	5.78	0.09	A
B1069 / B1078 (Woodbridge Rd) - 2023 Early Years																									
Stream B-AC	0.0	0.5	5.74	0.02	A	0.1	0.5	7.12	0.07	A	0.1	0.5	7.56	0.12	A	0.2	0.5	7.45	0.14	A	0.1	0.5	6.91	0.13	A
Stream C-AB	0.0	0.5	5.85	0.04	A	0.1	0.6	5.85	0.10	A	0.2	0.5	6.22	0.13	A	0.2	0.5	6.10	0.15	A	0.2	0.7	5.71	0.10	A
B1069 / B1078 (Woodbridge Rd) - 2028 Reference Case																									
Stream B-AC	0.0	0.5	5.74	0.02	A	0.1	0.5	7.17	0.08	A	0.2	0.5	7.75	0.14	A	0.2	0.5	7.59	0.17	A	0.1	0.5	7.00	0.13	A
Stream C-AB	0.1	0.5	5.90	0.05	A	0.2	0.5	5.96	0.11	A	0.2	0.5	6.38	0.14	A	0.2	0.5	6.10	0.15	A	0.2	0.5	6.11	0.13	A
B1069 / B1078 (Woodbridge Rd) - 2028 Peak Construction																									
Stream B-AC	0.0	0.5	5.93	0.04	A	0.1	0.5	7.31	0.09	A	0.2	0.5	7.82	0.14	A	0.2	0.5	7.82	0.16	A	0.1	0.5	7.01	0.13	A
Stream C-AB	0.1	0.5	5.96	0.04	A	0.2	0.5	6.05	0.12	A	0.2	0.5	6.26	0.13	A	0.2	0.5	6.04	0.16	A	0.2	0.6	5.70	0.11	A
B1069 / B1078 (Woodbridge Rd) - 2034 Reference Case																									
Stream B-AC	0.0	0.5	5.87	0.03	A	0.1	0.5	7.26	0.09	A	0.2	1.1	8.38	0.19	A	0.3	1.3	8.59	0.22	A	0.2	1.1	8.31	0.20	A
Stream C-AB	0.0	0.5	5.83	0.04	A	0.2	0.5	5.93	0.11	A	0.3	1.1	6.62	0.18	A	0.3	0.6	6.20	0.17	A	0.3	0.5	6.31	0.16	A
B1069 / B1078 (Woodbridge Rd) - 2034 Operational Led																									
Stream B-AC	0.0	0.5	5.87	0.03	A	0.1	0.5	7.58	0.09	A	0.3	1.3	8.69	0.21	A	0.3	1.3	8.63	0.22	A	0.2	1.1	8.31	0.20	A
Stream C-AB	0.0	0.5	5.84	0.04	A	0.2	0.5	6.08	0.12	A	0.3	1.2	6.78	0.19	A	0.3	0.7	6.22	0.17	A	0.3	0.5	6.30	0.16	A

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

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

File summary

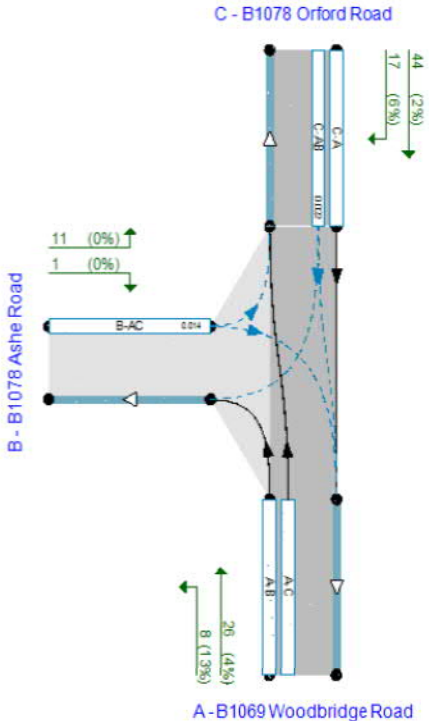
File Description

Title	B1069 / B1078 (Woodbridge Rd)
Location	52.143536°, 1.446304°

Site number	4a
Date	11/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	UKWSPGROUP\ukjgm001
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

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
D1	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AJ4a	B1069 / B1078 (Woodbridge Rd)	✓	100.000	100.000

B1069 / B1078 (Woodbridge Rd) - Base Year, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	1.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B1069 Woodbridge Road		Major
B	B1078 Ashe Road		Minor
C	B1078 Orford Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B1078 Orford Road	7.40			127.0	✓	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 - B1078 Ashe Road	One lane	3.66	22	21

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
J4a	B-A	528	0.090	0.228	0.144	0.326
J4a	B-C	679	0.098	0.247	-	-
J4a	C-B	648	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 segment length (min)	Run automatically
D1	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	34	100.000
B - B1078 Ashe Road		ONE HOUR	✓	12	100.000
C - B1078 Orford Road		ONE HOUR	✓	61	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	8	26
	B - B1078 Ashe Road	1	0	11
	C - B1078 Orford Road	44	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	13	4
	B - B1078 Ashe Road	0	0	0
	C - B1078 Orford Road	2	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	5.62	0.0	0.5	A	11	17
C-AB	0.03	5.87	0.0	0.5	A	17	25
C-A						39	59
A-B						7	11
A-C						24	36

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	656	0.014	9	0.0	0.0	5.559	A
C-AB	14	3	627	0.022	13	0.0	0.0	5.865	A
C-A	32	8			32				
A-B	6	2			6				
A-C	20	5			20				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	655	0.016	11	0.0	0.0	5.586	A
C-AB	16	4	630	0.026	16	0.0	0.0	5.863	A
C-A	39	10			39				
A-B	7	2			7				
A-C	23	6			23				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	653	0.020	13	0.0	0.0	5.623	A
C-AB	20	5	635	0.032	20	0.0	0.0	5.860	A
C-A	47	12			47				
A-B	9	2			9				
A-C	29	7			29				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	653	0.020	13	0.0	0.0	5.623	A
C-AB	20	5	635	0.032	20	0.0	0.0	5.859	A
C-A	47	12			47				
A-B	9	2			9				
A-C	29	7			29				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	655	0.016	11	0.0	0.0	5.586	A
C-AB	16	4	630	0.026	16	0.0	0.0	5.863	A
C-A	39	10			39				
A-B	7	2			7				
A-C	23	6			23				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	656	0.014	9	0.0	0.0	5.559	A
C-AB	14	3	627	0.022	14	0.0	0.0	5.866	A
C-A	32	8			32				
A-B	6	2			6				
A-C	20	5			20				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - Base Year, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	1.83	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	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	103	100.000
B - B1078 Ashe Road		ONE HOUR	✓	34	100.000
C - B1078 Orford Road		ONE HOUR	✓	148	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	20	83
	B - B1078 Ashe Road	10	0	24
	C - B1078 Orford Road	106	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	0	7
	B - B1078 Ashe Road	10	0	4
	C - B1078 Orford Road	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	7.00	0.1	0.5	A	31	47
C-AB	0.08	5.75	0.1	0.5	A	45	68
C-A						91	136
A-B						18	28
A-C						76	114

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	26	6	564	0.045	25	0.0	0.0	6.685	A
C-AB	36	9	666	0.054	36	0.0	0.1	5.713	A
C-A	75	19			75				
A-B	15	4			15				
A-C	62	16			62				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	31	8	559	0.055	31	0.0	0.1	6.816	A

C-AB	44	11	672	0.065	44	0.1	0.1	5.729	A
C-A	89	22			89				
A-B	18	4			18				
A-C	75	19			75				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	37	9	551	0.068	37	0.1	0.1	7.002	A
C-AB	56	14	682	0.082	56	0.1	0.1	5.752	A
C-A	107	27			107				
A-B	22	6			22				
A-C	91	23			91				

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)	LOS
B-AC	37	9	551	0.068	37	0.1	0.1	7.002	A
C-AB	56	14	682	0.082	56	0.1	0.1	5.753	A
C-A	107	27			107				
A-B	22	6			22				
A-C	91	23			91				

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)	LOS
B-AC	31	8	559	0.055	31	0.1	0.1	6.818	A
C-AB	44	11	672	0.066	44	0.1	0.1	5.731	A
C-A	89	22			89				
A-B	18	4			18				
A-C	75	19			75				

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)	LOS
B-AC	26	6	564	0.045	26	0.1	0.0	6.690	A
C-AB	36	9	666	0.054	36	0.1	0.1	5.717	A
C-A	75	19			75				
A-B	15	4			15				
A-C	62	16			62				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.08	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.11	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - Base Year, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	2.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	121	100.000
B - B1078 Ashe Road		ONE HOUR	✓	57	100.000
C - B1078 Orford Road		ONE HOUR	✓	165	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	19	102
	B - B1078 Ashe Road	19	0	38
	C - B1078 Orford Road	107	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	5	9
	B - B1078 Ashe Road	5	0	3
	C - B1078 Orford Road	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	7.41	0.1	0.5	A	52	78
C-AB	0.12	6.16	0.2	0.5	A	63	94
C-A						88	133
A-B						17	26
A-C						94	140

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)	LOS
B-AC	43	11	565	0.076	43	0.0	0.1	6.893	A
C-AB	50	12	647	0.077	49	0.0	0.1	6.025	A
C-A	74	19			74				
A-B	14	4			14				
A-C	77	19			77				

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)	LOS
B-AC	51	13	558	0.092	51	0.1	0.1	7.105	A

C-AB	61	15	653	0.094	61	0.1	0.1	6.082	A
C-A	87	22			87				
A-B	17	4			17				
A-C	92	23			92				

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)	LOS
B-AC	63	16	549	0.114	63	0.1	0.1	7.406	A
C-AB	78	19	662	0.117	78	0.1	0.2	6.163	A
C-A	104	26			104				
A-B	21	5			21				
A-C	112	28			112				

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)	LOS
B-AC	63	16	549	0.114	63	0.1	0.1	7.410	A
C-AB	78	19	662	0.118	78	0.2	0.2	6.163	A
C-A	104	26			104				
A-B	21	5			21				
A-C	112	28			112				

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)	LOS
B-AC	51	13	558	0.092	51	0.1	0.1	7.109	A
C-AB	61	15	653	0.094	61	0.2	0.1	6.085	A
C-A	87	22			87				
A-B	17	4			17				
A-C	92	23			92				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	564	0.076	43	0.1	0.1	6.904	A
C-AB	50	12	647	0.077	50	0.1	0.1	6.033	A
C-A	74	19			74				
A-B	14	4			14				
A-C	77	19			77				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.16	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.16	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - Base Year, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	132	100.000
B - B1078 Ashe Road		ONE HOUR	✓	62	100.000
C - B1078 Orford Road		ONE HOUR	✓	190	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	28	104
	B - B1078 Ashe Road	14	0	48
	C - B1078 Orford Road	128	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	4	7
	B - B1078 Ashe Road	7	0	2
	C - B1078 Orford Road	6	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	7.19	0.1	0.5	A	57	85
C-AB	0.12	5.94	0.2	0.5	A	69	104
C-A						105	158
A-B						26	39
A-C						95	143

Main Results for each time segment

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)	LOS
B-AC	47	12	584	0.080	46	0.0	0.1	6.687	A
C-AB	54	14	674	0.081	54	0.0	0.1	5.802	A
C-A	89	22			89				
A-B	21	5			21				
A-C	78	20			78				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	56	14	578	0.096	56	0.1	0.1	6.894	A

C-AB	67	17	682	0.098	67	0.1	0.1	5.852	A
C-A	104	26			104				
A-B	25	6			25				
A-C	93	23			93				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	569	0.120	68	0.1	0.1	7.187	A
C-AB	86	21	692	0.124	86	0.1	0.2	5.929	A
C-A	123	31			123				
A-B	31	8			31				
A-C	115	29			115				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	569	0.120	68	0.1	0.1	7.190	A
C-AB	86	21	692	0.124	86	0.2	0.2	5.936	A
C-A	123	31			123				
A-B	31	8			31				
A-C	115	29			115				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	56	14	578	0.096	56	0.1	0.1	6.900	A
C-AB	67	17	682	0.099	67	0.2	0.1	5.869	A
C-A	104	26			104				
A-B	25	6			25				
A-C	93	23			93				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	47	12	584	0.080	47	0.1	0.1	6.698	A
C-AB	55	14	674	0.081	55	0.1	0.1	5.815	A
C-A	89	22			89				
A-B	21	5			21				
A-C	78	20			78				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.18	0.03	0.26	0.47	0.50			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.18	0.03	0.25	0.45	0.48			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - Base Year, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	1.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	194	100.000
B - B1078 Ashe Road		ONE HOUR	✓	62	100.000
C - B1078 Orford Road		ONE HOUR	✓	174	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	17	177
	B - B1078 Ashe Road	6	0	56
	C - B1078 Orford Road	133	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	0	1
	B - B1078 Ashe Road	0	0	0
	C - B1078 Orford Road	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	6.71	0.1	0.5	A	57	85
C-AB	0.08	5.79	0.1	0.6	A	46	69
C-A						113	170
A-B						16	23
A-C						162	244

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)	LOS
B-AC	47	12	623	0.075	46	0.0	0.1	6.245	A
C-AB	36	9	664	0.055	36	0.0	0.1	5.735	A
C-A	95	24			95				
A-B	13	3			13				
A-C	133	33			133				

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)	LOS
B-AC	56	14	615	0.091	56	0.1	0.1	6.435	A

C-AB	45	11	670	0.067	45	0.1	0.1	5.754	A
C-A	112	28			112				
A-B	15	4			15				
A-C	159	40			159				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	605	0.113	68	0.1	0.1	6.708	A
C-AB	58	14	680	0.085	58	0.1	0.1	5.784	A
C-A	134	33			134				
A-B	19	5			19				
A-C	195	49			195				

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)	LOS
B-AC	68	17	605	0.113	68	0.1	0.1	6.710	A
C-AB	58	14	680	0.085	58	0.1	0.1	5.789	A
C-A	134	33			134				
A-B	19	5			19				
A-C	195	49			195				

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)	LOS
B-AC	56	14	615	0.091	56	0.1	0.1	6.438	A
C-AB	45	11	670	0.067	45	0.1	0.1	5.764	A
C-A	111	28			111				
A-B	15	4			15				
A-C	159	40			159				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	47	12	623	0.075	47	0.1	0.1	6.252	A
C-AB	36	9	664	0.055	36	0.1	0.1	5.745	A
C-A	95	24			95				
A-B	13	3			13				
A-C	133	33			133				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.09	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.12	0.03	0.26	0.48	0.61			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2023 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	1.48	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	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	53	100.000
B - B1078 Ashe Road		ONE HOUR	✓	15	100.000
C - B1078 Orford Road		ONE HOUR	✓	69	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	9	44
	B - B1078 Ashe Road	2	0	13
	C - B1078 Orford Road	51	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	11	1
	B - B1078 Ashe Road	0	0	0
	C - B1078 Orford Road	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	5.73	0.0	0.5	A	13	20
C-AB	0.04	5.85	0.0	0.5	A	18	28
C-A						45	68
A-B						8	12
A-C						40	60

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	649	0.017	11	0.0	0.0	5.642	A
C-AB	15	4	630	0.024	15	0.0	0.0	5.848	A
C-A	37	9			37				
A-B	7	2			7				
A-C	33	8			33				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	647	0.020	13	0.0	0.0	5.680	A

C-AB	18	4	634	0.028	18	0.0	0.0	5.848	A
C-A	44	11			44				
A-B	8	2			8				
A-C	40	10			40				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	16	4	644	0.025	16	0.0	0.0	5.732	A
C-AB	22	6	638	0.035	22	0.0	0.0	5.849	A
C-A	54	13			54				
A-B	10	2			10				
A-C	48	12			48				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	16	4	644	0.025	16	0.0	0.0	5.732	A
C-AB	22	6	638	0.035	22	0.0	0.0	5.850	A
C-A	54	13			54				
A-B	10	2			10				
A-C	48	12			48				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	647	0.020	13	0.0	0.0	5.680	A
C-AB	18	4	634	0.028	18	0.0	0.0	5.848	A
C-A	44	11			44				
A-B	8	2			8				
A-C	40	10			40				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	649	0.017	11	0.0	0.0	5.642	A
C-AB	15	4	630	0.024	15	0.0	0.0	5.849	A
C-A	37	9			37				
A-B	7	2			7				
A-C	33	8			33				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2023 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	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
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	112	100.000
B - B1078 Ashe Road		ONE HOUR	✓	36	100.000
C - B1078 Orford Road		ONE HOUR	✓	162	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	25	88
	B - B1078 Ashe Road	11	0	25
	C - B1078 Orford Road	112	50	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	4	7
	B - B1078 Ashe Road	10	0	4
	C - B1078 Orford Road	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	7.06	0.1	0.5	A	33	49
C-AB	0.10	5.82	0.1	0.5	A	54	81
C-A						94	142
A-B						23	34
A-C						80	121

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	27	7	563	0.048	27	0.0	0.0	6.714	A
C-AB	43	11	669	0.064	42	0.0	0.1	5.742	A
C-A	79	20			79				
A-B	19	5			19				
A-C	66	16			66				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	32	8	557	0.057	32	0.0	0.1	6.855	A

C-AB	53	13	676	0.078	52	0.1	0.1	5.772	A
C-A	93	23			93				
A-B	22	6			22				
A-C	79	20			79				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	39	10	549	0.071	39	0.1	0.1	7.057	A
C-AB	67	17	686	0.097	67	0.1	0.1	5.815	A
C-A	111	28			111				
A-B	27	7			27				
A-C	96	24			96				

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)	LOS
B-AC	39	10	549	0.071	39	0.1	0.1	7.057	A
C-AB	67	17	686	0.097	67	0.1	0.1	5.818	A
C-A	111	28			111				
A-B	27	7			27				
A-C	96	24			96				

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)	LOS
B-AC	32	8	557	0.057	32	0.1	0.1	6.860	A
C-AB	53	13	676	0.078	53	0.1	0.1	5.777	A
C-A	93	23			93				
A-B	22	6			22				
A-C	79	20			79				

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)	LOS
B-AC	27	7	563	0.048	27	0.1	0.1	6.718	A
C-AB	43	11	669	0.064	43	0.1	0.1	5.751	A
C-A	79	20			79				
A-B	19	5			19				
A-C	66	16			66				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.50			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.13	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2023 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	2.47	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
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	131	100.000
B - B1078 Ashe Road		ONE HOUR	✓	60	100.000
C - B1078 Orford Road		ONE HOUR	✓	172	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	24	107
	B - B1078 Ashe Road	20	0	40
	C - B1078 Orford Road	110	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	4	8
	B - B1078 Ashe Road	5	0	3
	C - B1078 Orford Road	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	7.49	0.1	0.5	A	55	82
C-AB	0.13	6.21	0.2	0.5	A	68	102
C-A						90	135
A-B						22	33
A-C						98	147

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)	LOS
B-AC	45	11	563	0.080	45	0.0	0.1	6.934	A
C-AB	54	13	649	0.083	53	0.0	0.1	6.041	A
C-A	76	19			76				
A-B	18	5			18				
A-C	80	20			80				

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)	LOS
B-AC	54	13	556	0.096	53	0.1	0.1	7.160	A

C-AB	66	16	655	0.101	66	0.1	0.1	6.110	A
C-A	89	22			89				
A-B	22	5			22				
A-C	96	24			96				

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)	LOS
B-AC	66	16	546	0.120	65	0.1	0.1	7.482	A
C-AB	84	21	664	0.126	84	0.1	0.2	6.206	A
C-A	106	26			106				
A-B	27	7			27				
A-C	117	29			117				

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)	LOS
B-AC	66	16	546	0.120	66	0.1	0.1	7.485	A
C-AB	84	21	664	0.126	84	0.2	0.2	6.207	A
C-A	106	26			106				
A-B	27	7			27				
A-C	117	29			117				

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)	LOS
B-AC	54	13	556	0.096	54	0.1	0.1	7.166	A
C-AB	66	16	655	0.101	66	0.2	0.1	6.114	A
C-A	89	22			89				
A-B	22	5			22				
A-C	96	24			96				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	45	11	563	0.080	45	0.1	0.1	6.945	A
C-AB	54	13	649	0.083	54	0.1	0.1	6.052	A
C-A	76	19			76				
A-B	18	5			18				
A-C	80	20			80				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.18	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.18	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2023 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	2.48	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
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	143	100.000
B - B1078 Ashe Road		ONE HOUR	✓	67	100.000
C - B1078 Orford Road		ONE HOUR	✓	200	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	33	110
	B - B1078 Ashe Road	18	0	50
	C - B1078 Orford Road	127	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	3	6
	B - B1078 Ashe Road	5	0	2
	C - B1078 Orford Road	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	7.40	0.2	0.5	A	62	92
C-AB	0.15	6.10	0.2	0.5	A	81	122
C-A						103	154
A-B						30	45
A-C						101	152

Main Results for each time segment

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)	LOS
B-AC	51	13	578	0.087	50	0.0	0.1	6.820	A
C-AB	64	16	674	0.095	63	0.0	0.1	5.896	A
C-A	87	22			87				
A-B	25	6			25				
A-C	83	21			83				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	60	15	570	0.106	60	0.1	0.1	7.057	A

C-AB	79	20	681	0.116	79	0.1	0.2	5.974	A
C-A	101	25			101				
A-B	29	7			29				
A-C	99	25			99				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	74	18	560	0.132	74	0.1	0.2	7.396	A
C-AB	101	25	691	0.146	100	0.2	0.2	6.093	A
C-A	120	30			120				
A-B	36	9			36				
A-C	121	30			121				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	74	18	560	0.132	74	0.2	0.2	7.400	A
C-AB	101	25	691	0.146	101	0.2	0.2	6.102	A
C-A	120	30			120				
A-B	36	9			36				
A-C	121	30			121				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	60	15	570	0.106	60	0.2	0.1	7.064	A
C-AB	79	20	681	0.116	79	0.2	0.2	5.991	A
C-A	101	25			101				
A-B	29	7			29				
A-C	99	25			99				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	51	13	578	0.088	51	0.1	0.1	6.834	A
C-AB	64	16	674	0.095	64	0.2	0.1	5.912	A
C-A	87	22			87				
A-B	25	6			25				
A-C	83	21			83				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.21	0.03	0.26	0.47	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.21	0.03	0.25	0.45	0.48			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2023 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	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
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	204	100.000
B - B1078 Ashe Road		ONE HOUR	✓	64	100.000
C - B1078 Orford Road		ONE HOUR	✓	186	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	22	182
	B - B1078 Ashe Road	7	0	57
	C - B1078 Orford Road	142	44	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	0	1
	B - B1078 Ashe Road	0	0	0
	C - B1078 Orford Road	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	6.81	0.1	0.5	A	59	88
C-AB	0.09	5.78	0.1	0.6	A	50	75
C-A						121	181
A-B						20	30
A-C						167	251

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)	LOS
B-AC	48	12	618	0.078	48	0.0	0.1	6.310	A
C-AB	39	10	668	0.059	39	0.0	0.1	5.726	A
C-A	101	25			101				
A-B	16	4			16				
A-C	137	34			137				

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)	LOS
B-AC	58	14	610	0.094	58	0.1	0.1	6.513	A

C-AB	48	12	675	0.072	48	0.1	0.1	5.747	A
C-A	119	30			119				
A-B	19	5			19				
A-C	164	41			164				

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)	LOS
B-AC	71	18	599	0.118	70	0.1	0.1	6.806	A
C-AB	62	16	685	0.091	62	0.1	0.1	5.780	A
C-A	142	36			142				
A-B	24	6			24				
A-C	201	50			201				

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)	LOS
B-AC	71	18	599	0.118	71	0.1	0.1	6.808	A
C-AB	62	16	685	0.091	62	0.1	0.1	5.782	A
C-A	142	36			142				
A-B	24	6			24				
A-C	201	50			201				

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)	LOS
B-AC	58	14	610	0.094	58	0.1	0.1	6.516	A
C-AB	48	12	675	0.072	49	0.1	0.1	5.752	A
C-A	119	30			119				
A-B	19	5			19				
A-C	164	41			164				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	48	12	618	0.078	48	0.1	0.1	6.320	A
C-AB	39	10	668	0.059	39	0.1	0.1	5.732	A
C-A	101	25			101				
A-B	16	4			16				
A-C	137	34			137				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.10	0.03	0.25	0.46	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.13	0.03	0.26	0.48	0.63			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2023 Early Years , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	1.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	58	100.000
B - B1078 Ashe Road		ONE HOUR	✓	15	100.000
C - B1078 Orford Road		ONE HOUR	✓	70	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	9	49
	B - B1078 Ashe Road	2	0	13
	C - B1078 Orford Road	52	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	11	1
	B - B1078 Ashe Road	0	0	0
	C - B1078 Orford Road	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	5.74	0.0	0.5	A	13	20
C-AB	0.04	5.85	0.0	0.5	A	18	28
C-A						46	69
A-B						8	12
A-C						45	67

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	648	0.017	11	0.0	0.0	5.650	A
C-AB	15	4	630	0.024	15	0.0	0.0	5.851	A
C-A	38	9			38				
A-B	7	2			7				
A-C	37	9			37				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	646	0.020	13	0.0	0.0	5.690	A

C-AB	18	4	633	0.028	18	0.0	0.0	5.852	A
C-A	45	11			45				
A-B	8	2			8				
A-C	44	11			44				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	16	4	643	0.025	16	0.0	0.0	5.745	A
C-AB	22	6	637	0.035	22	0.0	0.0	5.854	A
C-A	55	14			55				
A-B	10	2			10				
A-C	54	13			54				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	16	4	643	0.025	16	0.0	0.0	5.745	A
C-AB	22	6	637	0.035	22	0.0	0.0	5.853	A
C-A	55	14			55				
A-B	10	2			10				
A-C	54	13			54				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	646	0.020	13	0.0	0.0	5.692	A
C-AB	18	4	633	0.028	18	0.0	0.0	5.852	A
C-A	45	11			45				
A-B	8	2			8				
A-C	44	11			44				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	648	0.017	11	0.0	0.0	5.651	A
C-AB	15	4	630	0.024	15	0.0	0.0	5.852	A
C-A	38	9			38				
A-B	7	2			7				
A-C	37	9			37				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2023 Early Years , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	1.79	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
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	136	100.000
B - B1078 Ashe Road		ONE HOUR	✓	37	100.000
C - B1078 Orford Road		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	27	110
	B - B1078 Ashe Road	11	0	26
	C - B1078 Orford Road	116	50	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	4	5
	B - B1078 Ashe Road	10	0	4
	C - B1078 Orford Road	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	7.12	0.1	0.5	A	34	50
C-AB	0.10	5.85	0.1	0.6	A	54	82
C-A						98	147
A-B						24	37
A-C						101	151

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	28	7	561	0.049	27	0.0	0.1	6.748	A
C-AB	43	11	667	0.065	43	0.0	0.1	5.762	A
C-A	82	20			82				
A-B	20	5			20				
A-C	83	21			83				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	33	8	554	0.059	33	0.1	0.1	6.902	A

C-AB	53	13	674	0.079	53	0.1	0.1	5.797	A
C-A	96	24			96				
A-B	24	6			24				
A-C	99	25			99				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	40	10	545	0.074	40	0.1	0.1	7.124	A
C-AB	67	17	683	0.099	67	0.1	0.1	5.846	A
C-A	115	29			115				
A-B	29	7			29				
A-C	121	30			121				

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)	LOS
B-AC	40	10	545	0.074	40	0.1	0.1	7.125	A
C-AB	67	17	683	0.099	67	0.1	0.1	5.848	A
C-A	115	29			115				
A-B	29	7			29				
A-C	121	30			121				

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)	LOS
B-AC	33	8	554	0.059	33	0.1	0.1	6.907	A
C-AB	53	13	674	0.079	53	0.1	0.1	5.802	A
C-A	96	24			96				
A-B	24	6			24				
A-C	99	25			99				

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)	LOS
B-AC	28	7	561	0.049	28	0.1	0.1	6.754	A
C-AB	43	11	667	0.065	43	0.1	0.1	5.771	A
C-A	82	20			82				
A-B	20	5			20				
A-C	83	21			83				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.10	0.03	0.26	0.48	0.60			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.14	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2023 Early Years , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	2.45	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
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	138	100.000
B - B1078 Ashe Road		ONE HOUR	✓	61	100.000
C - B1078 Orford Road		ONE HOUR	✓	173	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	24	114
	B - B1078 Ashe Road	21	0	40
	C - B1078 Orford Road	111	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	4	8
	B - B1078 Ashe Road	5	0	3
	C - B1078 Orford Road	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	7.56	0.1	0.5	A	56	83
C-AB	0.13	6.22	0.2	0.5	A	68	102
C-A						91	137
A-B						22	33
A-C						104	156

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)	LOS
B-AC	46	11	560	0.081	45	0.0	0.1	6.983	A
C-AB	54	13	648	0.083	53	0.0	0.1	6.048	A
C-A	77	19			77				
A-B	18	5			18				
A-C	86	21			86				

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)	LOS
B-AC	54	14	553	0.098	54	0.1	0.1	7.220	A

C-AB	66	16	654	0.101	66	0.1	0.1	6.119	A
C-A	90	22			90				
A-B	22	5			22				
A-C	102	26			102				

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)	LOS
B-AC	67	17	543	0.123	67	0.1	0.1	7.558	A
C-AB	84	21	663	0.127	84	0.1	0.2	6.218	A
C-A	107	27			107				
A-B	27	7			27				
A-C	125	31			125				

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)	LOS
B-AC	67	17	543	0.123	67	0.1	0.1	7.561	A
C-AB	84	21	663	0.127	84	0.2	0.2	6.221	A
C-A	107	27			107				
A-B	27	7			27				
A-C	125	31			125				

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)	LOS
B-AC	54	14	553	0.098	55	0.1	0.1	7.227	A
C-AB	66	16	654	0.101	66	0.2	0.1	6.120	A
C-A	90	22			90				
A-B	22	5			22				
A-C	102	26			102				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	46	11	560	0.081	46	0.1	0.1	6.995	A
C-AB	54	13	648	0.083	54	0.1	0.1	6.057	A
C-A	77	19			77				
A-B	18	5			18				
A-C	86	21			86				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.18	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.18	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2023 Early Years , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	2.53	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
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	143	100.000
B - B1078 Ashe Road		ONE HOUR	✓	71	100.000
C - B1078 Orford Road		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	33	110
	B - B1078 Ashe Road	19	0	53
	C - B1078 Orford Road	128	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	3	6
	B - B1078 Ashe Road	5	0	2
	C - B1078 Orford Road	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	7.45	0.2	0.5	A	65	98
C-AB	0.15	6.10	0.2	0.5	A	81	122
C-A						103	155
A-B						30	45
A-C						101	152

Main Results for each time segment

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)	LOS
B-AC	54	13	579	0.093	53	0.0	0.1	6.846	A
C-AB	64	16	674	0.095	63	0.0	0.1	5.892	A
C-A	88	22			88				
A-B	25	6			25				
A-C	83	21			83				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	64	16	571	0.112	64	0.1	0.1	7.092	A

C-AB	79	20	681	0.116	79	0.1	0.2	5.970	A
C-A	102	26			102				
A-B	29	7			29				
A-C	99	25			99				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	78	20	561	0.140	78	0.1	0.2	7.448	A
C-AB	101	25	692	0.146	101	0.2	0.2	6.088	A
C-A	121	30			121				
A-B	36	9			36				
A-C	121	30			121				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	78	20	561	0.140	78	0.2	0.2	7.452	A
C-AB	101	25	692	0.146	101	0.2	0.2	6.099	A
C-A	121	30			121				
A-B	36	9			36				
A-C	121	30			121				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	64	16	571	0.112	64	0.2	0.1	7.097	A
C-AB	79	20	681	0.116	79	0.2	0.2	5.989	A
C-A	102	26			102				
A-B	29	7			29				
A-C	99	25			99				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	54	13	579	0.093	54	0.1	0.1	6.860	A
C-AB	64	16	674	0.095	64	0.2	0.1	5.910	A
C-A	87	22			87				
A-B	25	6			25				
A-C	83	21			83				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.21	0.03	0.26	0.47	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.21	0.03	0.25	0.45	0.48			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2023 Early Years , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	1.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	205	100.000
B - B1078 Ashe Road		ONE HOUR	✓	68	100.000
C - B1078 Orford Road		ONE HOUR	✓	210	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	22	183
	B - B1078 Ashe Road	8	0	60
	C - B1078 Orford Road	162	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	0	1
	B - B1078 Ashe Road	0	0	0
	C - B1078 Orford Road	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	6.91	0.1	0.5	A	62	94
C-AB	0.10	5.71	0.2	0.7	A	56	84
C-A						136	205
A-B						20	30
A-C						168	252

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)	LOS
B-AC	51	13	615	0.083	51	0.0	0.1	6.371	A
C-AB	44	11	679	0.064	43	0.0	0.1	5.665	A
C-A	114	29			114				
A-B	16	4			16				
A-C	138	34			138				

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)	LOS
B-AC	61	15	607	0.101	61	0.1	0.1	6.591	A

C-AB	54	14	688	0.079	54	0.1	0.1	5.684	A
C-A	134	34			134				
A-B	19	5			19				
A-C	165	41			165				

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)	LOS
B-AC	75	19	596	0.126	75	0.1	0.1	6.906	A
C-AB	70	18	701	0.100	70	0.1	0.2	5.711	A
C-A	161	40			161				
A-B	24	6			24				
A-C	202	50			202				

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)	LOS
B-AC	75	19	596	0.126	75	0.1	0.1	6.909	A
C-AB	70	18	701	0.101	70	0.2	0.2	5.713	A
C-A	161	40			161				
A-B	24	6			24				
A-C	202	50			202				

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)	LOS
B-AC	61	15	607	0.101	61	0.1	0.1	6.597	A
C-AB	54	14	688	0.079	55	0.2	0.1	5.690	A
C-A	134	34			134				
A-B	19	5			19				
A-C	165	41			165				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	51	13	615	0.083	51	0.1	0.1	6.381	A
C-AB	44	11	679	0.064	44	0.1	0.1	5.675	A
C-A	114	29			114				
A-B	16	4			16				
A-C	138	34			138				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.11	0.03	0.27	0.48	0.74			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.15	0.03	0.26	0.48	0.64			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2028 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	1.74	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
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	56	100.000
B - B1078 Ashe Road		ONE HOUR	✓	15	100.000
C - B1078 Orford Road		ONE HOUR	✓	70	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	10	46
	B - B1078 Ashe Road	2	0	13
	C - B1078 Orford Road	45	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	10	1
	B - B1078 Ashe Road	0	0	0
	C - B1078 Orford Road	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	5.74	0.0	0.5	A	13	20
C-AB	0.05	5.90	0.1	0.5	A	25	38
C-A						39	59
A-B						9	14
A-C						42	63

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	648	0.017	11	0.0	0.0	5.648	A
C-AB	20	5	635	0.032	20	0.0	0.0	5.850	A
C-A	33	8			33				
A-B	8	2			8				
A-C	35	9			35				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	646	0.020	13	0.0	0.0	5.686	A

C-AB	25	6	638	0.038	24	0.0	0.0	5.870	A
C-A	39	10			39				
A-B	9	2			9				
A-C	41	10			41				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	16	4	643	0.025	16	0.0	0.0	5.741	A
C-AB	30	8	641	0.048	30	0.0	0.1	5.895	A
C-A	47	12			47				
A-B	11	3			11				
A-C	51	13			51				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	16	4	643	0.025	16	0.0	0.0	5.741	A
C-AB	30	8	641	0.048	30	0.1	0.1	5.895	A
C-A	47	12			47				
A-B	11	3			11				
A-C	51	13			51				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	646	0.020	13	0.0	0.0	5.687	A
C-AB	25	6	638	0.038	25	0.1	0.0	5.869	A
C-A	39	10			39				
A-B	9	2			9				
A-C	41	10			41				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	648	0.017	11	0.0	0.0	5.648	A
C-AB	20	5	635	0.032	20	0.0	0.0	5.852	A
C-A	33	8			33				
A-B	8	2			8				
A-C	35	9			35				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2028 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	2.13	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
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	120	100.000
B - B1078 Ashe Road		ONE HOUR	✓	40	100.000
C - B1078 Orford Road		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	27	94
	B - B1078 Ashe Road	13	0	27
	C - B1078 Orford Road	107	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	4	6
	B - B1078 Ashe Road	8	0	4
	C - B1078 Orford Road	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	7.17	0.1	0.5	A	36	54
C-AB	0.11	5.96	0.2	0.5	A	63	95
C-A						89	133
A-B						24	37
A-C						86	129

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	30	7	560	0.053	30	0.0	0.1	6.778	A
C-AB	50	13	667	0.075	50	0.0	0.1	5.830	A
C-A	75	19			75				
A-B	20	5			20				
A-C	70	18			70				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	36	9	554	0.064	35	0.1	0.1	6.940	A

C-AB	62	15	673	0.092	62	0.1	0.1	5.884	A
C-A	87	22			87				
A-B	24	6			24				
A-C	84	21			84				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	44	11	546	0.080	43	0.1	0.1	7.169	A
C-AB	78	20	682	0.115	78	0.1	0.2	5.961	A
C-A	104	26			104				
A-B	29	7			29				
A-C	103	26			103				

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)	LOS
B-AC	44	11	546	0.080	44	0.1	0.1	7.169	A
C-AB	78	20	682	0.115	78	0.2	0.2	5.963	A
C-A	104	26			104				
A-B	29	7			29				
A-C	103	26			103				

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)	LOS
B-AC	36	9	554	0.064	36	0.1	0.1	6.945	A
C-AB	62	15	673	0.092	62	0.2	0.1	5.888	A
C-A	87	22			87				
A-B	24	6			24				
A-C	84	21			84				

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)	LOS
B-AC	30	7	560	0.053	30	0.1	0.1	6.788	A
C-AB	50	13	667	0.075	50	0.1	0.1	5.838	A
C-A	75	19			75				
A-B	20	5			20				
A-C	70	18			70				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.12	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.16	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.16	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2028 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	2.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	139	100.000
B - B1078 Ashe Road		ONE HOUR	✓	68	100.000
C - B1078 Orford Road		ONE HOUR	✓	174	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	26	113
	B - B1078 Ashe Road	25	0	43
	C - B1078 Orford Road	103	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	3	8
	B - B1078 Ashe Road	4	0	2
	C - B1078 Orford Road	4	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	7.75	0.2	0.5	A	62	93
C-AB	0.14	6.38	0.2	0.5	A	77	115
C-A						83	125
A-B						24	36
A-C						103	155

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)	LOS
B-AC	51	13	557	0.091	50	0.0	0.1	7.101	A
C-AB	61	15	647	0.094	60	0.0	0.1	6.134	A
C-A	70	18			70				
A-B	20	5			20				
A-C	85	21			85				

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)	LOS
B-AC	61	15	550	0.110	61	0.1	0.1	7.358	A

C-AB	75	19	652	0.114	74	0.1	0.2	6.231	A
C-A	82	21			82				
A-B	23	6			23				
A-C	101	25			101				

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)	LOS
B-AC	74	19	539	0.138	74	0.1	0.2	7.743	A
C-AB	95	24	660	0.144	94	0.2	0.2	6.371	A
C-A	97	24			97				
A-B	29	7			29				
A-C	124	31			124				

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)	LOS
B-AC	74	19	539	0.138	74	0.2	0.2	7.748	A
C-AB	95	24	660	0.144	95	0.2	0.2	6.376	A
C-A	97	24			97				
A-B	29	7			29				
A-C	124	31			124				

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)	LOS
B-AC	61	15	550	0.111	61	0.2	0.1	7.369	A
C-AB	75	19	652	0.114	75	0.2	0.2	6.239	A
C-A	82	20			82				
A-B	23	6			23				
A-C	101	25			101				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	51	13	557	0.091	51	0.1	0.1	7.112	A
C-AB	61	15	647	0.094	61	0.2	0.1	6.145	A
C-A	70	18			70				
A-B	20	5			20				
A-C	85	21			85				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.20	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.20	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2028 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	2.76	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
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	140	100.000
B - B1078 Ashe Road		ONE HOUR	✓	87	100.000
C - B1078 Orford Road		ONE HOUR	✓	209	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	37	103
	B - B1078 Ashe Road	21	0	67
	C - B1078 Orford Road	133	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	2	7
	B - B1078 Ashe Road	4	0	2
	C - B1078 Orford Road	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	7.59	0.2	0.5	A	80	120
C-AB	0.15	6.10	0.2	0.5	A	85	128
C-A						107	160
A-B						34	50
A-C						95	142

Main Results for each time segment

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)	LOS
B-AC	66	16	587	0.112	65	0.0	0.1	6.890	A
C-AB	67	17	677	0.099	66	0.0	0.1	5.889	A
C-A	91	23			91				
A-B	28	7			28				
A-C	78	19			78				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	78	20	580	0.135	78	0.1	0.2	7.170	A

C-AB	83	21	685	0.121	83	0.1	0.2	5.969	A
C-A	105	26			105				
A-B	33	8			33				
A-C	93	23			93				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	96	24	570	0.168	96	0.2	0.2	7.578	A
C-AB	106	26	696	0.152	106	0.2	0.2	6.091	A
C-A	124	31			124				
A-B	40	10			40				
A-C	114	28			114				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	96	24	570	0.168	96	0.2	0.2	7.586	A
C-AB	106	26	696	0.152	106	0.2	0.2	6.103	A
C-A	124	31			124				
A-B	40	10			40				
A-C	114	28			114				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	78	20	580	0.135	79	0.2	0.2	7.178	A
C-AB	83	21	685	0.121	83	0.2	0.2	5.986	A
C-A	105	26			105				
A-B	33	8			33				
A-C	93	23			93				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	66	16	587	0.112	66	0.2	0.1	6.908	A
C-AB	67	17	677	0.099	67	0.2	0.1	5.906	A
C-A	90	23			90				
A-B	28	7			28				
A-C	78	19			78				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.22	0.03	0.26	0.47	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.26	0.47	0.52			N/A	N/A
C-AB	0.23	0.03	0.25	0.45	0.48			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2028 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	1.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	215	100.000
B - B1078 Ashe Road		ONE HOUR	✓	69	100.000
C - B1078 Orford Road		ONE HOUR	✓	196	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	26	189
	B - B1078 Ashe Road	9	0	60
	C - B1078 Orford Road	132	64	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	0	0
	B - B1078 Ashe Road	0	0	0
	C - B1078 Orford Road	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	7.00	0.1	0.5	A	63	95
C-AB	0.13	6.11	0.2	0.5	A	72	108
C-A						108	162
A-B						24	35
A-C						174	260

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)	LOS
B-AC	52	13	611	0.085	52	0.0	0.1	6.431	A
C-AB	56	14	665	0.085	56	0.0	0.1	5.909	A
C-A	91	23			91				
A-B	19	5			19				
A-C	142	36			142				

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)	LOS
B-AC	62	16	602	0.103	62	0.1	0.1	6.661	A

C-AB	70	17	671	0.104	69	0.1	0.1	5.986	A
C-A	106	27			106				
A-B	23	6			23				
A-C	170	43			170				

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)	LOS
B-AC	76	19	590	0.129	76	0.1	0.1	6.994	A
C-AB	89	22	679	0.131	89	0.1	0.2	6.101	A
C-A	126	32			126				
A-B	28	7			28				
A-C	208	52			208				

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)	LOS
B-AC	76	19	590	0.129	76	0.1	0.1	6.997	A
C-AB	89	22	679	0.131	89	0.2	0.2	6.110	A
C-A	126	32			126				
A-B	28	7			28				
A-C	208	52			208				

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)	LOS
B-AC	62	16	602	0.103	62	0.1	0.1	6.667	A
C-AB	70	17	671	0.104	70	0.2	0.1	6.001	A
C-A	106	27			106				
A-B	23	6			23				
A-C	170	43			170				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	52	13	611	0.085	52	0.1	0.1	6.441	A
C-AB	56	14	665	0.085	56	0.1	0.1	5.925	A
C-A	91	23			91				
A-B	19	5			19				
A-C	142	36			142				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.19	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.19	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2028 Peak Construction, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	1.47	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
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	92	100.000
B - B1078 Ashe Road		ONE HOUR	✓	21	100.000
C - B1078 Orford Road		ONE HOUR	✓	70	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	10	82
	B - B1078 Ashe Road	3	0	18
	C - B1078 Orford Road	48	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	10	1
	B - B1078 Ashe Road	0	0	0
	C - B1078 Orford Road	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	5.93	0.0	0.5	A	19	28
C-AB	0.04	5.96	0.1	0.5	A	22	33
C-A						42	63
A-B						9	14
A-C						75	113

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	638	0.024	15	0.0	0.0	5.781	A
C-AB	18	4	628	0.029	18	0.0	0.0	5.902	A
C-A	35	9			35				
A-B	8	2			8				
A-C	62	15			62				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	5	635	0.029	18	0.0	0.0	5.843	A

C-AB	22	5	629	0.035	22	0.0	0.0	5.924	A
C-A	41	10			41				
A-B	9	2			9				
A-C	74	18			74				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	630	0.036	23	0.0	0.0	5.930	A
C-AB	27	7	632	0.043	27	0.0	0.1	5.955	A
C-A	50	13			50				
A-B	11	3			11				
A-C	90	23			90				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	630	0.036	23	0.0	0.0	5.930	A
C-AB	27	7	632	0.043	27	0.1	0.1	5.956	A
C-A	50	13			50				
A-B	11	3			11				
A-C	90	23			90				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	5	634	0.029	19	0.0	0.0	5.843	A
C-AB	22	5	629	0.035	22	0.1	0.0	5.925	A
C-A	41	10			41				
A-B	9	2			9				
A-C	74	18			74				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	638	0.024	16	0.0	0.0	5.784	A
C-AB	18	5	628	0.029	18	0.0	0.0	5.902	A
C-A	35	9			35				
A-B	8	2			8				
A-C	62	15			62				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.46	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2028 Peak Construction, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	2.02	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	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	159	100.000
B - B1078 Ashe Road		ONE HOUR	✓	46	100.000
C - B1078 Orford Road		ONE HOUR	✓	171	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	28	132
	B - B1078 Ashe Road	14	0	32
	C - B1078 Orford Road	111	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	4	4
	B - B1078 Ashe Road	7	0	3
	C - B1078 Orford Road	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	7.31	0.1	0.5	A	42	63
C-AB	0.12	6.05	0.2	0.5	A	65	98
C-A						92	138
A-B						25	38
A-C						121	181

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	34	9	561	0.061	34	0.0	0.1	6.833	A
C-AB	51	13	663	0.078	51	0.0	0.1	5.882	A
C-A	77	19			77				
A-B	21	5			21				
A-C	99	25			99				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	41	10	553	0.074	41	0.1	0.1	7.028	A

C-AB	63	16	668	0.095	63	0.1	0.1	5.949	A
C-A	90	23			90				
A-B	25	6			25				
A-C	118	30			118				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	50	13	543	0.092	50	0.1	0.1	7.307	A
C-AB	80	20	676	0.119	80	0.1	0.2	6.044	A
C-A	108	27			108				
A-B	30	8			30				
A-C	145	36			145				

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)	LOS
B-AC	50	13	543	0.092	50	0.1	0.1	7.308	A
C-AB	80	20	676	0.119	80	0.2	0.2	6.049	A
C-A	108	27			108				
A-B	30	8			30				
A-C	145	36			145				

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)	LOS
B-AC	41	10	553	0.074	41	0.1	0.1	7.033	A
C-AB	63	16	668	0.095	63	0.2	0.1	5.955	A
C-A	90	23			90				
A-B	25	6			25				
A-C	118	30			118				

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)	LOS
B-AC	34	9	561	0.061	34	0.1	0.1	6.841	A
C-AB	51	13	663	0.078	52	0.1	0.1	5.890	A
C-A	77	19			77				
A-B	21	5			21				
A-C	99	25			99				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.16	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.17	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2028 Peak Construction, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	2.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	150	100.000
B - B1078 Ashe Road		ONE HOUR	✓	70	100.000
C - B1078 Orford Road		ONE HOUR	✓	175	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	29	121
	B - B1078 Ashe Road	26	0	44
	C - B1078 Orford Road	112	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	3	7
	B - B1078 Ashe Road	4	0	2
	C - B1078 Orford Road	4	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	7.82	0.2	0.5	A	64	96
C-AB	0.13	6.26	0.2	0.5	A	69	104
C-A						92	137
A-B						27	40
A-C						111	166

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)	LOS
B-AC	52	13	556	0.094	52	0.0	0.1	7.134	A
C-AB	55	14	647	0.084	54	0.0	0.1	6.071	A
C-A	77	19			77				
A-B	22	5			22				
A-C	91	23			91				

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)	LOS
B-AC	63	16	548	0.114	62	0.1	0.1	7.409	A

C-AB	67	17	653	0.103	67	0.1	0.1	6.148	A
C-A	90	23			90				
A-B	26	7			26				
A-C	108	27			108				

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)	LOS
B-AC	77	19	537	0.143	76	0.1	0.2	7.811	A
C-AB	86	21	661	0.129	85	0.1	0.2	6.255	A
C-A	107	27			107				
A-B	32	8			32				
A-C	133	33			133				

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)	LOS
B-AC	77	19	537	0.143	77	0.2	0.2	7.816	A
C-AB	86	21	661	0.129	86	0.2	0.2	6.257	A
C-A	107	27			107				
A-B	32	8			32				
A-C	133	33			133				

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)	LOS
B-AC	63	16	548	0.114	63	0.2	0.1	7.419	A
C-AB	67	17	653	0.103	67	0.2	0.1	6.151	A
C-A	90	23			90				
A-B	26	7			26				
A-C	108	27			108				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	52	13	556	0.094	52	0.1	0.1	7.152	A
C-AB	55	14	647	0.085	55	0.1	0.1	6.081	A
C-A	77	19			77				
A-B	22	5			22				
A-C	91	23			91				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.18	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.18	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2028 Peak Construction, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	2.57	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
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	154	100.000
B - B1078 Ashe Road		ONE HOUR	✓	80	100.000
C - B1078 Orford Road		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	39	115
	B - B1078 Ashe Road	25	0	56
	C - B1078 Orford Road	152	77	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	2	6
	B - B1078 Ashe Road	4	0	2
	C - B1078 Orford Road	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	7.82	0.2	0.5	A	74	110
C-AB	0.16	6.04	0.2	0.5	A	89	133
C-A						121	182
A-B						35	53
A-C						106	159

Main Results for each time segment

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)	LOS
B-AC	60	15	569	0.106	60	0.0	0.1	7.071	A
C-AB	69	17	685	0.101	69	0.0	0.1	5.843	A
C-A	103	26			103				
A-B	29	7			29				
A-C	87	22			87				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	72	18	560	0.129	72	0.1	0.1	7.368	A

C-AB	86	22	694	0.124	86	0.1	0.2	5.917	A
C-A	120	30			120				
A-B	35	9			35				
A-C	104	26			104				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	88	22	549	0.161	88	0.1	0.2	7.812	A
C-AB	111	28	707	0.157	111	0.2	0.2	6.034	A
C-A	141	35			141				
A-B	43	11			43				
A-C	127	32			127				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	88	22	549	0.161	88	0.2	0.2	7.815	A
C-AB	111	28	707	0.157	111	0.2	0.2	6.043	A
C-A	141	35			141				
A-B	43	11			43				
A-C	127	32			127				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	72	18	560	0.129	72	0.2	0.1	7.380	A
C-AB	86	22	694	0.124	86	0.2	0.2	5.934	A
C-A	120	30			120				
A-B	35	9			35				
A-C	104	26			104				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	60	15	568	0.106	60	0.1	0.1	7.087	A
C-AB	70	17	685	0.102	70	0.2	0.1	5.860	A
C-A	103	26			103				
A-B	29	7			29				
A-C	87	22			87				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.24	0.03	0.26	0.47	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.24	0.03	0.25	0.46	0.48			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2028 Peak Construction, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	1.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	215	100.000
B - B1078 Ashe Road		ONE HOUR	✓	69	100.000
C - B1078 Orford Road		ONE HOUR	✓	235	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	26	189
	B - B1078 Ashe Road	9	0	60
	C - B1078 Orford Road	181	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	0	0
	B - B1078 Ashe Road	0	0	0
	C - B1078 Orford Road	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	7.01	0.1	0.5	A	63	95
C-AB	0.11	5.70	0.2	0.6	A	65	98
C-A						150	226
A-B						24	35
A-C						174	260

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)	LOS
B-AC	52	13	610	0.085	52	0.0	0.1	6.438	A
C-AB	50	13	688	0.073	50	0.0	0.1	5.642	A
C-A	126	32			126				
A-B	19	5			19				
A-C	142	36			142				

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)	LOS
B-AC	62	16	602	0.103	62	0.1	0.1	6.671	A

C-AB	63	16	699	0.090	63	0.1	0.1	5.661	A
C-A	148	37			148				
A-B	23	6			23				
A-C	170	43			170				

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)	LOS
B-AC	76	19	589	0.129	76	0.1	0.1	7.008	A
C-AB	82	21	714	0.115	82	0.1	0.2	5.697	A
C-A	176	44			176				
A-B	28	7			28				
A-C	208	52			208				

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)	LOS
B-AC	76	19	589	0.129	76	0.1	0.1	7.011	A
C-AB	82	21	714	0.115	82	0.2	0.2	5.702	A
C-A	176	44			176				
A-B	28	7			28				
A-C	208	52			208				

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)	LOS
B-AC	62	16	602	0.103	62	0.1	0.1	6.675	A
C-AB	63	16	699	0.090	63	0.2	0.1	5.670	A
C-A	148	37			148				
A-B	23	6			23				
A-C	170	43			170				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	52	13	610	0.085	52	0.1	0.1	6.451	A
C-AB	50	13	688	0.073	51	0.1	0.1	5.655	A
C-A	126	32			126				
A-B	19	5			19				
A-C	142	36			142				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.13	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.18	0.03	0.26	0.47	0.57			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.18	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2034 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	1.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	63	100.000
B - B1078 Ashe Road		ONE HOUR	✓	17	100.000
C - B1078 Orford Road		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	10	53
	B - B1078 Ashe Road	3	0	14
	C - B1078 Orford Road	57	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	10	1
	B - B1078 Ashe Road	0	0	0
	C - B1078 Orford Road	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	5.87	0.0	0.5	A	15	23
C-AB	0.04	5.83	0.0	0.5	A	20	29
C-A						50	76
A-B						9	14
A-C						49	73

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	12	3	638	0.020	12	0.0	0.0	5.758	A
C-AB	16	4	633	0.025	16	0.0	0.0	5.829	A
C-A	42	10			42				
A-B	8	2			8				
A-C	40	10			40				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	635	0.023	15	0.0	0.0	5.804	A

C-AB	19	5	637	0.030	19	0.0	0.0	5.829	A
C-A	49	12			49				
A-B	9	2			9				
A-C	48	12			48				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	5	631	0.029	18	0.0	0.0	5.870	A
C-AB	24	6	641	0.037	24	0.0	0.0	5.830	A
C-A	60	15			60				
A-B	11	3			11				
A-C	58	15			58				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	5	631	0.029	18	0.0	0.0	5.870	A
C-AB	24	6	641	0.037	24	0.0	0.0	5.828	A
C-A	60	15			60				
A-B	11	3			11				
A-C	58	15			58				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	635	0.023	15	0.0	0.0	5.807	A
C-AB	19	5	637	0.030	19	0.0	0.0	5.829	A
C-A	49	12			49				
A-B	9	2			9				
A-C	48	12			48				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	12	3	638	0.020	12	0.0	0.0	5.760	A
C-AB	16	4	633	0.025	16	0.0	0.0	5.828	A
C-A	42	10			42				
A-B	8	2			8				
A-C	40	10			40				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2034 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	1.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	153	100.000
B - B1078 Ashe Road		ONE HOUR	✓	43	100.000
C - B1078 Orford Road		ONE HOUR	✓	180	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	29	125
	B - B1078 Ashe Road	13	0	30
	C - B1078 Orford Road	123	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	3	5
	B - B1078 Ashe Road	8	0	3
	C - B1078 Orford Road	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	7.26	0.1	0.5	A	39	59
C-AB	0.11	5.93	0.2	0.5	A	63	94
C-A						102	153
A-B						26	39
A-C						114	172

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	32	8	560	0.057	32	0.0	0.1	6.809	A
C-AB	50	12	669	0.074	49	0.0	0.1	5.803	A
C-A	86	21			86				
A-B	22	5			22				
A-C	94	23			94				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	38	10	553	0.069	38	0.1	0.1	6.993	A

C-AB	61	15	676	0.090	61	0.1	0.1	5.852	A
C-A	101	25			101				
A-B	26	6			26				
A-C	112	28			112				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	47	12	543	0.086	47	0.1	0.1	7.257	A
C-AB	78	19	686	0.114	78	0.1	0.2	5.923	A
C-A	120	30			120				
A-B	32	8			32				
A-C	137	34			137				

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)	LOS
B-AC	47	12	543	0.086	47	0.1	0.1	7.257	A
C-AB	78	19	686	0.114	78	0.2	0.2	5.927	A
C-A	120	30			120				
A-B	32	8			32				
A-C	137	34			137				

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)	LOS
B-AC	38	10	553	0.069	38	0.1	0.1	6.996	A
C-AB	61	15	676	0.090	61	0.2	0.1	5.856	A
C-A	101	25			101				
A-B	26	6			26				
A-C	112	28			112				

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)	LOS
B-AC	32	8	560	0.057	32	0.1	0.1	6.817	A
C-AB	50	12	669	0.074	50	0.1	0.1	5.811	A
C-A	86	21			86				
A-B	22	5			22				
A-C	94	23			94				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.12	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.16	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.16	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2034 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	3.06	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
D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	182	100.000
B - B1078 Ashe Road		ONE HOUR	✓	94	100.000
C - B1078 Orford Road		ONE HOUR	✓	209	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	38	144
	B - B1078 Ashe Road	33	0	61
	C - B1078 Orford Road	120	89	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	2	6
	B - B1078 Ashe Road	3	0	2
	C - B1078 Orford Road	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.19	8.38	0.2	1.1	A	86	129
C-AB	0.18	6.62	0.3	1.1	A	99	148
C-A						93	140
A-B						35	52
A-C						132	198

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)	LOS
B-AC	70	18	556	0.127	70	0.0	0.1	7.400	A
C-AB	78	19	653	0.119	77	0.0	0.2	6.246	A
C-A	80	20			80				
A-B	29	7			29				
A-C	108	27			108				

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)	LOS
B-AC	84	21	546	0.154	84	0.1	0.2	7.790	A

C-AB	96	24	659	0.146	96	0.2	0.2	6.394	A
C-A	92	23			92				
A-B	34	9			34				
A-C	129	32			129				

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)	LOS
B-AC	103	26	532	0.193	103	0.2	0.2	8.373	A
C-AB	123	31	667	0.184	122	0.2	0.3	6.613	A
C-A	108	27			108				
A-B	42	10			42				
A-C	158	40			158				

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)	LOS
B-AC	103	26	532	0.193	103	0.2	0.2	8.382	A
C-AB	123	31	667	0.184	123	0.3	0.3	6.620	A
C-A	108	27			108				
A-B	42	10			42				
A-C	158	40			158				

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)	LOS
B-AC	84	21	546	0.154	84	0.2	0.2	7.805	A
C-AB	96	24	659	0.146	96	0.3	0.2	6.403	A
C-A	92	23			92				
A-B	34	9			34				
A-C	129	32			129				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	70	18	555	0.127	71	0.2	0.1	7.426	A
C-AB	78	19	653	0.119	78	0.2	0.2	6.265	A
C-A	80	20			80				
A-B	29	7			29				
A-C	108	27			108				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.27	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.03	0.29	0.73	1.13			N/A	N/A
C-AB	0.27	0.03	0.28	0.65	1.08			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2034 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	2.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	193	100.000
B - B1078 Ashe Road		ONE HOUR	✓	105	100.000
C - B1078 Orford Road		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	45	148
	B - B1078 Ashe Road	36	0	70
	C - B1078 Orford Road	152	81	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	2	5
	B - B1078 Ashe Road	2	0	1
	C - B1078 Orford Road	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	8.59	0.3	1.3	A	96	145
C-AB	0.17	6.20	0.3	0.6	A	94	141
C-A						120	180
A-B						41	61
A-C						136	204

Main Results for each time segment

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)	LOS
B-AC	79	20	559	0.142	78	0.0	0.2	7.488	A
C-AB	73	18	679	0.108	73	0.0	0.1	5.932	A
C-A	102	26			102				
A-B	34	8			34				
A-C	112	28			112				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	95	24	549	0.172	94	0.2	0.2	7.921	A

C-AB	91	23	687	0.132	91	0.1	0.2	6.035	A
C-A	119	30			119				
A-B	40	10			40				
A-C	133	33			133				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	116	29	535	0.216	115	0.2	0.3	8.575	A
C-AB	117	29	698	0.168	117	0.2	0.3	6.188	A
C-A	140	35			140				
A-B	49	12			49				
A-C	163	41			163				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	116	29	535	0.216	116	0.3	0.3	8.586	A
C-AB	117	29	698	0.168	117	0.3	0.3	6.200	A
C-A	139	35			139				
A-B	49	12			49				
A-C	163	41			163				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	95	24	549	0.172	95	0.3	0.2	7.934	A
C-AB	91	23	687	0.132	91	0.3	0.2	6.056	A
C-A	119	30			119				
A-B	40	10			40				
A-C	133	33			133				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	79	20	559	0.142	79	0.2	0.2	7.516	A
C-AB	73	18	679	0.108	73	0.2	0.2	5.957	A
C-A	102	26			102				
A-B	34	8			34				
A-C	112	28			112				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.26	0.03	0.26	0.47	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.30	0.97	1.28			N/A	N/A
C-AB	0.26	0.03	0.26	0.48	0.59			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2034 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	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
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	273	100.000
B - B1078 Ashe Road		ONE HOUR	✓	96	100.000
C - B1078 Orford Road		ONE HOUR	✓	232	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	33	240
	B - B1078 Ashe Road	26	0	70
	C - B1078 Orford Road	155	77	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	0	1
	B - B1078 Ashe Road	0	0	0
	C - B1078 Orford Road	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	8.31	0.2	1.1	A	88	132
C-AB	0.16	6.31	0.3	0.5	A	90	135
C-A						123	184
A-B						30	45
A-C						220	331

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)	LOS
B-AC	72	18	568	0.127	72	0.0	0.1	7.241	A
C-AB	70	17	668	0.105	69	0.0	0.1	6.009	A
C-A	105	26			105				
A-B	25	6			25				
A-C	181	45			181				

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)	LOS
B-AC	86	22	556	0.155	86	0.1	0.2	7.660	A

C-AB	87	22	675	0.129	87	0.1	0.2	6.123	A
C-A	121	30			121				
A-B	29	7			29				
A-C	216	54			216				

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)	LOS
B-AC	106	26	539	0.196	106	0.2	0.2	8.304	A
C-AB	113	28	684	0.165	112	0.2	0.3	6.298	A
C-A	143	36			143				
A-B	36	9			36				
A-C	264	66			264				

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)	LOS
B-AC	106	26	539	0.196	106	0.2	0.2	8.313	A
C-AB	113	28	684	0.165	113	0.3	0.3	6.309	A
C-A	143	36			143				
A-B	36	9			36				
A-C	264	66			264				

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)	LOS
B-AC	86	22	556	0.155	87	0.2	0.2	7.672	A
C-AB	87	22	675	0.129	87	0.3	0.2	6.141	A
C-A	121	30			121				
A-B	29	7			29				
A-C	216	54			216				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	72	18	568	0.127	72	0.2	0.1	7.261	A
C-AB	70	17	668	0.105	70	0.2	0.1	6.028	A
C-A	105	26			105				
A-B	25	6			25				
A-C	181	45			181				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.26	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.03	0.29	0.77	1.15			N/A	N/A
C-AB	0.26	0.03	0.26	0.47	0.50			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2034 Operational Led, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	1.39	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
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	64	100.000
B - B1078 Ashe Road		ONE HOUR	✓	17	100.000
C - B1078 Orford Road		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	11	53
	B - B1078 Ashe Road	3	0	14
	C - B1078 Orford Road	57	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	9	1
	B - B1078 Ashe Road	0	0	0
	C - B1078 Orford Road	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	5.87	0.0	0.5	A	15	23
C-AB	0.04	5.84	0.0	0.5	A	19	28
C-A						50	76
A-B						10	15
A-C						49	73

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	12	3	638	0.020	12	0.0	0.0	5.758	A
C-AB	15	4	632	0.024	15	0.0	0.0	5.837	A
C-A	42	10			42				
A-B	8	2			8				
A-C	40	10			40				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	635	0.023	15	0.0	0.0	5.805	A

C-AB	18	5	635	0.029	18	0.0	0.0	5.836	A
C-A	49	12			49				
A-B	10	2			10				
A-C	48	12			48				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	5	631	0.029	18	0.0	0.0	5.870	A
C-AB	23	6	640	0.035	23	0.0	0.0	5.835	A
C-A	60	15			60				
A-B	12	3			12				
A-C	58	15			58				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	5	631	0.029	18	0.0	0.0	5.871	A
C-AB	23	6	640	0.035	23	0.0	0.0	5.833	A
C-A	60	15			60				
A-B	12	3			12				
A-C	58	15			58				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	635	0.023	15	0.0	0.0	5.805	A
C-AB	18	5	635	0.029	18	0.0	0.0	5.836	A
C-A	49	12			49				
A-B	10	2			10				
A-C	48	12			48				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	12	3	638	0.020	12	0.0	0.0	5.761	A
C-AB	15	4	632	0.024	15	0.0	0.0	5.839	A
C-A	42	10			42				
A-B	8	2			8				
A-C	40	10			40				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2034 Operational Led, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	1.76	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
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	208	100.000
B - B1078 Ashe Road		ONE HOUR	✓	45	100.000
C - B1078 Orford Road		ONE HOUR	✓	177	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	29	180
	B - B1078 Ashe Road	15	0	30
	C - B1078 Orford Road	120	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	3	3
	B - B1078 Ashe Road	7	0	3
	C - B1078 Orford Road	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	7.58	0.1	0.5	A	41	61
C-AB	0.12	6.08	0.2	0.5	A	63	94
C-A						99	149
A-B						26	39
A-C						165	247

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	34	8	546	0.061	33	0.0	0.1	7.014	A
C-AB	49	12	659	0.075	49	0.0	0.1	5.903	A
C-A	84	21			84				
A-B	22	5			22				
A-C	135	34			135				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	40	10	537	0.075	40	0.1	0.1	7.244	A

C-AB	61	15	664	0.092	61	0.1	0.1	5.973	A
C-A	98	25			98				
A-B	26	6			26				
A-C	161	40			161				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	49	12	524	0.094	49	0.1	0.1	7.579	A
C-AB	78	19	670	0.116	78	0.1	0.2	6.074	A
C-A	117	29			117				
A-B	32	8			32				
A-C	198	49			198				

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)	LOS
B-AC	49	12	524	0.094	49	0.1	0.1	7.579	A
C-AB	78	19	670	0.116	78	0.2	0.2	6.079	A
C-A	117	29			117				
A-B	32	8			32				
A-C	198	49			198				

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)	LOS
B-AC	40	10	537	0.075	40	0.1	0.1	7.250	A
C-AB	61	15	664	0.092	61	0.2	0.1	5.977	A
C-A	98	25			98				
A-B	26	6			26				
A-C	161	40			161				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	34	8	546	0.061	34	0.1	0.1	7.023	A
C-AB	50	12	659	0.075	50	0.1	0.1	5.911	A
C-A	84	21			84				
A-B	22	5			22				
A-C	135	34			135				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.16	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.17	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2034 Operational Led, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	3.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	214	100.000
B - B1078 Ashe Road		ONE HOUR	✓	103	100.000
C - B1078 Orford Road		ONE HOUR	✓	209	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	38	176
	B - B1078 Ashe Road	35	0	68
	C - B1078 Orford Road	117	92	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	2	5
	B - B1078 Ashe Road	3	0	1
	C - B1078 Orford Road	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.21	8.69	0.3	1.3	A	94	141
C-AB	0.19	6.78	0.3	1.2	A	102	153
C-A						90	135
A-B						35	52
A-C						161	242

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)	LOS
B-AC	77	19	553	0.140	77	0.0	0.2	7.550	A
C-AB	80	20	647	0.124	80	0.0	0.2	6.338	A
C-A	77	19			77				
A-B	29	7			29				
A-C	132	33			132				

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)	LOS
B-AC	92	23	542	0.170	92	0.2	0.2	7.999	A

C-AB	99	25	651	0.152	99	0.2	0.2	6.514	A
C-A	89	22			89				
A-B	34	9			34				
A-C	158	39			158				

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)	LOS
B-AC	113	28	527	0.214	113	0.2	0.3	8.681	A
C-AB	126	32	658	0.192	126	0.2	0.3	6.771	A
C-A	104	26			104				
A-B	42	10			42				
A-C	193	48			193				

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)	LOS
B-AC	113	28	527	0.214	113	0.3	0.3	8.692	A
C-AB	126	32	658	0.192	126	0.3	0.3	6.781	A
C-A	104	26			104				
A-B	42	10			42				
A-C	193	48			193				

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)	LOS
B-AC	92	23	542	0.170	92	0.3	0.2	8.012	A
C-AB	99	25	652	0.152	99	0.3	0.2	6.526	A
C-A	89	22			89				
A-B	34	9			34				
A-C	158	39			158				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	77	19	553	0.140	77	0.2	0.2	7.578	A
C-AB	80	20	647	0.124	81	0.2	0.2	6.360	A
C-A	77	19			77				
A-B	29	7			29				
A-C	132	33			132				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.28	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.30	0.96	1.27			N/A	N/A
C-AB	0.29	0.03	0.29	0.84	1.17			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2034 Operational Led, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	2.88	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
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	192	100.000
B - B1078 Ashe Road		ONE HOUR	✓	105	100.000
C - B1078 Orford Road		ONE HOUR	✓	232	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	44	148
	B - B1078 Ashe Road	37	0	69
	C - B1078 Orford Road	150	82	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	2	5
	B - B1078 Ashe Road	2	0	1
	C - B1078 Orford Road	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	8.63	0.3	1.3	A	96	145
C-AB	0.17	6.22	0.3	0.7	A	95	142
C-A						118	178
A-B						40	60
A-C						136	204

Main Results for each time segment

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)	LOS
B-AC	79	20	557	0.142	78	0.0	0.2	7.516	A
C-AB	74	18	678	0.109	73	0.0	0.1	5.950	A
C-A	101	25			101				
A-B	33	8			33				
A-C	112	28			112				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	95	24	547	0.173	94	0.2	0.2	7.954	A

C-AB	92	23	686	0.134	92	0.1	0.2	6.053	A
C-A	117	29			117				
A-B	39	10			39				
A-C	133	33			133				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	116	29	533	0.217	115	0.2	0.3	8.615	A
C-AB	118	30	697	0.170	118	0.2	0.3	6.211	A
C-A	137	34			137				
A-B	48	12			48				
A-C	163	41			163				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	116	29	533	0.217	116	0.3	0.3	8.626	A
C-AB	118	30	697	0.170	118	0.3	0.3	6.224	A
C-A	137	34			137				
A-B	48	12			48				
A-C	163	41			163				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	95	24	547	0.173	95	0.3	0.2	7.968	A
C-AB	92	23	686	0.134	92	0.3	0.2	6.072	A
C-A	117	29			117				
A-B	39	10			39				
A-C	133	33			133				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	79	20	557	0.142	79	0.2	0.2	7.544	A
C-AB	74	19	678	0.109	74	0.2	0.2	5.972	A
C-A	101	25			101				
A-B	33	8			33				
A-C	112	28			112				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.26	0.03	0.26	0.47	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.03	0.30	0.98	1.29			N/A	N/A
C-AB	0.26	0.03	0.27	0.48	0.69			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

B1069 / B1078 (Woodbridge Rd) - 2034 Operational Led, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4a	B1069 / B1078 (Woodbridge Rd)	T-Junction	Two-way	2.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1069 Woodbridge Road		ONE HOUR	✓	271	100.000
B - B1078 Ashe Road		ONE HOUR	✓	96	100.000
C - B1078 Orford Road		ONE HOUR	✓	232	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	32	239
	B - B1078 Ashe Road	26	0	70
	C - B1078 Orford Road	155	77	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1069 Woodbridge Road	B - B1078 Ashe Road	C - B1078 Orford Road
From	A - B1069 Woodbridge Road	0	0	1
	B - B1078 Ashe Road	0	0	0
	C - B1078 Orford Road	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	8.31	0.2	1.1	A	88	132
C-AB	0.16	6.30	0.3	0.5	A	90	135
C-A						123	184
A-B						29	44
A-C						219	329

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)	LOS
B-AC	72	18	569	0.127	72	0.0	0.1	7.237	A
C-AB	70	17	668	0.105	69	0.0	0.1	6.006	A
C-A	105	26			105				
A-B	24	6			24				
A-C	180	45			180				

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)	LOS
B-AC	86	22	556	0.155	86	0.1	0.2	7.655	A

C-AB	87	22	675	0.129	87	0.1	0.2	6.119	A
C-A	121	30			121				
A-B	28	7			28				
A-C	215	54			215				

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)	LOS
B-AC	106	26	539	0.196	106	0.2	0.2	8.297	A
C-AB	113	28	684	0.165	112	0.2	0.3	6.293	A
C-A	143	36			143				
A-B	35	9			35				
A-C	263	66			263				

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)	LOS
B-AC	106	26	539	0.196	106	0.2	0.2	8.306	A
C-AB	113	28	684	0.165	113	0.3	0.3	6.304	A
C-A	143	36			143				
A-B	35	9			35				
A-C	263	66			263				

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)	LOS
B-AC	86	22	556	0.155	87	0.2	0.2	7.667	A
C-AB	87	22	675	0.129	87	0.3	0.2	6.134	A
C-A	121	30			121				
A-B	28	7			28				
A-C	215	54			215				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	72	18	569	0.127	72	0.2	0.1	7.258	A
C-AB	70	17	669	0.105	70	0.2	0.1	6.025	A
C-A	105	26			105				
A-B	24	6			24				
A-C	180	45			180				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.26	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.03	0.29	0.76	1.14			N/A	N/A
C-AB	0.26	0.03	0.26	0.47	0.50			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.09.22_J4b_Model_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\J4b\Model
Report generation date: 18/12/2020 09:18:42

»B1069 / B1078 (Snape Rd) - Base Year, 6-7 AM
»B1069 / B1078 (Snape Rd) - Base Year, 7-8 AM
»B1069 / B1078 (Snape Rd) - Base Year, 8-9 AM
»B1069 / B1078 (Snape Rd) - Base Year, 3-4 PM
»B1069 / B1078 (Snape Rd) - Base Year, 5-6 PM
»B1069 / B1078 (Snape Rd) - 2023 Reference Case , 6-7 AM
»B1069 / B1078 (Snape Rd) - 2023 Reference Case , 7-8 AM
»B1069 / B1078 (Snape Rd) - 2023 Reference Case , 8-9 AM
»B1069 / B1078 (Snape Rd) - 2023 Reference Case , 3-4 PM
»B1069 / B1078 (Snape Rd) - 2023 Reference Case , 5-6 PM
»B1069 / B1078 (Snape Rd) - 2023 Early Years , 6-7 AM
»B1069 / B1078 (Snape Rd) - 2023 Early Years , 7-8 AM
»B1069 / B1078 (Snape Rd) - 2023 Early Years , 8-9 AM
»B1069 / B1078 (Snape Rd) - 2023 Early Years , 3-4 PM
»B1069 / B1078 (Snape Rd) - 2023 Early Years , 5-6 PM
»B1069 / B1078 (Snape Rd) - 2028 Reference Case , 6-7 AM
»B1069 / B1078 (Snape Rd) - 2028 Reference Case , 7-8 AM
»B1069 / B1078 (Snape Rd) - 2028 Reference Case , 8-9 AM
»B1069 / B1078 (Snape Rd) - 2028 Reference Case , 3-4 PM
»B1069 / B1078 (Snape Rd) - 2028 Reference Case , 5-6 PM
»B1069 / B1078 (Snape Rd) - 2028 Peak Construction, 6-7 AM
»B1069 / B1078 (Snape Rd) - 2028 Peak Construction, 7-8 AM
»B1069 / B1078 (Snape Rd) - 2028 Peak Construction, 8-9 AM
»B1069 / B1078 (Snape Rd) - 2028 Peak Construction, 3-4 PM
»B1069 / B1078 (Snape Rd) - 2028 Peak Construction, 5-6 PM
»B1069 / B1078 (Snape Rd) - 2034 Reference Case , 6-7 AM
»B1069 / B1078 (Snape Rd) - 2034 Reference Case , 7-8 AM
»B1069 / B1078 (Snape Rd) - 2034 Reference Case , 8-9 AM
»B1069 / B1078 (Snape Rd) - 2034 Reference Case , 3-4 PM
»B1069 / B1078 (Snape Rd) - 2034 Reference Case , 5-6 PM
»B1069 / B1078 (Snape Rd) - 2034 Operational Led, 6-7 AM
»B1069 / B1078 (Snape Rd) - 2034 Operational Led, 7-8 AM
»B1069 / B1078 (Snape Rd) - 2034 Operational Led, 8-9 AM
»B1069 / B1078 (Snape Rd) - 2034 Operational Led, 3-4 PM
»B1069 / B1078 (Snape Rd) - 2034 Operational Led, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
B1069 / B1078 (Snape Rd) - Base Year																									
Stream B-AC	0.1	0.5	11.82	0.12	B	0.5	2.3	15.70	0.34	C	0.5	2.5	16.90	0.35	C	0.6	2.9	18.59	0.40	C	0.6	2.9	19.21	0.39	C
Stream C-AB	0.0	~1	0.00	0.00	A	0.0	0.5	5.45	0.00	A	0.0	0.5	5.43	0.00	A	0.0	0.5	5.35	0.00	A	0.0	0.5	5.56	0.00	A
B1069 / B1078 (Snape Rd) - 2023 Reference Case																									
Stream B-AC	0.2	0.5	11.98	0.15	B	0.6	2.8	16.89	0.39	C	0.6	2.8	17.55	0.38	C	0.7	3.2	19.67	0.43	C	0.8	3.4	20.56	0.44	C
Stream C-AB	0.0	0.5	5.44	0.02	A	0.0	0.5	7.23	0.01	A	0.0	0.5	5.46	0.00	A	0.0	0.5	5.41	0.01	A	0.0	0.5	5.60	0.01	A
B1069 / B1078 (Snape Rd) - 2023 Early Years																									
Stream B-AC	0.2	0.5	12.08	0.16	B	0.7	3.0	17.58	0.41	C	0.6	2.8	17.75	0.38	C	0.7	3.3	19.77	0.43	C	1.1	4.5	24.19	0.53	C
Stream C-AB	0.0	0.5	5.48	0.02	A	0.0	0.5	6.21	0.02	A	0.0	0.5	5.48	0.01	A	0.0	0.5	5.41	0.01	A	0.0	0.5	5.61	0.01	A
B1069 / B1078 (Snape Rd) - 2028 Reference Case																									
Stream B-AC	0.2	0.6	12.01	0.16	B	0.7	2.9	17.18	0.40	C	0.6	2.9	17.85	0.39	C	0.8	3.6	20.82	0.46	C	0.9	3.7	21.80	0.47	C
Stream C-AB	0.0	0.5	5.44	0.02	A	0.0	0.5	6.81	0.01	A	0.0	0.5	5.48	0.01	A	0.0	0.5	5.45	0.02	A	0.0	0.5	5.64	0.02	A
B1069 / B1078 (Snape Rd) - 2028 Peak Construction																									
Stream B-AC	0.2	0.9	12.33	0.17	B	0.8	3.3	18.66	0.44	C	0.6	2.9	18.01	0.39	C	1.2	4.7	24.25	0.54	C	1.6	7.6	29.80	0.62	D
Stream C-AB	0.0	0.5	5.64	0.03	A	0.0	0.5	6.12	0.03	A	0.0	0.5	5.52	0.01	A	0.0	0.5	5.46	0.02	A	0.0	0.5	5.66	0.02	A
B1069 / B1078 (Snape Rd) - 2034 Reference Case																									
Stream B-AC	0.2	1.1	12.34	0.18	B	0.8	3.5	19.28	0.46	C	1.0	4.0	22.10	0.50	C	1.2	5.0	25.56	0.56	D	1.4	6.2	28.63	0.59	D
Stream C-AB	0.0	0.5	5.46	0.02	A	0.0	0.5	6.51	0.01	A	0.0	0.5	5.62	0.02	A	0.0	0.5	5.62	0.04	A	0.0	0.5	5.82	0.03	A
B1069 / B1078 (Snape Rd) - 2034 Operational Led																									
Stream B-AC	0.2	1.0	12.23	0.17	B	0.9	3.6	20.19	0.47	C	1.1	4.4	23.29	0.52	C	1.2	5.0	25.39	0.55	D	1.4	6.0	28.34	0.59	D
Stream C-AB	0.0	0.5	5.46	0.02	A	0.1	0.5	6.21	0.05	A	0.0	0.5	5.74	0.02	A	0.0	0.5	5.62	0.04	A	0.0	0.5	5.82	0.03	A

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

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

File summary

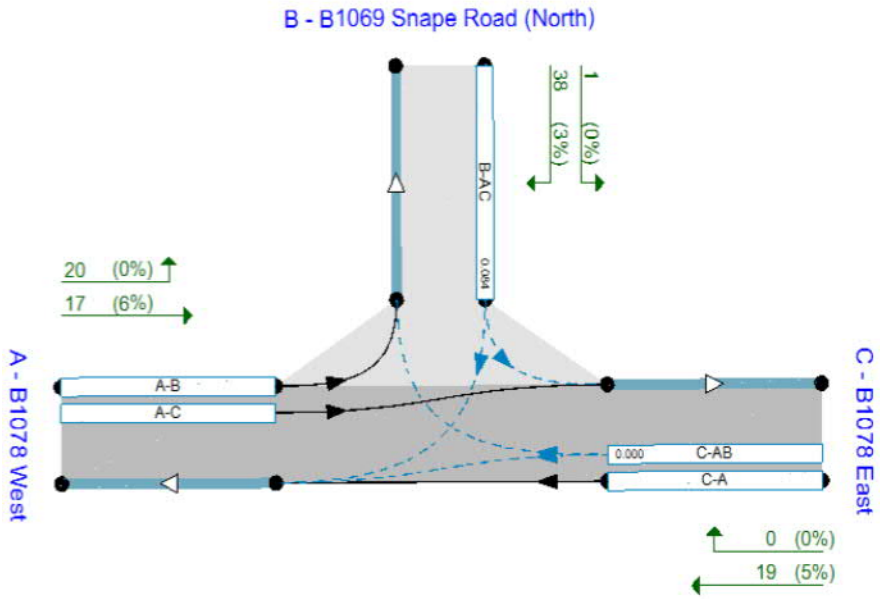
File Description

Title	B1069 / B1078 (Snape Rd)
Location	52.143735°,1.449345°

Site number	4b
Date	12/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	UKWSPGROUP\ukjgm001
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

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
D1	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AJ4b	B1069 / B1078 (Snape Rd)	✓	100.000	100.000

B1069 / B1078 (Snape Rd) - Base Year, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	4.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B1078 West		Major
B	B1069 Snape Road (North)		Minor
C	B1078 East		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 - B1078 East	5.60			175.8	✓	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 - B1069 Snape Road (North)	One lane	3.16	10	30

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

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
J4b	B-A	504	0.093	0.236	0.148	0.337
J4b	B-C	653	0.102	0.257	-	-
J4b	C-B	676	0.266	0.266	-	-

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	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	37	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	39	100.000
C - B1078 East		ONE HOUR	✓	19	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	20	17
	B - B1069 Snape Road (North)	38	0	1
	C - B1078 East	19	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	0	6
	B - B1069 Snape Road (North)	3	0	0
	C - B1078 East	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	11.82	0.1	0.5	B	36	54
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						17	26
A-B						18	28
A-C						16	23

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	351	0.084	29	0.0	0.1	11.182	B
C-AB	0	0	651	0.000	0	0.0	0.0	0.000	A
C-A	14	4			14				
A-B	15	4			15				
A-C	13	3			13				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	35	9	349	0.100	35	0.1	0.1	11.450	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	17	4			17				
A-B	18	4			18				
A-C	15	4			15				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	348	0.124	43	0.1	0.1	11.806	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	21	5			21				
A-B	22	6			22				
A-C	19	5			19				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	348	0.124	43	0.1	0.1	11.818	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	21	5			21				
A-B	22	6			22				
A-C	19	5			19				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	35	9	349	0.100	35	0.1	0.1	11.463	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	17	4			17				
A-B	18	4			18				
A-C	15	4			15				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	351	0.084	29	0.1	0.1	11.212	B
C-AB	0	0	651	0.000	0	0.0	0.0	0.000	A
C-A	14	4			14				
A-B	15	4			15				
A-C	13	3			13				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1069 / B1078 (Snape Rd) - Base Year, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	7.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	97	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	105	100.000
C - B1078 East		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	79	18
	B - B1069 Snape Road (North)	103	0	2
	C - B1078 East	22	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	5	11
	B - B1069 Snape Road (North)	1	0	0
	C - B1078 East	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.34	15.70	0.5	2.3	C	96	145
C-AB	0.00	5.45	0.0	0.5	A	0.95	1
C-A						20	30
A-B						72	109
A-C						17	25

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	79	20	350	0.226	78	0.0	0.3	13.162	B
C-AB	0.77	0.19	666	0.001	0.77	0.0	0.0	5.413	A
C-A	17	4			17				
A-B	59	15			59				
A-C	14	3			14				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	94	24	348	0.271	94	0.3	0.4	14.161	B
C-AB	0.93	0.23	664	0.001	0.93	0.0	0.0	5.430	A
C-A	20	5			20				
A-B	71	18			71				
A-C	16	4			16				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	116	29	345	0.335	115	0.4	0.5	15.639	C
C-AB	1	0.29	661	0.002	1	0.0	0.0	5.454	A
C-A	24	6			24				
A-B	87	22			87				
A-C	20	5			20				

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)	LOS
B-AC	116	29	345	0.335	116	0.5	0.5	15.703	C
C-AB	1	0.29	661	0.002	1	0.0	0.0	5.454	A
C-A	24	6			24				
A-B	87	22			87				
A-C	20	5			20				

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)	LOS
B-AC	94	24	348	0.271	95	0.5	0.4	14.254	B
C-AB	0.93	0.23	664	0.001	0.93	0.0	0.0	5.433	A
C-A	20	5			20				
A-B	71	18			71				
A-C	16	4			16				

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)	LOS
B-AC	79	20	350	0.226	79	0.4	0.3	13.308	B
C-AB	0.77	0.19	666	0.001	0.77	0.0	0.0	5.414	A
C-A	17	4			17				
A-B	59	15			59				
A-C	14	3			14				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.03	0.26	0.49	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.03	0.30	1.30	2.28			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.03	0.26	0.47	0.52			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1069 / B1078 (Snape Rd) - Base Year, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	6.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	131	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	104	100.000
C - B1078 East		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	101	30
	B - B1069 Snape Road (North)	103	0	1
	C - B1078 East	44	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	7	10
	B - B1069 Snape Road (North)	3	0	0
	C - B1078 East	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.35	16.90	0.5	2.5	C	95	143
C-AB	0.00	5.43	0.0	0.5	A	0.98	1
C-A						40	60
A-B						93	139
A-C						28	41

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)	LOS
B-AC	78	20	336	0.233	77	0.0	0.3	13.844	B
C-AB	0.79	0.20	668	0.001	0.79	0.0	0.0	5.395	A
C-A	33	8			33				
A-B	76	19			76				
A-C	23	6			23				

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)	LOS

B-AC	93	23	332	0.281	93	0.3	0.4	15.024	C
C-AB	0.96	0.24	666	0.001	0.95	0.0	0.0	5.407	A
C-A	39	10			39				
A-B	91	23			91				
A-C	27	7			27				

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)	LOS
B-AC	115	29	327	0.350	114	0.4	0.5	16.821	C
C-AB	1	0.30	665	0.002	1	0.0	0.0	5.423	A
C-A	48	12			48				
A-B	111	28			111				
A-C	33	8			33				

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)	LOS
B-AC	115	29	327	0.350	114	0.5	0.5	16.897	C
C-AB	1	0.30	665	0.002	1	0.0	0.0	5.425	A
C-A	48	12			48				
A-B	111	28			111				
A-C	33	8			33				

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)	LOS
B-AC	93	23	332	0.281	94	0.5	0.4	15.136	C
C-AB	0.96	0.24	666	0.001	0.96	0.0	0.0	5.411	A
C-A	39	10			39				
A-B	91	23			91				
A-C	27	7			27				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	78	20	336	0.233	79	0.4	0.3	14.014	B
C-AB	0.79	0.20	668	0.001	0.79	0.0	0.0	5.398	A
C-A	33	8			33				
A-B	76	19			76				
A-C	23	6			23				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.52	0.03	0.26	0.52	0.52			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.03	0.30	1.31	2.47			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.03	0.29	0.74	1.12			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1069 / B1078 (Snape Rd) - Base Year, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	6.80	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	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	138	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	115	100.000
C - B1078 East		ONE HOUR	✓	60	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	98	40
	B - B1069 Snape Road (North)	112	0	3
	C - B1078 East	59	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	4	10
	B - B1069 Snape Road (North)	4	0	0
	C - B1078 East	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	18.59	0.6	2.9	C	106	158
C-AB	0.00	5.35	0.0	0.5	A	1	2
C-A						54	81
A-B						90	135
A-C						37	55

Main Results for each time segment

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)	LOS
B-AC	87	22	330	0.262	85	0.0	0.3	14.629	B
C-AB	0.81	0.20	674	0.001	0.80	0.0	0.0	5.345	A
C-A	44	11			44				
A-B	74	18			74				
A-C	30	8			30				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	103	26	326	0.317	103	0.3	0.5	16.119	C
C-AB	0.98	0.24	674	0.001	0.98	0.0	0.0	5.346	A
C-A	53	13			53				
A-B	88	22			88				
A-C	36	9			36				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	127	32	320	0.395	126	0.5	0.6	18.458	C
C-AB	1	0.30	674	0.002	1	0.0	0.0	5.349	A
C-A	65	16			65				
A-B	108	27			108				
A-C	44	11			44				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	127	32	320	0.395	127	0.6	0.6	18.594	C
C-AB	1	0.30	674	0.002	1	0.0	0.0	5.353	A
C-A	65	16			65				
A-B	108	27			108				
A-C	44	11			44				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	103	26	326	0.317	104	0.6	0.5	16.283	C
C-AB	0.98	0.24	674	0.001	0.98	0.0	0.0	5.351	A
C-A	53	13			53				
A-B	88	22			88				
A-C	36	9			36				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	87	22	330	0.262	87	0.5	0.4	14.850	B
C-AB	0.81	0.20	674	0.001	0.81	0.0	0.0	5.350	A
C-A	44	11			44				
A-B	74	18			74				
A-C	30	8			30				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.03	0.26	0.63	0.63			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.03	0.29	1.27	2.92			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.04	0.42	1.25	1.37			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.29	0.83	1.16			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1069 / B1078 (Snape Rd) - Base Year, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	5.73	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	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	217	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	111	100.000
C - B1078 East		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	166	51
	B - B1069 Snape Road (North)	111	0	0
	C - B1078 East	53	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	1	0
	B - B1069 Snape Road (North)	5	0	0
	C - B1078 East	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	19.21	0.6	2.9	C	102	153
C-AB	0.00	5.56	0.0	0.5	A	2	3
C-A						48	73
A-B						152	228
A-C						47	70

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)	LOS
B-AC	84	21	322	0.260	82	0.0	0.3	14.955	B
C-AB	2	0.40	657	0.002	2	0.0	0.0	5.488	A
C-A	40	10			40				
A-B	125	31			125				
A-C	38	10			38				

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)	LOS

B-AC	100	25	316	0.315	99	0.3	0.4	16.547	C
C-AB	2	0.48	654	0.003	2	0.0	0.0	5.518	A
C-A	48	12			48				
A-B	149	37			149				
A-C	46	11			46				

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)	LOS
B-AC	122	31	309	0.395	121	0.4	0.6	19.074	C
C-AB	2	0.61	650	0.004	2	0.0	0.0	5.560	A
C-A	58	15			58				
A-B	183	46			183				
A-C	56	14			56				

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)	LOS
B-AC	122	31	309	0.395	122	0.6	0.6	19.213	C
C-AB	2	0.61	650	0.004	2	0.0	0.0	5.562	A
C-A	58	15			58				
A-B	183	46			183				
A-C	56	14			56				

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)	LOS
B-AC	100	25	316	0.315	100	0.6	0.5	16.720	C
C-AB	2	0.49	654	0.003	2	0.0	0.0	5.521	A
C-A	48	12			48				
A-B	149	37			149				
A-C	46	11			46				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	84	21	322	0.260	84	0.5	0.4	15.183	C
C-AB	2	0.40	657	0.002	2	0.0	0.0	5.492	A
C-A	40	10			40				
A-B	125	31			125				
A-C	38	10			38				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.03	0.26	0.63	0.63			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.03	0.29	1.29	2.93			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.04	0.41	1.24	1.37			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.29	0.81	1.16			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1069 / B1078 (Snape Rd) - 2023 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	4.73	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	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	56	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	49	100.000
C - B1078 East		ONE HOUR	✓	29	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	39	18
	B - B1069 Snape Road (North)	45	0	5
	C - B1078 East	20	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	0	6
	B - B1069 Snape Road (North)	1	0	0
	C - B1078 East	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	11.98	0.2	0.5	B	45	68
C-AB	0.02	5.44	0.0	0.5	A	9	13
C-A						18	26
A-B						36	54
A-C						16	24

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	37	9	360	0.103	37	0.0	0.1	11.132	B
C-AB	7	2	673	0.011	7	0.0	0.0	5.403	A
C-A	15	4			15				
A-B	29	7			29				
A-C	13	3			13				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	44	11	358	0.124	44	0.1	0.1	11.485	B
C-AB	9	2	673	0.013	9	0.0	0.0	5.418	A
C-A	17	4			17				
A-B	35	9			35				
A-C	16	4			16				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	54	14	355	0.153	54	0.1	0.2	11.967	B
C-AB	11	3	672	0.016	10	0.0	0.0	5.439	A
C-A	21	5			21				
A-B	43	11			43				
A-C	19	5			19				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	54	14	355	0.153	54	0.2	0.2	11.979	B
C-AB	11	3	672	0.016	11	0.0	0.0	5.442	A
C-A	21	5			21				
A-B	43	11			43				
A-C	19	5			19				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	44	11	358	0.124	44	0.2	0.1	11.502	B
C-AB	9	2	673	0.013	9	0.0	0.0	5.422	A
C-A	17	4			17				
A-B	35	9			35				
A-C	16	4			16				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	37	9	360	0.103	37	0.1	0.1	11.171	B
C-AB	7	2	673	0.011	7	0.0	0.0	5.406	A
C-A	15	4			15				
A-B	29	7			29				
A-C	13	3			13				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2023 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	8.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	104	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	123	100.000
C - B1078 East		ONE HOUR	✓	25	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	84	21
	B - B1069 Snape Road (North)	116	0	7
	C - B1078 East	22	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	6	10
	B - B1069 Snape Road (North)	0	0	0
	C - B1078 East	0	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	16.89	0.6	2.8	C	113	169
C-AB	0.01	7.23	0.0	0.5	A	3	4
C-A						20	30
A-B						77	115
A-C						19	28

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	93	23	355	0.261	91	0.0	0.3	13.595	B
C-AB	2	0.59	504	0.005	2	0.0	0.0	7.172	A
C-A	16	4			16				
A-B	63	16			63				
A-C	15	4			15				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	111	28	352	0.314	110	0.3	0.4	14.853	B
C-AB	3	0.71	503	0.006	3	0.0	0.0	7.196	A
C-A	20	5			20				
A-B	75	19			75				
A-C	18	5			18				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	135	34	348	0.389	135	0.4	0.6	16.792	C
C-AB	4	1	502	0.007	4	0.0	0.0	7.225	A
C-A	24	6			24				
A-B	92	23			92				
A-C	23	6			23				

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)	LOS
B-AC	135	34	348	0.389	135	0.6	0.6	16.893	C
C-AB	4	1	502	0.007	4	0.0	0.0	7.221	A
C-A	24	6			24				
A-B	92	23			92				
A-C	23	6			23				

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)	LOS
B-AC	111	28	352	0.314	111	0.6	0.5	14.990	B
C-AB	3	0.71	503	0.006	3	0.0	0.0	7.185	A
C-A	20	5			20				
A-B	75	19			75				
A-C	18	5			18				

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)	LOS
B-AC	93	23	355	0.261	93	0.5	0.4	13.781	B
C-AB	2	0.59	504	0.005	2	0.0	0.0	7.165	A
C-A	16	4			16				
A-B	63	16			63				
A-C	15	4			15				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.62	0.03	0.26	0.62	0.62			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.03	0.29	1.24	2.84			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.04	0.40	1.23	1.37			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.28	0.66	1.08			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1069 / B1078 (Snape Rd) - 2023 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	6.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	138	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	113	100.000
C - B1078 East		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	106	33
	B - B1069 Snape Road (North)	109	0	4
	C - B1078 East	45	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	7	9
	B - B1069 Snape Road (North)	3	0	0
	C - B1078 East	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	17.55	0.6	2.8	C	104	156
C-AB	0.00	5.46	0.0	0.5	A	2	4
C-A						41	62
A-B						97	145
A-C						30	45

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)	LOS
B-AC	85	21	339	0.252	84	0.0	0.3	14.054	B
C-AB	2	0.50	667	0.003	2	0.0	0.0	5.414	A
C-A	34	8			34				
A-B	80	20			80				
A-C	25	6			25				

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)	LOS

B-AC	102	25	335	0.304	101	0.3	0.4	15.384	C
C-AB	2	0.61	665	0.004	2	0.0	0.0	5.429	A
C-A	40	10			40				
A-B	95	24			95				
A-C	29	7			29				

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)	LOS
B-AC	125	31	330	0.378	124	0.4	0.6	17.443	C
C-AB	3	0.76	663	0.005	3	0.0	0.0	5.451	A
C-A	49	12			49				
A-B	116	29			116				
A-C	36	9			36				

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)	LOS
B-AC	125	31	330	0.378	125	0.6	0.6	17.547	C
C-AB	3	0.76	663	0.005	3	0.0	0.0	5.455	A
C-A	49	12			49				
A-B	116	29			116				
A-C	36	9			36				

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)	LOS
B-AC	102	25	335	0.304	102	0.6	0.4	15.519	C
C-AB	2	0.61	665	0.004	2	0.0	0.0	5.434	A
C-A	40	10			40				
A-B	95	24			95				
A-C	29	7			29				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	85	21	339	0.252	86	0.4	0.3	14.246	B
C-AB	2	0.50	667	0.003	2	0.0	0.0	5.418	A
C-A	34	8			34				
A-B	80	20			80				
A-C	25	6			25				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.03	0.26	0.59	0.59			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.03	0.29	1.29	2.77			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.04	0.36	1.18	1.34			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.27	0.49	0.87			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1069 / B1078 (Snape Rd) - 2023 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	7.33	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
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	146	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	125	100.000
C - B1078 East		ONE HOUR	✓	67	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	105	41
	B - B1069 Snape Road (North)	120	0	6
	C - B1078 East	61	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	4	10
	B - B1069 Snape Road (North)	4	0	0
	C - B1078 East	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.43	19.67	0.7	3.2	C	115	172
C-AB	0.01	5.41	0.0	0.5	A	6	9
C-A						55	83
A-B						97	145
A-C						38	56

Main Results for each time segment

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)	LOS
B-AC	94	24	332	0.284	93	0.0	0.4	14.983	B
C-AB	5	1	674	0.007	5	0.0	0.0	5.383	A
C-A	46	11			46				
A-B	79	20			79				
A-C	31	8			31				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	113	28	327	0.344	112	0.4	0.5	16.709	C
C-AB	6	2	673	0.009	6	0.0	0.0	5.392	A
C-A	54	14			54				
A-B	95	24			95				
A-C	37	9			37				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	138	34	321	0.430	137	0.5	0.7	19.494	C
C-AB	8	2	673	0.011	7	0.0	0.0	5.405	A
C-A	66	17			66				
A-B	116	29			116				
A-C	45	11			45				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	138	34	321	0.430	138	0.7	0.7	19.670	C
C-AB	8	2	673	0.011	8	0.0	0.0	5.410	A
C-A	66	17			66				
A-B	116	29			116				
A-C	45	11			45				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	113	28	327	0.344	113	0.7	0.5	16.920	C
C-AB	6	2	673	0.009	6	0.0	0.0	5.397	A
C-A	54	14			54				
A-B	95	24			95				
A-C	37	9			37				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	94	24	332	0.284	95	0.5	0.4	15.246	C
C-AB	5	1	674	0.007	5	0.0	0.0	5.387	A
C-A	46	11			46				
A-B	79	20			79				
A-C	31	8			31				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.51	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.73	0.03	0.26	0.73	0.79			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.74	0.03	0.29	1.22	3.25			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.05	0.52	1.31	1.41			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.03	0.34	1.13	1.32			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2023 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	6.48	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
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	223	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	125	100.000
C - B1078 East		ONE HOUR	✓	61	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	172	52
	B - B1069 Snape Road (North)	121	0	4
	C - B1078 East	56	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	1	0
	B - B1069 Snape Road (North)	4	0	0
	C - B1078 East	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.44	20.56	0.8	3.4	C	115	172
C-AB	0.01	5.60	0.0	0.5	A	6	8
C-A						51	76
A-B						158	236
A-C						47	71

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)	LOS
B-AC	94	23	325	0.289	92	0.0	0.4	15.358	C
C-AB	4	1	657	0.007	4	0.0	0.0	5.512	A
C-A	42	10			42				
A-B	129	32			129				
A-C	39	10			39				

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)	LOS

B-AC	112	28	320	0.351	112	0.4	0.5	17.248	C
C-AB	5	1	654	0.008	5	0.0	0.0	5.547	A
C-A	50	12			50				
A-B	154	39			154				
A-C	46	12			46				

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)	LOS
B-AC	137	34	312	0.440	137	0.5	0.8	20.359	C
C-AB	7	2	650	0.010	7	0.0	0.0	5.596	A
C-A	61	15			61				
A-B	189	47			189				
A-C	57	14			57				

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)	LOS
B-AC	137	34	312	0.440	137	0.8	0.8	20.558	C
C-AB	7	2	650	0.010	7	0.0	0.0	5.598	A
C-A	61	15			61				
A-B	189	47			189				
A-C	57	14			57				

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)	LOS
B-AC	112	28	320	0.351	113	0.8	0.6	17.486	C
C-AB	5	1	654	0.008	5	0.0	0.0	5.550	A
C-A	50	12			50				
A-B	154	39			154				
A-C	46	12			46				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	94	23	325	0.289	95	0.6	0.4	15.642	C
C-AB	4	1	657	0.007	5	0.0	0.0	5.514	A
C-A	42	10			42				
A-B	129	32			129				
A-C	39	10			39				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.53	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.76	0.03	0.27	0.76	1.08			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.77	0.03	0.29	1.24	3.38			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.05	0.54	1.32	1.41			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.04	0.36	1.16	1.33			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2023 Early Years , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	4.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	62	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	50	100.000
C - B1078 East		ONE HOUR	✓	31	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	45	18
	B - B1069 Snape Road (North)	46	0	5
	C - B1078 East	20	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	0	6
	B - B1069 Snape Road (North)	1	0	0
	C - B1078 East	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	12.08	0.2	0.5	B	46	69
C-AB	0.02	5.48	0.0	0.5	A	11	16
C-A						18	26
A-B						41	62
A-C						16	24

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	38	9	359	0.106	37	0.0	0.1	11.194	B
C-AB	9	2	672	0.013	9	0.0	0.0	5.426	A
C-A	15	4			15				
A-B	34	8			34				
A-C	13	3			13				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	45	11	356	0.127	45	0.1	0.1	11.562	B
C-AB	10	3	671	0.015	10	0.0	0.0	5.445	A
C-A	17	4			17				
A-B	40	10			40				
A-C	16	4			16				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	55	14	353	0.157	55	0.1	0.2	12.069	B
C-AB	13	3	670	0.019	13	0.0	0.0	5.473	A
C-A	21	5			21				
A-B	50	12			50				
A-C	19	5			19				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	55	14	353	0.157	55	0.2	0.2	12.081	B
C-AB	13	3	670	0.019	13	0.0	0.0	5.476	A
C-A	21	5			21				
A-B	50	12			50				
A-C	19	5			19				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	45	11	356	0.127	45	0.2	0.1	11.581	B
C-AB	10	3	671	0.015	10	0.0	0.0	5.447	A
C-A	17	4			17				
A-B	40	10			40				
A-C	16	4			16				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	38	9	359	0.106	38	0.1	0.1	11.234	B
C-AB	9	2	672	0.013	9	0.0	0.0	5.427	A
C-A	14	4			14				
A-B	34	8			34				
A-C	13	3			13				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.47	0.54			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2023 Early Years , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	7.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	127	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	127	100.000
C - B1078 East		ONE HOUR	✓	32	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	107	21
	B - B1069 Snape Road (North)	119	0	8
	C - B1078 East	23	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	5	10
	B - B1069 Snape Road (North)	0	0	0
	C - B1078 East	0	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.41	17.58	0.7	3.0	C	116	175
C-AB	0.02	6.21	0.0	0.5	A	9	13
C-A						21	31
A-B						98	147
A-C						19	28

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	96	24	352	0.271	94	0.0	0.4	13.871	B
C-AB	7	2	596	0.012	7	0.0	0.0	6.111	A
C-A	17	4			17				
A-B	80	20			80				
A-C	15	4			15				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	114	29	349	0.327	114	0.4	0.5	15.269	C
C-AB	8	2	594	0.014	8	0.0	0.0	6.152	A
C-A	20	5			20				
A-B	96	24			96				
A-C	18	5			18				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	140	35	344	0.406	139	0.5	0.7	17.456	C
C-AB	10	3	590	0.018	10	0.0	0.0	6.208	A
C-A	25	6			25				
A-B	117	29			117				
A-C	23	6			23				

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)	LOS
B-AC	140	35	344	0.406	140	0.7	0.7	17.577	C
C-AB	10	3	590	0.018	10	0.0	0.0	6.208	A
C-A	25	6			25				
A-B	117	29			117				
A-C	23	6			23				

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)	LOS
B-AC	114	29	349	0.327	115	0.7	0.5	15.423	C
C-AB	8	2	594	0.014	8	0.0	0.0	6.150	A
C-A	20	5			20				
A-B	96	24			96				
A-C	18	5			18				

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)	LOS
B-AC	96	24	352	0.271	96	0.5	0.4	14.081	B
C-AB	7	2	596	0.012	7	0.0	0.0	6.109	A
C-A	17	4			17				
A-B	80	20			80				
A-C	15	4			15				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.03	0.26	0.66	0.66			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.03	0.29	1.22	2.97			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.05	0.45	1.28	1.39			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.03	0.31	0.97	1.23			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2023 Early Years , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	6.44	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
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	145	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	114	100.000
C - B1078 East		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	113	33
	B - B1069 Snape Road (North)	110	0	4
	C - B1078 East	46	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	7	9
	B - B1069 Snape Road (North)	3	0	0
	C - B1078 East	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	17.75	0.6	2.8	C	105	157
C-AB	0.01	5.48	0.0	0.5	A	3	5
C-A						42	63
A-B						103	155
A-C						30	45

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)	LOS
B-AC	86	22	338	0.254	85	0.0	0.3	14.137	B
C-AB	3	0.70	666	0.004	3	0.0	0.0	5.428	A
C-A	35	9			35				
A-B	85	21			85				
A-C	25	6			25				

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)	LOS

B-AC	103	26	334	0.307	102	0.3	0.4	15.505	C
C-AB	3	0.85	664	0.005	3	0.0	0.0	5.446	A
C-A	41	10			41				
A-B	101	25			101				
A-C	29	7			29				

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)	LOS
B-AC	126	31	329	0.383	125	0.4	0.6	17.634	C
C-AB	4	1	662	0.006	4	0.0	0.0	5.472	A
C-A	50	13			50				
A-B	124	31			124				
A-C	36	9			36				

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)	LOS
B-AC	126	31	329	0.383	126	0.6	0.6	17.745	C
C-AB	4	1	662	0.006	4	0.0	0.0	5.476	A
C-A	50	13			50				
A-B	124	31			124				
A-C	36	9			36				

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)	LOS
B-AC	103	26	334	0.307	103	0.6	0.5	15.648	C
C-AB	3	0.85	664	0.005	3	0.0	0.0	5.450	A
C-A	41	10			41				
A-B	101	25			101				
A-C	29	7			29				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	86	22	338	0.254	86	0.5	0.3	14.334	B
C-AB	3	0.70	666	0.004	3	0.0	0.0	5.430	A
C-A	35	9			35				
A-B	85	21			85				
A-C	25	6			25				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.03	0.26	0.60	0.60			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.61	0.03	0.29	1.28	2.81			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.04	0.38	1.20	1.35			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.03	0.28	0.50	0.98			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

B1069 / B1078 (Snape Rd) - 2023 Early Years , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	7.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	149	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	125	100.000
C - B1078 East		ONE HOUR	✓	68	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	105	44
	B - B1069 Snape Road (North)	120	0	6
	C - B1078 East	62	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	4	9
	B - B1069 Snape Road (North)	4	0	0
	C - B1078 East	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.43	19.77	0.7	3.3	C	115	172
C-AB	0.01	5.41	0.0	0.5	A	6	9
C-A						56	85
A-B						97	145
A-C						40	61

Main Results for each time segment

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)	LOS
B-AC	94	24	331	0.285	93	0.0	0.4	15.019	C
C-AB	5	1	673	0.007	5	0.0	0.0	5.384	A
C-A	46	12			46				
A-B	79	20			79				
A-C	33	8			33				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	113	28	326	0.345	112	0.4	0.5	16.767	C
C-AB	6	2	673	0.009	6	0.0	0.0	5.393	A
C-A	55	14			55				
A-B	95	24			95				
A-C	40	10			40				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	138	34	320	0.431	137	0.5	0.7	19.592	C
C-AB	8	2	673	0.011	8	0.0	0.0	5.407	A
C-A	68	17			68				
A-B	116	29			116				
A-C	48	12			48				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	138	34	320	0.431	138	0.7	0.7	19.769	C
C-AB	8	2	673	0.011	8	0.0	0.0	5.411	A
C-A	68	17			68				
A-B	116	29			116				
A-C	48	12			48				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	113	28	326	0.345	113	0.7	0.5	16.979	C
C-AB	6	2	673	0.009	6	0.0	0.0	5.400	A
C-A	55	14			55				
A-B	95	24			95				
A-C	40	10			40				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	94	24	331	0.285	95	0.5	0.4	15.283	C
C-AB	5	1	673	0.007	5	0.0	0.0	5.386	A
C-A	46	12			46				
A-B	79	20			79				
A-C	33	8			33				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.51	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.73	0.03	0.26	0.73	0.83			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.74	0.03	0.29	1.22	3.26			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.05	0.52	1.31	1.41			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.03	0.35	1.14	1.32			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2023 Early Years , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	8.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	227	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	153	100.000
C - B1078 East		ONE HOUR	✓	61	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	173	55
	B - B1069 Snape Road (North)	144	0	9
	C - B1078 East	56	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	1	0
	B - B1069 Snape Road (North)	3	0	0
	C - B1078 East	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.53	24.19	1.1	4.5	C	140	210
C-AB	0.01	5.61	0.0	0.5	A	6	8
C-A						51	76
A-B						158	238
A-C						50	75

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)	LOS
B-AC	115	29	330	0.349	113	0.0	0.5	16.439	C
C-AB	4	1	657	0.007	4	0.0	0.0	5.519	A
C-A	42	10			42				
A-B	130	32			130				
A-C	41	10			41				

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)	LOS

B-AC	137	34	324	0.424	137	0.5	0.7	19.086	C
C-AB	5	1	653	0.008	5	0.0	0.0	5.555	A
C-A	50	12			50				
A-B	155	39			155				
A-C	49	12			49				

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)	LOS
B-AC	168	42	317	0.531	167	0.7	1.1	23.765	C
C-AB	7	2	649	0.010	7	0.0	0.0	5.606	A
C-A	61	15			61				
A-B	190	48			190				
A-C	60	15			60				

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)	LOS
B-AC	168	42	317	0.531	168	1.1	1.1	24.187	C
C-AB	7	2	649	0.010	7	0.0	0.0	5.608	A
C-A	61	15			61				
A-B	190	48			190				
A-C	60	15			60				

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)	LOS
B-AC	137	34	324	0.424	139	1.1	0.8	19.534	C
C-AB	5	1	653	0.008	5	0.0	0.0	5.558	A
C-A	50	12			50				
A-B	155	39			155				
A-C	49	12			49				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	115	29	330	0.349	116	0.8	0.5	16.882	C
C-AB	4	1	657	0.007	5	0.0	0.0	5.520	A
C-A	42	10			42				
A-B	130	32			130				
A-C	41	10			41				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.52	0.52	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.71	0.49	0.97	1.39	1.45			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.08	0.03	0.28	1.08	3.60			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.10	0.03	0.29	1.25	4.54			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.76	0.06	0.65	1.22	1.73			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.04	0.43	1.18	1.18			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2028 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	4.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	59	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	51	100.000
C - B1078 East		ONE HOUR	✓	30	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	41	19
	B - B1069 Snape Road (North)	46	0	6
	C - B1078 East	21	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	0	5
	B - B1069 Snape Road (North)	1	0	0
	C - B1078 East	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	12.01	0.2	0.6	B	47	71
C-AB	0.02	5.44	0.0	0.5	A	9	13
C-A						19	28
A-B						38	56
A-C						17	25

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	39	10	361	0.107	38	0.0	0.1	11.127	B
C-AB	7	2	673	0.011	7	0.0	0.0	5.404	A
C-A	15	4			15				
A-B	31	8			31				
A-C	14	3			14				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	46	12	359	0.128	46	0.1	0.1	11.493	B
C-AB	9	2	673	0.013	9	0.0	0.0	5.419	A
C-A	18	5			18				
A-B	37	9			37				
A-C	17	4			17				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	56	14	356	0.158	56	0.1	0.2	11.996	B
C-AB	11	3	672	0.016	11	0.0	0.0	5.441	A
C-A	22	6			22				
A-B	45	11			45				
A-C	20	5			20				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	56	14	356	0.158	56	0.2	0.2	12.008	B
C-AB	11	3	672	0.016	11	0.0	0.0	5.442	A
C-A	22	6			22				
A-B	45	11			45				
A-C	20	5			20				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	46	12	359	0.128	46	0.2	0.1	11.513	B
C-AB	9	2	673	0.013	9	0.0	0.0	5.423	A
C-A	18	5			18				
A-B	37	9			37				
A-C	17	4			17				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	39	10	361	0.107	39	0.1	0.1	11.166	B
C-AB	7	2	673	0.011	7	0.0	0.0	5.407	A
C-A	15	4			15				
A-B	31	8			31				
A-C	14	3			14				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.03	0.26	0.48	0.61			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2028 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	8.17	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	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	110	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	128	100.000
C - B1078 East		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	88	23
	B - B1069 Snape Road (North)	117	0	11
	C - B1078 East	24	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	6	9
	B - B1069 Snape Road (North)	0	0	0
	C - B1078 East	0	25	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	17.18	0.7	2.9	C	117	176
C-AB	0.01	6.81	0.0	0.5	A	4	6
C-A						22	33
A-B						80	121
A-C						21	31

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	96	24	357	0.270	95	0.0	0.4	13.656	B
C-AB	3	0.79	536	0.006	3	0.0	0.0	6.755	A
C-A	18	4			18				
A-B	66	16			66				
A-C	17	4			17				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	115	29	354	0.325	115	0.4	0.5	14.993	B
C-AB	4	1	535	0.007	4	0.0	0.0	6.781	A
C-A	21	5			21				
A-B	79	20			79				
A-C	20	5			20				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	141	35	350	0.402	140	0.5	0.7	17.065	C
C-AB	5	1	533	0.009	5	0.0	0.0	6.814	A
C-A	26	7			26				
A-B	96	24			96				
A-C	25	6			25				

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)	LOS
B-AC	141	35	350	0.402	141	0.7	0.7	17.179	C
C-AB	5	1	533	0.009	5	0.0	0.0	6.811	A
C-A	26	7			26				
A-B	96	24			96				
A-C	25	6			25				

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)	LOS
B-AC	115	29	354	0.325	116	0.7	0.5	15.139	C
C-AB	4	1	535	0.007	4	0.0	0.0	6.773	A
C-A	21	5			21				
A-B	79	20			79				
A-C	20	5			20				

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)	LOS
B-AC	96	24	357	0.270	97	0.5	0.4	13.855	B
C-AB	3	0.79	536	0.006	3	0.0	0.0	6.750	A
C-A	18	4			18				
A-B	66	16			66				
A-C	17	4			17				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.03	0.26	0.65	0.65			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.03	0.29	1.21	2.94			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.04	0.44	1.27	1.39			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.03	0.30	0.92	1.21			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2028 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	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
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	146	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	117	100.000
C - B1078 East		ONE HOUR	✓	52	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	112	35
	B - B1069 Snape Road (North)	110	0	7
	C - B1078 East	47	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	7	9
	B - B1069 Snape Road (North)	3	0	0
	C - B1078 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	17.85	0.6	2.9	C	108	161
C-AB	0.01	5.48	0.0	0.5	A	4	7
C-A						43	64
A-B						102	154
A-C						32	48

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)	LOS
B-AC	88	22	340	0.259	87	0.0	0.3	14.127	B
C-AB	4	0.90	666	0.005	4	0.0	0.0	5.432	A
C-A	35	9			35				
A-B	84	21			84				
A-C	26	7			26				

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)	LOS

B-AC	105	26	336	0.313	105	0.3	0.4	15.530	C
C-AB	4	1	664	0.007	4	0.0	0.0	5.451	A
C-A	42	10			42				
A-B	100	25			100				
A-C	31	8			31				

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)	LOS
B-AC	129	32	331	0.390	128	0.4	0.6	17.732	C
C-AB	5	1	662	0.008	5	0.0	0.0	5.478	A
C-A	51	13			51				
A-B	123	31			123				
A-C	38	10			38				

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)	LOS
B-AC	129	32	331	0.390	129	0.6	0.6	17.847	C
C-AB	5	1	662	0.008	5	0.0	0.0	5.480	A
C-A	51	13			51				
A-B	123	31			123				
A-C	38	10			38				

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)	LOS
B-AC	105	26	336	0.313	106	0.6	0.5	15.679	C
C-AB	4	1	664	0.007	4	0.0	0.0	5.455	A
C-A	42	10			42				
A-B	100	25			100				
A-C	31	8			31				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	88	22	340	0.259	89	0.5	0.4	14.325	B
C-AB	4	0.90	666	0.005	4	0.0	0.0	5.437	A
C-A	35	9			35				
A-B	84	21			84				
A-C	26	7			26				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.62	0.03	0.26	0.62	0.62			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.03	0.29	1.27	2.87			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.04	0.40	1.23	1.37			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.29	0.69	1.10			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2028 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	7.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	154	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	134	100.000
C - B1078 East		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	111	43
	B - B1069 Snape Road (North)	126	0	9
	C - B1078 East	65	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	3	9
	B - B1069 Snape Road (North)	4	0	0
	C - B1078 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.46	20.82	0.8	3.6	C	123	185
C-AB	0.02	5.45	0.0	0.5	A	10	15
C-A						59	88
A-B						102	153
A-C						39	59

Main Results for each time segment

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)	LOS
B-AC	101	25	332	0.304	99	0.0	0.4	15.345	C
C-AB	8	2	674	0.012	8	0.0	0.0	5.409	A
C-A	48	12			48				
A-B	84	21			84				
A-C	32	8			32				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	121	30	327	0.369	120	0.4	0.6	17.319	C
C-AB	10	2	673	0.015	10	0.0	0.0	5.422	A
C-A	58	14			58				
A-B	100	25			100				
A-C	39	10			39				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	148	37	321	0.461	147	0.6	0.8	20.594	C
C-AB	12	3	673	0.019	12	0.0	0.0	5.444	A
C-A	70	18			70				
A-B	122	31			122				
A-C	47	12			47				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	148	37	320	0.461	148	0.8	0.8	20.819	C
C-AB	12	3	673	0.019	12	0.0	0.0	5.447	A
C-A	70	18			70				
A-B	122	31			122				
A-C	47	12			47				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	121	30	327	0.369	122	0.8	0.6	17.582	C
C-AB	10	2	673	0.015	10	0.0	0.0	5.429	A
C-A	58	14			58				
A-B	100	25			100				
A-C	39	10			39				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	101	25	332	0.304	102	0.6	0.4	15.651	C
C-AB	8	2	674	0.012	8	0.0	0.0	5.414	A
C-A	48	12			48				
A-B	84	21			84				
A-C	32	8			32				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.57	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.82	0.03	0.27	0.82	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.84	0.03	0.29	1.20	3.58			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.06	0.60	1.35	1.44			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.04	0.38	1.22	1.37			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2028 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	6.98	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
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	232	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	134	100.000
C - B1078 East		ONE HOUR	✓	68	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	178	55
	B - B1069 Snape Road (North)	127	0	7
	C - B1078 East	59	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	1	0
	B - B1069 Snape Road (North)	4	0	0
	C - B1078 East	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.47	21.80	0.9	3.7	C	123	184
C-AB	0.02	5.64	0.0	0.5	A	10	14
C-A						53	79
A-B						163	245
A-C						50	75

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)	LOS
B-AC	101	25	326	0.309	99	0.0	0.4	15.732	C
C-AB	8	2	657	0.012	8	0.0	0.0	5.542	A
C-A	44	11			44				
A-B	134	33			134				
A-C	41	10			41				

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)	LOS

B-AC	120	30	320	0.376	120	0.4	0.6	17.889	C
C-AB	9	2	654	0.014	9	0.0	0.0	5.584	A
C-A	52	13			52				
A-B	160	40			160				
A-C	49	12			49				

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)	LOS
B-AC	147	37	312	0.472	146	0.6	0.9	21.541	C
C-AB	12	3	649	0.018	12	0.0	0.0	5.643	A
C-A	63	16			63				
A-B	196	49			196				
A-C	60	15			60				

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)	LOS
B-AC	147	37	312	0.472	147	0.9	0.9	21.804	C
C-AB	12	3	649	0.018	12	0.0	0.0	5.645	A
C-A	63	16			63				
A-B	196	49			196				
A-C	60	15			60				

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)	LOS
B-AC	120	30	320	0.376	121	0.9	0.6	18.189	C
C-AB	9	2	654	0.014	9	0.0	0.0	5.589	A
C-A	52	13			52				
A-B	160	40			160				
A-C	49	12			49				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	101	25	326	0.309	101	0.6	0.5	16.064	C
C-AB	8	2	657	0.012	8	0.0	0.0	5.544	A
C-A	44	11			44				
A-B	134	33			134				
A-C	41	10			41				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.86	0.03	0.27	0.86	1.38			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.87	0.03	0.29	1.22	3.74			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.62	0.06	0.60	1.36	1.46			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.04	0.39	1.24	1.38			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2028 Peak Construction, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	3.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	100	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	53	100.000
C - B1078 East		ONE HOUR	✓	40	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	82	19
	B - B1069 Snape Road (North)	47	0	7
	C - B1078 East	21	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	0	5
	B - B1069 Snape Road (North)	1	0	0
	C - B1078 East	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	12.33	0.2	0.9	B	49	73
C-AB	0.03	5.64	0.0	0.5	A	18	27
C-A						18	27
A-B						75	113
A-C						17	25

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	40	10	358	0.112	40	0.0	0.1	11.292	B
C-AB	15	4	665	0.022	15	0.0	0.0	5.536	A
C-A	15	4			15				
A-B	62	15			62				
A-C	14	3			14				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	48	12	355	0.135	48	0.1	0.2	11.719	B
C-AB	18	4	663	0.027	18	0.0	0.0	5.579	A
C-A	18	4			18				
A-B	74	18			74				
A-C	17	4			17				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	59	15	351	0.167	58	0.2	0.2	12.319	B
C-AB	22	5	660	0.033	22	0.0	0.0	5.639	A
C-A	22	5			22				
A-B	90	23			90				
A-C	20	5			20				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	59	15	350	0.167	59	0.2	0.2	12.333	B
C-AB	22	5	660	0.033	22	0.0	0.0	5.643	A
C-A	22	5			22				
A-B	90	23			90				
A-C	20	5			20				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	48	12	355	0.135	48	0.2	0.2	11.742	B
C-AB	18	4	663	0.027	18	0.0	0.0	5.583	A
C-A	18	4			18				
A-B	74	18			74				
A-C	17	4			17				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	40	10	358	0.112	40	0.2	0.1	11.338	B
C-AB	15	4	665	0.022	15	0.0	0.0	5.540	A
C-A	15	4			15				
A-B	62	15			62				
A-C	14	3			14				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.27	0.49	0.89			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

B1069 / B1078 (Snape Rd) - 2028 Peak Construction, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	7.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	153	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	137	100.000
C - B1078 East		ONE HOUR	✓	38	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	131	23
	B - B1069 Snape Road (North)	124	0	13
	C - B1078 East	24	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	4	9
	B - B1069 Snape Road (North)	0	0	0
	C - B1078 East	0	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.44	18.66	0.8	3.3	C	126	189
C-AB	0.03	6.12	0.0	0.5	A	13	20
C-A						22	32
A-B						120	180
A-C						21	31

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	103	26	353	0.292	101	0.0	0.4	14.145	B
C-AB	11	3	613	0.018	11	0.0	0.0	5.978	A
C-A	18	4			18				
A-B	98	25			98				
A-C	17	4			17				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	123	31	349	0.353	123	0.4	0.5	15.868	C
C-AB	13	3	610	0.021	13	0.0	0.0	6.036	A
C-A	21	5			21				
A-B	117	29			117				
A-C	20	5			20				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	151	38	344	0.439	150	0.5	0.8	18.500	C
C-AB	16	4	605	0.027	16	0.0	0.0	6.116	A
C-A	26	6			26				
A-B	144	36			144				
A-C	25	6			25				

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)	LOS
B-AC	151	38	343	0.439	151	0.8	0.8	18.662	C
C-AB	16	4	605	0.027	16	0.0	0.0	6.114	A
C-A	26	6			26				
A-B	144	36			144				
A-C	25	6			25				

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)	LOS
B-AC	123	31	349	0.353	124	0.8	0.6	16.064	C
C-AB	13	3	610	0.021	13	0.0	0.0	6.033	A
C-A	21	5			21				
A-B	117	29			117				
A-C	20	5			20				

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)	LOS
B-AC	103	26	353	0.292	104	0.6	0.4	14.483	B
C-AB	11	3	613	0.018	11	0.0	0.0	5.980	A
C-A	18	4			18				
A-B	98	25			98				
A-C	17	4			17				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.53	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.76	0.03	0.26	0.76	0.82			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.77	0.03	0.29	1.16	3.29			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.05	0.57	1.32	1.41			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.04	0.36	1.17	1.34			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

B1069 / B1078 (Snape Rd) - 2028 Peak Construction, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	6.46	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
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	155	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	118	100.000
C - B1078 East		ONE HOUR	✓	54	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	120	36
	B - B1069 Snape Road (North)	110	0	8
	C - B1078 East	47	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	7	8
	B - B1069 Snape Road (North)	3	0	0
	C - B1078 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	18.01	0.6	2.9	C	108	163
C-AB	0.01	5.52	0.0	0.5	A	6	10
C-A						43	64
A-B						110	165
A-C						33	49

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)	LOS
B-AC	89	22	340	0.262	88	0.0	0.3	14.178	B
C-AB	5	1	664	0.008	5	0.0	0.0	5.460	A
C-A	35	9			35				
A-B	90	23			90				
A-C	27	7			27				

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)	LOS

B-AC	106	27	336	0.316	106	0.3	0.5	15.620	C
C-AB	6	2	662	0.009	6	0.0	0.0	5.484	A
C-A	42	10			42				
A-B	108	27			108				
A-C	32	8			32				

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)	LOS
B-AC	130	33	330	0.395	129	0.5	0.6	17.893	C
C-AB	8	2	660	0.012	8	0.0	0.0	5.520	A
C-A	51	13			51				
A-B	132	33			132				
A-C	39	10			39				

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)	LOS
B-AC	130	33	330	0.395	130	0.6	0.6	18.015	C
C-AB	8	2	660	0.012	8	0.0	0.0	5.524	A
C-A	51	13			51				
A-B	132	33			132				
A-C	39	10			39				

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)	LOS
B-AC	106	27	336	0.316	107	0.6	0.5	15.775	C
C-AB	6	2	662	0.009	6	0.0	0.0	5.491	A
C-A	42	10			42				
A-B	108	27			108				
A-C	32	8			32				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	89	22	340	0.262	89	0.5	0.4	14.385	B
C-AB	5	1	664	0.008	5	0.0	0.0	5.464	A
C-A	35	9			35				
A-B	90	23			90				
A-C	27	7			27				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.03	0.26	0.63	0.63			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.03	0.29	1.27	2.91			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.04	0.41	1.25	1.37			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.29	0.78	1.14			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2028 Peak Construction, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	9.91	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
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	156	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	159	100.000
C - B1078 East		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	112	44
	B - B1069 Snape Road (North)	147	0	13
	C - B1078 East	65	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	3	9
	B - B1069 Snape Road (North)	3	0	0
	C - B1078 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.54	24.25	1.2	4.7	C	146	219
C-AB	0.02	5.46	0.0	0.5	A	11	17
C-A						59	88
A-B						103	154
A-C						40	61

Main Results for each time segment

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)	LOS
B-AC	120	30	335	0.357	118	0.0	0.5	16.379	C
C-AB	9	2	673	0.013	9	0.0	0.0	5.419	A
C-A	48	12			48				
A-B	84	21			84				
A-C	33	8			33				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	143	36	330	0.433	142	0.5	0.7	19.060	C
C-AB	11	3	673	0.016	11	0.0	0.0	5.434	A
C-A	58	14			58				
A-B	101	25			101				
A-C	40	10			40				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	175	44	323	0.542	174	0.7	1.1	23.808	C
C-AB	14	3	673	0.020	14	0.0	0.0	5.458	A
C-A	70	18			70				
A-B	124	31			124				
A-C	48	12			48				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	175	44	323	0.542	175	1.1	1.2	24.253	C
C-AB	14	3	673	0.020	14	0.0	0.0	5.464	A
C-A	70	18			70				
A-B	124	31			124				
A-C	48	12			48				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	143	36	330	0.433	145	1.2	0.8	19.532	C
C-AB	11	3	673	0.016	11	0.0	0.0	5.443	A
C-A	58	14			58				
A-B	101	25			101				
A-C	40	10			40				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	120	30	335	0.357	121	0.8	0.6	16.841	C
C-AB	9	2	673	0.013	9	0.0	0.0	5.424	A
C-A	48	12			48				
A-B	84	21			84				
A-C	33	8			33				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.54	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.74	0.47	0.97	1.39	1.45			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.12	0.03	0.28	1.12	3.97			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.15	0.03	0.29	1.25	4.68			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.79	0.06	0.65	1.37	1.84			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.57	0.04	0.43	1.37	1.37			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

B1069 / B1078 (Snape Rd) - 2028 Peak Construction, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	11.33	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	234	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	180	100.000
C - B1078 East		ONE HOUR	✓	70	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	180	55
	B - B1069 Snape Road (North)	165	0	15
	C - B1078 East	60	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	1	0
	B - B1069 Snape Road (North)	3	0	0
	C - B1078 East	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.62	29.80	1.6	7.6	D	165	248
C-AB	0.02	5.66	0.0	0.5	A	11	16
C-A						54	81
A-B						165	247
A-C						50	75

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)	LOS
B-AC	135	34	332	0.407	133	0.0	0.7	17.814	C
C-AB	9	2	657	0.013	8	0.0	0.0	5.548	A
C-A	44	11			44				
A-B	135	34			135				
A-C	41	10			41				

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)	LOS

B-AC	162	40	326	0.495	161	0.7	0.9	21.561	C
C-AB	10	3	654	0.016	10	0.0	0.0	5.591	A
C-A	53	13			53				
A-B	161	40			161				
A-C	49	12			49				

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)	LOS
B-AC	198	50	318	0.623	196	0.9	1.5	28.835	D
C-AB	13	3	650	0.020	13	0.0	0.0	5.652	A
C-A	64	16			64				
A-B	198	49			198				
A-C	60	15			60				

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)	LOS
B-AC	198	50	318	0.623	198	1.5	1.6	29.800	D
C-AB	13	3	650	0.020	13	0.0	0.0	5.656	A
C-A	64	16			64				
A-B	198	49			198				
A-C	60	15			60				

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)	LOS
B-AC	162	40	326	0.495	164	1.6	1.0	22.466	C
C-AB	10	3	654	0.016	10	0.0	0.0	5.597	A
C-A	53	13			53				
A-B	161	40			161				
A-C	49	12			49				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	135	34	332	0.407	137	1.0	0.7	18.520	C
C-AB	9	2	657	0.013	9	0.0	0.0	5.552	A
C-A	44	11			44				
A-B	135	34			135				
A-C	41	10			41				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.94	0.29	0.99	1.33	1.33			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.53	0.03	0.30	2.20	7.57			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.58	0.03	0.29	1.58	6.83			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.03	0.05	0.54	2.24	3.30			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.71	0.04	0.41	1.55	2.36			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2034 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	4.93	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
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	66	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	58	100.000
C - B1078 East		ONE HOUR	✓	32	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	47	20
	B - B1069 Snape Road (North)	52	0	7
	C - B1078 East	22	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	0	5
	B - B1069 Snape Road (North)	1	0	0
	C - B1078 East	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	12.34	0.2	1.1	B	53	80
C-AB	0.02	5.46	0.0	0.5	A	10	15
C-A						19	29
A-B						43	65
A-C						18	27

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	44	11	361	0.121	43	0.0	0.1	11.303	B
C-AB	8	2	672	0.012	8	0.0	0.0	5.418	A
C-A	16	4			16				
A-B	35	9			35				
A-C	15	4			15				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	52	13	359	0.146	52	0.1	0.2	11.731	B
C-AB	9	2	672	0.014	9	0.0	0.0	5.436	A
C-A	19	5			19				
A-B	42	11			42				
A-C	18	4			18				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	64	16	356	0.180	64	0.2	0.2	12.323	B
C-AB	12	3	671	0.017	12	0.0	0.0	5.461	A
C-A	23	6			23				
A-B	52	13			52				
A-C	21	5			21				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	64	16	356	0.180	64	0.2	0.2	12.340	B
C-AB	12	3	671	0.017	12	0.0	0.0	5.462	A
C-A	23	6			23				
A-B	52	13			52				
A-C	21	5			21				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	52	13	359	0.146	53	0.2	0.2	11.754	B
C-AB	9	2	672	0.014	9	0.0	0.0	5.438	A
C-A	19	5			19				
A-B	42	11			42				
A-C	18	4			18				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	44	11	361	0.121	44	0.2	0.1	11.351	B
C-AB	8	2	672	0.012	8	0.0	0.0	5.421	A
C-A	16	4			16				
A-B	35	9			35				
A-C	15	4			15				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.03	0.28	0.63	1.07			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2034 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	8.68	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
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	145	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	145	100.000
C - B1078 East		ONE HOUR	✓	30	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	120	26
	B - B1069 Snape Road (North)	132	0	13
	C - B1078 East	24	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	4	8
	B - B1069 Snape Road (North)	0	0	0
	C - B1078 East	0	17	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.46	19.28	0.8	3.5	C	133	200
C-AB	0.01	6.51	0.0	0.5	A	6	9
C-A						22	33
A-B						110	165
A-C						23	35

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	109	27	354	0.308	107	0.0	0.4	14.476	B
C-AB	5	1	566	0.008	5	0.0	0.0	6.409	A
C-A	18	4			18				
A-B	90	23			90				
A-C	19	5			19				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	130	33	351	0.371	130	0.4	0.6	16.228	C
C-AB	6	1	564	0.010	6	0.0	0.0	6.453	A
C-A	21	5			21				
A-B	108	27			108				
A-C	23	6			23				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	160	40	346	0.461	159	0.6	0.8	19.086	C
C-AB	7	2	560	0.012	7	0.0	0.0	6.510	A
C-A	26	7			26				
A-B	132	33			132				
A-C	28	7			28				

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)	LOS
B-AC	160	40	346	0.461	160	0.8	0.8	19.275	C
C-AB	7	2	560	0.012	7	0.0	0.0	6.507	A
C-A	26	7			26				
A-B	132	33			132				
A-C	28	7			28				

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)	LOS
B-AC	130	33	351	0.371	131	0.8	0.6	16.455	C
C-AB	6	1	564	0.010	6	0.0	0.0	6.445	A
C-A	21	5			21				
A-B	108	27			108				
A-C	23	6			23				

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)	LOS
B-AC	109	27	354	0.308	110	0.6	0.5	14.747	B
C-AB	5	1	566	0.008	5	0.0	0.0	6.409	A
C-A	18	4			18				
A-B	90	23			90				
A-C	19	5			19				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.83	0.03	0.27	0.83	1.29			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.84	0.03	0.29	1.12	3.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.61	0.06	0.63	1.35	1.44			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.04	0.39	1.23	1.37			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2034 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	8.07	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
D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	195	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	149	100.000
C - B1078 East		ONE HOUR	✓	63	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	154	42
	B - B1069 Snape Road (North)	136	0	13
	C - B1078 East	53	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	5	7
	B - B1069 Snape Road (North)	2	0	0
	C - B1078 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.50	22.10	1.0	4.0	C	137	205
C-AB	0.02	5.62	0.0	0.5	A	9	14
C-A						48	72
A-B						141	211
A-C						38	57

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)	LOS
B-AC	112	28	339	0.331	110	0.0	0.5	15.595	C
C-AB	8	2	660	0.012	8	0.0	0.0	5.522	A
C-A	39	10			39				
A-B	116	29			116				
A-C	31	8			31				

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)	LOS

B-AC	134	34	334	0.401	133	0.5	0.7	17.881	C
C-AB	9	2	657	0.014	9	0.0	0.0	5.559	A
C-A	47	12			47				
A-B	138	35			138				
A-C	37	9			37				

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)	LOS
B-AC	164	41	327	0.503	163	0.7	1.0	21.798	C
C-AB	12	3	653	0.018	12	0.0	0.0	5.612	A
C-A	57	14			57				
A-B	169	42			169				
A-C	46	11			46				

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)	LOS
B-AC	164	41	327	0.503	164	1.0	1.0	22.102	C
C-AB	12	3	653	0.018	12	0.0	0.0	5.617	A
C-A	57	14			57				
A-B	169	42			169				
A-C	46	11			46				

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)	LOS
B-AC	134	34	334	0.402	135	1.0	0.7	18.219	C
C-AB	9	2	657	0.014	9	0.0	0.0	5.564	A
C-A	47	12			47				
A-B	138	35			138				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	112	28	339	0.331	113	0.7	0.5	15.958	C
C-AB	8	2	659	0.012	8	0.0	0.0	5.526	A
C-A	39	10			39				
A-B	116	29			116				
A-C	31	8			31				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.97	0.03	0.27	0.97	2.31			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.99	0.03	0.29	1.18	4.03			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.69	0.06	0.65	1.33	1.33			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.04	0.42	1.31	1.44			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2034 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	9.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	202	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	160	100.000
C - B1078 East		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	155	47
	B - B1069 Snape Road (North)	145	0	16
	C - B1078 East	71	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	2	8
	B - B1069 Snape Road (North)	3	0	0
	C - B1078 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.56	25.56	1.2	5.0	D	147	221
C-AB	0.04	5.62	0.0	0.5	A	20	29
C-A						63	95
A-B						142	214
A-C						43	65

Main Results for each time segment

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)	LOS
B-AC	121	30	332	0.364	118	0.0	0.6	16.716	C
C-AB	16	4	667	0.023	16	0.0	0.0	5.524	A
C-A	52	13			52				
A-B	117	29			117				
A-C	35	9			35				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	144	36	325	0.443	143	0.6	0.8	19.656	C
C-AB	19	5	666	0.029	19	0.0	0.0	5.562	A
C-A	62	16			62				
A-B	140	35			140				
A-C	42	11			42				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	176	44	317	0.557	175	0.8	1.2	25.025	D
C-AB	24	6	664	0.036	24	0.0	0.0	5.618	A
C-A	75	19			75				
A-B	171	43			171				
A-C	52	13			52				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	176	44	317	0.557	176	1.2	1.2	25.560	D
C-AB	24	6	664	0.036	24	0.0	0.0	5.622	A
C-A	75	19			75				
A-B	171	43			171				
A-C	52	13			52				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	144	36	325	0.443	146	1.2	0.8	20.201	C
C-AB	19	5	666	0.029	19	0.0	0.0	5.569	A
C-A	62	16			62				
A-B	140	35			140				
A-C	42	11			42				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	121	30	332	0.364	122	0.8	0.6	17.216	C
C-AB	16	4	667	0.023	16	0.0	0.0	5.528	A
C-A	52	13			52				
A-B	117	29			117				
A-C	35	9			35				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.77	0.43	0.97	1.39	1.45			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.19	0.03	0.29	1.19	4.68			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.22	0.03	0.29	1.33	5.01			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.82	0.06	0.63	1.52	1.96			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.04	0.42	1.46	1.54			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

B1069 / B1078 (Snape Rd) - 2034 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	8.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	294	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	164	100.000
C - B1078 East		ONE HOUR	✓	87	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	237	58
	B - B1069 Snape Road (North)	152	0	12
	C - B1078 East	70	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	0	0
	B - B1069 Snape Road (North)	3	0	0
	C - B1078 East	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.59	28.63	1.4	6.2	D	150	226
C-AB	0.03	5.82	0.0	0.5	A	18	27
C-A						62	93
A-B						217	326
A-C						53	79

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)	LOS
B-AC	123	31	323	0.382	121	0.0	0.6	17.611	C
C-AB	14	4	651	0.022	14	0.0	0.0	5.658	A
C-A	51	13			51				
A-B	178	45			178				
A-C	43	11			43				

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)	LOS

B-AC	147	37	316	0.467	146	0.6	0.8	21.118	C
C-AB	18	4	646	0.027	17	0.0	0.0	5.725	A
C-A	61	15			61				
A-B	213	53			213				
A-C	52	13			52				

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)	LOS
B-AC	180	45	306	0.590	178	0.8	1.3	27.845	D
C-AB	22	6	640	0.034	22	0.0	0.0	5.822	A
C-A	74	18			74				
A-B	261	65			261				
A-C	63	16			63				

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)	LOS
B-AC	180	45	306	0.591	180	1.3	1.4	28.628	D
C-AB	22	6	640	0.034	22	0.0	0.0	5.825	A
C-A	74	18			74				
A-B	261	65			261				
A-C	63	16			63				

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)	LOS
B-AC	147	37	316	0.467	149	1.4	0.9	21.867	C
C-AB	18	4	646	0.027	18	0.0	0.0	5.730	A
C-A	61	15			61				
A-B	213	53			213				
A-C	52	13			52				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	123	31	323	0.382	124	0.9	0.6	18.226	C
C-AB	14	4	651	0.022	14	0.0	0.0	5.663	A
C-A	51	13			51				
A-B	178	45			178				
A-C	43	11			43				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.84	0.36	0.97	1.41	1.46			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.35	0.03	0.30	1.44	6.17			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.39	0.03	0.29	1.39	5.94			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.05	0.58	1.83	2.63			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.04	0.41	1.23	1.87			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

B1069 / B1078 (Snape Rd) - 2034 Operational Led, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	4.79	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
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	66	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	56	100.000
C - B1078 East		ONE HOUR	✓	32	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	47	20
	B - B1069 Snape Road (North)	50	0	7
	C - B1078 East	22	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	0	5
	B - B1069 Snape Road (North)	1	0	0
	C - B1078 East	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	12.23	0.2	1.0	B	52	77
C-AB	0.02	5.46	0.0	0.5	A	10	15
C-A						19	29
A-B						43	65
A-C						18	27

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	42	11	362	0.117	42	0.0	0.1	11.239	B
C-AB	8	2	672	0.012	8	0.0	0.0	5.418	A
C-A	16	4			16				
A-B	35	9			35				
A-C	15	4			15				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	51	13	359	0.141	50	0.1	0.2	11.649	B
C-AB	9	2	672	0.014	9	0.0	0.0	5.436	A
C-A	19	5			19				
A-B	42	11			42				
A-C	18	4			18				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	62	15	356	0.174	62	0.2	0.2	12.218	B
C-AB	12	3	671	0.017	12	0.0	0.0	5.461	A
C-A	23	6			23				
A-B	52	13			52				
A-C	21	5			21				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	62	15	356	0.174	62	0.2	0.2	12.233	B
C-AB	12	3	671	0.017	12	0.0	0.0	5.462	A
C-A	23	6			23				
A-B	52	13			52				
A-C	21	5			21				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	51	13	359	0.141	51	0.2	0.2	11.674	B
C-AB	9	2	672	0.014	9	0.0	0.0	5.438	A
C-A	19	5			19				
A-B	42	11			42				
A-C	18	4			18				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	42	11	362	0.117	42	0.2	0.1	11.286	B
C-AB	8	2	672	0.012	8	0.0	0.0	5.421	A
C-A	16	4			16				
A-B	35	9			35				
A-C	15	4			15				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.03	0.28	0.50	1.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

B1069 / B1078 (Snape Rd) - 2034 Operational Led, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	7.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	200	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	141	100.000
C - B1078 East		ONE HOUR	✓	51	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	175	26
	B - B1069 Snape Road (North)	128	0	13
	C - B1078 East	24	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	3	8
	B - B1069 Snape Road (North)	0	0	0
	C - B1078 East	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.47	20.19	0.9	3.6	C	129	194
C-AB	0.05	6.21	0.1	0.5	A	26	39
C-A						21	32
A-B						160	240
A-C						23	35

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	106	27	346	0.307	104	0.0	0.4	14.811	B
C-AB	21	5	624	0.034	21	0.0	0.0	5.971	A
C-A	17	4			17				
A-B	131	33			131				
A-C	19	5			19				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	127	32	341	0.372	126	0.4	0.6	16.743	C
C-AB	25	6	618	0.041	25	0.0	0.0	6.070	A
C-A	21	5			21				
A-B	157	39			157				
A-C	23	6			23				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	155	39	333	0.466	154	0.6	0.8	19.971	C
C-AB	31	8	611	0.051	31	0.0	0.1	6.210	A
C-A	25	6			25				
A-B	192	48			192				
A-C	28	7			28				

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)	LOS
B-AC	155	39	333	0.466	155	0.8	0.9	20.190	C
C-AB	31	8	611	0.051	31	0.1	0.1	6.209	A
C-A	25	6			25				
A-B	192	48			192				
A-C	28	7			28				

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)	LOS
B-AC	127	32	340	0.372	128	0.9	0.6	16.998	C
C-AB	25	6	618	0.041	25	0.1	0.0	6.070	A
C-A	21	5			21				
A-B	157	39			157				
A-C	23	6			23				

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)	LOS
B-AC	106	27	346	0.307	107	0.6	0.5	15.103	C
C-AB	21	5	624	0.034	21	0.0	0.0	5.975	A
C-A	17	4			17				
A-B	131	33			131				
A-C	19	5			19				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.84	0.03	0.27	0.84	1.45			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.85	0.03	0.29	1.17	3.60			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.61	0.06	0.62	1.35	1.44			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.04	0.39	1.23	1.37			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

B1069 / B1078 (Snape Rd) - 2034 Operational Led, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	7.93	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
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	233	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	153	100.000
C - B1078 East		ONE HOUR	✓	65	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	192	42
	B - B1069 Snape Road (North)	139	0	14
	C - B1078 East	53	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	4	7
	B - B1069 Snape Road (North)	2	0	0
	C - B1078 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.52	23.29	1.1	4.4	C	141	211
C-AB	0.02	5.74	0.0	0.5	A	11	17
C-A						48	72
A-B						176	264
A-C						38	57

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)	LOS
B-AC	115	29	337	0.342	113	0.0	0.5	15.958	C
C-AB	9	2	652	0.014	9	0.0	0.0	5.599	A
C-A	39	10			39				
A-B	144	36			144				
A-C	31	8			31				

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)	LOS

B-AC	138	34	331	0.416	137	0.5	0.7	18.474	C
C-AB	11	3	648	0.017	11	0.0	0.0	5.653	A
C-A	47	12			47				
A-B	172	43			172				
A-C	37	9			37				

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)	LOS
B-AC	169	42	323	0.522	167	0.7	1.0	22.907	C
C-AB	14	3	642	0.022	14	0.0	0.0	5.730	A
C-A	57	14			57				
A-B	211	53			211				
A-C	46	11			46				

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)	LOS
B-AC	169	42	323	0.522	169	1.0	1.1	23.287	C
C-AB	14	3	642	0.022	14	0.0	0.0	5.735	A
C-A	57	14			57				
A-B	211	53			211				
A-C	46	11			46				

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)	LOS
B-AC	138	34	331	0.416	139	1.1	0.7	18.878	C
C-AB	11	3	648	0.017	11	0.0	0.0	5.659	A
C-A	47	12			47				
A-B	172	43			172				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	115	29	337	0.342	116	0.7	0.5	16.365	C
C-AB	9	2	652	0.014	9	0.0	0.0	5.602	A
C-A	39	10			39				
A-B	144	36			144				
A-C	31	8			31				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.51	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.69	0.48	0.97	1.39	1.45			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.04	0.03	0.28	1.04	3.13			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.07	0.03	0.29	1.22	4.37			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.74	0.06	0.65	1.05	1.61			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.04	0.42	1.35	1.49			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

B1069 / B1078 (Snape Rd) - 2034 Operational Led, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	9.13	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
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	202	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	159	100.000
C - B1078 East		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	155	47
	B - B1069 Snape Road (North)	144	0	16
	C - B1078 East	72	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	2	8
	B - B1069 Snape Road (North)	3	0	0
	C - B1078 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.55	25.39	1.2	5.0	D	146	219
C-AB	0.04	5.62	0.0	0.5	A	20	29
C-A						64	96
A-B						142	214
A-C						43	65

Main Results for each time segment

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)	LOS
B-AC	120	30	332	0.362	118	0.0	0.6	16.667	C
C-AB	16	4	668	0.023	16	0.0	0.0	5.520	A
C-A	53	13			53				
A-B	117	29			117				
A-C	35	9			35				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	143	36	325	0.440	142	0.6	0.8	19.575	C
C-AB	19	5	666	0.029	19	0.0	0.0	5.557	A
C-A	63	16			63				
A-B	140	35			140				
A-C	42	11			42				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	175	44	317	0.554	174	0.8	1.2	24.869	C
C-AB	24	6	665	0.036	24	0.0	0.0	5.612	A
C-A	76	19			76				
A-B	171	43			171				
A-C	52	13			52				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	175	44	317	0.554	175	1.2	1.2	25.388	D
C-AB	24	6	665	0.036	24	0.0	0.0	5.618	A
C-A	76	19			76				
A-B	171	43			171				
A-C	52	13			52				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	143	36	325	0.440	145	1.2	0.8	20.109	C
C-AB	19	5	666	0.029	19	0.0	0.0	5.564	A
C-A	63	16			63				
A-B	140	35			140				
A-C	42	11			42				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	120	30	332	0.362	121	0.8	0.6	17.161	C
C-AB	16	4	668	0.023	16	0.0	0.0	5.524	A
C-A	53	13			53				
A-B	117	29			117				
A-C	35	9			35				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.76	0.44	0.97	1.39	1.45			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.17	0.03	0.28	1.17	4.55			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.20	0.03	0.29	1.32	4.95			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.81	0.06	0.64	1.49	1.93			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.04	0.42	1.45	1.50			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

B1069 / B1078 (Snape Rd) - 2034 Operational Led, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1078 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J4b	B1069 / B1078 (Snape Rd)	T-Junction	Two-way	8.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1078 West		ONE HOUR	✓	292	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	163	100.000
C - B1078 East		ONE HOUR	✓	87	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	235	58
	B - B1069 Snape Road (North)	151	0	12
	C - B1078 East	70	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1078 West	B - B1069 Snape Road (North)	C - B1078 East
From	A - B1078 West	0	0	0
	B - B1069 Snape Road (North)	3	0	0
	C - B1078 East	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.59	28.34	1.4	6.0	D	149	224
C-AB	0.03	5.82	0.0	0.5	A	18	27
C-A						62	93
A-B						215	323
A-C						53	79

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)	LOS
B-AC	123	31	323	0.379	120	0.0	0.6	17.539	C
C-AB	14	4	651	0.022	14	0.0	0.0	5.655	A
C-A	51	13			51				
A-B	177	44			177				
A-C	43	11			43				

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)	LOS

B-AC	146	37	316	0.463	145	0.6	0.8	20.993	C
C-AB	18	4	646	0.027	17	0.0	0.0	5.721	A
C-A	61	15			61				
A-B	211	53			211				
A-C	52	13			52				

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)	LOS
B-AC	179	45	306	0.586	177	0.8	1.3	27.583	D
C-AB	22	6	641	0.034	22	0.0	0.0	5.817	A
C-A	74	18			74				
A-B	258	65			258				
A-C	63	16			63				

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)	LOS
B-AC	179	45	306	0.587	179	1.3	1.4	28.340	D
C-AB	22	6	641	0.034	22	0.0	0.0	5.819	A
C-A	74	18			74				
A-B	258	65			258				
A-C	63	16			63				

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)	LOS
B-AC	146	37	316	0.463	148	1.4	0.9	21.720	C
C-AB	18	4	646	0.027	18	0.0	0.0	5.726	A
C-A	61	15			61				
A-B	211	53			211				
A-C	52	13			52				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	123	31	323	0.379	124	0.9	0.6	18.139	C
C-AB	14	4	651	0.022	14	0.0	0.0	5.657	A
C-A	51	13			51				
A-B	177	44			177				
A-C	43	11			43				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.83	0.37	0.97	1.40	1.46			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.33	0.03	0.29	1.34	6.00			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.37	0.03	0.29	1.37	5.84			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.90	0.05	0.59	1.80	2.56			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.04	0.41	1.19	1.83			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.09.22_J5_Model_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\J5\Model
Report generation date: 18/12/2020 09:23:14

»Base Year, 6-7 AM
»Base Year, 7-8 AM
»Base Year, 8-9 AM
»Base Year, 3-4 PM
»Base Year, 5-6 PM
»2023 Reference Case , 6-7 AM
»2023 Reference Case , 7-8 AM
»2023 Reference Case , 8-9 AM
»2023 Reference Case , 3-4 PM
»2023 Reference Case , 5-6 PM
»2023 Early Years , 6-7 AM
»2023 Early Years , 7-8 AM
»2023 Early Years , 8-9 AM
»2023 Early Years , 3-4 PM
»2023 Early Years , 5-6 PM
»2028 Reference Case , 6-7 AM
»2028 Reference Case , 7-8 AM
»2028 Reference Case , 8-9 AM
»2028 Reference Case , 3-4 PM
»2028 Reference Case , 5-6 PM
»2028 Peak Construction, 6-7 AM
»2028 Peak Construction, 7-8 AM
»2028 Peak Construction, 8-9 AM
»2028 Peak Construction, 3-4 PM
»2028 Peak Construction, 5-6 PM
»2034 Reference Case , 6-7 AM
»2034 Reference Case , 7-8 AM
»2034 Reference Case , 8-9 AM
»2034 Reference Case , 3-4 PM
»2034 Reference Case , 5-6 PM
»2034 Operational Led, 6-7 AM
»2034 Operational Led, 7-8 AM
»2034 Operational Led, 8-9 AM
»2034 Operational Led, 3-4 PM
»2034 Operational Led, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
	Base Year																								
Stream B-AC	0.4	1.5	9.94	0.28	A	1.5	5.4	19.80	0.60	C	1.1	4.1	17.63	0.54	C	1.3	5.0	20.88	0.58	C	0.8	3.3	14.45	0.44	B
Stream C-AB	0.0	0.5	11.73	0.01	B	0.1	0.5	7.39	0.04	A	0.0	0.5	7.48	0.02	A	0.0	0.5	5.43	0.02	A	0.0	0.5	5.77	0.01	A
	2023 Reference Case																								
Stream B-AC	0.6	2.7	11.78	0.37	B	3.2	16.7	36.64	0.78	E	1.8	8.3	25.24	0.65	D	2.2	11.3	31.28	0.70	D	4.2	22.9	45.85	0.83	E
Stream C-AB	0.0	0.5	12.02	0.02	B	0.1	0.5	7.74	0.05	A	0.1	0.5	7.31	0.06	A	0.0	0.5	6.34	0.03	A	0.0	0.5	5.79	0.02	A
	2023 Early Years																								
Stream B-AC	0.7	2.9	12.50	0.40	B	5.4	28.8	56.87	0.87	F	2.1	10.3	27.86	0.68	D	2.7	13.6	35.99	0.74	E	12.5	46.2	112.09	0.98	F
Stream C-AB	0.0	0.5	11.40	0.02	B	0.1	0.5	7.80	0.06	A	0.1	0.5	7.30	0.06	A	0.0	0.5	6.34	0.03	A	0.0	0.5	5.80	0.02	A
	2028 Reference Case																								
Stream B-AC	0.6	2.8	11.99	0.38	B	3.8	20.3	41.88	0.81	E	1.9	9.3	26.94	0.66	D	2.8	14.5	37.97	0.75	E	3.9	20.8	42.09	0.81	E
Stream C-AB	0.0	0.5	11.99	0.02	B	0.1	0.5	7.71	0.05	A	0.1	0.5	7.38	0.06	A	0.0	0.5	6.30	0.03	A	0.0	0.5	5.74	0.02	A
	2028 Peak Construction																								
Stream B-AC	0.7	2.9	12.82	0.41	B	5.0	26.9	54.27	0.86	F	2.0	10.1	28.28	0.68	D	5.0	27.0	59.63	0.86	F	13.0	46.7	116.31	0.99	F
Stream C-AB	0.1	0.5	8.49	0.05	A	0.1	0.7	7.81	0.09	A	0.1	0.6	7.33	0.06	A	0.0	0.5	6.31	0.03	A	0.0	0.5	6.31	0.02	A
	2034 Reference Case																								
Stream B-AC	0.6	2.8	12.15	0.39	B	3.3	17.0	36.67	0.78	E	1.6	6.8	22.53	0.62	C	3.4	17.9	41.66	0.79	E	1.4	5.4	20.99	0.59	C
Stream C-AB	0.0	0.5	11.78	0.01	B	0.1	0.5	7.36	0.05	A	0.0	0.5	7.70	0.03	A	0.0	0.5	5.81	0.02	A	0.0	0.5	5.66	0.02	A
	2034 Operational Led																								
Stream B-AC	0.6	2.8	11.85	0.38	B	3.3	17.1	37.15	0.78	E	1.8	8.3	24.17	0.65	C	3.2	16.7	38.96	0.78	E	1.4	5.1	20.18	0.58	C
Stream C-AB	0.0	0.5	10.14	0.01	B	0.1	0.5	7.30	0.05	A	0.1	0.5	6.68	0.05	A	0.0	0.5	5.39	0.02	A	0.0	0.5	5.70	0.02	A

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

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

File summary

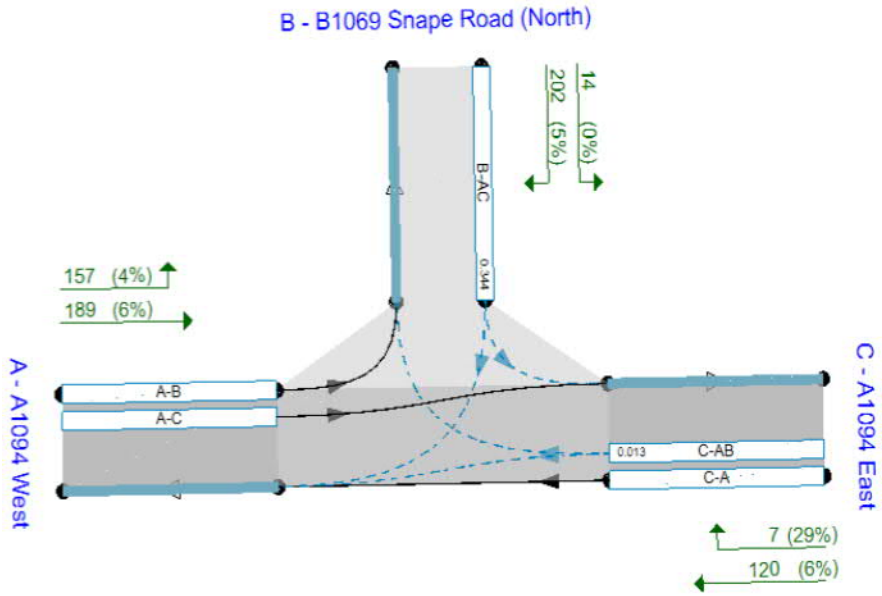
File Description

Title	B1069 / A1094 (Snape Road, East)
Location	52.178882°, 1.537732°

Site number	5
Date	12/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	UKWSPGROUP\ukjgm001
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

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
D1	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Base Year, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	3.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A1094 West		Major
B	B1069 Snape Road (North)		Minor
C	A1094 East		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 - A1094 East	5.96			51.0	✓	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 - B1069 Snape Road (North)	One lane	4.02	30	33

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
J5	B-A	555	0.101	0.256	0.161	0.366
J5	B-C	711	0.109	0.276	-	-
J5	C-B	603	0.234	0.234	-	-

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	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	181	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	126	100.000
C - A1094 East		ONE HOUR	✓	40	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	138	43
	B - B1069 Snape Road (North)	121	0	5
	C - A1094 East	38	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	1	21
	B - B1069 Snape Road (North)	4	0	0

	C - A1094 East	8	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.28	9.94	0.4	1.5	A	116	173
C-AB	0.01	11.73	0.0	0.5	B	2	3
C-A						35	52
A-B						127	190
A-C						39	59

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	95	24	513	0.185	94	0.0	0.2	8.581	A
C-AB	2	0.41	309	0.005	2	0.0	0.0	11.730	B
C-A	28	7			28				
A-B	104	26			104				
A-C	32	8			32				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	113	28	508	0.223	113	0.2	0.3	9.117	A
C-AB	2	0.51	310	0.007	2	0.0	0.0	11.732	B
C-A	34	8			34				
A-B	124	31			124				
A-C	39	10			39				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	139	35	501	0.277	138	0.3	0.4	9.924	A
C-AB	3	1	312	0.008	3	0.0	0.0	11.691	B
C-A	41	10			41				
A-B	152	38			152				
A-C	47	12			47				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	139	35	501	0.277	139	0.4	0.4	9.944	A
C-AB	3	1	312	0.008	3	0.0	0.0	11.629	B
C-A	41	10			41				
A-B	152	38			152				
A-C	47	12			47				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	113	28	508	0.223	114	0.4	0.3	9.147	A
C-AB	2	0.51	310	0.007	2	0.0	0.0	11.606	B
C-A	34	8			34				
A-B	124	31			124				
A-C	39	10			39				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	95	24	513	0.185	95	0.3	0.2	8.629	A
C-AB	2	0.42	309	0.005	2	0.0	0.0	11.669	B
C-A	28	7			28				
A-B	104	26			104				
A-C	32	8			32				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.03	0.31	1.25	1.53			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Base Year, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	7.26	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
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	324	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	248	100.000
C - A1094 East		ONE HOUR	✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	200	124
	B - B1069 Snape Road (North)	238	0	10
	C - A1094 East	101	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	4	12
	B - B1069 Snape Road (North)	4	0	0
	C - A1094 East	1	21	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.60	19.80	1.5	5.4	C	228	341
C-AB	0.04	7.39	0.1	0.5	A	16	24
C-A						90	135
A-B						184	275
A-C						114	171

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	187	47	481	0.388	184	0.0	0.6	12.039	B
C-AB	12	3	504	0.025	12	0.0	0.0	7.325	A
C-A	74	19			74				
A-B	151	38			151				
A-C	93	23			93				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	223	56	470	0.475	222	0.6	0.9	14.465	B
C-AB	15	4	505	0.030	15	0.0	0.0	7.361	A
C-A	88	22			88				
A-B	180	45			180				
A-C	111	28			111				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	273	68	454	0.601	271	0.9	1.4	19.375	C
C-AB	20	5	508	0.039	20	0.0	0.1	7.392	A
C-A	107	27			107				
A-B	220	55			220				
A-C	137	34			137				

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)	LOS
B-AC	273	68	454	0.601	273	1.4	1.5	19.803	C
C-AB	20	5	508	0.039	20	0.1	0.1	7.373	A
C-A	107	27			107				
A-B	220	55			220				
A-C	137	34			137				

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)	LOS
B-AC	223	56	470	0.475	225	1.5	0.9	14.847	B
C-AB	15	4	506	0.030	15	0.1	0.0	7.319	A
C-A	88	22			88				
A-B	180	45			180				
A-C	111	28			111				

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)	LOS
B-AC	187	47	481	0.388	188	0.9	0.6	12.337	B
C-AB	12	3	504	0.025	12	0.0	0.0	7.307	A
C-A	74	19			74				
A-B	151	38			151				
A-C	93	23			93				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.62	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.88	0.20	0.96	1.09	1.09			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.43	0.03	0.29	1.43	5.45			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.47	0.03	0.28	1.47	5.07			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.93	0.06	0.71	1.76	2.42			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.04	0.43	1.19	1.81			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

Base Year, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	5.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	346	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	216	100.000
C - A1094 East		ONE HOUR	✓	127	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	157	189
	B - B1069 Snape Road (North)	202	0	14
	C - A1094 East	120	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	4	6
	B - B1069 Snape Road (North)	5	0	0
	C - A1094 East	6	29	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.54	17.63	1.1	4.1	C	198	297
C-AB	0.02	7.48	0.0	0.5	A	8	13
C-A						108	162
A-B						144	216
A-C						173	260

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)	LOS
B-AC	163	41	472	0.344	161	0.0	0.5	11.478	B
C-AB	6	2	488	0.013	6	0.0	0.0	7.482	A
C-A	89	22			89				
A-B	118	30			118				
A-C	142	36			142				

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)	LOS

B-AC	194	49	459	0.423	193	0.5	0.7	13.491	B
C-AB	8	2	492	0.016	8	0.0	0.0	7.463	A
C-A	106	27			106				
A-B	141	35			141				
A-C	170	42			170				

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)	LOS
B-AC	238	59	442	0.538	236	0.7	1.1	17.371	C
C-AB	11	3	498	0.021	10	0.0	0.0	7.414	A
C-A	129	32			129				
A-B	173	43			173				
A-C	208	52			208				

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)	LOS
B-AC	238	59	442	0.538	238	1.1	1.1	17.627	C
C-AB	11	3	498	0.021	11	0.0	0.0	7.389	A
C-A	129	32			129				
A-B	173	43			173				
A-C	208	52			208				

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)	LOS
B-AC	194	49	459	0.423	196	1.1	0.8	13.736	B
C-AB	8	2	492	0.016	8	0.0	0.0	7.408	A
C-A	106	27			106				
A-B	141	35			141				
A-C	170	42			170				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	163	41	472	0.344	163	0.8	0.5	11.698	B
C-AB	6	2	488	0.013	6	0.0	0.0	7.454	A
C-A	89	22			89				
A-B	118	30			118				
A-C	142	36			142				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.52	0.52	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.71	0.26	0.95	1.39	1.45			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.12	0.03	0.27	1.12	2.49			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.14	0.03	0.28	1.14	4.07			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.75	0.06	0.72	1.49	1.51			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.04	0.43	1.34	1.47			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

Base Year, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	5.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	386	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	212	100.000
C - A1094 East		ONE HOUR	✓	265	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	180	206
	B - B1069 Snape Road (North)	208	0	4
	C - A1094 East	259	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	3	2
	B - B1069 Snape Road (North)	6	0	0
	C - A1094 East	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.58	20.88	1.3	5.0	C	195	292
C-AB	0.02	5.43	0.0	0.5	A	9	13
C-A						235	352
A-B						165	248
A-C						189	284

Main Results for each time segment

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)	LOS
B-AC	160	40	444	0.359	157	0.0	0.5	12.469	B
C-AB	6	2	670	0.010	6	0.0	0.0	5.424	A
C-A	193	48			193				
A-B	136	34			136				
A-C	155	39			155				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	191	48	428	0.446	190	0.5	0.8	15.053	C
C-AB	8	2	685	0.012	8	0.0	0.0	5.319	A
C-A	230	58			230				
A-B	162	40			162				
A-C	185	46			185				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	233	58	405	0.576	231	0.8	1.3	20.439	C
C-AB	11	3	706	0.016	11	0.0	0.0	5.178	A
C-A	281	70			281				
A-B	198	50			198				
A-C	227	57			227				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	233	58	405	0.576	233	1.3	1.3	20.879	C
C-AB	11	3	706	0.016	11	0.0	0.0	5.180	A
C-A	281	70			281				
A-B	198	50			198				
A-C	227	57			227				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	191	48	428	0.446	193	1.3	0.8	15.430	C
C-AB	8	2	685	0.012	8	0.0	0.0	5.325	A
C-A	230	58			230				
A-B	162	40			162				
A-C	185	46			185				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	160	40	444	0.359	161	0.8	0.6	12.749	B
C-AB	6	2	670	0.010	6	0.0	0.0	5.428	A
C-A	193	48			193				
A-B	136	34			136				
A-C	155	39			155				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.78	0.23	0.94	1.40	1.45			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.29	0.03	0.28	1.29	4.59			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.32	0.03	0.28	1.32	5.02			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.83	0.06	0.68	1.47	1.90			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.57	0.04	0.42	1.44	1.50			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Base Year, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	3.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	383	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	179	100.000
C - A1094 East		ONE HOUR	✓	189	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	215	168
	B - B1069 Snape Road (North)	170	0	9
	C - A1094 East	183	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	4	1
	B - B1069 Snape Road (North)	2	0	0
	C - A1094 East	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.44	14.45	0.8	3.3	B	164	246
C-AB	0.01	5.77	0.0	0.5	A	8	11
C-A						166	249
A-B						197	296
A-C						154	231

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)	LOS
B-AC	135	34	480	0.281	133	0.0	0.4	10.351	B
C-AB	6	1	630	0.009	6	0.0	0.0	5.763	A
C-A	137	34			137				
A-B	162	40			162				
A-C	126	32			126				

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)	LOS

B-AC	161	40	465	0.346	160	0.4	0.5	11.778	B
C-AB	7	2	637	0.011	7	0.0	0.0	5.715	A
C-A	163	41			163				
A-B	193	48			193				
A-C	151	38			151				

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)	LOS
B-AC	197	49	446	0.442	196	0.5	0.8	14.340	B
C-AB	10	2	646	0.015	10	0.0	0.0	5.649	A
C-A	198	50			198				
A-B	237	59			237				
A-C	185	46			185				

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)	LOS
B-AC	197	49	446	0.442	197	0.8	0.8	14.451	B
C-AB	10	2	646	0.015	10	0.0	0.0	5.655	A
C-A	198	50			198				
A-B	237	59			237				
A-C	185	46			185				

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)	LOS
B-AC	161	40	465	0.346	162	0.8	0.5	11.895	B
C-AB	7	2	637	0.011	7	0.0	0.0	5.722	A
C-A	163	41			163				
A-B	193	48			193				
A-C	151	38			151				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	135	34	480	0.281	135	0.5	0.4	10.476	B
C-AB	6	1	630	0.009	6	0.0	0.0	5.766	A
C-A	136	34			136				
A-B	162	40			162				
A-C	126	32			126				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.52	0.52	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.77	0.03	0.26	0.77	0.77			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.78	0.03	0.29	1.10	3.26			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.05	0.57	1.31	1.41			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.03	0.33	1.07	1.29			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2023 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	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)	Run automatically
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	314	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	165	100.000
C - A1094 East		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	269	45
	B - B1069 Snape Road (North)	159	0	6
	C - A1094 East	41	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	1	20
	B - B1069 Snape Road (North)	3	0	13
	C - A1094 East	7	93	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	11.78	0.6	2.7	B	151	227
C-AB	0.02	12.02	0.0	0.5	B	5	7
C-A						37	56
A-B						247	370
A-C						42	62

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	124	31	504	0.246	123	0.0	0.3	9.404	A
C-AB	4	1	308	0.012	4	0.0	0.0	11.822	B
C-A	31	8			31				
A-B	202	51			202				
A-C	34	9			34				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	148	37	497	0.298	148	0.3	0.4	10.293	B
C-AB	4	1	308	0.014	4	0.0	0.0	11.926	B
C-A	36	9			36				
A-B	242	60			242				
A-C	41	10			41				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	181	45	487	0.372	181	0.4	0.6	11.727	B
C-AB	6	1	307	0.018	6	0.0	0.0	12.019	B
C-A	44	11			44				
A-B	296	74			296				
A-C	50	12			50				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	181	45	487	0.372	181	0.6	0.6	11.776	B
C-AB	6	1	307	0.018	6	0.0	0.0	11.950	B
C-A	44	11			44				
A-B	296	74			296				
A-C	50	12			50				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	148	37	497	0.298	149	0.6	0.4	10.355	B
C-AB	4	1	308	0.014	4	0.0	0.0	11.784	B
C-A	36	9			36				
A-B	242	60			242				
A-C	41	10			41				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	124	31	504	0.246	124	0.4	0.3	9.488	A
C-AB	4	1	308	0.012	4	0.0	0.0	11.757	B
C-A	31	8			31				
A-B	202	51			202				
A-C	34	9			34				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.03	0.26	0.58	0.58			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.03	0.29	1.24	2.69			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2023 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	14.27	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	367	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	306	100.000
C - A1094 East		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	231	135
	B - B1069 Snape Road (North)	295	0	11
	C - A1094 East	106	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	8	11
	B - B1069 Snape Road (North)	7	0	8
	C - A1094 East	1	26	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.78	36.64	3.2	16.7	E	281	421
C-AB	0.05	7.74	0.1	0.5	A	18	27
C-A						94	141
A-B						212	318
A-C						124	186

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	230	58	461	0.500	226	0.0	1.0	15.123	C
C-AB	14	3	486	0.029	14	0.0	0.0	7.629	A
C-A	78	19			78				
A-B	174	44			174				
A-C	102	25			102				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	275	69	449	0.613	273	1.0	1.5	20.194	C
C-AB	17	4	487	0.036	17	0.0	0.0	7.684	A
C-A	92	23			92				
A-B	208	52			208				
A-C	122	30			122				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	337	84	432	0.779	330	1.5	3.0	33.455	D
C-AB	23	6	490	0.046	22	0.0	0.1	7.736	A
C-A	112	28			112				
A-B	254	64			254				
A-C	149	37			149				

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)	LOS
B-AC	337	84	432	0.779	336	3.0	3.2	36.636	E
C-AB	23	6	490	0.046	23	0.1	0.1	7.707	A
C-A	112	28			112				
A-B	254	64			254				
A-C	149	37			149				

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)	LOS
B-AC	275	69	449	0.613	281	3.2	1.7	22.224	C
C-AB	17	4	487	0.036	17	0.1	0.0	7.625	A
C-A	92	23			92				
A-B	208	52			208				
A-C	122	30			122				

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)	LOS
B-AC	230	58	461	0.500	233	1.7	1.0	15.965	C
C-AB	14	4	486	0.029	14	0.0	0.0	7.606	A
C-A	78	19			78				
A-B	174	44			174				
A-C	102	25			102				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.97	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.50	0.11	1.21	2.79	3.65			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.05	0.04	0.38	7.95	16.07			N/A	N/A
C-AB	0.07	0.03	0.26	0.46	0.49			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.25	0.03	0.32	5.25	16.68			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.67	0.04	0.43	4.44	7.40			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.03	0.03	0.35	2.52	4.89			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2023 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	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
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	468	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	237	100.000
C - A1094 East		ONE HOUR	✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	261	207
	B - B1069 Snape Road (North)	223	0	15
	C - A1094 East	125	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	6	5
	B - B1069 Snape Road (North)	9	0	6
	C - A1094 East	6	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.65	25.24	1.8	8.3	D	218	327
C-AB	0.06	7.31	0.1	0.5	A	23	34
C-A						110	165
A-B						240	359
A-C						190	285

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)	LOS
B-AC	179	45	439	0.407	176	0.0	0.7	13.542	B
C-AB	18	4	522	0.034	17	0.0	0.0	7.129	A
C-A	91	23			91				
A-B	197	49			197				
A-C	156	39			156				

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)	LOS

B-AC	213	53	424	0.503	212	0.7	1.0	16.879	C
C-AB	22	6	522	0.042	22	0.0	0.1	7.212	A
C-A	108	27			108				
A-B	235	59			235				
A-C	186	47			186				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	261	65	403	0.648	258	1.0	1.7	24.356	C
C-AB	29	7	522	0.055	29	0.1	0.1	7.311	A
C-A	130	33			130				
A-B	287	72			287				
A-C	228	57			228				

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)	LOS
B-AC	261	65	403	0.648	261	1.7	1.8	25.239	D
C-AB	29	7	522	0.055	29	0.1	0.1	7.304	A
C-A	130	33			130				
A-B	287	72			287				
A-C	228	57			228				

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)	LOS
B-AC	213	53	424	0.503	216	1.8	1.0	17.558	C
C-AB	22	6	522	0.042	22	0.1	0.1	7.191	A
C-A	108	27			108				
A-B	235	59			235				
A-C	186	47			186				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	179	45	439	0.407	180	1.0	0.7	13.964	B
C-AB	18	4	522	0.034	18	0.1	0.0	7.126	A
C-A	91	23			91				
A-B	197	49			197				
A-C	156	39			156				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.98	0.17	0.99	1.29	1.68			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.72	0.03	0.30	2.25	8.32			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.78	0.03	0.29	1.78	7.25			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.05	0.05	0.57	2.29	3.34			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.70	0.04	0.40	1.56	2.45			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2023 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	8.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	431	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	242	100.000
C - A1094 East		ONE HOUR	✓	283	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	208	223
	B - B1069 Snape Road (North)	237	0	6
	C - A1094 East	276	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	7	2
	B - B1069 Snape Road (North)	9	0	17
	C - A1094 East	1	26	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.70	31.28	2.2	11.3	D	222	334
C-AB	0.03	6.34	0.0	0.5	A	12	18
C-A						248	372
A-B						191	286
A-C						204	307

Main Results for each time segment

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)	LOS
B-AC	182	46	422	0.433	180	0.0	0.7	14.701	B
C-AB	9	2	577	0.015	9	0.0	0.0	6.340	A
C-A	204	51			204				
A-B	157	39			157				
A-C	168	42			168				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	218	54	404	0.539	216	0.7	1.1	18.986	C
C-AB	12	3	597	0.019	12	0.0	0.0	6.181	A
C-A	243	61			243				
A-B	187	47			187				
A-C	200	50			200				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	267	67	381	0.701	263	1.1	2.1	29.572	D
C-AB	16	4	626	0.026	16	0.0	0.0	5.940	A
C-A	296	74			296				
A-B	229	57			229				
A-C	245	61			245				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	267	67	381	0.701	266	2.1	2.2	31.276	D
C-AB	16	4	626	0.026	16	0.0	0.0	5.902	A
C-A	296	74			296				
A-B	229	57			229				
A-C	245	61			245				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	218	54	404	0.539	222	2.2	1.2	20.139	C
C-AB	12	3	597	0.019	12	0.0	0.0	6.094	A
C-A	243	61			243				
A-B	187	47			187				
A-C	200	50			200				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	182	46	422	0.433	184	1.2	0.8	15.275	C
C-AB	9	2	577	0.015	9	0.0	0.0	6.296	A
C-A	204	51			204				
A-B	157	39			157				
A-C	168	42			168				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.74	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.12	0.14	1.06	1.73	1.98			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.13	0.03	0.33	4.42	11.28			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.23	0.03	0.30	2.42	10.30			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.22	0.05	0.47	2.95	4.61			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.78	0.04	0.37	1.85	3.20			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2023 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	15.40	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
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	432	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	320	100.000
C - A1094 East		ONE HOUR	✓	206	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	250	182
	B - B1069 Snape Road (North)	300	0	20
	C - A1094 East	199	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	8	0
	B - B1069 Snape Road (North)	4	0	0
	C - A1094 East	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.83	45.85	4.2	22.9	E	294	441
C-AB	0.02	5.79	0.0	0.5	A	9	13
C-A						180	270
A-B						229	344
A-C						167	251

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)	LOS
B-AC	241	60	463	0.521	237	0.0	1.0	15.655	C
C-AB	7	2	629	0.011	7	0.0	0.0	5.783	A
C-A	148	37			148				
A-B	188	47			188				
A-C	137	34			137				

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)	LOS

B-AC	288	72	448	0.643	285	1.0	1.7	21.815	C
C-AB	8	2	636	0.013	8	0.0	0.0	5.737	A
C-A	176	44			176				
A-B	225	56			225				
A-C	164	41			164				

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)	LOS
B-AC	353	88	426	0.827	344	1.7	3.8	39.954	E
C-AB	11	3	646	0.017	11	0.0	0.0	5.672	A
C-A	215	54			215				
A-B	275	69			275				
A-C	201	50			201				

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)	LOS
B-AC	353	88	426	0.827	351	3.8	4.2	45.854	E
C-AB	11	3	646	0.017	11	0.0	0.0	5.675	A
C-A	215	54			215				
A-B	275	69			275				
A-C	201	50			201				

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)	LOS
B-AC	288	72	448	0.643	297	4.2	1.9	25.160	D
C-AB	8	2	636	0.013	8	0.0	0.0	5.745	A
C-A	176	44			176				
A-B	225	56			225				
A-C	164	41			164				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	241	60	463	0.521	244	1.9	1.1	16.694	C
C-AB	7	2	629	0.011	7	0.0	0.0	5.786	A
C-A	148	37			148				
A-B	188	47			188				
A-C	137	34			137				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.05	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.70	0.10	1.26	3.42	4.56			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.84	0.05	0.46	10.85	19.12			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.21	0.04	0.35	9.52	22.87			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.92	0.04	0.42	5.16	9.03			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.13	0.03	0.33	2.58	5.66			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2023 Early Years , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	3.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	383	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	175	100.000
C - A1094 East		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	338	45
	B - B1069 Snape Road (North)	168	0	7
	C - A1094 East	42	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	1	20
	B - B1069 Snape Road (North)	3	0	11
	C - A1094 East	7	76	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	12.50	0.7	2.9	B	160	241
C-AB	0.02	11.40	0.0	0.5	B	6	8
C-A						38	57
A-B						310	465
A-C						42	62

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	132	33	500	0.263	130	0.0	0.4	9.692	A
C-AB	4	1	330	0.013	4	0.0	0.0	11.061	B
C-A	31	8			31				
A-B	254	64			254				
A-C	34	9			34				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	157	39	492	0.319	157	0.4	0.5	10.726	B
C-AB	5	1	327	0.016	5	0.0	0.0	11.219	B
C-A	37	9			37				
A-B	304	76			304				
A-C	41	10			41				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	192	48	480	0.401	192	0.5	0.7	12.441	B
C-AB	7	2	324	0.021	7	0.0	0.0	11.400	B
C-A	45	11			45				
A-B	372	93			372				
A-C	50	12			50				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	192	48	480	0.401	192	0.7	0.7	12.503	B
C-AB	7	2	324	0.021	7	0.0	0.0	11.342	B
C-A	45	11			45				
A-B	372	93			372				
A-C	50	12			50				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	157	39	492	0.319	158	0.7	0.5	10.802	B
C-AB	5	1	328	0.016	5	0.0	0.0	11.104	B
C-A	37	9			37				
A-B	304	76			304				
A-C	41	10			41				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	132	33	500	0.263	132	0.5	0.4	9.792	A
C-AB	4	1	330	0.013	4	0.0	0.0	11.011	B
C-A	31	8			31				
A-B	254	64			254				
A-C	34	9			34				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.03	0.26	0.65	0.65			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.03	0.29	1.15	2.87			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.04	0.41	1.24	1.37			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.27	0.49	0.90			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2023 Early Years , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	20.72	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
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	459	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	333	100.000
C - A1094 East		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	323	135
	B - B1069 Snape Road (North)	321	0	12
	C - A1094 East	114	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	5	11
	B - B1069 Snape Road (North)	6	0	7
	C - A1094 East	1	21	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.87	56.87	5.4	28.8	F	305	458
C-AB	0.06	7.80	0.1	0.5	A	22	33
C-A						100	150
A-B						297	445
A-C						124	186

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	250	63	455	0.551	246	0.0	1.2	16.861	C
C-AB	17	4	491	0.034	17	0.0	0.0	7.584	A
C-A	83	21			83				
A-B	243	61			243				
A-C	102	25			102				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	299	75	441	0.678	296	1.2	2.0	24.243	C
C-AB	21	5	491	0.043	21	0.0	0.1	7.681	A
C-A	98	25			98				
A-B	291	73			291				
A-C	122	30			122				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	366	92	422	0.867	355	2.0	4.8	47.053	E
C-AB	27	7	491	0.056	27	0.1	0.1	7.796	A
C-A	119	30			119				
A-B	356	89			356				
A-C	149	37			149				

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)	LOS
B-AC	366	92	422	0.868	364	4.8	5.4	56.871	F
C-AB	28	7	491	0.056	28	0.1	0.1	7.768	A
C-A	119	30			119				
A-B	356	89			356				
A-C	149	37			149				

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)	LOS
B-AC	299	75	441	0.678	312	5.4	2.3	29.904	D
C-AB	21	5	491	0.043	21	0.1	0.1	7.627	A
C-A	98	25			98				
A-B	291	73			291				
A-C	122	30			122				

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)	LOS
B-AC	250	63	455	0.551	255	2.3	1.3	18.303	C
C-AB	17	4	492	0.034	17	0.1	0.0	7.562	A
C-A	83	21			83				
A-B	243	61			243				
A-C	102	25			102				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.18	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.95	0.10	1.36	4.09	5.56			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.75	0.06	0.99	13.53	21.80			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.37	0.04	0.41	14.48	28.81			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.28	0.04	0.41	6.19	11.20			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.28	0.03	0.33	2.73	6.52			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2023 Early Years , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	8.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	471	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	250	100.000
C - A1094 East		ONE HOUR	✓	146	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	264	207
	B - B1069 Snape Road (North)	236	0	15
	C - A1094 East	127	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	6	5
	B - B1069 Snape Road (North)	8	0	6
	C - A1094 East	5	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.68	27.86	2.1	10.3	D	230	344
C-AB	0.06	7.30	0.1	0.5	A	23	34
C-A						112	167
A-B						242	363
A-C						190	285

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)	LOS
B-AC	188	47	440	0.428	186	0.0	0.7	13.981	B
C-AB	18	4	523	0.034	17	0.0	0.0	7.122	A
C-A	93	23			93				
A-B	199	50			199				
A-C	156	39			156				

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)	LOS

B-AC	225	56	425	0.530	224	0.7	1.1	17.750	C
C-AB	22	6	523	0.042	22	0.0	0.1	7.204	A
C-A	110	27			110				
A-B	237	59			237				
A-C	186	47			186				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	276	69	404	0.683	272	1.1	2.0	26.607	D
C-AB	29	7	523	0.055	29	0.1	0.1	7.303	A
C-A	132	33			132				
A-B	291	73			291				
A-C	228	57			228				

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)	LOS
B-AC	276	69	404	0.683	275	2.0	2.1	27.859	D
C-AB	29	7	523	0.055	29	0.1	0.1	7.291	A
C-A	132	33			132				
A-B	291	73			291				
A-C	228	57			228				

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)	LOS
B-AC	225	56	425	0.530	229	2.1	1.2	18.655	C
C-AB	22	6	523	0.042	22	0.1	0.1	7.179	A
C-A	110	27			110				
A-B	237	59			237				
A-C	186	47			186				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	188	47	440	0.428	190	1.2	0.8	14.485	B
C-AB	18	4	523	0.034	18	0.1	0.0	7.119	A
C-A	93	23			93				
A-B	199	50			199				
A-C	156	39			156				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.73	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.08	0.15	1.04	1.64	1.91			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.98	0.03	0.32	3.52	10.27			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.06	0.03	0.29	2.06	8.92			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.17	0.05	0.49	2.77	4.15			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.77	0.04	0.38	1.79	2.94			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2023 Early Years , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	10.03	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	431	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	258	100.000
C - A1094 East		ONE HOUR	✓	283	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	208	223
	B - B1069 Snape Road (North)	253	0	6
	C - A1094 East	276	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	7	2
	B - B1069 Snape Road (North)	9	0	17
	C - A1094 East	1	26	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.74	35.99	2.7	13.6	E	237	356
C-AB	0.03	6.34	0.0	0.5	A	12	18
C-A						248	372
A-B						191	286
A-C						204	307

Main Results for each time segment

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)	LOS
B-AC	195	49	424	0.459	191	0.0	0.8	15.284	C
C-AB	9	2	577	0.015	9	0.0	0.0	6.340	A
C-A	204	51			204				
A-B	157	39			157				
A-C	168	42			168				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	232	58	406	0.572	230	0.8	1.3	20.250	C
C-AB	12	3	597	0.019	12	0.0	0.0	6.181	A
C-A	243	61			243				
A-B	187	47			187				
A-C	200	50			200				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	284	71	382	0.744	279	1.3	2.6	33.314	D
C-AB	16	4	626	0.026	16	0.0	0.0	5.940	A
C-A	296	74			296				
A-B	229	57			229				
A-C	245	61			245				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	284	71	382	0.744	284	2.6	2.7	35.987	E
C-AB	16	4	626	0.026	16	0.0	0.0	5.904	A
C-A	296	74			296				
A-B	229	57			229				
A-C	245	61			245				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	232	58	406	0.572	238	2.7	1.4	21.926	C
C-AB	12	3	597	0.019	12	0.0	0.0	6.097	A
C-A	243	61			243				
A-B	187	47			187				
A-C	200	50			200				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	195	49	424	0.459	197	1.4	0.9	16.002	C
C-AB	9	2	577	0.015	9	0.0	0.0	6.296	A
C-A	204	51			204				
A-B	157	39			157				
A-C	168	42			168				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.82	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.27	0.13	1.12	2.03	2.72			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.56	0.04	0.36	6.28	13.56			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.71	0.03	0.31	3.94	13.53			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.40	0.04	0.44	3.62	5.82			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.87	0.04	0.35	2.07	3.93			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2023 Early Years , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	41.14	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 segment length (min)	Run automatically
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	446	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	379	100.000
C - A1094 East		ONE HOUR	✓	207	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	257	189
	B - B1069 Snape Road (North)	357	0	22
	C - A1094 East	200	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	7	0
	B - B1069 Snape Road (North)	3	0	0
	C - A1094 East	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.98	112.09	12.5	46.2	F	348	522
C-AB	0.02	5.80	0.0	0.5	A	9	13
C-A						181	271
A-B						236	354
A-C						174	261

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)	LOS
B-AC	286	71	463	0.617	279	0.0	1.5	19.027	C
C-AB	7	2	627	0.011	7	0.0	0.0	5.799	A
C-A	149	37			149				
A-B	193	48			193				
A-C	143	36			143				

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)	LOS

B-AC	341	85	447	0.762	336	1.5	2.8	30.807	D
C-AB	8	2	634	0.013	8	0.0	0.0	5.755	A
C-A	177	44			177				
A-B	231	58			231				
A-C	170	43			170				

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)	LOS
B-AC	418	104	426	0.981	392	2.8	9.3	74.867	F
C-AB	11	3	643	0.018	11	0.0	0.0	5.694	A
C-A	216	54			216				
A-B	283	71			283				
A-C	209	52			209				

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)	LOS
B-AC	418	104	426	0.981	405	9.3	12.5	112.090	F
C-AB	11	3	643	0.018	11	0.0	0.0	5.699	A
C-A	216	54			216				
A-B	283	71			283				
A-C	209	52			209				

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)	LOS
B-AC	341	85	447	0.762	376	12.5	3.8	60.891	F
C-AB	9	2	634	0.013	9	0.0	0.0	5.762	A
C-A	177	44			177				
A-B	231	58			231				
A-C	170	43			170				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	286	71	463	0.617	294	3.8	1.7	22.165	C
C-AB	7	2	627	0.011	7	0.0	0.0	5.804	A
C-A	149	37			149				
A-B	193	48			193				
A-C	143	36			143				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.52	0.59	1.45	1.86	1.97			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.83	0.11	1.25	6.52	8.90			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	9.28	0.27	5.18	22.37	30.19			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	12.48	0.18	5.55	32.74	46.18			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.75	0.04	0.44	10.51	18.96			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.70	0.03	0.31	2.83	8.68			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2028 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	3.92	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
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	321	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	169	100.000
C - A1094 East		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	274	47
	B - B1069 Snape Road (North)	163	0	6
	C - A1094 East	43	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	1	19
	B - B1069 Snape Road (North)	3	0	13
	C - A1094 East	7	93	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	11.99	0.6	2.8	B	155	232
C-AB	0.02	11.99	0.0	0.5	B	5	7
C-A						39	58
A-B						251	377
A-C						43	65

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	127	32	504	0.252	126	0.0	0.3	9.492	A
C-AB	4	1	309	0.012	4	0.0	0.0	11.798	B
C-A	32	8			32				
A-B	206	52			206				
A-C	36	9			36				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	152	38	496	0.306	151	0.3	0.4	10.425	B
C-AB	4	1	308	0.014	4	0.0	0.0	11.899	B
C-A	38	10			38				
A-B	246	62			246				
A-C	43	11			43				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	186	46	486	0.382	185	0.4	0.6	11.940	B
C-AB	6	1	308	0.018	6	0.0	0.0	11.986	B
C-A	47	12			47				
A-B	301	75			301				
A-C	52	13			52				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	186	46	486	0.382	186	0.6	0.6	11.994	B
C-AB	6	1	308	0.018	6	0.0	0.0	11.914	B
C-A	47	12			47				
A-B	301	75			301				
A-C	52	13			52				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	152	38	496	0.306	152	0.6	0.4	10.493	B
C-AB	4	1	309	0.014	4	0.0	0.0	11.752	B
C-A	38	10			38				
A-B	246	62			246				
A-C	43	11			43				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	127	32	504	0.252	127	0.4	0.3	9.582	A
C-AB	4	1	309	0.012	4	0.0	0.0	11.730	B
C-A	32	8			32				
A-B	206	52			206				
A-C	36	9			36				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.61	0.03	0.26	0.61	0.61			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.61	0.03	0.29	1.21	2.76			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.03	0.34	1.11	1.31			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2028 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	15.79	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
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	399	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	313	100.000
C - A1094 East		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	254	144
	B - B1069 Snape Road (North)	302	0	11
	C - A1094 East	112	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	7	10
	B - B1069 Snape Road (North)	7	0	8
	C - A1094 East	1	24	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.81	41.88	3.8	20.3	E	287	430
C-AB	0.05	7.71	0.1	0.5	A	19	29
C-A						99	148
A-B						233	350
A-C						132	199

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	235	59	457	0.515	231	0.0	1.0	15.677	C
C-AB	15	4	490	0.031	15	0.0	0.0	7.579	A
C-A	82	20			82				
A-B	191	48			191				
A-C	109	27			109				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	281	70	444	0.633	279	1.0	1.6	21.420	C
C-AB	19	5	491	0.038	19	0.0	0.1	7.641	A
C-A	97	24			97				
A-B	228	57			228				
A-C	130	32			130				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	344	86	427	0.807	337	1.6	3.5	37.298	E
C-AB	24	6	493	0.049	24	0.1	0.1	7.706	A
C-A	118	29			118				
A-B	280	70			280				
A-C	159	40			159				

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)	LOS
B-AC	344	86	426	0.807	343	3.5	3.8	41.882	E
C-AB	24	6	493	0.049	24	0.1	0.1	7.679	A
C-A	118	29			118				
A-B	280	70			280				
A-C	159	40			159				

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)	LOS
B-AC	281	70	444	0.633	289	3.8	1.8	24.195	C
C-AB	19	5	491	0.038	19	0.1	0.1	7.584	A
C-A	97	24			97				
A-B	228	57			228				
A-C	130	32			130				

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)	LOS
B-AC	235	59	457	0.515	238	1.8	1.1	16.672	C
C-AB	15	4	490	0.031	15	0.1	0.0	7.556	A
C-A	82	20			82				
A-B	191	48			191				
A-C	109	27			109				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.02	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.63	0.11	1.25	3.14	4.15			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.49	0.04	0.42	9.62	17.79			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.77	0.03	0.34	7.59	20.26			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.83	0.04	0.42	4.92	8.48			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.10	0.03	0.34	2.62	5.44			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2028 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	7.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	503	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	238	100.000
C - A1094 East		ONE HOUR	✓	148	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	281	222
	B - B1069 Snape Road (North)	224	0	15
	C - A1094 East	129	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	5	5
	B - B1069 Snape Road (North)	9	0	6
	C - A1094 East	5	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.66	26.94	1.9	9.3	D	219	328
C-AB	0.06	7.38	0.1	0.5	A	23	35
C-A						113	170
A-B						258	387
A-C						204	306

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)	LOS
B-AC	179	45	433	0.414	177	0.0	0.7	13.891	B
C-AB	18	4	519	0.034	18	0.0	0.0	7.172	A
C-A	94	24			94				
A-B	212	53			212				
A-C	167	42			167				

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)	LOS

B-AC	214	54	417	0.514	213	0.7	1.0	17.507	C
C-AB	22	6	519	0.043	22	0.0	0.1	7.264	A
C-A	111	28			111				
A-B	253	63			253				
A-C	200	50			200				

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)	LOS
B-AC	262	66	395	0.664	259	1.0	1.8	25.862	D
C-AB	29	7	518	0.056	29	0.1	0.1	7.376	A
C-A	134	34			134				
A-B	309	77			309				
A-C	245	61			245				

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)	LOS
B-AC	262	66	395	0.664	262	1.8	1.9	26.945	D
C-AB	29	7	518	0.056	29	0.1	0.1	7.368	A
C-A	134	34			134				
A-B	309	77			309				
A-C	245	61			245				

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)	LOS
B-AC	214	54	417	0.514	217	1.9	1.1	18.308	C
C-AB	22	6	519	0.043	22	0.1	0.1	7.239	A
C-A	111	28			111				
A-B	253	63			253				
A-C	200	50			200				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	179	45	433	0.414	181	1.1	0.7	14.356	B
C-AB	18	4	520	0.034	18	0.1	0.0	7.165	A
C-A	94	23			94				
A-B	212	53			212				
A-C	167	42			167				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.69	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.02	0.16	1.01	1.45	1.78			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.83	0.03	0.31	2.87	9.26			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.90	0.03	0.29	1.90	8.06			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.10	0.05	0.52	2.51	3.71			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.73	0.04	0.39	1.66	2.68			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2028 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	10.19	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	455	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	257	100.000
C - A1094 East		ONE HOUR	✓	295	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	219	236
	B - B1069 Snape Road (North)	252	0	6
	C - A1094 East	288	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	6	2
	B - B1069 Snape Road (North)	9	0	17
	C - A1094 East	1	26	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.75	37.97	2.8	14.5	E	236	354
C-AB	0.03	6.30	0.0	0.5	A	13	19
C-A						258	388
A-B						201	302
A-C						216	324

Main Results for each time segment

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)	LOS
B-AC	194	48	419	0.462	190	0.0	0.8	15.528	C
C-AB	9	2	580	0.016	9	0.0	0.0	6.298	A
C-A	213	53			213				
A-B	165	41			165				
A-C	177	44			177				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	231	58	401	0.577	230	0.8	1.3	20.758	C
C-AB	12	3	602	0.020	12	0.0	0.0	6.133	A
C-A	254	63			254				
A-B	197	49			197				
A-C	212	53			212				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	283	71	376	0.754	278	1.3	2.7	34.882	D
C-AB	17	4	632	0.026	17	0.0	0.0	5.885	A
C-A	308	77			308				
A-B	241	60			241				
A-C	260	65			260				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	283	71	376	0.754	283	2.7	2.8	37.968	E
C-AB	17	4	632	0.026	17	0.0	0.0	5.846	A
C-A	308	77			308				
A-B	241	60			241				
A-C	260	65			260				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	231	58	401	0.577	237	2.8	1.4	22.634	C
C-AB	12	3	602	0.020	12	0.0	0.0	6.047	A
C-A	254	63			254				
A-B	197	49			197				
A-C	212	53			212				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	194	48	419	0.462	196	1.4	0.9	16.286	C
C-AB	9	2	581	0.016	9	0.0	0.0	6.253	A
C-A	213	53			213				
A-B	165	41			165				
A-C	177	44			177				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.83	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.30	0.12	1.13	2.16	2.81			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.67	0.04	0.37	6.80	14.09			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.84	0.03	0.32	4.56	14.53			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.43	0.04	0.44	3.73	6.08			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.89	0.03	0.35	2.09	4.06			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2028 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	13.63	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	443	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	319	100.000
C - A1094 East		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	253	190
	B - B1069 Snape Road (North)	299	0	20
	C - A1094 East	211	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	5	0
	B - B1069 Snape Road (North)	1	0	0
	C - A1094 East	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.81	42.09	3.9	20.8	E	293	439
C-AB	0.02	5.74	0.0	0.5	A	9	14
C-A						191	286
A-B						232	348
A-C						175	262

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)	LOS
B-AC	240	60	472	0.509	236	0.0	1.0	15.050	C
C-AB	7	2	635	0.011	7	0.0	0.0	5.733	A
C-A	157	39			157				
A-B	190	48			190				
A-C	143	36			143				

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)	LOS

B-AC	287	72	456	0.630	285	1.0	1.6	20.748	C
C-AB	9	2	642	0.013	9	0.0	0.0	5.678	A
C-A	187	47			187				
A-B	227	57			227				
A-C	171	43			171				

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)	LOS
B-AC	352	88	433	0.812	344	1.6	3.6	37.279	E
C-AB	12	3	654	0.018	12	0.0	0.0	5.601	A
C-A	228	57			228				
A-B	278	70			278				
A-C	210	52			210				

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)	LOS
B-AC	352	88	433	0.812	350	3.6	3.9	42.090	E
C-AB	12	3	654	0.018	12	0.0	0.0	5.606	A
C-A	228	57			228				
A-B	278	70			278				
A-C	210	52			210				

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)	LOS
B-AC	287	72	456	0.630	295	3.9	1.8	23.474	C
C-AB	9	2	642	0.013	9	0.0	0.0	5.687	A
C-A	187	47			187				
A-B	227	57			227				
A-C	171	43			171				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	240	60	472	0.510	243	1.8	1.1	15.949	C
C-AB	7	2	635	0.011	7	0.0	0.0	5.739	A
C-A	157	39			157				
A-B	190	48			190				
A-C	143	36			143				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.00	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.61	0.10	1.23	3.15	4.19			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.57	0.04	0.43	9.88	18.17			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.87	0.03	0.34	7.95	20.85			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.80	0.04	0.42	4.85	8.37			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.07	0.03	0.34	2.51	5.33			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2028 Peak Construction, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	3.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	383	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	177	100.000
C - A1094 East		ONE HOUR	✓	60	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	336	47
	B - B1069 Snape Road (North)	170	0	7
	C - A1094 East	42	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	1	19
	B - B1069 Snape Road (North)	3	0	11
	C - A1094 East	5	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.41	12.82	0.7	2.9	B	162	243
C-AB	0.05	8.49	0.1	0.5	A	18	28
C-A						37	55
A-B						308	462
A-C						43	65

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	133	33	497	0.268	132	0.0	0.4	9.820	A
C-AB	15	4	462	0.032	15	0.0	0.0	8.050	A
C-A	31	8			31				
A-B	253	63			253				
A-C	36	9			36				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	159	40	488	0.326	158	0.4	0.5	10.916	B
C-AB	18	4	456	0.039	18	0.0	0.0	8.234	A
C-A	36	9			36				
A-B	302	75			302				
A-C	43	11			43				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	195	49	475	0.409	194	0.5	0.7	12.752	B
C-AB	22	6	447	0.050	22	0.0	0.1	8.489	A
C-A	44	11			44				
A-B	370	92			370				
A-C	52	13			52				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	195	49	475	0.410	195	0.7	0.7	12.823	B
C-AB	22	6	447	0.050	22	0.1	0.1	8.479	A
C-A	44	11			44				
A-B	370	92			370				
A-C	52	13			52				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	159	40	488	0.326	160	0.7	0.5	11.002	B
C-AB	18	4	456	0.039	18	0.1	0.0	8.214	A
C-A	36	9			36				
A-B	302	75			302				
A-C	43	11			43				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	133	33	497	0.268	134	0.5	0.4	9.924	A
C-AB	15	4	462	0.032	15	0.0	0.0	8.046	A
C-A	31	8			31				
A-B	253	63			253				
A-C	36	9			36				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.68	0.03	0.26	0.68	0.68			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.69	0.03	0.29	1.13	2.93			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.04	0.45	1.27	1.39			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.03	0.28	0.66	1.08			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2028 Peak Construction, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	19.31	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
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	458	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	323	100.000
C - A1094 East		ONE HOUR	✓	146	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	313	144
	B - B1069 Snape Road (North)	310	0	13
	C - A1094 East	113	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	6	10
	B - B1069 Snape Road (North)	7	0	7
	C - A1094 East	1	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.86	54.27	5.0	26.9	F	296	444
C-AB	0.09	7.81	0.1	0.7	A	38	57
C-A						96	144
A-B						287	431
A-C						132	199

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	243	61	450	0.540	238	0.0	1.1	16.689	C
C-AB	29	7	512	0.057	29	0.0	0.1	7.445	A
C-A	80	20			80				
A-B	236	59			236				
A-C	109	27			109				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	290	73	435	0.666	287	1.1	1.9	23.803	C
C-AB	37	9	511	0.072	36	0.1	0.1	7.598	A
C-A	95	24			95				
A-B	282	70			282				
A-C	130	32			130				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	355	89	415	0.856	345	1.9	4.4	45.554	E
C-AB	48	12	510	0.093	47	0.1	0.1	7.807	A
C-A	113	28			113				
A-B	345	86			345				
A-C	159	40			159				

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)	LOS
B-AC	355	89	415	0.856	353	4.4	5.0	54.266	F
C-AB	48	12	510	0.093	48	0.1	0.1	7.790	A
C-A	113	28			113				
A-B	345	86			345				
A-C	159	40			159				

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)	LOS
B-AC	290	73	435	0.667	301	5.0	2.2	28.771	D
C-AB	37	9	511	0.072	37	0.1	0.1	7.565	A
C-A	94	24			94				
A-B	282	70			282				
A-C	130	32			130				

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)	LOS
B-AC	243	61	450	0.540	247	2.2	1.2	18.027	C
C-AB	29	7	513	0.057	30	0.1	0.1	7.435	A
C-A	80	20			80				
A-B	236	59			236				
A-C	109	27			109				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.13	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.86	0.10	1.33	3.85	5.15			N/A	N/A
C-AB	0.10	0.03	0.26	0.46	0.49			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.45	0.05	0.77	12.68	20.85			N/A	N/A
C-AB	0.14	0.03	0.26	0.48	0.69			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.98	0.04	0.39	12.95	26.91			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.15	0.04	0.41	5.84	10.49			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.22	0.03	0.33	2.66	6.19			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

2028 Peak Construction, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	8.04	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
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	505	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	243	100.000
C - A1094 East		ONE HOUR	✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	283	222
	B - B1069 Snape Road (North)	229	0	15
	C - A1094 East	132	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	6	5
	B - B1069 Snape Road (North)	9	0	6
	C - A1094 East	5	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.68	28.28	2.0	10.1	D	223	335
C-AB	0.06	7.33	0.1	0.6	A	26	38
C-A						115	173
A-B						260	390
A-C						204	306

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)	LOS
B-AC	183	46	433	0.423	180	0.0	0.7	14.110	B
C-AB	20	5	526	0.037	19	0.0	0.1	7.111	A
C-A	96	24			96				
A-B	213	53			213				
A-C	167	42			167				

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)	LOS

B-AC	219	55	416	0.525	217	0.7	1.1	17.941	C
C-AB	25	6	525	0.047	25	0.1	0.1	7.204	A
C-A	113	28			113				
A-B	254	64			254				
A-C	200	50			200				

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)	LOS
B-AC	268	67	394	0.680	264	1.1	2.0	27.006	D
C-AB	32	8	524	0.062	32	0.1	0.1	7.330	A
C-A	137	34			137				
A-B	312	78			312				
A-C	245	61			245				

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)	LOS
B-AC	268	67	394	0.680	268	2.0	2.0	28.284	D
C-AB	32	8	524	0.062	32	0.1	0.1	7.322	A
C-A	137	34			137				
A-B	312	78			312				
A-C	245	61			245				

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)	LOS
B-AC	219	55	416	0.525	222	2.0	1.2	18.856	C
C-AB	25	6	525	0.047	25	0.1	0.1	7.188	A
C-A	113	28			113				
A-B	254	64			254				
A-C	200	50			200				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	183	46	433	0.423	185	1.2	0.8	14.612	B
C-AB	20	5	526	0.037	20	0.1	0.1	7.109	A
C-A	96	24			96				
A-B	213	53			213				
A-C	167	42			167				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.71	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.06	0.15	1.03	1.59	1.88			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.95	0.03	0.32	3.48	10.12			N/A	N/A
C-AB	0.10	0.03	0.26	0.48	0.57			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.03	0.03	0.29	2.03	8.88			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.15	0.05	0.49	2.71	4.02			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.75	0.04	0.38	1.75	2.88			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2028 Peak Construction, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	17.52	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
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	460	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	298	100.000
C - A1094 East		ONE HOUR	✓	294	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	223	237
	B - B1069 Snape Road (North)	286	0	13
	C - A1094 East	287	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	6	2
	B - B1069 Snape Road (North)	8	0	7
	C - A1094 East	1	26	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.86	59.63	5.0	27.0	F	274	411
C-AB	0.03	6.31	0.0	0.5	A	13	19
C-A						257	386
A-B						205	307
A-C						217	326

Main Results for each time segment

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)	LOS
B-AC	225	56	426	0.527	220	0.0	1.1	17.183	C
C-AB	9	2	579	0.016	9	0.0	0.0	6.312	A
C-A	212	53			212				
A-B	168	42			168				
A-C	178	45			178				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	268	67	407	0.658	265	1.1	1.8	24.807	C
C-AB	12	3	600	0.020	12	0.0	0.0	6.148	A
C-A	253	63			253				
A-B	201	50			201				
A-C	213	53			213				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	329	82	382	0.860	318	1.8	4.5	49.314	E
C-AB	17	4	631	0.026	17	0.0	0.0	5.901	A
C-A	307	77			307				
A-B	246	61			246				
A-C	261	65			261				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	329	82	382	0.860	326	4.5	5.0	59.625	F
C-AB	17	4	631	0.026	17	0.0	0.0	5.862	A
C-A	307	77			307				
A-B	246	61			246				
A-C	261	65			261				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	268	67	407	0.658	280	5.0	2.1	30.412	D
C-AB	12	3	601	0.020	12	0.0	0.0	6.062	A
C-A	253	63			253				
A-B	201	50			201				
A-C	213	53			213				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	225	56	426	0.527	228	2.1	1.2	18.543	C
C-AB	9	2	580	0.016	9	0.0	0.0	6.266	A
C-A	212	53			212				
A-B	168	42			168				
A-C	178	45			178				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.07	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.79	0.10	1.30	3.69	4.89			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.46	0.06	0.95	12.68	20.39			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.05	0.04	0.41	13.62	26.97			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.08	0.04	0.41	5.63	10.14			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.16	0.03	0.32	2.43	5.89			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2028 Peak Construction, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	41.44	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 segment length (min)	Run automatically
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	461	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	378	100.000
C - A1094 East		ONE HOUR	✓	222	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	264	197
	B - B1069 Snape Road (North)	348	0	30
	C - A1094 East	214	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	7	0
	B - B1069 Snape Road (North)	4	0	0
	C - A1094 East	2	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.99	116.31	13.0	46.7	F	347	521
C-AB	0.02	6.31	0.0	0.5	A	11	16
C-A						193	289
A-B						242	363
A-C						181	272

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)	LOS
B-AC	285	71	462	0.617	279	0.0	1.5	19.102	C
C-AB	8	2	579	0.014	8	0.0	0.0	6.308	A
C-A	159	40			159				
A-B	199	50			199				
A-C	149	37			149				

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)	LOS

B-AC	340	85	445	0.764	335	1.5	2.9	31.132	D
C-AB	10	3	589	0.018	10	0.0	0.0	6.236	A
C-A	189	47			189				
A-B	237	59			237				
A-C	177	44			177				

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)	LOS
B-AC	417	104	422	0.987	390	2.9	9.5	76.791	F
C-AB	14	4	604	0.023	14	0.0	0.0	6.120	A
C-A	230	58			230				
A-B	291	73			291				
A-C	217	54			217				

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)	LOS
B-AC	417	104	422	0.987	403	9.5	13.0	116.308	F
C-AB	14	4	604	0.023	14	0.0	0.0	6.104	A
C-A	230	58			230				
A-B	291	73			291				
A-C	217	54			217				

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)	LOS
B-AC	340	85	445	0.764	377	13.0	3.8	63.813	F
C-AB	10	3	589	0.018	10	0.0	0.0	6.199	A
C-A	189	47			189				
A-B	237	59			237				
A-C	177	44			177				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	285	71	462	0.617	293	3.8	1.7	22.324	C
C-AB	8	2	579	0.014	8	0.0	0.0	6.293	A
C-A	159	40			159				
A-B	199	50			199				
A-C	149	37			149				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.52	0.59	1.45	1.87	1.98			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.85	0.11	1.26	6.59	8.99			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	9.54	0.30	5.50	22.69	30.43			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	12.96	0.20	6.17	33.48	46.73			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.81	0.04	0.44	10.70	19.26			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.70	0.03	0.31	2.78	8.65			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2034 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	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	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	332	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	172	100.000
C - A1094 East		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	281	51
	B - B1069 Snape Road (North)	167	0	5
	C - A1094 East	46	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	1	17
	B - B1069 Snape Road (North)	3	0	0
	C - A1094 East	6	91	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	12.15	0.6	2.8	B	158	236
C-AB	0.01	11.78	0.0	0.5	B	4	5
C-A						42	63
A-B						258	386
A-C						47	71

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	129	32	504	0.257	128	0.0	0.3	9.545	A
C-AB	3	1	312	0.009	3	0.0	0.0	11.622	B
C-A	34	9			34				
A-B	211	53			211				
A-C	39	10			39				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	154	39	496	0.311	154	0.3	0.4	10.512	B
C-AB	3	1	312	0.011	3	0.0	0.0	11.713	B
C-A	41	10			41				
A-B	252	63			252				
A-C	46	12			46				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	485	0.390	188	0.4	0.6	12.091	B
C-AB	4	1	312	0.014	4	0.0	0.0	11.781	B
C-A	50	12			50				
A-B	309	77			309				
A-C	56	14			56				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	485	0.390	189	0.6	0.6	12.148	B
C-AB	4	1	312	0.014	4	0.0	0.0	11.704	B
C-A	50	12			50				
A-B	309	77			309				
A-C	56	14			56				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	154	39	496	0.311	155	0.6	0.5	10.582	B
C-AB	3	1	312	0.011	3	0.0	0.0	11.559	B
C-A	41	10			41				
A-B	252	63			252				
A-C	46	12			46				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	129	32	504	0.257	130	0.5	0.4	9.637	A
C-AB	3	1	313	0.009	3	0.0	0.0	11.552	B
C-A	34	9			34				
A-B	211	53			211				
A-C	39	10			39				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.03	0.26	0.63	0.63			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.03	0.29	1.19	2.81			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.04	0.36	1.18	1.34			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2034 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	13.08	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	427	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	310	100.000
C - A1094 East		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	271	155
	B - B1069 Snape Road (North)	300	0	10
	C - A1094 East	118	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	3	10
	B - B1069 Snape Road (North)	3	0	0
	C - A1094 East	1	17	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.78	36.67	3.3	17.0	E	284	426
C-AB	0.05	7.36	0.1	0.5	A	21	31
C-A						104	156
A-B						249	373
A-C						143	214

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	233	58	470	0.496	229	0.0	1.0	14.756	B
C-AB	16	4	515	0.031	16	0.0	0.0	7.212	A
C-A	86	22			86				
A-B	204	51			204				
A-C	117	29			117				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	278	70	456	0.611	276	1.0	1.5	19.815	C
C-AB	20	5	515	0.039	20	0.0	0.1	7.279	A
C-A	102	26			102				
A-B	244	61			244				
A-C	140	35			140				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	341	85	436	0.782	335	1.5	3.1	33.405	D
C-AB	26	6	517	0.050	26	0.1	0.1	7.355	A
C-A	124	31			124				
A-B	299	75			299				
A-C	171	43			171				

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)	LOS
B-AC	341	85	436	0.782	340	3.1	3.3	36.675	E
C-AB	26	6	517	0.050	26	0.1	0.1	7.338	A
C-A	124	31			124				
A-B	299	75			299				
A-C	171	43			171				

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)	LOS
B-AC	278	70	456	0.611	285	3.3	1.7	21.822	C
C-AB	20	5	516	0.039	20	0.1	0.1	7.241	A
C-A	102	26			102				
A-B	244	61			244				
A-C	140	35			140				

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)	LOS
B-AC	233	58	470	0.496	236	1.7	1.0	15.552	C
C-AB	16	4	515	0.031	16	0.1	0.0	7.199	A
C-A	86	22			86				
A-B	204	51			204				
A-C	117	29			117				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.95	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.49	0.11	1.20	2.79	3.67			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.09	0.04	0.38	8.09	16.27			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.49			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.29	0.03	0.32	5.42	16.97			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.66	0.04	0.43	4.41	7.35			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.02	0.03	0.35	2.46	4.84			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2034 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	6.75	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
D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	425	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	238	100.000
C - A1094 East		ONE HOUR	✓	146	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	195	230
	B - B1069 Snape Road (North)	224	0	15
	C - A1094 East	138	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	4	5
	B - B1069 Snape Road (North)	5	0	6
	C - A1094 East	6	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.62	22.53	1.6	6.8	C	219	328
C-AB	0.03	7.70	0.0	0.5	A	10	15
C-A						124	186
A-B						179	269
A-C						211	317

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)	LOS
B-AC	179	45	458	0.392	177	0.0	0.6	12.704	B
C-AB	8	2	475	0.017	8	0.0	0.0	7.699	A
C-A	102	26			102				
A-B	147	37			147				
A-C	173	43			173				

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)	LOS

B-AC	214	54	443	0.484	213	0.6	0.9	15.605	C
C-AB	10	2	480	0.021	10	0.0	0.0	7.681	A
C-A	122	30			122				
A-B	175	44			175				
A-C	207	52			207				

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)	LOS
B-AC	262	66	421	0.622	260	0.9	1.6	21.899	C
C-AB	13	3	488	0.027	13	0.0	0.0	7.622	A
C-A	148	37			148				
A-B	215	54			215				
A-C	253	63			253				

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)	LOS
B-AC	262	66	421	0.622	262	1.6	1.6	22.528	C
C-AB	13	3	488	0.027	13	0.0	0.0	7.586	A
C-A	148	37			148				
A-B	215	54			215				
A-C	253	63			253				

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)	LOS
B-AC	214	54	443	0.484	217	1.6	1.0	16.112	C
C-AB	10	2	481	0.021	10	0.0	0.0	7.598	A
C-A	122	30			122				
A-B	175	44			175				
A-C	207	52			207				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	179	45	458	0.392	181	1.0	0.7	13.047	B
C-AB	8	2	476	0.017	8	0.0	0.0	7.662	A
C-A	102	26			102				
A-B	147	37			147				
A-C	173	43			173				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.18	0.97	1.40	1.40			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.55	0.03	0.29	1.55	6.82			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.60	0.03	0.29	1.60	6.10			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.97	0.06	0.65	1.92	2.77			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.04	0.41	1.36	1.97			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2034 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	11.34	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	467	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	279	100.000
C - A1094 East		ONE HOUR	✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	231	236
	B - B1069 Snape Road (North)	273	0	7
	C - A1094 East	297	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	3	2
	B - B1069 Snape Road (North)	4	0	0
	C - A1094 East	1	12	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.79	41.66	3.4	17.9	E	256	385
C-AB	0.02	5.81	0.0	0.5	A	12	18
C-A						267	401
A-B						212	318
A-C						216	324

Main Results for each time segment

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)	LOS
B-AC	210	53	437	0.482	207	0.0	0.9	15.439	C
C-AB	9	2	628	0.014	9	0.0	0.0	5.812	A
C-A	220	55			220				
A-B	174	43			174				
A-C	177	44			177				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	251	63	417	0.602	249	0.9	1.4	21.108	C
C-AB	12	3	648	0.018	11	0.0	0.0	5.671	A
C-A	262	65			262				
A-B	208	52			208				
A-C	212	53			212				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	308	77	391	0.787	301	1.4	3.1	37.406	E
C-AB	16	4	676	0.024	16	0.0	0.0	5.468	A
C-A	319	80			319				
A-B	254	64			254				
A-C	260	65			260				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	308	77	391	0.787	307	3.1	3.4	41.656	E
C-AB	16	4	676	0.024	16	0.0	0.0	5.451	A
C-A	319	80			319				
A-B	254	64			254				
A-C	260	65			260				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	251	63	417	0.602	258	3.4	1.6	23.511	C
C-AB	12	3	648	0.018	12	0.0	0.0	5.633	A
C-A	262	65			262				
A-B	208	52			208				
A-C	212	53			212				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	210	53	437	0.482	213	1.6	1.0	16.277	C
C-AB	9	2	628	0.014	9	0.0	0.0	5.792	A
C-A	220	55			220				
A-B	174	43			174				
A-C	177	44			177				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.90	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.43	0.11	1.17	2.65	3.44			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.12	0.04	0.40	8.44	16.06			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.36	0.03	0.33	6.46	17.88			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.60	0.04	0.42	4.23	7.14			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.96	0.03	0.34	2.24	4.64			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2034 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	5.07	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
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	473	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	226	100.000
C - A1094 East		ONE HOUR	✓	243	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	267	206
	B - B1069 Snape Road (North)	220	0	6
	C - A1094 East	236	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	3	0
	B - B1069 Snape Road (North)	1	0	0
	C - A1094 East	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.59	20.99	1.4	5.4	C	208	311
C-AB	0.02	5.66	0.0	0.5	A	9	14
C-A						213	320
A-B						245	367
A-C						189	284

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)	LOS
B-AC	170	43	462	0.369	168	0.0	0.6	12.153	B
C-AB	7	2	644	0.011	7	0.0	0.0	5.650	A
C-A	176	44			176				
A-B	201	50			201				
A-C	155	39			155				

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)	LOS

B-AC	203	51	444	0.458	202	0.6	0.8	14.808	B
C-AB	9	2	654	0.014	9	0.0	0.0	5.579	A
C-A	209	52			209				
A-B	240	60			240				
A-C	186	46			186				

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)	LOS
B-AC	249	62	420	0.593	247	0.8	1.4	20.508	C
C-AB	12	3	669	0.018	12	0.0	0.0	5.480	A
C-A	255	64			255				
A-B	294	73			294				
A-C	227	57			227				

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)	LOS
B-AC	249	62	420	0.593	249	1.4	1.4	20.994	C
C-AB	12	3	669	0.018	12	0.0	0.0	5.485	A
C-A	255	64			255				
A-B	294	73			294				
A-C	227	57			227				

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)	LOS
B-AC	203	51	444	0.458	206	1.4	0.9	15.207	C
C-AB	9	2	654	0.014	9	0.0	0.0	5.585	A
C-A	209	52			209				
A-B	240	60			240				
A-C	186	46			186				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	170	43	462	0.369	171	0.9	0.6	12.435	B
C-AB	7	2	644	0.011	7	0.0	0.0	5.655	A
C-A	176	44			176				
A-B	201	50			201				
A-C	155	39			155				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.57	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.82	0.20	0.94	1.41	1.47			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.38	0.03	0.29	1.38	5.30			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.42	0.03	0.29	1.42	5.35			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.87	0.06	0.68	1.62	2.09			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.04	0.42	1.49	1.67			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2034 Operational Led, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	3.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	328	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	172	100.000
C - A1094 East		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	279	49
	B - B1069 Snape Road (North)	167	0	5
	C - A1094 East	44	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	0	18
	B - B1069 Snape Road (North)	2	0	0
	C - A1094 East	4	61	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	11.85	0.6	2.8	B	158	236
C-AB	0.01	10.14	0.0	0.5	B	3	5
C-A						40	60
A-B						256	384
A-C						45	68

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	129	32	511	0.253	128	0.0	0.3	9.369	A
C-AB	3	1	365	0.007	3	0.0	0.0	9.947	A
C-A	33	8			33				
A-B	210	52			210				
A-C	37	9			37				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	154	39	503	0.307	154	0.3	0.4	10.293	B
C-AB	3	1	363	0.009	3	0.0	0.0	10.042	B
C-A	39	10			39				
A-B	251	63			251				
A-C	44	11			44				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	493	0.384	188	0.4	0.6	11.786	B
C-AB	4	1	360	0.012	4	0.0	0.0	10.145	B
C-A	48	12			48				
A-B	307	77			307				
A-C	54	14			54				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	493	0.384	189	0.6	0.6	11.848	B
C-AB	4	1	361	0.012	4	0.0	0.0	10.102	B
C-A	48	12			48				
A-B	307	77			307				
A-C	54	14			54				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	154	39	503	0.307	155	0.6	0.4	10.357	B
C-AB	3	1	363	0.009	3	0.0	0.0	9.959	A
C-A	39	10			39				
A-B	251	63			251				
A-C	44	11			44				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	129	32	511	0.253	130	0.4	0.3	9.458	A
C-AB	3	1	365	0.007	3	0.0	0.0	9.906	A
C-A	33	8			33				
A-B	210	52			210				
A-C	37	9			37				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.61	0.03	0.26	0.61	0.61			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.62	0.03	0.29	1.20	2.77			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.03	0.34	1.12	1.31			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2034 Operational Led, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	12.04	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	514	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	307	100.000
C - A1094 East		ONE HOUR	✓	137	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	359	154
	B - B1069 Snape Road (North)	297	0	10
	C - A1094 East	117	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	0	10
	B - B1069 Snape Road (North)	2	0	0
	C - A1094 East	1	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.78	37.15	3.3	17.1	E	281	422
C-AB	0.05	7.30	0.1	0.5	A	23	34
C-A						103	154
A-B						330	494
A-C						142	213

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	231	58	468	0.493	227	0.0	0.9	14.716	B
C-AB	18	4	529	0.033	17	0.0	0.0	7.039	A
C-A	85	21			85				
A-B	270	68			270				
A-C	116	29			116				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	276	69	453	0.609	274	0.9	1.5	19.828	C
C-AB	22	5	526	0.042	22	0.0	0.1	7.151	A
C-A	101	25			101				
A-B	323	81			323				
A-C	139	35			139				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	338	84	432	0.782	331	1.5	3.1	33.771	D
C-AB	29	7	523	0.055	29	0.1	0.1	7.298	A
C-A	122	31			122				
A-B	395	99			395				
A-C	170	42			170				

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)	LOS
B-AC	338	84	432	0.782	337	3.1	3.3	37.146	E
C-AB	29	7	523	0.055	29	0.1	0.1	7.290	A
C-A	122	31			122				
A-B	395	99			395				
A-C	170	42			170				

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)	LOS
B-AC	276	69	453	0.609	282	3.3	1.6	21.861	C
C-AB	22	6	526	0.042	22	0.1	0.1	7.130	A
C-A	101	25			101				
A-B	323	81			323				
A-C	139	35			139				

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)	LOS
B-AC	231	58	468	0.493	233	1.6	1.0	15.503	C
C-AB	18	4	529	0.033	18	0.1	0.0	7.032	A
C-A	85	21			85				
A-B	270	68			270				
A-C	116	29			116				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.94	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.48	0.11	1.19	2.77	3.64			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.09	0.04	0.39	8.13	16.27			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.30	0.03	0.32	5.55	17.10			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.64	0.04	0.43	4.36	7.28			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.00	0.03	0.35	2.41	4.78			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2034 Operational Led, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	6.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	485	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	251	100.000
C - A1094 East		ONE HOUR	✓	156	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	256	229
	B - B1069 Snape Road (North)	236	0	16
	C - A1094 East	136	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	0	5
	B - B1069 Snape Road (North)	2	0	0
	C - A1094 East	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.65	24.17	1.8	8.3	C	231	346
C-AB	0.05	6.68	0.1	0.5	A	24	36
C-A						120	179
A-B						235	352
A-C						210	316

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)	LOS
B-AC	189	47	465	0.407	186	0.0	0.7	12.804	B
C-AB	18	5	572	0.032	18	0.0	0.0	6.502	A
C-A	99	25			99				
A-B	193	48			193				
A-C	173	43			173				

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)	LOS

B-AC	226	56	448	0.504	225	0.7	1.0	16.012	C
C-AB	23	6	571	0.040	23	0.0	0.1	6.573	A
C-A	118	29			118				
A-B	230	58			230				
A-C	206	52			206				

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)	LOS
B-AC	277	69	425	0.651	274	1.0	1.7	23.335	C
C-AB	30	8	570	0.053	30	0.1	0.1	6.670	A
C-A	142	36			142				
A-B	282	70			282				
A-C	252	63			252				

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)	LOS
B-AC	277	69	425	0.651	276	1.7	1.8	24.173	C
C-AB	30	8	570	0.053	30	0.1	0.1	6.675	A
C-A	142	36			142				
A-B	282	70			282				
A-C	252	63			252				

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)	LOS
B-AC	226	56	448	0.504	229	1.8	1.1	16.639	C
C-AB	23	6	571	0.041	23	0.1	0.1	6.582	A
C-A	118	29			118				
A-B	230	58			230				
A-C	206	52			206				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	465	0.407	191	1.1	0.7	13.182	B
C-AB	19	5	572	0.032	19	0.1	0.0	6.511	A
C-A	99	25			99				
A-B	193	48			193				
A-C	173	43			173				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.98	0.16	0.99	1.35	1.71			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.75	0.03	0.30	2.17	8.35			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.80	0.03	0.29	1.80	7.20			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.05	0.05	0.59	2.29	3.32			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.70	0.04	0.40	1.56	2.45			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2034 Operational Led, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	10.68	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	462	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	282	100.000
C - A1094 East		ONE HOUR	✓	300	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	230	232
	B - B1069 Snape Road (North)	276	0	7
	C - A1094 East	293	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	1	2
	B - B1069 Snape Road (North)	2	0	0
	C - A1094 East	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.78	38.96	3.2	16.7	E	259	389
C-AB	0.02	5.39	0.0	0.5	A	11	17
C-A						264	396
A-B						211	317
A-C						213	319

Main Results for each time segment

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)	LOS
B-AC	213	53	446	0.477	209	0.0	0.9	14.977	B
C-AB	8	2	677	0.012	8	0.0	0.0	5.384	A
C-A	218	54			218				
A-B	173	43			173				
A-C	174	44			174				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

B-AC	254	63	427	0.595	252	0.9	1.4	20.302	C
C-AB	11	3	693	0.016	11	0.0	0.0	5.272	A
C-A	259	65			259				
A-B	207	52			207				
A-C	208	52			208				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	311	78	400	0.776	305	1.4	3.0	35.342	E
C-AB	15	4	718	0.021	15	0.0	0.0	5.121	A
C-A	315	79			315				
A-B	253	63			253				
A-C	255	64			255				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	311	78	400	0.776	310	3.0	3.2	38.958	E
C-AB	15	4	718	0.021	15	0.0	0.0	5.125	A
C-A	315	79			315				
A-B	253	63			253				
A-C	255	64			255				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	254	63	427	0.595	260	3.2	1.5	22.379	C
C-AB	11	3	693	0.016	11	0.0	0.0	5.276	A
C-A	259	65			259				
A-B	207	52			207				
A-C	208	52			208				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	213	53	446	0.477	215	1.5	0.9	15.738	C
C-AB	8	2	677	0.012	8	0.0	0.0	5.387	A
C-A	218	54			218				
A-B	173	43			173				
A-C	174	44			174				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.88	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.39	0.11	1.16	2.55	3.26			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.98	0.04	0.39	7.86	15.60			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.18	0.03	0.32	5.60	16.66			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.54	0.04	0.43	4.04	6.77			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.94	0.03	0.34	2.20	4.46			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2034 Operational Led, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	4.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	466	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	227	100.000
C - A1094 East		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	265	201
	B - B1069 Snape Road (North)	221	0	6
	C - A1094 East	225	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	1	0
	B - B1069 Snape Road (North)	0	0	0
	C - A1094 East	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.58	20.18	1.4	5.1	C	209	313
C-AB	0.02	5.70	0.0	0.5	A	11	16
C-A						203	304
A-B						243	365
A-C						185	277

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)	LOS
B-AC	171	43	469	0.365	169	0.0	0.6	11.893	B
C-AB	8	2	640	0.012	8	0.0	0.0	5.693	A
C-A	167	42			167				
A-B	199	50			199				
A-C	152	38			152				

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)	LOS

B-AC	204	51	452	0.452	203	0.6	0.8	14.415	B
C-AB	10	3	649	0.016	10	0.0	0.0	5.631	A
C-A	199	50			199				
A-B	238	60			238				
A-C	181	45			181				

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)	LOS
B-AC	250	63	428	0.584	248	0.8	1.3	19.749	C
C-AB	14	3	662	0.021	14	0.0	0.0	5.545	A
C-A	243	61			243				
A-B	292	73			292				
A-C	222	55			222				

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)	LOS
B-AC	250	63	428	0.584	250	1.3	1.4	20.181	C
C-AB	14	3	662	0.021	14	0.0	0.0	5.548	A
C-A	243	61			243				
A-B	292	73			292				
A-C	222	55			222				

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)	LOS
B-AC	204	51	452	0.452	206	1.4	0.8	14.778	B
C-AB	10	3	649	0.016	10	0.0	0.0	5.638	A
C-A	199	50			199				
A-B	238	60			238				
A-C	181	45			181				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	171	43	469	0.365	172	0.8	0.6	12.156	B
C-AB	8	2	640	0.012	8	0.0	0.0	5.697	A
C-A	167	42			167				
A-B	199	50			199				
A-C	152	38			152				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.80	0.21	0.94	1.40	1.46			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.34	0.03	0.28	1.34	4.79			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.37	0.03	0.28	1.37	5.06			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.85	0.06	0.69	1.54	1.95			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.04	0.42	1.46	1.57			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.09.23_J5_Miti_Model_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\Mitigation Models\J5_miti\Model
Report generation date: 18/12/2020 12:19:42

»2023 Reference Case , 6-7 AM
»2023 Reference Case , 7-8 AM
»2023 Reference Case , 8-9 AM
»2023 Reference Case , 3-4 PM
»2023 Reference Case , 5-6 PM
»2023 Early Years , 6-7 AM
»2023 Early Years , 7-8 AM
»2023 Early Years , 8-9 AM
»2023 Early Years , 3-4 PM
»2023 Early Years , 5-6 PM
»2028 Reference Case , 6-7 AM
»2028 Reference Case , 7-8 AM
»2028 Reference Case , 8-9 AM
»2028 Reference Case , 3-4 PM
»2028 Reference Case , 5-6 PM
»2028 Peak Construction, 6-7 AM
»2028 Peak Construction, 7-8 AM
»2028 Peak Construction, 8-9 AM
»2028 Peak Construction, 3-4 PM
»2028 Peak Construction, 5-6 PM
»2034 Reference Case , 6-7 AM
»2034 Reference Case , 7-8 AM
»2034 Reference Case , 8-9 AM
»2034 Reference Case , 3-4 PM
»2034 Reference Case , 5-6 PM
»2034 Operational Led, 6-7 AM
»2034 Operational Led, 7-8 AM
»2034 Operational Led, 8-9 AM
»2034 Operational Led, 3-4 PM
»2034 Operational Led, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
	2023 Reference Case																								
Stream B-AC	0.6	2.6	11.29	0.36	B	2.9	14.8	32.89	0.76	D	1.7	7.3	23.47	0.63	C	2.1	10.3	28.74	0.68	D	3.7	20.0	40.44	0.81	E
Stream C-AB	0.0	0.5	12.02	0.02	B	0.1	0.5	7.73	0.05	A	0.1	0.5	7.31	0.06	A	0.0	0.5	6.34	0.03	A	0.0	0.5	5.79	0.02	A
	2023 Early Years																								
Stream B-AC	0.6	2.8	11.96	0.39	B	4.7	25.3	49.24	0.84	E	1.9	9.2	25.72	0.66	D	2.5	12.5	32.70	0.72	D	10.2	43.0	93.49	0.96	F
Stream C-AB	0.0	0.5	11.40	0.02	B	0.1	0.5	7.79	0.06	A	0.1	0.5	7.30	0.06	A	0.0	0.5	6.34	0.03	A	0.0	0.5	5.80	0.02	A
	2028 Reference Case																								
Stream B-AC	0.6	2.7	11.49	0.37	B	3.4	17.5	37.21	0.79	E	1.8	8.2	24.97	0.65	C	2.6	13.0	34.40	0.73	D	3.5	18.0	37.36	0.79	E
Stream C-AB	0.0	0.5	11.98	0.02	B	0.1	0.5	7.71	0.05	A	0.1	0.5	7.38	0.06	A	0.0	0.5	6.30	0.03	A	0.0	0.5	5.74	0.02	A
	2028 Peak Construction																								
Stream B-AC	0.7	2.9	12.26	0.40	B	4.4	23.7	47.26	0.83	E	1.9	9.1	26.13	0.66	D	4.4	23.9	51.97	0.84	F	10.6	43.5	97.12	0.96	F
Stream C-AB	0.1	0.5	8.49	0.05	A	0.1	0.7	7.81	0.09	A	0.1	0.6	7.33	0.06	A	0.0	0.5	6.31	0.03	A	0.0	0.5	6.31	0.02	A
	2034 Reference Case																								
Stream B-AC	0.6	2.7	11.63	0.38	B	3.0	14.9	32.89	0.76	D	1.5	5.9	21.04	0.61	C	3.0	15.6	37.32	0.77	E	1.3	4.9	19.69	0.58	C
Stream C-AB	0.0	0.5	11.78	0.01	B	0.1	0.5	7.36	0.05	A	0.0	0.5	7.70	0.03	A	0.0	0.5	5.81	0.02	A	0.0	0.5	5.65	0.02	A
	2034 Operational Led																								
Stream B-AC	0.6	2.7	11.35	0.37	B	3.0	15.0	33.31	0.76	D	1.7	7.3	22.46	0.63	C	2.9	14.4	35.02	0.76	E	1.3	4.7	18.95	0.57	C
Stream C-AB	0.0	0.5	10.14	0.01	B	0.1	0.5	7.30	0.05	A	0.1	0.5	6.67	0.05	A	0.0	0.5	5.39	0.02	A	0.0	0.5	5.70	0.02	A

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

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

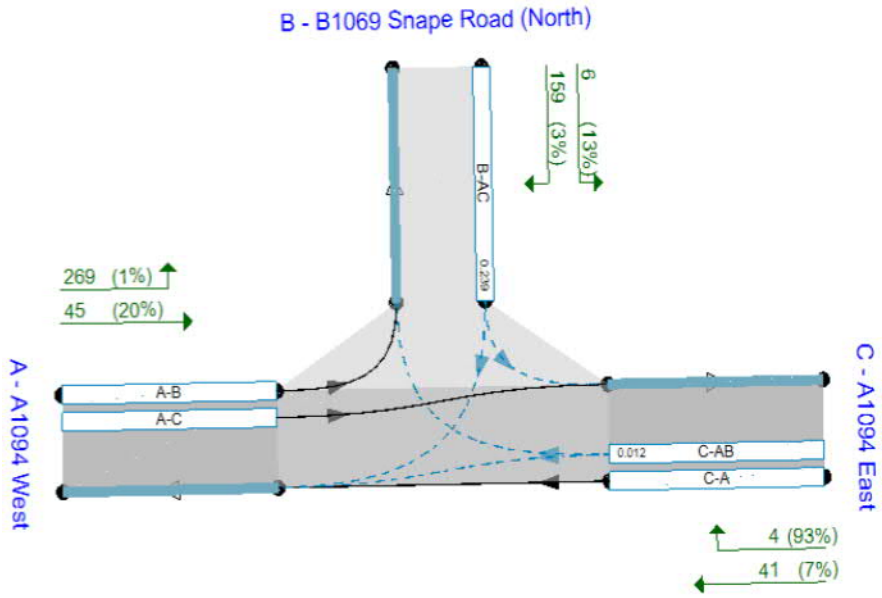
File summary

File Description

Title	B1069 / A1094 (Snape Road, East)
Location	52.178882°, 1.537732°
Site number	5
Date	12/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	UKWSPGROUP\ukjgm001
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	mph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

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
D1	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D28	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A1094 West		Major
B	B1069 Snape Road (North)		Minor
C	A1094 East		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 - A1094 East	5.97			51.0	✓	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 - B1069 Snape Road (North)	One lane	4.02	45	51

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
J5	B-A	570	0.104	0.263	0.165	0.375
J5	B-C	723	0.111	0.281	-	-
J5	C-B	603	0.234	0.234	-	-

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	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	314	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	165	100.000
C - A1094 East		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	269	45
	B - B1069 Snape Road (North)	159	0	6
	C - A1094 East	41	4	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.86	0.14
	B - B1069 Snape Road (North)	0.97	0.00	0.03
	C - A1094 East	0.91	0.09	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	1	20

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.007	1.198

	B - B1069 Snape Road (North)	3	0	13
	C - A1094 East	7	93	0

	B - B1069 Snape Road (North)	1.030	1.000	1.132
	C - A1094 East	1.071	1.935	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A1094 West	236	245
	B - B1069 Snape Road (North)	124	128
	C - A1094 East	34	39
06:00-06:15	A - A1094 West	282	292
	B - B1069 Snape Road (North)	148	153
	C - A1094 East	41	47
06:15-06:30	A - A1094 West	346	358
	B - B1069 Snape Road (North)	181	187
	C - A1094 East	50	58
06:30-06:45	A - A1094 West	346	358
	B - B1069 Snape Road (North)	181	187
	C - A1094 East	50	58
06:45-07:00	A - A1094 West	282	292
	B - B1069 Snape Road (North)	148	153
	C - A1094 East	41	47
07:00-07:15	A - A1094 West	236	245
	B - B1069 Snape Road (North)	124	128
	C - A1094 East	34	39

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.36	11.29	0.6	2.6	B	151	227
C-AB	0.02	12.02	0.0	0.5	B	5	7
C-A						37	56
A-B						247	370
A-C						42	62

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	124	31	518	0.239	123	0.0	0.3	9.081	A
C-AB	4	1	308	0.012	4	0.0	0.0	11.821	B
C-A	31	8			31				
A-B	202	51			202				
A-C	34	9			34				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	148	37	511	0.290	148	0.3	0.4	9.912	A
C-AB	4	1	308	0.014	4	0.0	0.0	11.926	B
C-A	36	9			36				
A-B	242	60			242				
A-C	41	10			41				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	181	45	500	0.363	181	0.4	0.6	11.246	B
C-AB	6	1	307	0.018	6	0.0	0.0	12.019	B
C-A	44	11			44				
A-B	296	74			296				
A-C	50	12			50				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	181	45	500	0.363	181	0.6	0.6	11.288	B
C-AB	6	1	307	0.018	6	0.0	0.0	11.947	B
C-A	44	11			44				
A-B	296	74			296				
A-C	50	12			50				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	148	37	511	0.290	149	0.6	0.4	9.965	A
C-AB	4	1	308	0.014	4	0.0	0.0	11.786	B
C-A	36	9			36				
A-B	242	60			242				
A-C	41	10			41				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	124	31	518	0.239	124	0.4	0.3	9.155	A
C-AB	4	1	308	0.012	4	0.0	0.0	11.757	B
C-A	31	8			31				
A-B	202	51			202				
A-C	34	9			34				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.03	0.26	0.56	0.56			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.03	0.29	1.27	2.61			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2023 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	12.83	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	367	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	306	100.000
C - A1094 East		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	231	135
	B - B1069 Snape Road (North)	295	0	11
	C - A1094 East	106	16	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.63	0.37
	B - B1069 Snape Road (North)	0.96	0.00	0.04
	C - A1094 East	0.87	0.13	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	8	11
	B - B1069 Snape Road (North)	7	0	8
	C - A1094 East	1	26	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.077	1.109
	B - B1069 Snape Road (North)	1.070	1.000	1.078
	C - A1094 East	1.009	1.256	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A1094 West	276	300
	B - B1069 Snape Road (North)	230	246
	C - A1094 East	92	95
07:00-07:15	A - A1094 West	330	359
	B - B1069 Snape Road (North)	275	294
	C - A1094 East	110	114
07:15-07:30	A - A1094 West	404	439
	B - B1069 Snape Road (North)	337	360
	C - A1094 East	134	140
07:30-07:45	A - A1094 West	404	439
	B - B1069 Snape Road (North)	337	360
	C - A1094 East	134	140
07:45-08:00	A - A1094 West	330	359
	B - B1069 Snape Road (North)	275	294
	C - A1094 East	110	114
08:00-08:15	A - A1094 West	276	300
	B - B1069 Snape Road (North)	230	246
	C - A1094 East	92	95

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.76	32.89	2.9	14.8	D	281	421
C-AB	0.05	7.73	0.1	0.5	A	18	27
C-A						94	141
A-B						212	318
A-C						124	186

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	230	58	473	0.486	227	0.0	0.9	14.389	B
C-AB	14	3	486	0.029	14	0.0	0.0	7.628	A
C-A	78	19			78				
A-B	174	44			174				
A-C	102	25			102				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	275	69	461	0.596	273	0.9	1.4	18.938	C
C-AB	17	4	487	0.036	17	0.0	0.0	7.683	A
C-A	92	23			92				
A-B	208	52			208				
A-C	122	30			122				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	337	84	444	0.758	331	1.4	2.8	30.499	D
C-AB	23	6	490	0.046	22	0.0	0.1	7.734	A
C-A	112	28			112				
A-B	254	64			254				
A-C	149	37			149				

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)	LOS
B-AC	337	84	444	0.758	336	2.8	2.9	32.893	D
C-AB	23	6	490	0.046	23	0.1	0.1	7.706	A
C-A	112	28			112				
A-B	254	64			254				
A-C	149	37			149				

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)	LOS
B-AC	275	69	461	0.596	280	2.9	1.6	20.507	C
C-AB	17	4	488	0.036	17	0.1	0.0	7.622	A
C-A	92	23			92				
A-B	208	52			208				
A-C	122	30			122				

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)	LOS
B-AC	230	58	473	0.486	232	1.6	1.0	15.097	C
C-AB	14	4	486	0.029	14	0.0	0.0	7.603	A
C-A	78	19			78				
A-B	174	44			174				
A-C	102	25			102				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.92	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.41	0.12	1.17	2.56	3.27			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.78	0.04	0.36	6.75	14.76			N/A	N/A
C-AB	0.07	0.03	0.26	0.46	0.49			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.93	0.03	0.31	3.85	14.25			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.55	0.04	0.45	4.04	6.64			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.98	0.04	0.36	2.40	4.51			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2023 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	6.91	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
D3	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	468	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	237	100.000
C - A1094 East		ONE HOUR	✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	261	207
	B - B1069 Snape Road (North)	223	0	15
	C - A1094 East	125	19	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.56	0.44
	B - B1069 Snape Road (North)	0.94	0.00	0.06
	C - A1094 East	0.87	0.13	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	6	5
	B - B1069 Snape Road (North)	9	0	6
	C - A1094 East	6	14	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.058	1.052
	B - B1069 Snape Road (North)	1.089	1.000	1.064
	C - A1094 East	1.055	1.140	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A1094 West	353	372
	B - B1069 Snape Road (North)	179	194
	C - A1094 East	109	116
08:00-08:15	A - A1094 West	421	444
	B - B1069 Snape Road (North)	213	232
	C - A1094 East	130	139
08:15-08:30	A - A1094 West	516	544
	B - B1069 Snape Road (North)	261	284
	C - A1094 East	159	170
08:30-08:45	A - A1094 West	516	544
	B - B1069 Snape Road (North)	261	284
	C - A1094 East	159	170
08:45-09:00	A - A1094 West	421	444
	B - B1069 Snape Road (North)	213	232
	C - A1094 East	130	139
09:00-09:15	A - A1094 West	353	372
	B - B1069 Snape Road (North)	179	194
	C - A1094 East	109	116

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.63	23.47	1.7	7.3	C	218	327
C-AB	0.06	7.31	0.1	0.5	A	23	34
C-A						110	165
A-B						240	359
A-C						190	285

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)	LOS
B-AC	179	45	451	0.396	176	0.0	0.6	12.974	B
C-AB	18	4	522	0.034	17	0.0	0.0	7.129	A
C-A	91	23			91				
A-B	197	49			197				
A-C	156	39			156				

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)	LOS
B-AC	213	53	435	0.490	212	0.6	0.9	16.029	C
C-AB	22	6	522	0.042	22	0.0	0.1	7.208	A
C-A	108	27			108				
A-B	235	59			235				
A-C	186	47			186				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	261	65	414	0.631	259	0.9	1.6	22.756	C
C-AB	29	7	522	0.055	29	0.1	0.1	7.313	A
C-A	130	33			130				
A-B	287	72			287				
A-C	228	57			228				

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)	LOS
B-AC	261	65	414	0.631	261	1.6	1.7	23.468	C
C-AB	29	7	522	0.055	29	0.1	0.1	7.303	A
C-A	130	33			130				
A-B	287	72			287				
A-C	228	57			228				

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)	LOS
B-AC	213	53	435	0.490	216	1.7	1.0	16.594	C
C-AB	22	6	522	0.042	22	0.1	0.1	7.188	A
C-A	108	27			108				
A-B	235	59			235				
A-C	186	47			186				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	179	45	451	0.396	180	1.0	0.7	13.341	B
C-AB	18	4	522	0.034	18	0.1	0.0	7.123	A
C-A	91	23			91				
A-B	197	49			197				
A-C	156	39			156				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.93	0.18	0.97	1.50	1.51			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.61	0.03	0.30	1.66	7.33			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.66	0.03	0.29	1.66	6.49			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.99	0.05	0.62	1.99	2.91			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.04	0.40	1.43	2.12			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2023 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	7.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	431	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	242	100.000
C - A1094 East		ONE HOUR	✓	283	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	208	223
	B - B1069 Snape Road (North)	237	0	6
	C - A1094 East	276	8	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.48	0.52
	B - B1069 Snape Road (North)	0.98	0.00	0.02
	C - A1094 East	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	7	2
	B - B1069 Snape Road (North)	9	0	17
	C - A1094 East	1	26	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.066	1.022
	B - B1069 Snape Road (North)	1.092	1.000	1.168
	C - A1094 East	1.010	1.255	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A1094 West	324	338
	B - B1069 Snape Road (North)	182	200
	C - A1094 East	213	217
15:00-15:15	A - A1094 West	387	404
	B - B1069 Snape Road (North)	218	238
	C - A1094 East	255	259
15:15-15:30	A - A1094 West	474	495
	B - B1069 Snape Road (North)	267	292
	C - A1094 East	312	317
15:30-15:45	A - A1094 West	474	495
	B - B1069 Snape Road (North)	267	292
	C - A1094 East	312	317
15:45-16:00	A - A1094 West	387	404
	B - B1069 Snape Road (North)	218	238
	C - A1094 East	255	259
16:00-16:15	A - A1094 West	324	338
	B - B1069 Snape Road (North)	182	200
	C - A1094 East	213	217

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.68	28.74	2.1	10.3	D	222	334
C-AB	0.03	6.34	0.0	0.5	A	12	18
C-A						248	372
A-B						191	286
A-C						204	307

Main Results for each time segment

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)	LOS
B-AC	182	46	433	0.421	180	0.0	0.7	14.055	B
C-AB	9	2	577	0.015	9	0.0	0.0	6.340	A
C-A	204	51			204				
A-B	157	39			157				
A-C	168	42			168				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	218	54	415	0.525	216	0.7	1.1	17.963	C
C-AB	12	3	597	0.019	12	0.0	0.0	6.181	A
C-A	243	61			243				
A-B	187	47			187				
A-C	200	50			200				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	267	67	391	0.683	263	1.1	2.0	27.397	D
C-AB	16	4	626	0.026	16	0.0	0.0	5.939	A
C-A	296	74			296				
A-B	229	57			229				
A-C	245	61			245				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	267	67	391	0.683	267	2.0	2.1	28.739	D
C-AB	16	4	626	0.026	16	0.0	0.0	5.904	A
C-A	296	74			296				
A-B	229	57			229				
A-C	245	61			245				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	218	54	415	0.525	222	2.1	1.1	18.897	C
C-AB	12	3	597	0.019	12	0.0	0.0	6.094	A
C-A	243	61			243				
A-B	187	47			187				
A-C	200	50			200				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	182	46	433	0.421	184	1.1	0.7	14.549	B
C-AB	9	2	577	0.015	9	0.0	0.0	6.298	A
C-A	204	51			204				
A-B	157	39			157				
A-C	168	42			168				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.71	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.06	0.15	1.03	1.59	1.88			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.97	0.03	0.32	3.60	10.29			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.05	0.03	0.30	2.05	9.10			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.15	0.05	0.49	2.71	4.04			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.75	0.04	0.38	1.74	2.89			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2023 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	13.58	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	432	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	320	100.000
C - A1094 East		ONE HOUR	✓	206	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	250	182
	B - B1069 Snape Road (North)	300	0	20
	C - A1094 East	199	7	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.58	0.42
	B - B1069 Snape Road (North)	0.94	0.00	0.06
	C - A1094 East	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	8	0
	B - B1069 Snape Road (North)	4	0	0
	C - A1094 East	2	0	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.075	1.005
	B - B1069 Snape Road (North)	1.041	1.000	1.000
	C - A1094 East	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A1094 West	326	340
	B - B1069 Snape Road (North)	241	250
	C - A1094 East	155	158
17:00-17:15	A - A1094 West	389	406
	B - B1069 Snape Road (North)	288	299
	C - A1094 East	185	188
17:15-17:30	A - A1094 West	476	498
	B - B1069 Snape Road (North)	353	366
	C - A1094 East	226	231
17:30-17:45	A - A1094 West	476	498
	B - B1069 Snape Road (North)	353	366
	C - A1094 East	226	231
17:45-18:00	A - A1094 West	389	406
	B - B1069 Snape Road (North)	288	299
	C - A1094 East	185	188
18:00-18:15	A - A1094 West	326	340
	B - B1069 Snape Road (North)	241	250
	C - A1094 East	155	158

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.81	40.44	3.7	20.0	E	294	441
C-AB	0.02	5.79	0.0	0.5	A	9	13
C-A						180	270
A-B						229	344
A-C						167	251

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)	LOS
B-AC	241	60	475	0.507	237	0.0	1.0	14.873	B
C-AB	7	2	629	0.011	7	0.0	0.0	5.782	A
C-A	148	37			148				
A-B	188	47			188				
A-C	137	34			137				

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)	LOS
B-AC	288	72	460	0.626	286	1.0	1.6	20.379	C
C-AB	8	2	636	0.013	8	0.0	0.0	5.736	A
C-A	176	44			176				
A-B	225	56			225				
A-C	164	41			164				

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)	LOS
B-AC	353	88	438	0.805	345	1.6	3.5	36.082	E
C-AB	11	3	646	0.017	11	0.0	0.0	5.672	A
C-A	215	54			215				
A-B	275	69			275				
A-C	201	50			201				

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)	LOS
B-AC	353	88	438	0.805	352	3.5	3.7	40.443	E
C-AB	11	3	646	0.017	11	0.0	0.0	5.677	A
C-A	215	54			215				
A-B	275	69			275				
A-C	201	50			201				

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)	LOS
B-AC	288	72	460	0.626	296	3.7	1.8	22.885	C
C-AB	8	2	636	0.013	8	0.0	0.0	5.743	A
C-A	176	44			176				
A-B	225	56			225				
A-C	164	41			164				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	241	60	475	0.507	244	1.8	1.1	15.738	C
C-AB	7	2	629	0.011	7	0.0	0.0	5.788	A
C-A	148	37			148				
A-B	188	47			188				
A-C	137	34			137				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.00	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.59	0.10	1.22	3.04	4.04			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.46	0.04	0.41	9.46	17.73			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.73	0.03	0.33	7.30	19.97			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.77	0.04	0.42	4.76	8.15			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.06	0.03	0.34	2.51	5.24			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2023 Early Years , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	3.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	383	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	175	100.000
C - A1094 East		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	338	45
	B - B1069 Snape Road (North)	168	0	7
	C - A1094 East	42	5	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.88	0.12
	B - B1069 Snape Road (North)	0.96	0.00	0.04
	C - A1094 East	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	1	20
	B - B1069 Snape Road (North)	3	0	11
	C - A1094 East	7	76	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.006	1.198
	B - B1069 Snape Road (North)	1.028	1.000	1.112
	C - A1094 East	1.070	1.758	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A1094 West	288	297
	B - B1069 Snape Road (North)	132	136
	C - A1094 East	36	41
06:00-06:15	A - A1094 West	344	354
	B - B1069 Snape Road (North)	157	162
	C - A1094 East	43	49
06:15-06:30	A - A1094 West	422	434
	B - B1069 Snape Road (North)	192	198
	C - A1094 East	52	60
06:30-06:45	A - A1094 West	422	434
	B - B1069 Snape Road (North)	192	198
	C - A1094 East	52	60
06:45-07:00	A - A1094 West	344	354
	B - B1069 Snape Road (North)	157	162
	C - A1094 East	43	49
07:00-07:15	A - A1094 West	288	297
	B - B1069 Snape Road (North)	132	136
	C - A1094 East	36	41

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	11.96	0.6	2.8	B	160	241
C-AB	0.02	11.40	0.0	0.5	B	6	8
C-A						38	57
A-B						310	465
A-C						42	62

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	132	33	514	0.256	130	0.0	0.3	9.354	A
C-AB	4	1	330	0.013	4	0.0	0.0	11.061	B
C-A	31	8			31				
A-B	254	64			254				
A-C	34	9			34				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	157	39	505	0.311	157	0.3	0.4	10.318	B
C-AB	5	1	327	0.016	5	0.0	0.0	11.219	B
C-A	37	9			37				
A-B	304	76			304				
A-C	41	10			41				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	192	48	493	0.390	192	0.4	0.6	11.904	B
C-AB	7	2	324	0.021	7	0.0	0.0	11.399	B
C-A	45	11			45				
A-B	372	93			372				
A-C	50	12			50				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	192	48	493	0.390	192	0.6	0.6	11.961	B
C-AB	7	2	324	0.021	7	0.0	0.0	11.341	B
C-A	45	11			45				
A-B	372	93			372				
A-C	50	12			50				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	157	39	505	0.311	158	0.6	0.5	10.387	B
C-AB	5	1	328	0.016	5	0.0	0.0	11.103	B
C-A	37	9			37				
A-B	304	76			304				
A-C	41	10			41				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	132	33	514	0.256	132	0.5	0.3	9.443	A
C-AB	4	1	330	0.013	4	0.0	0.0	11.008	B
C-A	31	8			31				
A-B	254	64			254				
A-C	34	9			34				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.03	0.26	0.63	0.63			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.03	0.29	1.19	2.81			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.04	0.36	1.18	1.34			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2023 Early Years , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	17.97	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
D7	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	459	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	333	100.000
C - A1094 East		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	323	135
	B - B1069 Snape Road (North)	321	0	12
	C - A1094 East	114	19	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.70	0.30
	B - B1069 Snape Road (North)	0.96	0.00	0.04
	C - A1094 East	0.86	0.14	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	5	11
	B - B1069 Snape Road (North)	6	0	7
	C - A1094 East	1	21	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.055	1.109
	B - B1069 Snape Road (North)	1.065	1.000	1.071
	C - A1094 East	1.008	1.214	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A1094 West	345	370
	B - B1069 Snape Road (North)	250	267
	C - A1094 East	100	104
07:00-07:15	A - A1094 West	412	441
	B - B1069 Snape Road (North)	299	319
	C - A1094 East	119	124
07:15-07:30	A - A1094 West	505	541
	B - B1069 Snape Road (North)	366	390
	C - A1094 East	146	152
07:30-07:45	A - A1094 West	505	541
	B - B1069 Snape Road (North)	366	390
	C - A1094 East	146	152
07:45-08:00	A - A1094 West	412	441
	B - B1069 Snape Road (North)	299	319
	C - A1094 East	119	124
08:00-08:15	A - A1094 West	345	370
	B - B1069 Snape Road (North)	250	267
	C - A1094 East	100	104

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.84	49.24	4.7	25.3	E	305	458
C-AB	0.06	7.79	0.1	0.5	A	22	33
C-A						100	150
A-B						297	445
A-C						124	186

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	250	63	467	0.536	246	0.0	1.1	15.969	C
C-AB	17	4	491	0.034	17	0.0	0.0	7.584	A
C-A	83	21			83				
A-B	243	61			243				
A-C	102	25			102				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	299	75	453	0.660	296	1.1	1.8	22.515	C
C-AB	21	5	491	0.043	21	0.0	0.1	7.681	A
C-A	98	25			98				
A-B	291	73			291				
A-C	122	30			122				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	366	92	434	0.844	357	1.8	4.2	42.099	E
C-AB	27	7	491	0.056	27	0.1	0.1	7.795	A
C-A	119	30			119				
A-B	356	89			356				
A-C	149	37			149				

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)	LOS
B-AC	366	92	434	0.845	365	4.2	4.7	49.239	E
C-AB	28	7	491	0.056	28	0.1	0.1	7.766	A
C-A	119	30			119				
A-B	356	89			356				
A-C	149	37			149				

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)	LOS
B-AC	299	75	453	0.660	310	4.7	2.1	26.582	D
C-AB	21	5	491	0.043	21	0.1	0.1	7.624	A
C-A	98	25			98				
A-B	291	73			291				
A-C	122	30			122				

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)	LOS
B-AC	250	63	467	0.536	254	2.1	1.2	17.149	C
C-AB	17	4	492	0.034	17	0.1	0.0	7.564	A
C-A	83	21			83				
A-B	243	61			243				
A-C	102	25			102				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.11	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.82	0.10	1.30	3.76	4.98			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.22	0.05	0.50	12.02	20.42			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.68	0.04	0.37	11.39	25.30			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.08	0.04	0.41	5.64	10.00			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.20	0.03	0.33	2.68	6.06			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2023 Early Years , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	7.75	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
D8	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	471	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	250	100.000
C - A1094 East		ONE HOUR	✓	146	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	264	207
	B - B1069 Snape Road (North)	236	0	15
	C - A1094 East	127	19	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.56	0.44
	B - B1069 Snape Road (North)	0.94	0.00	0.06
	C - A1094 East	0.87	0.13	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	6	5
	B - B1069 Snape Road (North)	8	0	6
	C - A1094 East	5	14	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.061	1.052
	B - B1069 Snape Road (North)	1.084	1.000	1.064
	C - A1094 East	1.055	1.140	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A1094 West	355	375
	B - B1069 Snape Road (North)	188	204
	C - A1094 East	110	118
08:00-08:15	A - A1094 West	424	448
	B - B1069 Snape Road (North)	225	244
	C - A1094 East	132	140
08:15-08:30	A - A1094 West	519	549
	B - B1069 Snape Road (North)	276	298
	C - A1094 East	161	172
08:30-08:45	A - A1094 West	519	549
	B - B1069 Snape Road (North)	276	298
	C - A1094 East	161	172
08:45-09:00	A - A1094 West	424	448
	B - B1069 Snape Road (North)	225	244
	C - A1094 East	132	140
09:00-09:15	A - A1094 West	355	375
	B - B1069 Snape Road (North)	188	204
	C - A1094 East	110	118

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.66	25.72	1.9	9.2	D	230	344
C-AB	0.06	7.30	0.1	0.5	A	23	34
C-A						112	167
A-B						242	363
A-C						190	285

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)	LOS
B-AC	188	47	452	0.417	186	0.0	0.7	13.375	B
C-AB	18	4	523	0.034	17	0.0	0.0	7.122	A
C-A	93	23			93				
A-B	199	50			199				
A-C	156	39			156				

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)	LOS
B-AC	225	56	436	0.516	224	0.7	1.0	16.816	C
C-AB	22	6	523	0.042	22	0.0	0.1	7.203	A
C-A	110	27			110				
A-B	237	59			237				
A-C	186	47			186				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	276	69	415	0.665	272	1.0	1.8	24.729	C
C-AB	29	7	523	0.055	29	0.1	0.1	7.300	A
C-A	132	33			132				
A-B	291	73			291				
A-C	228	57			228				

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)	LOS
B-AC	276	69	415	0.665	275	1.8	1.9	25.721	D
C-AB	29	7	523	0.055	29	0.1	0.1	7.293	A
C-A	132	33			132				
A-B	291	73			291				
A-C	228	57			228				

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)	LOS
B-AC	225	56	436	0.516	228	1.9	1.1	17.555	C
C-AB	22	6	523	0.042	22	0.1	0.1	7.182	A
C-A	110	27			110				
A-B	237	59			237				
A-C	186	47			186				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	188	47	452	0.417	190	1.1	0.7	13.809	B
C-AB	18	4	523	0.034	18	0.1	0.0	7.118	A
C-A	93	23			93				
A-B	199	50			199				
A-C	156	39			156				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.70	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.03	0.15	1.01	1.50	1.81			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.84	0.03	0.31	2.74	9.19			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.91	0.03	0.29	1.91	7.88			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.10	0.05	0.54	2.52	3.70			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.73	0.04	0.39	1.67	2.68			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2023 Early Years , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	9.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	431	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	258	100.000
C - A1094 East		ONE HOUR	✓	283	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	208	223
	B - B1069 Snape Road (North)	253	0	6
	C - A1094 East	276	8	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.48	0.52
	B - B1069 Snape Road (North)	0.98	0.00	0.02
	C - A1094 East	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	7	2
	B - B1069 Snape Road (North)	9	0	17
	C - A1094 East	1	26	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.066	1.022
	B - B1069 Snape Road (North)	1.086	1.000	1.168
	C - A1094 East	1.010	1.255	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A1094 West	324	338
	B - B1069 Snape Road (North)	195	212
	C - A1094 East	213	217
15:00-15:15	A - A1094 West	387	404
	B - B1069 Snape Road (North)	232	253
	C - A1094 East	255	259
15:15-15:30	A - A1094 West	474	495
	B - B1069 Snape Road (North)	284	309
	C - A1094 East	312	317
15:30-15:45	A - A1094 West	474	495
	B - B1069 Snape Road (North)	284	309
	C - A1094 East	312	317
15:45-16:00	A - A1094 West	387	404
	B - B1069 Snape Road (North)	232	253
	C - A1094 East	255	259
16:00-16:15	A - A1094 West	324	338
	B - B1069 Snape Road (North)	195	212
	C - A1094 East	213	217

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.72	32.70	2.5	12.5	D	237	356
C-AB	0.03	6.34	0.0	0.5	A	12	18
C-A						248	372
A-B						191	286
A-C						204	307

Main Results for each time segment

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)	LOS
B-AC	195	49	435	0.447	191	0.0	0.8	14.586	B
C-AB	9	2	577	0.015	9	0.0	0.0	6.340	A
C-A	204	51			204				
A-B	157	39			157				
A-C	168	42			168				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	232	58	417	0.556	231	0.8	1.2	19.088	C
C-AB	12	3	597	0.019	12	0.0	0.0	6.181	A
C-A	243	61			243				
A-B	187	47			187				
A-C	200	50			200				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	284	71	393	0.724	280	1.2	2.4	30.632	D
C-AB	16	4	626	0.026	16	0.0	0.0	5.939	A
C-A	296	74			296				
A-B	229	57			229				
A-C	245	61			245				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	284	71	393	0.724	284	2.4	2.5	32.696	D
C-AB	16	4	626	0.026	16	0.0	0.0	5.904	A
C-A	296	74			296				
A-B	229	57			229				
A-C	245	61			245				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	232	58	417	0.556	237	2.5	1.3	20.419	C
C-AB	12	3	597	0.019	12	0.0	0.0	6.094	A
C-A	243	61			243				
A-B	187	47			187				
A-C	200	50			200				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	195	49	435	0.447	196	1.3	0.8	15.199	C
C-AB	9	2	577	0.015	9	0.0	0.0	6.296	A
C-A	204	51			204				
A-B	157	39			157				
A-C	168	42			168				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.78	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.20	0.13	1.09	1.89	2.46			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.35	0.03	0.34	5.31	12.51			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.47	0.03	0.30	2.99	11.77			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.31	0.05	0.46	3.30	5.20			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.83	0.04	0.36	1.96	3.61			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2023 Early Years , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	34.32	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	446	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	379	100.000
C - A1094 East		ONE HOUR	✓	207	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	257	189
	B - B1069 Snape Road (North)	357	0	22
	C - A1094 East	200	7	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.58	0.42
	B - B1069 Snape Road (North)	0.94	0.00	0.06
	C - A1094 East	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	7	0
	B - B1069 Snape Road (North)	3	0	0
	C - A1094 East	2	0	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.073	1.005
	B - B1069 Snape Road (North)	1.035	1.000	1.000
	C - A1094 East	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A1094 West	336	351
	B - B1069 Snape Road (North)	286	295
	C - A1094 East	156	159
17:00-17:15	A - A1094 West	401	419
	B - B1069 Snape Road (North)	341	352
	C - A1094 East	186	189
17:15-17:30	A - A1094 West	491	513
	B - B1069 Snape Road (North)	418	431
	C - A1094 East	228	232
17:30-17:45	A - A1094 West	491	513
	B - B1069 Snape Road (North)	418	431
	C - A1094 East	228	232
17:45-18:00	A - A1094 West	401	419
	B - B1069 Snape Road (North)	341	352
	C - A1094 East	186	189
18:00-18:15	A - A1094 West	336	351
	B - B1069 Snape Road (North)	286	295
	C - A1094 East	156	159

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.96	93.49	10.2	43.0	F	348	522
C-AB	0.02	5.80	0.0	0.5	A	9	13
C-A						181	271
A-B						236	354
A-C						174	261

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)	LOS
B-AC	286	71	476	0.600	280	0.0	1.4	17.905	C
C-AB	7	2	627	0.011	7	0.0	0.0	5.799	A
C-A	149	37			149				
A-B	193	48			193				
A-C	143	36			143				

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)	LOS
B-AC	341	85	459	0.742	336	1.4	2.6	28.164	D
C-AB	8	2	634	0.013	8	0.0	0.0	5.755	A
C-A	177	44			177				
A-B	231	58			231				
A-C	170	43			170				

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)	LOS
B-AC	418	104	437	0.956	396	2.6	8.0	65.836	F
C-AB	11	3	643	0.018	11	0.0	0.0	5.693	A
C-A	216	54			216				
A-B	283	71			283				
A-C	209	52			209				

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)	LOS
B-AC	418	104	437	0.956	409	8.0	10.2	93.490	F
C-AB	11	3	643	0.018	11	0.0	0.0	5.699	A
C-A	216	54			216				
A-B	283	71			283				
A-C	209	52			209				

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)	LOS
B-AC	341	85	459	0.742	369	10.2	3.3	46.990	E
C-AB	9	2	634	0.013	9	0.0	0.0	5.764	A
C-A	177	44			177				
A-B	231	58			231				
A-C	170	43			170				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	286	71	476	0.600	292	3.3	1.6	20.286	C
C-AB	7	2	627	0.011	7	0.0	0.0	5.804	A
C-A	149	37			149				
A-B	193	48			193				
A-C	143	36			143				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.43	0.58	1.32	1.77	1.90			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.59	0.10	1.08	5.91	8.11			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	8.01	0.16	3.64	20.47	28.63			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	10.23	0.10	2.85	28.70	43.01			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.26	0.04	0.42	8.98	16.55			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.58	0.03	0.31	2.74	8.08			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2028 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	3.76	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
D11	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	321	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	169	100.000
C - A1094 East		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	274	47
	B - B1069 Snape Road (North)	163	0	6
	C - A1094 East	43	4	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.85	0.15
	B - B1069 Snape Road (North)	0.97	0.00	0.03
	C - A1094 East	0.91	0.09	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	1	19
	B - B1069 Snape Road (North)	3	0	13
	C - A1094 East	7	93	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.007	1.189
	B - B1069 Snape Road (North)	1.029	1.000	1.132
	C - A1094 East	1.068	1.935	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A1094 West	242	250
	B - B1069 Snape Road (North)	127	131
	C - A1094 East	36	41
06:00-06:15	A - A1094 West	289	298
	B - B1069 Snape Road (North)	152	157
	C - A1094 East	43	49
06:15-06:30	A - A1094 West	353	365
	B - B1069 Snape Road (North)	186	192
	C - A1094 East	52	60
06:30-06:45	A - A1094 West	353	365
	B - B1069 Snape Road (North)	186	192
	C - A1094 East	52	60
06:45-07:00	A - A1094 West	289	298
	B - B1069 Snape Road (North)	152	157
	C - A1094 East	43	49
07:00-07:15	A - A1094 West	242	250
	B - B1069 Snape Road (North)	127	131
	C - A1094 East	36	41

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	11.49	0.6	2.7	B	155	232
C-AB	0.02	11.98	0.0	0.5	B	5	7
C-A						39	58
A-B						251	377
A-C						43	65

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	127	32	517	0.246	126	0.0	0.3	9.164	A
C-AB	4	1	309	0.012	4	0.0	0.0	11.797	B
C-A	32	8			32				
A-B	206	52			206				
A-C	36	9			36				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	152	38	510	0.298	151	0.3	0.4	10.035	B
C-AB	4	1	308	0.014	4	0.0	0.0	11.899	B
C-A	38	10			38				
A-B	246	62			246				
A-C	43	11			43				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	186	46	499	0.372	185	0.4	0.6	11.446	B
C-AB	6	1	308	0.018	6	0.0	0.0	11.985	B
C-A	47	12			47				
A-B	301	75			301				
A-C	52	13			52				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	186	46	499	0.372	186	0.6	0.6	11.490	B
C-AB	6	1	308	0.018	6	0.0	0.0	11.910	B
C-A	47	12			47				
A-B	301	75			301				
A-C	52	13			52				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	152	38	510	0.298	152	0.6	0.4	10.095	B
C-AB	4	1	309	0.014	4	0.0	0.0	11.752	B
C-A	38	10			38				
A-B	246	62			246				
A-C	43	11			43				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	127	32	517	0.246	127	0.4	0.3	9.244	A
C-AB	4	1	309	0.012	4	0.0	0.0	11.729	B
C-A	32	8			32				
A-B	206	52			206				
A-C	36	9			36				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.03	0.26	0.58	0.58			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.03	0.29	1.24	2.69			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2028 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	14.05	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	399	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	313	100.000
C - A1094 East		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	254	144
	B - B1069 Snape Road (North)	302	0	11
	C - A1094 East	112	17	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.64	0.36
	B - B1069 Snape Road (North)	0.97	0.00	0.03
	C - A1094 East	0.87	0.13	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	7	10
	B - B1069 Snape Road (North)	7	0	8
	C - A1094 East	1	24	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.070	1.102
	B - B1069 Snape Road (North)	1.069	1.000	1.078
	C - A1094 East	1.009	1.240	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A1094 West	300	324
	B - B1069 Snape Road (North)	235	252
	C - A1094 East	97	101
07:00-07:15	A - A1094 West	358	387
	B - B1069 Snape Road (North)	281	301
	C - A1094 East	116	120
07:15-07:30	A - A1094 West	439	475
	B - B1069 Snape Road (North)	344	368
	C - A1094 East	142	147
07:30-07:45	A - A1094 West	439	475
	B - B1069 Snape Road (North)	344	368
	C - A1094 East	142	147
07:45-08:00	A - A1094 West	358	387
	B - B1069 Snape Road (North)	281	301
	C - A1094 East	116	120
08:00-08:15	A - A1094 West	300	324
	B - B1069 Snape Road (North)	235	252
	C - A1094 East	97	101

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.79	37.21	3.4	17.5	E	287	430
C-AB	0.05	7.71	0.1	0.5	A	19	29
C-A						99	148
A-B						233	350
A-C						132	199

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	235	59	470	0.501	232	0.0	1.0	14.897	B
C-AB	15	4	490	0.031	15	0.0	0.0	7.578	A
C-A	82	20			82				
A-B	191	48			191				
A-C	109	27			109				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	281	70	456	0.616	279	1.0	1.5	20.030	C
C-AB	19	5	491	0.038	19	0.0	0.1	7.641	A
C-A	97	24			97				
A-B	228	57			228				
A-C	130	32			130				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	344	86	438	0.786	338	1.5	3.2	33.801	D
C-AB	24	6	493	0.049	24	0.1	0.1	7.707	A
C-A	118	29			118				
A-B	280	70			280				
A-C	159	40			159				

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)	LOS
B-AC	344	86	438	0.786	343	3.2	3.4	37.209	E
C-AB	24	6	493	0.049	24	0.1	0.1	7.675	A
C-A	118	29			118				
A-B	280	70			280				
A-C	159	40			159				

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)	LOS
B-AC	281	70	456	0.616	288	3.4	1.7	22.135	C
C-AB	19	5	491	0.038	19	0.1	0.1	7.584	A
C-A	97	24			97				
A-B	228	57			228				
A-C	130	32			130				

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)	LOS
B-AC	235	59	469	0.502	238	1.7	1.0	15.727	C
C-AB	15	4	490	0.031	15	0.1	0.0	7.556	A
C-A	82	20			82				
A-B	191	48			191				
A-C	109	27			109				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.97	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.52	0.11	1.21	2.86	3.77			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.15	0.04	0.39	8.35	16.57			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.37	0.03	0.32	5.70	17.50			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.69	0.04	0.43	4.53	7.59			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.04	0.03	0.35	2.51	4.95			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2028 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	7.07	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
D13	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	503	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	238	100.000
C - A1094 East		ONE HOUR	✓	148	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	281	222
	B - B1069 Snape Road (North)	224	0	15
	C - A1094 East	129	19	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.56	0.44
	B - B1069 Snape Road (North)	0.94	0.00	0.06
	C - A1094 East	0.87	0.13	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	5	5
	B - B1069 Snape Road (North)	9	0	6
	C - A1094 East	5	14	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.054	1.049
	B - B1069 Snape Road (North)	1.093	1.000	1.064
	C - A1094 East	1.054	1.140	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A1094 West	379	398
	B - B1069 Snape Road (North)	179	196
	C - A1094 East	112	119
08:00-08:15	A - A1094 West	452	476
	B - B1069 Snape Road (North)	214	234
	C - A1094 East	133	142
08:15-08:30	A - A1094 West	554	583
	B - B1069 Snape Road (North)	262	286
	C - A1094 East	163	174
08:30-08:45	A - A1094 West	554	583
	B - B1069 Snape Road (North)	262	286
	C - A1094 East	163	174
08:45-09:00	A - A1094 West	452	476
	B - B1069 Snape Road (North)	214	234
	C - A1094 East	133	142
09:00-09:15	A - A1094 West	379	398
	B - B1069 Snape Road (North)	179	196
	C - A1094 East	112	119

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.65	24.97	1.8	8.2	C	219	328
C-AB	0.06	7.38	0.1	0.5	A	23	35
C-A						113	170
A-B						258	387
A-C						204	306

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)	LOS
B-AC	179	45	445	0.403	177	0.0	0.7	13.303	B
C-AB	18	4	519	0.034	18	0.0	0.0	7.171	A
C-A	94	24			94				
A-B	212	53			212				
A-C	167	42			167				

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)	LOS
B-AC	214	54	428	0.500	213	0.7	1.0	16.605	C
C-AB	22	6	519	0.043	22	0.0	0.1	7.263	A
C-A	111	28			111				
A-B	253	63			253				
A-C	200	50			200				

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)	LOS
B-AC	262	66	406	0.647	259	1.0	1.7	24.108	C
C-AB	29	7	518	0.056	29	0.1	0.1	7.375	A
C-A	134	34			134				
A-B	309	77			309				
A-C	245	61			245				

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)	LOS
B-AC	262	66	406	0.647	262	1.7	1.8	24.971	C
C-AB	29	7	518	0.056	29	0.1	0.1	7.368	A
C-A	134	34			134				
A-B	309	77			309				
A-C	245	61			245				

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)	LOS
B-AC	214	54	428	0.500	217	1.8	1.0	17.271	C
C-AB	22	6	519	0.043	22	0.1	0.1	7.241	A
C-A	111	28			111				
A-B	253	63			253				
A-C	200	50			200				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	179	45	445	0.403	181	1.0	0.7	13.706	B
C-AB	18	4	520	0.034	18	0.1	0.0	7.164	A
C-A	94	23			94				
A-B	212	53			212				
A-C	167	42			167				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.97	0.17	0.99	1.25	1.65			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.71	0.03	0.30	2.17	8.21			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.76	0.03	0.29	1.76	7.19			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.04	0.05	0.58	2.24	3.25			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.69	0.04	0.40	1.53	2.39			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2028 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	9.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	455	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	257	100.000
C - A1094 East		ONE HOUR	✓	295	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	219	236
	B - B1069 Snape Road (North)	252	0	6
	C - A1094 East	288	8	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.48	0.52
	B - B1069 Snape Road (North)	0.98	0.00	0.02
	C - A1094 East	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	6	2
	B - B1069 Snape Road (North)	9	0	17
	C - A1094 East	1	26	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.063	1.021
	B - B1069 Snape Road (North)	1.087	1.000	1.168
	C - A1094 East	1.010	1.255	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A1094 West	342	356
	B - B1069 Snape Road (North)	194	211
	C - A1094 East	222	226
15:00-15:15	A - A1094 West	409	426
	B - B1069 Snape Road (North)	231	252
	C - A1094 East	265	270
15:15-15:30	A - A1094 West	501	521
	B - B1069 Snape Road (North)	283	308
	C - A1094 East	325	330
15:30-15:45	A - A1094 West	501	521
	B - B1069 Snape Road (North)	283	308
	C - A1094 East	325	330
15:45-16:00	A - A1094 West	409	426
	B - B1069 Snape Road (North)	231	252
	C - A1094 East	265	270
16:00-16:15	A - A1094 West	342	356
	B - B1069 Snape Road (North)	194	211
	C - A1094 East	222	226

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.73	34.40	2.6	13.0	D	236	354
C-AB	0.03	6.30	0.0	0.5	A	13	19
C-A						258	388
A-B						201	302
A-C						216	324

Main Results for each time segment

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)	LOS
B-AC	194	48	431	0.450	191	0.0	0.8	14.814	B
C-AB	9	2	581	0.016	9	0.0	0.0	6.298	A
C-A	213	53			213				
A-B	165	41			165				
A-C	177	44			177				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	231	58	412	0.562	230	0.8	1.2	19.555	C
C-AB	12	3	602	0.020	12	0.0	0.0	6.133	A
C-A	254	63			254				
A-B	197	49			197				
A-C	212	53			212				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	283	71	386	0.734	278	1.2	2.5	32.020	D
C-AB	17	4	632	0.026	17	0.0	0.0	5.884	A
C-A	308	77			308				
A-B	241	60			241				
A-C	260	65			260				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	283	71	386	0.734	283	2.5	2.6	34.398	D
C-AB	17	4	632	0.026	17	0.0	0.0	5.848	A
C-A	308	77			308				
A-B	241	60			241				
A-C	260	65			260				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	231	58	412	0.562	236	2.6	1.3	21.037	C
C-AB	12	3	602	0.020	12	0.0	0.0	6.047	A
C-A	254	63			254				
A-B	197	49			197				
A-C	212	53			212				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	194	48	431	0.450	196	1.3	0.8	15.460	C
C-AB	9	2	581	0.016	9	0.0	0.0	6.252	A
C-A	213	53			213				
A-B	165	41			165				
A-C	177	44			177				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.79	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.22	0.13	1.10	1.94	2.58			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.45	0.04	0.35	5.77	12.96			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.58	0.03	0.31	3.50	12.64			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.34	0.05	0.45	3.43	5.46			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.84	0.04	0.35	1.98	3.73			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2028 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	12.11	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	443	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	319	100.000
C - A1094 East		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	253	190
	B - B1069 Snape Road (North)	299	0	20
	C - A1094 East	211	7	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.57	0.43
	B - B1069 Snape Road (North)	0.94	0.00	0.06
	C - A1094 East	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	5	0
	B - B1069 Snape Road (North)	1	0	0
	C - A1094 East	2	0	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.054	1.005
	B - B1069 Snape Road (North)	1.014	1.000	1.000
	C - A1094 East	1.019	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A1094 West	334	345
	B - B1069 Snape Road (North)	240	244
	C - A1094 East	164	167
17:00-17:15	A - A1094 West	399	412
	B - B1069 Snape Road (North)	287	291
	C - A1094 East	196	199
17:15-17:30	A - A1094 West	488	504
	B - B1069 Snape Road (North)	352	356
	C - A1094 East	240	244
17:30-17:45	A - A1094 West	488	504
	B - B1069 Snape Road (North)	352	356
	C - A1094 East	240	244
17:45-18:00	A - A1094 West	399	412
	B - B1069 Snape Road (North)	287	291
	C - A1094 East	196	199
18:00-18:15	A - A1094 West	334	345
	B - B1069 Snape Road (North)	240	244
	C - A1094 East	164	167

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.79	37.36	3.5	18.0	E	293	439
C-AB	0.02	5.74	0.0	0.5	A	9	14
C-A						191	286
A-B						232	348
A-C						175	262

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)	LOS
B-AC	240	60	485	0.496	237	0.0	1.0	14.311	B
C-AB	7	2	635	0.011	7	0.0	0.0	5.733	A
C-A	157	39			157				
A-B	190	48			190				
A-C	143	36			143				

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)	LOS
B-AC	287	72	468	0.614	285	1.0	1.5	19.419	C
C-AB	9	2	642	0.013	9	0.0	0.0	5.678	A
C-A	187	47			187				
A-B	227	57			227				
A-C	171	43			171				

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)	LOS
B-AC	352	88	445	0.790	345	1.5	3.2	33.775	D
C-AB	12	3	654	0.018	12	0.0	0.0	5.601	A
C-A	228	57			228				
A-B	278	70			278				
A-C	210	52			210				

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)	LOS
B-AC	352	88	445	0.790	351	3.2	3.5	37.355	E
C-AB	12	3	654	0.018	12	0.0	0.0	5.606	A
C-A	228	57			228				
A-B	278	70			278				
A-C	210	52			210				

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)	LOS
B-AC	287	72	468	0.614	294	3.5	1.7	21.487	C
C-AB	9	2	642	0.013	9	0.0	0.0	5.684	A
C-A	187	47			187				
A-B	227	57			227				
A-C	171	43			171				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	240	60	485	0.496	243	1.7	1.0	15.065	C
C-AB	7	2	635	0.011	7	0.0	0.0	5.736	A
C-A	157	39			157				
A-B	190	48			190				
A-C	143	36			143				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.95	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.51	0.10	1.19	2.87	3.80			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.22	0.04	0.39	8.59	16.90			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.45	0.03	0.32	5.99	18.03			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.67	0.04	0.43	4.46	7.51			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.01	0.03	0.34	2.42	4.89			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2028 Peak Construction, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	3.80	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
D16	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	383	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	177	100.000
C - A1094 East		ONE HOUR	✓	60	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	336	47
	B - B1069 Snape Road (North)	170	0	7
	C - A1094 East	42	18	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.88	0.12
	B - B1069 Snape Road (North)	0.96	0.00	0.04
	C - A1094 East	0.70	0.30	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	1	19
	B - B1069 Snape Road (North)	3	0	11
	C - A1094 East	5	22	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.006	1.189
	B - B1069 Snape Road (North)	1.028	1.000	1.112
	C - A1094 East	1.046	1.219	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A1094 West	288	297
	B - B1069 Snape Road (North)	133	137
	C - A1094 East	45	50
06:00-06:15	A - A1094 West	344	354
	B - B1069 Snape Road (North)	159	164
	C - A1094 East	54	60
06:15-06:30	A - A1094 West	422	434
	B - B1069 Snape Road (North)	195	201
	C - A1094 East	66	73
06:30-06:45	A - A1094 West	422	434
	B - B1069 Snape Road (North)	195	201
	C - A1094 East	66	73
06:45-07:00	A - A1094 West	344	354
	B - B1069 Snape Road (North)	159	164
	C - A1094 East	54	60
07:00-07:15	A - A1094 West	288	297
	B - B1069 Snape Road (North)	133	137
	C - A1094 East	45	50

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	12.26	0.7	2.9	B	162	243
C-AB	0.05	8.49	0.1	0.5	A	18	28
C-A						37	55
A-B						308	462
A-C						43	65

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	133	33	510	0.261	132	0.0	0.3	9.476	A
C-AB	15	4	462	0.032	15	0.0	0.0	8.050	A
C-A	31	8			31				
A-B	253	63			253				
A-C	36	9			36				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	159	40	501	0.317	158	0.3	0.5	10.497	B
C-AB	18	4	456	0.039	18	0.0	0.0	8.233	A
C-A	36	9			36				
A-B	302	75			302				
A-C	43	11			43				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	195	49	488	0.399	194	0.5	0.6	12.199	B
C-AB	22	6	447	0.050	22	0.0	0.1	8.489	A
C-A	44	11			44				
A-B	370	92			370				
A-C	52	13			52				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	195	49	488	0.399	195	0.6	0.7	12.263	B
C-AB	22	6	447	0.050	22	0.1	0.1	8.479	A
C-A	44	11			44				
A-B	370	92			370				
A-C	52	13			52				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	159	40	501	0.317	160	0.7	0.5	10.573	B
C-AB	18	4	456	0.039	18	0.1	0.0	8.215	A
C-A	36	9			36				
A-B	302	75			302				
A-C	43	11			43				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	133	33	510	0.261	134	0.5	0.4	9.568	A
C-AB	15	4	462	0.032	15	0.0	0.0	8.046	A
C-A	31	8			31				
A-B	253	63			253				
A-C	36	9			36				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.03	0.26	0.65	0.65			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.03	0.29	1.16	2.87			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.04	0.40	1.23	1.36			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.27	0.48	0.78			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2028 Peak Construction, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	16.87	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
D17	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	458	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	323	100.000
C - A1094 East		ONE HOUR	✓	146	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	313	144
	B - B1069 Snape Road (North)	310	0	13
	C - A1094 East	113	33	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.68	0.32
	B - B1069 Snape Road (North)	0.96	0.00	0.04
	C - A1094 East	0.78	0.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	6	10
	B - B1069 Snape Road (North)	7	0	7
	C - A1094 East	1	15	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.057	1.102
	B - B1069 Snape Road (North)	1.067	1.000	1.066
	C - A1094 East	1.008	1.153	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A1094 West	344	369
	B - B1069 Snape Road (North)	243	259
	C - A1094 East	110	114
07:00-07:15	A - A1094 West	411	441
	B - B1069 Snape Road (North)	290	310
	C - A1094 East	131	136
07:15-07:30	A - A1094 West	504	540
	B - B1069 Snape Road (North)	355	379
	C - A1094 East	161	167
07:30-07:45	A - A1094 West	504	540
	B - B1069 Snape Road (North)	355	379
	C - A1094 East	161	167
07:45-08:00	A - A1094 West	411	441
	B - B1069 Snape Road (North)	290	310
	C - A1094 East	131	136
08:00-08:15	A - A1094 West	344	369
	B - B1069 Snape Road (North)	243	259
	C - A1094 East	110	114

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.83	47.26	4.4	23.7	E	296	444
C-AB	0.09	7.81	0.1	0.7	A	38	57
C-A						96	144
A-B						287	431
A-C						132	199

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	243	61	462	0.526	239	0.0	1.1	15.825	C
C-AB	29	7	512	0.057	29	0.0	0.1	7.444	A
C-A	80	20			80				
A-B	236	59			236				
A-C	109	27			109				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	290	73	447	0.649	287	1.1	1.7	22.152	C
C-AB	37	9	511	0.072	36	0.1	0.1	7.598	A
C-A	95	24			95				
A-B	282	70			282				
A-C	130	32			130				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	355	89	427	0.833	346	1.7	4.0	40.886	E
C-AB	48	12	510	0.093	47	0.1	0.1	7.806	A
C-A	113	28			113				
A-B	345	86			345				
A-C	159	40			159				

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)	LOS
B-AC	355	89	426	0.833	354	4.0	4.4	47.262	E
C-AB	48	12	510	0.093	48	0.1	0.1	7.788	A
C-A	113	28			113				
A-B	345	86			345				
A-C	159	40			159				

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)	LOS
B-AC	290	73	447	0.649	300	4.4	2.0	25.776	D
C-AB	37	9	511	0.072	37	0.1	0.1	7.564	A
C-A	94	24			94				
A-B	282	70			282				
A-C	130	32			130				

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)	LOS
B-AC	243	61	462	0.526	246	2.0	1.1	16.925	C
C-AB	29	7	513	0.057	30	0.1	0.1	7.438	A
C-A	80	20			80				
A-B	236	59			236				
A-C	109	27			109				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.07	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.73	0.10	1.28	3.53	4.70			N/A	N/A
C-AB	0.10	0.03	0.26	0.46	0.49			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.97	0.05	0.47	11.23	19.50			N/A	N/A
C-AB	0.14	0.03	0.26	0.48	0.69			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.36	0.04	0.36	10.17	23.71			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.97	0.04	0.41	5.33	9.38			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.15	0.03	0.33	2.61	5.79			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

2028 Peak Construction, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	7.45	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
D18	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	505	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	243	100.000
C - A1094 East		ONE HOUR	✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	283	222
	B - B1069 Snape Road (North)	229	0	15
	C - A1094 East	132	21	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.56	0.44
	B - B1069 Snape Road (North)	0.94	0.00	0.06
	C - A1094 East	0.86	0.14	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	6	5
	B - B1069 Snape Road (North)	9	0	6
	C - A1094 East	5	13	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.057	1.049
	B - B1069 Snape Road (North)	1.091	1.000	1.064
	C - A1094 East	1.052	1.127	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A1094 West	380	401
	B - B1069 Snape Road (North)	183	200
	C - A1094 East	116	123
08:00-08:15	A - A1094 West	454	478
	B - B1069 Snape Road (North)	219	238
	C - A1094 East	138	147
08:15-08:30	A - A1094 West	556	586
	B - B1069 Snape Road (North)	268	292
	C - A1094 East	169	180
08:30-08:45	A - A1094 West	556	586
	B - B1069 Snape Road (North)	268	292
	C - A1094 East	169	180
08:45-09:00	A - A1094 West	454	478
	B - B1069 Snape Road (North)	219	238
	C - A1094 East	138	147
09:00-09:15	A - A1094 West	380	401
	B - B1069 Snape Road (North)	183	200
	C - A1094 East	116	123

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.66	26.13	1.9	9.1	D	223	335
C-AB	0.06	7.33	0.1	0.6	A	26	38
C-A						115	173
A-B						260	390
A-C						204	306

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)	LOS
B-AC	183	46	444	0.412	180	0.0	0.7	13.503	B
C-AB	20	5	526	0.037	19	0.0	0.1	7.111	A
C-A	96	24			96				
A-B	213	53			213				
A-C	167	42			167				

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)	LOS
B-AC	219	55	428	0.511	217	0.7	1.0	17.004	C
C-AB	25	6	525	0.047	25	0.1	0.1	7.206	A
C-A	113	28			113				
A-B	254	64			254				
A-C	200	50			200				

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)	LOS
B-AC	268	67	405	0.662	265	1.0	1.8	25.115	D
C-AB	32	8	524	0.062	32	0.1	0.1	7.327	A
C-A	137	34			137				
A-B	312	78			312				
A-C	245	61			245				

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)	LOS
B-AC	268	67	405	0.662	268	1.8	1.9	26.133	D
C-AB	32	8	524	0.062	32	0.1	0.1	7.321	A
C-A	137	34			137				
A-B	312	78			312				
A-C	245	61			245				

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)	LOS
B-AC	219	55	428	0.511	222	1.9	1.1	17.752	C
C-AB	25	6	525	0.047	25	0.1	0.1	7.185	A
C-A	113	28			113				
A-B	254	64			254				
A-C	200	50			200				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	183	46	444	0.412	185	1.1	0.7	13.941	B
C-AB	20	5	526	0.037	20	0.1	0.1	7.106	A
C-A	96	24			96				
A-B	213	53			213				
A-C	167	42			167				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.68	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.01	0.16	1.01	1.44	1.77			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.82	0.03	0.31	2.72	9.07			N/A	N/A
C-AB	0.10	0.03	0.26	0.48	0.57			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.88	0.03	0.29	1.88	7.87			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.09	0.05	0.53	2.46	3.62			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.72	0.04	0.39	1.64	2.63			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2028 Peak Construction, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	15.28	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
D19	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	460	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	298	100.000
C - A1094 East		ONE HOUR	✓	294	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	223	237
	B - B1069 Snape Road (North)	286	0	13
	C - A1094 East	287	8	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.49	0.51
	B - B1069 Snape Road (North)	0.96	0.00	0.04
	C - A1094 East	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	6	2
	B - B1069 Snape Road (North)	8	0	7
	C - A1094 East	1	26	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.062	1.021
	B - B1069 Snape Road (North)	1.076	1.000	1.074
	C - A1094 East	1.010	1.255	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A1094 West	346	360
	B - B1069 Snape Road (North)	225	242
	C - A1094 East	222	225
15:00-15:15	A - A1094 West	413	430
	B - B1069 Snape Road (North)	268	289
	C - A1094 East	265	269
15:15-15:30	A - A1094 West	506	527
	B - B1069 Snape Road (North)	329	354
	C - A1094 East	324	329
15:30-15:45	A - A1094 West	506	527
	B - B1069 Snape Road (North)	329	354
	C - A1094 East	324	329
15:45-16:00	A - A1094 West	413	430
	B - B1069 Snape Road (North)	268	289
	C - A1094 East	265	269
16:00-16:15	A - A1094 West	346	360
	B - B1069 Snape Road (North)	225	242
	C - A1094 East	222	225

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.84	51.97	4.4	23.9	F	274	411
C-AB	0.03	6.31	0.0	0.5	A	13	19
C-A						257	386
A-B						205	307
A-C						217	326

Main Results for each time segment

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)	LOS
B-AC	225	56	437	0.514	221	0.0	1.0	16.314	C
C-AB	9	2	579	0.016	9	0.0	0.0	6.311	A
C-A	212	53			212				
A-B	168	42			168				
A-C	178	45			178				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	268	67	419	0.641	266	1.0	1.7	23.124	C
C-AB	12	3	601	0.020	12	0.0	0.0	6.148	A
C-A	253	63			253				
A-B	201	50			201				
A-C	213	53			213				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	329	82	392	0.837	319	1.7	4.0	44.353	E
C-AB	17	4	631	0.026	17	0.0	0.0	5.901	A
C-A	307	77			307				
A-B	246	61			246				
A-C	261	65			261				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	329	82	392	0.837	327	4.0	4.4	51.969	F
C-AB	17	4	631	0.026	17	0.0	0.0	5.862	A
C-A	307	77			307				
A-B	246	61			246				
A-C	261	65			261				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	268	67	419	0.641	278	4.4	1.9	27.222	D
C-AB	12	3	601	0.020	12	0.0	0.0	6.059	A
C-A	253	63			253				
A-B	201	50			201				
A-C	213	53			213				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	225	56	437	0.514	228	1.9	1.1	17.436	C
C-AB	9	2	580	0.016	9	0.0	0.0	6.268	A
C-A	212	53			212				
A-B	168	42			168				
A-C	178	45			178				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.02	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.67	0.10	1.25	3.36	4.47			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.99	0.05	0.50	11.34	19.18			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.42	0.04	0.37	10.89	23.87			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.91	0.04	0.41	5.13	9.09			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.09	0.03	0.33	2.38	5.51			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2028 Peak Construction, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	34.62	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 segment length (min)	Run automatically
D20	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	461	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	378	100.000
C - A1094 East		ONE HOUR	✓	222	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	264	197
	B - B1069 Snape Road (North)	348	0	30
	C - A1094 East	214	8	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.57	0.43
	B - B1069 Snape Road (North)	0.92	0.00	0.08
	C - A1094 East	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	7	0
	B - B1069 Snape Road (North)	4	0	0
	C - A1094 East	2	13	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.071	1.005
	B - B1069 Snape Road (North)	1.035	1.000	1.000
	C - A1094 East	1.018	1.129	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A1094 West	347	362
	B - B1069 Snape Road (North)	285	294
	C - A1094 East	167	171
17:00-17:15	A - A1094 West	415	432
	B - B1069 Snape Road (North)	340	351
	C - A1094 East	199	204
17:15-17:30	A - A1094 West	508	530
	B - B1069 Snape Road (North)	417	430
	C - A1094 East	244	250
17:30-17:45	A - A1094 West	508	530
	B - B1069 Snape Road (North)	417	430
	C - A1094 East	244	250
17:45-18:00	A - A1094 West	415	432
	B - B1069 Snape Road (North)	340	351
	C - A1094 East	199	204
18:00-18:15	A - A1094 West	347	362
	B - B1069 Snape Road (North)	285	294
	C - A1094 East	167	171

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.96	97.12	10.6	43.5	F	347	521
C-AB	0.02	6.31	0.0	0.5	A	11	16
C-A						193	289
A-B						242	363
A-C						181	272

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)	LOS
B-AC	285	71	474	0.601	279	0.0	1.4	17.979	C
C-AB	8	2	579	0.014	8	0.0	0.0	6.308	A
C-A	159	40			159				
A-B	199	50			199				
A-C	149	37			149				

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)	LOS
B-AC	340	85	457	0.744	335	1.4	2.6	28.467	D
C-AB	10	3	589	0.018	10	0.0	0.0	6.235	A
C-A	189	47			189				
A-B	237	59			237				
A-C	177	44			177				

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)	LOS
B-AC	417	104	434	0.961	394	2.6	8.2	67.586	F
C-AB	14	4	604	0.023	14	0.0	0.0	6.120	A
C-A	230	58			230				
A-B	291	73			291				
A-C	217	54			217				

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)	LOS
B-AC	417	104	434	0.961	407	8.2	10.6	97.122	F
C-AB	14	4	604	0.023	14	0.0	0.0	6.105	A
C-A	230	58			230				
A-B	291	73			291				
A-C	217	54			217				

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)	LOS
B-AC	340	85	457	0.744	369	10.6	3.3	48.918	E
C-AB	10	3	589	0.018	10	0.0	0.0	6.198	A
C-A	189	47			189				
A-B	237	59			237				
A-C	177	44			177				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	285	71	474	0.601	292	3.3	1.6	20.419	C
C-AB	8	2	579	0.014	8	0.0	0.0	6.292	A
C-A	159	40			159				
A-B	199	50			199				
A-C	149	37			149				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.43	0.58	1.33	1.77	1.90			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.61	0.10	1.09	5.96	8.22			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	8.24	0.17	3.92	20.81	28.88			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	10.63	0.11	3.33	29.45	43.52			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.31	0.04	0.42	9.12	16.79			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.58	0.03	0.31	2.69	8.07			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2034 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	332	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	172	100.000
C - A1094 East		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	281	51
	B - B1069 Snape Road (North)	167	0	5
	C - A1094 East	46	3	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.85	0.15
	B - B1069 Snape Road (North)	0.97	0.00	0.03
	C - A1094 East	0.93	0.07	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	1	17
	B - B1069 Snape Road (North)	3	0	0
	C - A1094 East	6	91	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.007	1.175
	B - B1069 Snape Road (North)	1.028	1.000	1.000
	C - A1094 East	1.064	1.915	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A1094 West	250	258
	B - B1069 Snape Road (North)	129	133
	C - A1094 East	37	42
06:00-06:15	A - A1094 West	298	308
	B - B1069 Snape Road (North)	154	159
	C - A1094 East	44	50
06:15-06:30	A - A1094 West	365	377
	B - B1069 Snape Road (North)	189	194
	C - A1094 East	54	61
06:30-06:45	A - A1094 West	365	377
	B - B1069 Snape Road (North)	189	194
	C - A1094 East	54	61
06:45-07:00	A - A1094 West	298	308
	B - B1069 Snape Road (North)	154	159
	C - A1094 East	44	50
07:00-07:15	A - A1094 West	250	258
	B - B1069 Snape Road (North)	129	133
	C - A1094 East	37	42

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	11.63	0.6	2.7	B	158	236
C-AB	0.01	11.78	0.0	0.5	B	4	5
C-A						42	63
A-B						258	386
A-C						47	71

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	129	32	517	0.250	128	0.0	0.3	9.215	A
C-AB	3	1	312	0.009	3	0.0	0.0	11.622	B
C-A	34	9			34				
A-B	211	53			211				
A-C	39	10			39				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	154	39	510	0.303	154	0.3	0.4	10.115	B
C-AB	3	1	312	0.011	3	0.0	0.0	11.712	B
C-A	41	10			41				
A-B	252	63			252				
A-C	46	12			46				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	499	0.379	188	0.4	0.6	11.580	B
C-AB	4	1	312	0.014	4	0.0	0.0	11.780	B
C-A	50	12			50				
A-B	309	77			309				
A-C	56	14			56				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	499	0.379	189	0.6	0.6	11.630	B
C-AB	4	1	312	0.014	4	0.0	0.0	11.706	B
C-A	50	12			50				
A-B	309	77			309				
A-C	56	14			56				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	154	39	509	0.303	155	0.6	0.4	10.175	B
C-AB	3	1	312	0.011	3	0.0	0.0	11.558	B
C-A	41	10			41				
A-B	252	63			252				
A-C	46	12			46				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	129	32	517	0.250	130	0.4	0.3	9.297	A
C-AB	3	1	313	0.009	3	0.0	0.0	11.552	B
C-A	34	9			34				
A-B	211	53			211				
A-C	39	10			39				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.03	0.26	0.60	0.60			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.03	0.29	1.22	2.74			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.03	0.32	1.05	1.28			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2034 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	11.75	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	427	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	310	100.000
C - A1094 East		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	271	155
	B - B1069 Snape Road (North)	300	0	10
	C - A1094 East	118	18	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.64	0.36
	B - B1069 Snape Road (North)	0.97	0.00	0.03
	C - A1094 East	0.87	0.13	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	3	10
	B - B1069 Snape Road (North)	3	0	0
	C - A1094 East	1	17	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.032	1.101
	B - B1069 Snape Road (North)	1.032	1.000	1.000
	C - A1094 East	1.008	1.169	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A1094 West	321	340
	B - B1069 Snape Road (North)	233	241
	C - A1094 East	102	105
07:00-07:15	A - A1094 West	383	405
	B - B1069 Snape Road (North)	278	287
	C - A1094 East	122	126
07:15-07:30	A - A1094 West	470	497
	B - B1069 Snape Road (North)	341	352
	C - A1094 East	150	154
07:30-07:45	A - A1094 West	470	497
	B - B1069 Snape Road (North)	341	352
	C - A1094 East	150	154
07:45-08:00	A - A1094 West	383	405
	B - B1069 Snape Road (North)	278	287
	C - A1094 East	122	126
08:00-08:15	A - A1094 West	321	340
	B - B1069 Snape Road (North)	233	241
	C - A1094 East	102	105

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.76	32.89	3.0	14.9	D	284	426
C-AB	0.05	7.36	0.1	0.5	A	21	31
C-A						104	156
A-B						249	373
A-C						143	214

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	233	58	483	0.483	230	0.0	0.9	14.043	B
C-AB	16	4	515	0.031	16	0.0	0.0	7.212	A
C-A	86	22			86				
A-B	204	51			204				
A-C	117	29			117				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	278	70	468	0.595	276	0.9	1.4	18.583	C
C-AB	20	5	515	0.039	20	0.0	0.1	7.281	A
C-A	102	26			102				
A-B	244	61			244				
A-C	140	35			140				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	341	85	448	0.761	335	1.4	2.8	30.432	D
C-AB	26	6	517	0.050	26	0.1	0.1	7.358	A
C-A	124	31			124				
A-B	299	75			299				
A-C	171	43			171				

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)	LOS
B-AC	341	85	448	0.761	340	2.8	3.0	32.889	D
C-AB	26	6	517	0.050	26	0.1	0.1	7.338	A
C-A	124	31			124				
A-B	299	75			299				
A-C	171	43			171				

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)	LOS
B-AC	278	70	468	0.595	284	3.0	1.5	20.136	C
C-AB	20	5	516	0.039	20	0.1	0.1	7.240	A
C-A	102	26			102				
A-B	244	61			244				
A-C	140	35			140				

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)	LOS
B-AC	233	58	482	0.483	235	1.5	1.0	14.710	B
C-AB	16	4	515	0.031	16	0.1	0.0	7.198	A
C-A	86	22			86				
A-B	204	51			204				
A-C	117	29			117				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.40	0.11	1.16	2.56	3.29			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.81	0.04	0.36	6.86	14.94			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.49			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.97	0.03	0.31	3.96	14.51			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.54	0.04	0.45	4.00	6.59			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.96	0.04	0.35	2.36	4.47			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2034 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	6.31	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
D23	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	425	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	238	100.000
C - A1094 East		ONE HOUR	✓	146	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	195	230
	B - B1069 Snape Road (North)	224	0	15
	C - A1094 East	138	8	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.46	0.54
	B - B1069 Snape Road (North)	0.94	0.00	0.06
	C - A1094 East	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	4	5
	B - B1069 Snape Road (North)	5	0	6
	C - A1094 East	6	33	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.036	1.047
	B - B1069 Snape Road (North)	1.048	1.000	1.064
	C - A1094 East	1.057	1.329	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A1094 West	320	334
	B - B1069 Snape Road (North)	179	188
	C - A1094 East	110	118
08:00-08:15	A - A1094 West	382	398
	B - B1069 Snape Road (North)	214	225
	C - A1094 East	132	141
08:15-08:30	A - A1094 West	468	488
	B - B1069 Snape Road (North)	262	275
	C - A1094 East	161	173
08:30-08:45	A - A1094 West	468	488
	B - B1069 Snape Road (North)	262	275
	C - A1094 East	161	173
08:45-09:00	A - A1094 West	382	398
	B - B1069 Snape Road (North)	214	225
	C - A1094 East	132	141
09:00-09:15	A - A1094 West	320	334
	B - B1069 Snape Road (North)	179	188
	C - A1094 East	110	118

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.61	21.04	1.5	5.9	C	219	328
C-AB	0.03	7.70	0.0	0.5	A	10	15
C-A						124	186
A-B						179	269
A-C						211	317

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)	LOS
B-AC	179	45	470	0.382	177	0.0	0.6	12.182	B
C-AB	8	2	475	0.017	8	0.0	0.0	7.698	A
C-A	102	26			102				
A-B	147	37			147				
A-C	173	43			173				

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)	LOS
B-AC	214	54	455	0.471	213	0.6	0.9	14.847	B
C-AB	10	2	480	0.021	10	0.0	0.0	7.680	A
C-A	122	30			122				
A-B	175	44			175				
A-C	207	52			207				

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)	LOS
B-AC	262	66	433	0.606	260	0.9	1.5	20.530	C
C-AB	13	3	488	0.027	13	0.0	0.0	7.622	A
C-A	148	37			148				
A-B	215	54			215				
A-C	253	63			253				

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)	LOS
B-AC	262	66	433	0.606	262	1.5	1.5	21.041	C
C-AB	13	3	488	0.027	13	0.0	0.0	7.586	A
C-A	148	37			148				
A-B	215	54			215				
A-C	253	63			253				

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)	LOS
B-AC	214	54	455	0.471	217	1.5	0.9	15.271	C
C-AB	10	2	481	0.021	10	0.0	0.0	7.598	A
C-A	122	30			122				
A-B	175	44			175				
A-C	207	52			207				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	179	45	470	0.382	181	0.9	0.6	12.479	B
C-AB	8	2	476	0.017	8	0.0	0.0	7.659	A
C-A	102	26			102				
A-B	147	37			147				
A-C	173	43			173				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.87	0.19	0.95	1.01	1.01			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.46	0.03	0.29	1.46	5.87			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.50	0.03	0.28	1.50	5.53			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.92	0.06	0.68	1.76	2.44			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.04	0.42	1.18	1.81			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2034 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	10.17	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	467	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	279	100.000
C - A1094 East		ONE HOUR	✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	231	236
	B - B1069 Snape Road (North)	273	0	7
	C - A1094 East	297	8	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.50	0.50
	B - B1069 Snape Road (North)	0.98	0.00	0.02
	C - A1094 East	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	3	2
	B - B1069 Snape Road (North)	4	0	0
	C - A1094 East	1	12	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.025	1.021
	B - B1069 Snape Road (North)	1.043	1.000	1.000
	C - A1094 East	1.010	1.122	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A1094 West	351	360
	B - B1069 Snape Road (North)	210	219
	C - A1094 East	229	232
15:00-15:15	A - A1094 West	420	429
	B - B1069 Snape Road (North)	251	262
	C - A1094 East	273	277
15:15-15:30	A - A1094 West	514	526
	B - B1069 Snape Road (North)	308	321
	C - A1094 East	335	339
15:30-15:45	A - A1094 West	514	526
	B - B1069 Snape Road (North)	308	321
	C - A1094 East	335	339
15:45-16:00	A - A1094 West	420	429
	B - B1069 Snape Road (North)	251	262
	C - A1094 East	273	277
16:00-16:15	A - A1094 West	351	360
	B - B1069 Snape Road (North)	210	219
	C - A1094 East	229	232

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.77	37.32	3.0	15.6	E	256	385
C-AB	0.02	5.81	0.0	0.5	A	12	18
C-A						267	401
A-B						212	318
A-C						216	324

Main Results for each time segment

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)	LOS
B-AC	210	53	448	0.469	207	0.0	0.9	14.708	B
C-AB	9	2	628	0.014	9	0.0	0.0	5.812	A
C-A	220	55			220				
A-B	174	43			174				
A-C	177	44			177				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	251	63	429	0.586	249	0.9	1.3	19.822	C
C-AB	12	3	648	0.018	11	0.0	0.0	5.670	A
C-A	262	65			262				
A-B	208	52			208				
A-C	212	53			212				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	308	77	402	0.766	302	1.3	2.8	34.103	D
C-AB	16	4	676	0.024	16	0.0	0.0	5.468	A
C-A	319	80			319				
A-B	254	64			254				
A-C	260	65			260				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	308	77	402	0.766	307	2.8	3.0	37.316	E
C-AB	16	4	676	0.024	16	0.0	0.0	5.453	A
C-A	319	80			319				
A-B	254	64			254				
A-C	260	65			260				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	251	63	429	0.586	257	3.0	1.5	21.684	C
C-AB	12	3	648	0.018	12	0.0	0.0	5.631	A
C-A	262	65			262				
A-B	208	52			208				
A-C	212	53			212				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	210	53	448	0.469	213	1.5	0.9	15.415	C
C-AB	9	2	628	0.014	9	0.0	0.0	5.791	A
C-A	220	55			220				
A-B	174	43			174				
A-C	177	44			177				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.86	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.35	0.11	1.14	2.40	3.00			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.84	0.04	0.38	7.33	15.00			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.03	0.03	0.32	4.94	15.57			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.49	0.04	0.43	3.88	6.42			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.03	0.34	2.14	4.26			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2034 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	4.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	473	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	226	100.000
C - A1094 East		ONE HOUR	✓	243	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	267	206
	B - B1069 Snape Road (North)	220	0	6
	C - A1094 East	236	7	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.56	0.44
	B - B1069 Snape Road (North)	0.97	0.00	0.03
	C - A1094 East	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	3	0
	B - B1069 Snape Road (North)	1	0	0
	C - A1094 East	2	0	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.029	1.004
	B - B1069 Snape Road (North)	1.011	1.000	1.000
	C - A1094 East	1.017	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A1094 West	356	363
	B - B1069 Snape Road (North)	170	172
	C - A1094 East	183	186
17:00-17:15	A - A1094 West	426	433
	B - B1069 Snape Road (North)	203	206
	C - A1094 East	218	222
17:15-17:30	A - A1094 West	521	531
	B - B1069 Snape Road (North)	249	252
	C - A1094 East	267	272
17:30-17:45	A - A1094 West	521	531
	B - B1069 Snape Road (North)	249	252
	C - A1094 East	267	272
17:45-18:00	A - A1094 West	426	433
	B - B1069 Snape Road (North)	203	206
	C - A1094 East	218	222
18:00-18:15	A - A1094 West	356	363
	B - B1069 Snape Road (North)	170	172
	C - A1094 East	183	186

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.58	19.69	1.3	4.9	C	208	311
C-AB	0.02	5.65	0.0	0.5	A	9	14
C-A						213	320
A-B						245	367
A-C						189	284

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)	LOS
B-AC	170	43	475	0.359	168	0.0	0.5	11.664	B
C-AB	7	2	644	0.011	7	0.0	0.0	5.649	A
C-A	176	44			176				
A-B	201	50			201				
A-C	155	39			155				

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)	LOS
B-AC	203	51	457	0.446	202	0.5	0.8	14.113	B
C-AB	9	2	654	0.014	9	0.0	0.0	5.578	A
C-A	209	52			209				
A-B	240	60			240				
A-C	186	46			186				

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)	LOS
B-AC	249	62	432	0.577	247	0.8	1.3	19.286	C
C-AB	12	3	669	0.018	12	0.0	0.0	5.480	A
C-A	255	64			255				
A-B	294	73			294				
A-C	227	57			227				

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)	LOS
B-AC	249	62	432	0.577	249	1.3	1.3	19.686	C
C-AB	12	3	669	0.018	12	0.0	0.0	5.483	A
C-A	255	64			255				
A-B	294	73			294				
A-C	227	57			227				

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)	LOS
B-AC	203	51	457	0.446	205	1.3	0.8	14.448	B
C-AB	9	2	654	0.014	9	0.0	0.0	5.584	A
C-A	209	52			209				
A-B	240	60			240				
A-C	186	46			186				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	170	43	475	0.359	171	0.8	0.6	11.909	B
C-AB	7	2	644	0.011	7	0.0	0.0	5.655	A
C-A	176	44			176				
A-B	201	50			201				
A-C	155	39			155				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.78	0.21	0.94	1.40	1.45			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.30	0.03	0.28	1.30	4.39			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.33	0.03	0.28	1.33	4.91			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.83	0.06	0.70	1.44	1.88			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.57	0.04	0.42	1.44	1.47			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2034 Operational Led, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	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
D26	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	328	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	172	100.000
C - A1094 East		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	279	49
	B - B1069 Snape Road (North)	167	0	5
	C - A1094 East	44	3	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.85	0.15
	B - B1069 Snape Road (North)	0.97	0.00	0.03
	C - A1094 East	0.93	0.07	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	0	18
	B - B1069 Snape Road (North)	2	0	0
	C - A1094 East	4	61	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.000	1.182
	B - B1069 Snape Road (North)	1.016	1.000	1.000
	C - A1094 East	1.044	1.610	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A1094 West	247	254
	B - B1069 Snape Road (North)	129	131
	C - A1094 East	36	39
06:00-06:15	A - A1094 West	295	303
	B - B1069 Snape Road (North)	154	157
	C - A1094 East	43	46
06:15-06:30	A - A1094 West	361	371
	B - B1069 Snape Road (North)	189	192
	C - A1094 East	52	56
06:30-06:45	A - A1094 West	361	371
	B - B1069 Snape Road (North)	189	192
	C - A1094 East	52	56
06:45-07:00	A - A1094 West	295	303
	B - B1069 Snape Road (North)	154	157
	C - A1094 East	43	46
07:00-07:15	A - A1094 West	247	254
	B - B1069 Snape Road (North)	129	131
	C - A1094 East	36	39

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	11.35	0.6	2.7	B	158	236
C-AB	0.01	10.14	0.0	0.5	B	3	5
C-A						40	60
A-B						256	384
A-C						45	68

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	129	32	525	0.246	128	0.0	0.3	9.046	A
C-AB	3	1	365	0.007	3	0.0	0.0	9.946	A
C-A	33	8			33				
A-B	210	52			210				
A-C	37	9			37				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	154	39	517	0.299	154	0.3	0.4	9.906	A
C-AB	3	1	363	0.009	3	0.0	0.0	10.041	B
C-A	39	10			39				
A-B	251	63			251				
A-C	44	11			44				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	506	0.374	188	0.4	0.6	11.302	B
C-AB	4	1	360	0.012	4	0.0	0.0	10.144	B
C-A	48	12			48				
A-B	307	77			307				
A-C	54	14			54				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	506	0.374	189	0.6	0.6	11.347	B
C-AB	4	1	361	0.012	4	0.0	0.0	10.103	B
C-A	48	12			48				
A-B	307	77			307				
A-C	54	14			54				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	154	39	517	0.299	155	0.6	0.4	9.963	A
C-AB	3	1	363	0.009	3	0.0	0.0	9.956	A
C-A	39	10			39				
A-B	251	63			251				
A-C	44	11			44				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	129	32	525	0.246	130	0.4	0.3	9.124	A
C-AB	3	1	365	0.007	3	0.0	0.0	9.907	A
C-A	33	8			33				
A-B	210	52			210				
A-C	37	9			37				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.03	0.26	0.58	0.58			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.03	0.29	1.23	2.70			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2034 Operational Led, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	10.82	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D27	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	514	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	307	100.000
C - A1094 East		ONE HOUR	✓	137	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	359	154
	B - B1069 Snape Road (North)	297	0	10
	C - A1094 East	117	20	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.70	0.30
	B - B1069 Snape Road (North)	0.97	0.00	0.03
	C - A1094 East	0.86	0.14	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	0	10
	B - B1069 Snape Road (North)	2	0	0
	C - A1094 East	1	10	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.002	1.102
	B - B1069 Snape Road (North)	1.023	1.000	1.000
	C - A1094 East	1.008	1.101	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A1094 West	387	399
	B - B1069 Snape Road (North)	231	236
	C - A1094 East	103	105
07:00-07:15	A - A1094 West	462	476
	B - B1069 Snape Road (North)	276	282
	C - A1094 East	123	126
07:15-07:30	A - A1094 West	565	584
	B - B1069 Snape Road (North)	338	345
	C - A1094 East	151	154
07:30-07:45	A - A1094 West	565	584
	B - B1069 Snape Road (North)	338	345
	C - A1094 East	151	154
07:45-08:00	A - A1094 West	462	476
	B - B1069 Snape Road (North)	276	282
	C - A1094 East	123	126
08:00-08:15	A - A1094 West	387	399
	B - B1069 Snape Road (North)	231	236
	C - A1094 East	103	105

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.76	33.31	3.0	15.0	D	281	422
C-AB	0.05	7.30	0.1	0.5	A	23	34
C-A						103	154
A-B						330	494
A-C						142	213

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	231	58	481	0.480	227	0.0	0.9	14.009	B
C-AB	18	4	529	0.033	17	0.0	0.0	7.039	A
C-A	85	21			85				
A-B	270	68			270				
A-C	116	29			116				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	276	69	465	0.593	274	0.9	1.4	18.603	C
C-AB	22	5	526	0.042	22	0.0	0.1	7.153	A
C-A	101	25			101				
A-B	323	81			323				
A-C	139	35			139				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	338	84	444	0.761	332	1.4	2.8	30.767	D
C-AB	29	7	523	0.055	29	0.1	0.1	7.301	A
C-A	122	31			122				
A-B	395	99			395				
A-C	170	42			170				

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)	LOS
B-AC	338	84	443	0.762	337	2.8	3.0	33.308	D
C-AB	29	7	523	0.055	29	0.1	0.1	7.290	A
C-A	122	31			122				
A-B	395	99			395				
A-C	170	42			170				

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)	LOS
B-AC	276	69	465	0.593	282	3.0	1.5	20.172	C
C-AB	22	6	526	0.042	22	0.1	0.1	7.127	A
C-A	101	25			101				
A-B	323	81			323				
A-C	139	35			139				

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)	LOS
B-AC	231	58	481	0.480	233	1.5	1.0	14.671	B
C-AB	18	4	529	0.033	18	0.1	0.0	7.034	A
C-A	85	21			85				
A-B	270	68			270				
A-C	116	29			116				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.90	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.39	0.11	1.15	2.53	3.24			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.81	0.04	0.36	6.91	14.96			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.98	0.03	0.31	4.08	14.65			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.53	0.04	0.44	3.97	6.53			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.95	0.04	0.35	2.31	4.42			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2034 Operational Led, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	6.47	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
D28	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	485	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	251	100.000
C - A1094 East		ONE HOUR	✓	156	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	256	229
	B - B1069 Snape Road (North)	236	0	16
	C - A1094 East	136	20	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.53	0.47
	B - B1069 Snape Road (North)	0.94	0.00	0.06
	C - A1094 East	0.87	0.13	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	0	5
	B - B1069 Snape Road (North)	2	0	0
	C - A1094 East	5	3	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.000	1.047
	B - B1069 Snape Road (North)	1.020	1.000	1.000
	C - A1094 East	1.051	1.034	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A1094 West	365	374
	B - B1069 Snape Road (North)	189	193
	C - A1094 East	118	124
08:00-08:15	A - A1094 West	436	446
	B - B1069 Snape Road (North)	226	230
	C - A1094 East	141	148
08:15-08:30	A - A1094 West	534	546
	B - B1069 Snape Road (North)	277	282
	C - A1094 East	172	181
08:30-08:45	A - A1094 West	534	546
	B - B1069 Snape Road (North)	277	282
	C - A1094 East	172	181
08:45-09:00	A - A1094 West	436	446
	B - B1069 Snape Road (North)	226	230
	C - A1094 East	141	148
09:00-09:15	A - A1094 West	365	374
	B - B1069 Snape Road (North)	189	193
	C - A1094 East	118	124

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.63	22.46	1.7	7.3	C	231	346
C-AB	0.05	6.67	0.1	0.5	A	24	36
C-A						120	179
A-B						235	352
A-C						210	316

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)	LOS
B-AC	189	47	478	0.396	187	0.0	0.6	12.266	B
C-AB	18	5	572	0.032	18	0.0	0.0	6.501	A
C-A	99	25			99				
A-B	193	48			193				
A-C	173	43			173				

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)	LOS
B-AC	226	56	460	0.491	225	0.6	0.9	15.204	C
C-AB	23	6	571	0.040	23	0.0	0.1	6.570	A
C-A	118	29			118				
A-B	230	58			230				
A-C	206	52			206				

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)	LOS
B-AC	277	69	436	0.634	274	0.9	1.6	21.788	C
C-AB	30	8	570	0.053	30	0.1	0.1	6.667	A
C-A	142	36			142				
A-B	282	70			282				
A-C	252	63			252				

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)	LOS
B-AC	277	69	436	0.634	276	1.6	1.7	22.463	C
C-AB	30	8	570	0.053	30	0.1	0.1	6.675	A
C-A	142	36			142				
A-B	282	70			282				
A-C	252	63			252				

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)	LOS
B-AC	226	56	460	0.491	229	1.7	1.0	15.724	C
C-AB	23	6	571	0.041	23	0.1	0.1	6.581	A
C-A	118	29			118				
A-B	230	58			230				
A-C	206	52			206				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	189	47	478	0.396	190	1.0	0.7	12.595	B
C-AB	19	5	572	0.032	19	0.1	0.0	6.509	A
C-A	99	25			99				
A-B	193	48			193				
A-C	173	43			173				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.93	0.16	0.97	1.09	1.57			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.63	0.03	0.30	1.63	7.34			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.68	0.03	0.29	1.68	6.43			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.99	0.05	0.64	1.99	2.89			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.04	0.40	1.42	2.12			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2034 Operational Led, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	T-Junction	Two-way	9.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D29	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	462	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	282	100.000
C - A1094 East		ONE HOUR	✓	300	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	230	232
	B - B1069 Snape Road (North)	276	0	7
	C - A1094 East	293	8	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.50	0.50
	B - B1069 Snape Road (North)	0.98	0.00	0.02
	C - A1094 East	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	1	2
	B - B1069 Snape Road (North)	2	0	0
	C - A1094 East	1	0	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.008	1.021
	B - B1069 Snape Road (North)	1.025	1.000	1.000
	C - A1094 East	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A1094 West	348	353
	B - B1069 Snape Road (North)	213	218
	C - A1094 East	226	228
15:00-15:15	A - A1094 West	415	421
	B - B1069 Snape Road (North)	254	260
	C - A1094 East	270	272
15:15-15:30	A - A1094 West	508	516
	B - B1069 Snape Road (North)	311	318
	C - A1094 East	331	334
15:30-15:45	A - A1094 West	508	516
	B - B1069 Snape Road (North)	311	318
	C - A1094 East	331	334
15:45-16:00	A - A1094 West	415	421
	B - B1069 Snape Road (North)	254	260
	C - A1094 East	270	272
16:00-16:15	A - A1094 West	348	353
	B - B1069 Snape Road (North)	213	218
	C - A1094 East	226	228

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.76	35.02	2.9	14.4	E	259	389
C-AB	0.02	5.39	0.0	0.5	A	11	17
C-A						264	396
A-B						211	317
A-C						213	319

Main Results for each time segment

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)	LOS
B-AC	213	53	458	0.464	209	0.0	0.8	14.273	B
C-AB	8	2	677	0.012	8	0.0	0.0	5.384	A
C-A	218	54			218				
A-B	173	43			173				
A-C	174	44			174				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	254	63	439	0.579	252	0.8	1.3	19.083	C
C-AB	11	3	693	0.016	11	0.0	0.0	5.272	A
C-A	259	65			259				
A-B	207	52			207				
A-C	208	52			208				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	311	78	411	0.756	305	1.3	2.7	32.277	D
C-AB	15	4	718	0.021	15	0.0	0.0	5.121	A
C-A	315	79			315				
A-B	253	63			253				
A-C	255	64			255				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	311	78	411	0.756	310	2.7	2.9	35.019	E
C-AB	15	4	718	0.021	15	0.0	0.0	5.124	A
C-A	315	79			315				
A-B	253	63			253				
A-C	255	64			255				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	254	63	439	0.579	260	2.9	1.4	20.702	C
C-AB	11	3	694	0.016	11	0.0	0.0	5.276	A
C-A	259	65			259				
A-B	207	52			207				
A-C	208	52			208				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	213	53	458	0.464	215	1.4	0.9	14.917	B
C-AB	8	2	677	0.012	8	0.0	0.0	5.388	A
C-A	218	54			218				
A-B	173	43			173				
A-C	174	44			174				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.84	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.31	0.11	1.12	2.28	2.91			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.72	0.04	0.36	6.74	14.43			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.88	0.03	0.31	4.24	14.42			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.44	0.04	0.44	3.74	6.06			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.89	0.03	0.35	2.11	4.08			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2034 Operational Led, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - A1094 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J5	B1069 / A1094 (Snape Road, East)	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 segment length (min)	Run automatically
D30	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1094 West		ONE HOUR	✓	466	100.000
B - B1069 Snape Road (North)		ONE HOUR	✓	227	100.000
C - A1094 East		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	265	201
	B - B1069 Snape Road (North)	221	0	6
	C - A1094 East	225	8	0

Proportions

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0.00	0.57	0.43
	B - B1069 Snape Road (North)	0.97	0.00	0.03
	C - A1094 East	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	0	1	0
	B - B1069 Snape Road (North)	0	0	0
	C - A1094 East	2	0	0

Average PCU Per Veh

		To		
		A - A1094 West	B - B1069 Snape Road (North)	C - A1094 East
From	A - A1094 West	1.000	1.010	1.005
	B - B1069 Snape Road (North)	1.000	1.000	1.000
	C - A1094 East	1.018	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A1094 West	351	354
	B - B1069 Snape Road (North)	171	171
	C - A1094 East	175	178
17:00-17:15	A - A1094 West	419	423
	B - B1069 Snape Road (North)	204	204
	C - A1094 East	209	213
17:15-17:30	A - A1094 West	513	518
	B - B1069 Snape Road (North)	250	250
	C - A1094 East	256	261
17:30-17:45	A - A1094 West	513	518
	B - B1069 Snape Road (North)	250	250
	C - A1094 East	256	261
17:45-18:00	A - A1094 West	419	423
	B - B1069 Snape Road (North)	204	204
	C - A1094 East	209	213
18:00-18:15	A - A1094 West	351	354
	B - B1069 Snape Road (North)	171	171
	C - A1094 East	175	178

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.57	18.95	1.3	4.7	C	209	313
C-AB	0.02	5.70	0.0	0.5	A	11	16
C-A						203	304
A-B						243	365
A-C						185	277

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)	LOS
B-AC	171	43	482	0.355	169	0.0	0.5	11.418	B
C-AB	8	2	640	0.012	8	0.0	0.0	5.693	A
C-A	167	42			167				
A-B	199	50			199				
A-C	152	38			152				

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)	LOS
B-AC	204	51	464	0.440	203	0.5	0.8	13.743	B
C-AB	10	3	649	0.016	10	0.0	0.0	5.631	A
C-A	199	50			199				
A-B	238	60			238				
A-C	181	45			181				

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)	LOS
B-AC	250	63	440	0.569	248	0.8	1.3	18.592	C
C-AB	14	3	662	0.021	14	0.0	0.0	5.545	A
C-A	243	61			243				
A-B	292	73			292				
A-C	222	55			222				

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)	LOS
B-AC	250	63	440	0.569	250	1.3	1.3	18.947	C
C-AB	14	3	662	0.021	14	0.0	0.0	5.550	A
C-A	243	61			243				
A-B	292	73			292				
A-C	222	55			222				

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)	LOS
B-AC	204	51	464	0.440	206	1.3	0.8	14.050	B
C-AB	10	3	649	0.016	10	0.0	0.0	5.637	A
C-A	199	50			199				
A-B	238	60			238				
A-C	181	45			181				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	171	43	482	0.355	172	0.8	0.6	11.646	B
C-AB	8	2	640	0.012	8	0.0	0.0	5.699	A
C-A	167	42			167				
A-B	199	50			199				
A-C	152	38			152				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.54	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.77	0.21	0.94	1.39	1.45			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.26	0.03	0.28	1.26	3.88			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.29	0.03	0.28	1.29	4.69			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.81	0.06	0.71	1.34	1.80			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.04	0.42	1.34	1.34			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.10.15_J10_Model_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\J10\Model
Report generation date: 18/12/2020 09:26:39

»Base Year, 6-7 AM
»Base Year, 7-8 AM
»Base Year, 8-9 AM
»Base Year, 3-4 PM
»Base Year, 5-6 PM
»2023 Reference Case , 6-7 AM
»2023 Reference Case , 7-8 AM
»2023 Reference Case , 8-9 AM
»2023 Reference Case , 3-4 PM
»2023 Reference Case , 5-6 PM
»2023 Early Years , 6-7 AM
»2023 Early Years , 7-8 AM
»2023 Early Years , 8-9 AM
»2023 Early Years , 3-4 PM
»2023 Early Years , 5-6 PM
»2028 Reference Case , 6-7 AM
»2028 Reference Case , 7-8 AM
»2028 Reference Case , 8-9 AM
»2028 Reference Case , 3-4 PM
»2028 Reference Case , 5-6 PM
»2034 Reference Case , 6-7 AM
»2034 Reference Case , 7-8 AM
»2034 Reference Case , 8-9 AM
»2034 Reference Case , 3-4 PM
»2034 Reference Case , 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
	Base Year																								
Stream B-C	0.1	0.5	5.42	0.06	A	0.3	1.4	7.12	0.23	A	0.2	0.5	6.45	0.17	A	0.2	0.5	5.97	0.14	A	0.1	0.5	5.60	0.09	A
Stream B-A	0.0	0.5	7.99	0.00	A	0.0	0.5	9.09	0.00	A	0.0	0.5	12.19	0.01	B	0.0	0.5	9.27	0.01	A	0.0	0.5	8.86	0.01	A
Stream C-AB	0.0	0.5	5.35	0.02	A	0.1	0.5	6.53	0.09	A	0.2	0.5	6.49	0.14	A	0.3	1.3	6.47	0.22	A	0.2	0.5	5.75	0.13	A
	2023 Reference Case																								
Stream B-C	0.1	0.5	5.73	0.10	A	0.3	1.4	7.17	0.23	A	0.3	1.3	6.95	0.23	A	0.2	0.5	6.06	0.15	A	0.1	0.5	5.66	0.09	A
Stream B-A	0.0	0.5	8.31	0.00	A	0.0	0.5	9.38	0.00	A	0.0	0.5	12.41	0.01	B	0.0	0.5	9.46	0.01	A	0.0	0.5	9.37	0.01	A
Stream C-AB	0.0	0.5	5.44	0.03	A	0.2	0.5	6.46	0.11	A	0.2	0.5	6.54	0.14	A	0.4	1.4	6.55	0.23	A	0.3	1.3	6.20	0.21	A
	2023 Early Years																								
Stream B-C	0.2	1.1	6.57	0.20	A	0.8	3.0	10.30	0.44	B	0.3	1.4	7.39	0.24	A	0.2	0.5	6.19	0.16	A	0.1	0.5	5.80	0.10	A
Stream B-A	0.0	0.5	8.74	0.00	A	0.0	0.5	11.15	0.00	B	0.0	0.5	13.46	0.01	B	0.0	0.5	10.06	0.01	B	0.0	0.5	10.97	0.02	B
Stream C-AB	0.1	0.5	5.68	0.06	A	0.3	1.2	7.05	0.20	A	0.3	0.8	6.85	0.17	A	0.5	1.8	6.81	0.28	A	0.9	4.3	7.65	0.40	A
	2028 Reference Case																								
Stream B-C	0.1	0.5	5.76	0.10	A	0.3	1.4	7.22	0.23	A	0.3	1.3	6.97	0.23	A	0.2	0.5	6.12	0.16	A	0.1	0.5	5.66	0.10	A
Stream B-A	0.0	0.5	8.33	0.00	A	0.0	0.5	9.43	0.00	A	0.0	0.5	12.48	0.01	B	0.0	0.5	9.53	0.01	A	0.0	0.5	9.34	0.01	A
Stream C-AB	0.0	0.5	5.45	0.04	A	0.2	0.5	6.48	0.12	A	0.2	0.5	6.56	0.15	A	0.4	1.5	6.58	0.24	A	0.3	1.3	6.17	0.21	A
	2034 Reference Case																								
Stream B-C	0.1	0.5	5.80	0.11	A	0.3	1.4	7.20	0.23	A	0.2	0.5	6.33	0.14	A	0.2	0.5	6.22	0.17	A	0.1	0.5	5.75	0.11	A
Stream B-A	0.0	0.5	8.37	0.00	A	0.0	0.5	9.41	0.00	A	0.0	0.5	12.47	0.01	B	0.0	0.5	9.60	0.01	A	0.0	0.5	8.92	0.01	A
Stream C-AB	0.0	0.5	5.47	0.04	A	0.2	0.5	6.50	0.13	A	0.2	0.5	6.59	0.16	A	0.4	1.2	6.63	0.25	A	0.1	0.5	5.46	0.10	A

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

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

File summary

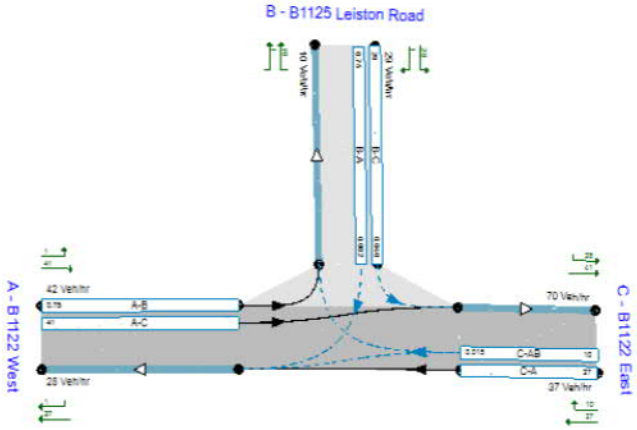
File Description

Title	B1122/B1125
Location	52.243293°,1.561335°
Site number	10
Date	27/09/2016
Version	1.0
Status	(new file)
Identifier	JGM
Client	
Jobnumber	50400326
Enumerator	UKJXC082
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

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
D1	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Base Year, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	1.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B1122 West		Major
B	B1125 Leiston Road		Minor
C	B1122 East		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 - B1122 East	5.90			186.1	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B1125 Leiston Road	One lane plus flare	10.00	7.10	5.30	4.30	3.50	✓	2.00	34	31

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
J10	B-A	477	0.087	0.221	0.139	0.315
J10	B-C	744	0.115	0.290	-	-
J10	C-B	682	0.265	0.265	-	-

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	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	56	100.000
B - B1125 Leiston Road		ONE HOUR	✓	39	100.000
C - B1122 East		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	1	55
	B - B1125 Leiston Road	1	0	38
	C - B1122 East	36	13	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.02	0.98
	B - B1125 Leiston Road	0.03	0.00	0.97
	C - B1122 East	0.73	0.27	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
	A - B1122 West	0	0	9

Average PCU Per Veh

	To			
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
	A - B1122 West	1.000	1.000	1.091

From	B - B1125 Leiston Road	0	0	3
	C - B1122 East	6	0	0

From	B - B1125 Leiston Road	1.000	1.000	1.026
	C - B1122 East	1.056	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	05:45-06:00	42	46
	06:00-06:15	50	55
	06:15-06:30	62	67
	06:30-06:45	62	67
	06:45-07:00	50	55
	07:00-07:15	42	46
B - B1125 Leiston Road	05:45-06:00	29	30
	06:00-06:15	35	36
	06:15-06:30	43	44
	06:30-06:45	43	44
	06:45-07:00	35	36
	07:00-07:15	29	30
C - B1122 East	05:45-06:00	37	38
	06:00-06:15	44	46
	06:15-06:30	54	56
	06:30-06:45	54	56
	06:45-07:00	44	46
	07:00-07:15	37	38

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	5.42	0.1	0.5	A	35	52
B-A	0.00	7.99	0.0	0.5	A	0.92	1
C-AB	0.02	5.35	0.0	0.5	A	13	19
C-A						32	49
A-B						0.92	1
A-C						50	76

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	29	7	712	0.040	28	0.0	0.0	5.267	A
B-A	0.75	0.19	460	0.002	0.75	0.0	0.0	7.841	A
C-AB	10	3	686	0.015	10	0.0	0.0	5.326	A
C-A	27	7			27				
A-B	0.75	0.19			0.75				
A-C	41	10			41				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	34	9	709	0.048	34	0.0	0.1	5.332	A
B-A	0.90	0.22	456	0.002	0.90	0.0	0.0	7.901	A
C-AB	12	3	687	0.018	12	0.0	0.0	5.334	A
C-A	32	8			32				
A-B	0.90	0.22			0.90				
A-C	49	12			49				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	42	10	706	0.059	42	0.1	0.1	5.422	A
B-A	1	0.28	452	0.002	1	0.0	0.0	7.985	A
C-AB	15	4	688	0.022	15	0.0	0.0	5.347	A
C-A	39	10			39				
A-B	1	0.28			1				
A-C	61	15			61				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	42	10	706	0.059	42	0.1	0.1	5.422	A
B-A	1	0.28	452	0.002	1	0.0	0.0	7.985	A
C-AB	15	4	688	0.022	15	0.0	0.0	5.349	A
C-A	39	10			39				
A-B	1	0.28			1				
A-C	61	15			61				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	34	9	709	0.048	34	0.1	0.1	5.333	A
B-A	0.90	0.22	456	0.002	0.90	0.0	0.0	7.901	A

C-AB	12	3	687	0.018	12	0.0	0.0	5.338	A
C-A	32	8			32				
A-B	0.90	0.22			0.90				
A-C	49	12			49				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	29	7	712	0.040	29	0.1	0.0	5.271	A
B-A	0.75	0.19	460	0.002	0.75	0.0	0.0	7.843	A
C-AB	10	3	686	0.015	10	0.0	0.0	5.327	A
C-A	27	7			27				
A-B	0.75	0.19			0.75				
A-C	41	10			41				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

Base Year, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	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
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	199	100.000
B - B1125 Leiston Road		ONE HOUR	✓	140	100.000
C - B1122 East		ONE HOUR	✓	111	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	2	197
	B - B1125 Leiston Road	1	0	139
	C - B1122 East	66	45	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.01	0.99
	B - B1125 Leiston Road	0.01	0.00	0.99
	C - B1122 East	0.59	0.41	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	0	5
	B - B1125 Leiston Road	0	0	3
	C - B1122 East	6	11	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.000	1.051
	B - B1125 Leiston Road	1.000	1.000	1.029
	C - B1122 East	1.061	1.111	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	06:45-07:00	150	157
	07:00-07:15	179	188
	07:15-07:30	219	230
	07:30-07:45	219	230
	07:45-08:00	179	188
	08:00-08:15	150	157
B - B1125 Leiston Road	06:45-07:00	105	108
	07:00-07:15	126	129
	07:15-07:30	154	159
	07:30-07:45	154	159
	07:45-08:00	126	129
	08:00-08:15	105	108
C - B1122 East	06:45-07:00	84	90
	07:00-07:15	100	108
	07:15-07:30	122	132
	07:30-07:45	122	132
	07:45-08:00	100	108
	08:00-08:15	84	90

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.23	7.12	0.3	1.4	A	128	191
B-A	0.00	9.09	0.0	0.5	A	0.92	1
C-AB	0.09	6.53	0.1	0.5	A	46	69
C-A						56	84
A-B						2	3
A-C						181	271

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	105	26	679	0.154	104	0.0	0.2	6.254	A
B-A	0.75	0.19	423	0.002	0.75	0.0	0.0	8.525	A
C-AB	37	9	609	0.061	37	0.0	0.1	6.288	A
C-A	47	12			47				
A-B	2	0.38			2				
A-C	148	37			148				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	125	31	670	0.186	125	0.2	0.2	6.599	A
B-A	0.90	0.22	412	0.002	0.90	0.0	0.0	8.752	A
C-AB	45	11	608	0.074	45	0.1	0.1	6.392	A
C-A	55	14			55				
A-B	2	0.45			2				
A-C	177	44			177				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	153	38	658	0.232	153	0.2	0.3	7.115	A
B-A	1	0.28	397	0.003	1	0.0	0.0	9.092	A
C-AB	56	14	607	0.093	56	0.1	0.1	6.535	A
C-A	66	16			66				
A-B	2	0.55			2				
A-C	217	54			217				

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)	LOS
B-C	153	38	658	0.232	153	0.3	0.3	7.124	A
B-A	1	0.28	397	0.003	1	0.0	0.0	9.093	A
C-AB	56	14	607	0.093	56	0.1	0.1	6.533	A
C-A	66	16			66				
A-B	2	0.55			2				
A-C	217	54			217				

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)	LOS
B-C	125	31	670	0.186	125	0.3	0.2	6.608	A
B-A	0.90	0.22	412	0.002	0.90	0.0	0.0	8.755	A
C-AB	45	11	608	0.074	45	0.1	0.1	6.391	A
C-A	55	14			55				
A-B	2	0.45			2				
A-C	177	44			177				

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)	LOS
B-C	105	26	679	0.154	105	0.2	0.2	6.275	A
B-A	0.75	0.19	423	0.002	0.75	0.0	0.0	8.530	A
C-AB	37	9	609	0.061	37	0.1	0.1	6.293	A
C-A	47	12			47				
A-B	2	0.38			2				
A-C	148	37			148				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.00	0.00	0.23	0.23			N/A	N/A
B-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
C-AB	0.09	0.03	0.25	0.46	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.12	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.03	0.31	1.06	1.37			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.00	0.00	0.23	0.23			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

Base Year, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	2.98	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
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	150	100.000
B - B1125 Leiston Road		ONE HOUR	✓	105	100.000
C - B1122 East		ONE HOUR	✓	145	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	3	147
	B - B1125 Leiston Road	3	0	102
	C - B1122 East	74	71	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.02	0.98
	B - B1125 Leiston Road	0.03	0.00	0.97
	C - B1122 East	0.51	0.49	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	0	10
	B - B1125 Leiston Road	33	0	3
	C - B1122 East	8	7	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.000	1.102
	B - B1125 Leiston Road	1.333	1.000	1.029
	C - B1122 East	1.081	1.070	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	07:45-08:00	113	124
	08:00-08:15	135	148
	08:15-08:30	165	182
	08:30-08:45	165	182
	08:45-09:00	135	148
	09:00-09:15	113	124
B - B1125 Leiston Road	07:45-08:00	79	82
	08:00-08:15	94	98
	08:15-08:30	116	120
	08:30-08:45	116	120
	08:45-09:00	94	98
	09:00-09:15	79	82
C - B1122 East	07:45-08:00	109	117
	08:00-08:15	130	140
	08:15-08:30	160	172
	08:30-08:45	160	172
	08:45-09:00	130	140
	09:00-09:15	109	117

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.17	6.45	0.2	0.5	A	94	140
B-A	0.01	12.19	0.0	0.5	B	3	4
C-AB	0.14	6.49	0.2	0.5	A	73	110
C-A						60	90
A-B						3	4
A-C						135	202

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)	LOS
B-C	77	19	687	0.112	76	0.0	0.1	5.890	A
B-A	2	0.56	318	0.007	2	0.0	0.0	11.418	B
C-AB	59	15	642	0.091	58	0.0	0.1	6.167	A
C-A	51	13			51				
A-B	2	0.56			2				
A-C	111	28			111				

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)	LOS
B-C	92	23	680	0.135	92	0.1	0.2	6.116	A
B-A	3	0.67	310	0.009	3	0.0	0.0	11.730	B
C-AB	71	18	643	0.111	71	0.1	0.1	6.298	A
C-A	59	15			59				
A-B	3	0.67			3				
A-C	132	33			132				

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)	LOS
B-C	112	28	670	0.168	112	0.2	0.2	6.448	A
B-A	3	1	299	0.011	3	0.0	0.0	12.188	B
C-AB	90	22	644	0.139	89	0.1	0.2	6.486	A
C-A	70	18			70				
A-B	3	0.83			3				
A-C	162	40			162				

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)	LOS
B-C	112	28	670	0.168	112	0.2	0.2	6.451	A
B-A	3	1	299	0.011	3	0.0	0.0	12.189	B
C-AB	90	22	644	0.139	90	0.2	0.2	6.491	A
C-A	70	18			70				
A-B	3	0.83			3				
A-C	162	40			162				

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)	LOS
B-C	92	23	680	0.135	92	0.2	0.2	6.125	A
B-A	3	0.67	310	0.009	3	0.0	0.0	11.733	B
C-AB	71	18	643	0.111	71	0.2	0.1	6.305	A
C-A	59	15			59				
A-B	3	0.67			3				
A-C	132	33			132				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	77	19	687	0.112	77	0.2	0.1	5.902	A
B-A	2	0.56	317	0.007	2	0.0	0.0	11.423	B
C-AB	59	15	642	0.091	59	0.1	0.1	6.178	A
C-A	51	13			51				
A-B	2	0.56			2				
A-C	111	28			111				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.15	0.00	0.00	0.15	0.15			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.20	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A

C-AB	0.18	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.20	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.18	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.00	0.00	0.16	0.16			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

Base Year, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	3.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	98	100.000
B - B1125 Leiston Road		ONE HOUR	✓	95	100.000
C - B1122 East		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	7	91
	B - B1125 Leiston Road	3	0	92
	C - B1122 East	122	117	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.07	0.93
	B - B1125 Leiston Road	0.03	0.00	0.97
	C - B1122 East	0.51	0.49	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	0	2
	B - B1125 Leiston Road	0	0	1
	C - B1122 East	5	3	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.000	1.022
	B - B1125 Leiston Road	1.000	1.000	1.011
	C - B1122 East	1.049	1.034	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	14:45-15:00	74	75
	15:00-15:15	88	90
	15:15-15:30	108	110
	15:30-15:45	108	110
	15:45-16:00	88	90
	16:00-16:15	74	75
B - B1125 Leiston Road	14:45-15:00	72	72
	15:00-15:15	85	86
	15:15-15:30	105	106
	15:30-15:45	105	106
	15:45-16:00	85	86
	16:00-16:15	72	72
C - B1122 East	14:45-15:00	180	187
	15:00-15:15	215	224
	15:15-15:30	263	274
	15:30-15:45	263	274
	15:45-16:00	215	224
	16:00-16:15	180	187

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.14	5.97	0.2	0.5	A	84	127
B-A	0.01	9.27	0.0	0.5	A	3	4
C-AB	0.22	6.47	0.3	1.3	A	128	193
C-A						91	136
A-B						6	10
A-C						84	125

Main Results for each time segment

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)	LOS
B-C	69	17	714	0.097	69	0.0	0.1	5.573	A
B-A	2	0.56	419	0.005	2	0.0	0.0	8.639	A
C-AB	101	25	697	0.145	101	0.0	0.2	6.027	A
C-A	78	20			78				
A-B	5	1			5				
A-C	69	17			69				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	710	0.116	83	0.1	0.1	5.737	A
B-A	3	0.67	407	0.007	3	0.0	0.0	8.895	A
C-AB	125	31	705	0.177	124	0.2	0.2	6.199	A
C-A	90	23			90				
A-B	6	2			6				
A-C	82	20			82				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	101	25	704	0.144	101	0.1	0.2	5.967	A
B-A	3	0.83	392	0.008	3	0.0	0.0	9.268	A
C-AB	159	40	716	0.222	158	0.2	0.3	6.455	A
C-A	104	26			104				
A-B	8	2			8				
A-C	100	25			100				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	101	25	704	0.144	101	0.2	0.2	5.969	A
B-A	3	0.83	392	0.008	3	0.0	0.0	9.271	A
C-AB	159	40	716	0.222	159	0.3	0.3	6.467	A
C-A	104	26			104				
A-B	8	2			8				
A-C	100	25			100				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	710	0.116	83	0.2	0.1	5.742	A
B-A	3	0.67	407	0.007	3	0.0	0.0	8.900	A
C-AB	125	31	705	0.177	125	0.3	0.3	6.215	A
C-A	90	23			90				
A-B	6	2			6				
A-C	82	20			82				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	69	17	714	0.097	69	0.1	0.1	5.582	A
B-A	2	0.56	419	0.005	2	0.0	0.0	8.646	A
C-AB	102	25	698	0.146	102	0.3	0.2	6.047	A
C-A	78	20			78				
A-B	5	1			5				
A-C	69	17			69				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.25	0.00	0.00	0.25	0.25			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.17	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A

C-AB	0.33	0.03	0.26	0.46	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.17	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.34	0.03	0.32	1.11	1.34			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.25	0.00	0.00	0.25	0.25			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

Base Year, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	2.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	106	100.000
B - B1125 Leiston Road		ONE HOUR	✓	63	100.000
C - B1122 East		ONE HOUR	✓	176	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	8	98
	B - B1125 Leiston Road	5	0	58
	C - B1122 East	103	73	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.08	0.92
	B - B1125 Leiston Road	0.08	0.00	0.92
	C - B1122 East	0.59	0.41	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	13	3
	B - B1125 Leiston Road	0	0	0
	C - B1122 East	1	0	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.125	1.031
	B - B1125 Leiston Road	1.000	1.000	1.000
	C - B1122 East	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	16:45-17:00	80	83
	17:00-17:15	95	99
	17:15-17:30	117	121
	17:30-17:45	117	121
	17:45-18:00	95	99
	18:00-18:15	80	83
B - B1125 Leiston Road	16:45-17:00	47	47
	17:00-17:15	57	57
	17:15-17:30	69	69
	17:30-17:45	69	69
	17:45-18:00	57	57
	18:00-18:15	47	47
C - B1122 East	16:45-17:00	133	133
	17:00-17:15	158	159
	17:15-17:30	194	195
	17:30-17:45	194	195
	17:45-18:00	158	159
	18:00-18:15	133	133

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.09	5.60	0.1	0.5	A	53	80
B-A	0.01	8.86	0.0	0.5	A	5	7
C-AB	0.13	5.75	0.2	0.5	A	78	116
C-A						84	126
A-B						7	11
A-C						90	135

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)	LOS
B-C	44	11	718	0.061	43	0.0	0.1	5.335	A
B-A	4	0.94	433	0.009	4	0.0	0.0	8.382	A
C-AB	62	15	709	0.087	61	0.0	0.1	5.560	A
C-A	71	18			71				
A-B	6	2			6				
A-C	74	18			74				

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)	LOS
B-C	52	13	713	0.073	52	0.1	0.1	5.444	A
B-A	4	1	424	0.011	4	0.0	0.0	8.576	A
C-AB	75	19	714	0.106	75	0.1	0.1	5.636	A
C-A	83	21			83				
A-B	7	2			7				
A-C	88	22			88				

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)	LOS
B-C	64	16	707	0.090	64	0.1	0.1	5.599	A
B-A	6	1	412	0.013	5	0.0	0.0	8.858	A
C-AB	95	24	722	0.132	95	0.1	0.2	5.746	A
C-A	98	25			98				
A-B	9	2			9				
A-C	108	27			108				

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)	LOS
B-C	64	16	707	0.090	64	0.1	0.1	5.599	A
B-A	6	1	412	0.013	6	0.0	0.0	8.859	A
C-AB	95	24	722	0.132	95	0.2	0.2	5.749	A
C-A	98	25			98				
A-B	9	2			9				
A-C	108	27			108				

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)	LOS
B-C	52	13	713	0.073	52	0.1	0.1	5.447	A
B-A	4	1	424	0.011	5	0.0	0.0	8.580	A
C-AB	75	19	714	0.106	76	0.2	0.1	5.644	A
C-A	83	21			83				
A-B	7	2			7				
A-C	88	22			88				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	44	11	718	0.061	44	0.1	0.1	5.338	A
B-A	4	0.94	433	0.009	4	0.0	0.0	8.387	A
C-AB	62	15	709	0.087	62	0.1	0.1	5.568	A
C-A	71	18			71				
A-B	6	2			6				
A-C	74	18			74				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A

C-AB	0.18	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.18	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2023 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	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
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	112	100.000
B - B1125 Leiston Road		ONE HOUR	✓	63	100.000
C - B1122 East		ONE HOUR	✓	71	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	1	111
	B - B1125 Leiston Road	1	0	62
	C - B1122 East	52	19	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.01	0.99
	B - B1125 Leiston Road	0.02	0.00	0.98
	C - B1122 East	0.73	0.27	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	0	3
	B - B1125 Leiston Road	0	0	2
	C - B1122 East	2	0	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.000	1.027
	B - B1125 Leiston Road	1.000	1.000	1.016
	C - B1122 East	1.018	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	05:45-06:00	84	87
	06:00-06:15	101	103
	06:15-06:30	123	127
	06:30-06:45	123	127
	06:45-07:00	101	103
	07:00-07:15	84	87
B - B1125 Leiston Road	05:45-06:00	47	48
	06:00-06:15	56	57
	06:15-06:30	69	70
	06:30-06:45	69	70
	06:45-07:00	56	57
	07:00-07:15	47	48
C - B1122 East	05:45-06:00	53	54
	06:00-06:15	64	65
	06:15-06:30	78	79
	06:30-06:45	78	79
	06:45-07:00	64	65
	07:00-07:15	53	54

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.10	5.73	0.1	0.5	A	57	85
B-A	0.00	8.31	0.0	0.5	A	0.92	1
C-AB	0.03	5.44	0.0	0.5	A	19	28
C-A						46	69
A-B						0.92	1
A-C						102	153

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	46	12	707	0.066	46	0.0	0.1	5.442	A
B-A	0.75	0.19	448	0.002	0.75	0.0	0.0	8.051	A
C-AB	15	4	683	0.022	15	0.0	0.0	5.388	A
C-A	38	10			38				
A-B	0.75	0.19			0.75				
A-C	84	21			84				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	55	14	702	0.079	55	0.1	0.1	5.563	A
B-A	0.90	0.22	442	0.002	0.90	0.0	0.0	8.157	A
C-AB	18	5	684	0.027	18	0.0	0.0	5.410	A
C-A	45	11			45				
A-B	0.90	0.22			0.90				
A-C	100	25			100				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	68	17	696	0.097	68	0.1	0.1	5.732	A
B-A	1	0.28	434	0.003	1	0.0	0.0	8.308	A
C-AB	23	6	684	0.034	23	0.0	0.0	5.442	A
C-A	55	14			55				
A-B	1	0.28			1				
A-C	122	31			122				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	68	17	696	0.097	68	0.1	0.1	5.732	A
B-A	1	0.28	434	0.003	1	0.0	0.0	8.308	A
C-AB	23	6	684	0.034	23	0.0	0.0	5.445	A
C-A	55	14			55				
A-B	1	0.28			1				
A-C	122	31			122				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	55	14	702	0.079	55	0.1	0.1	5.564	A
B-A	0.90	0.22	442	0.002	0.90	0.0	0.0	8.159	A
C-AB	18	5	684	0.027	19	0.0	0.0	5.414	A
C-A	45	11			45				
A-B	0.90	0.22			0.90				
A-C	100	25			100				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	46	12	707	0.066	46	0.1	0.1	5.447	A
B-A	0.75	0.19	448	0.002	0.75	0.0	0.0	8.052	A
C-AB	15	4	683	0.022	15	0.0	0.0	5.392	A
C-A	38	10			38				
A-B	0.75	0.19			0.75				
A-C	84	21			84				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2023 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	2.79	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
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	208	100.000
B - B1125 Leiston Road		ONE HOUR	✓	138	100.000
C - B1122 East		ONE HOUR	✓	145	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	3	206
	B - B1125 Leiston Road	1	0	137
	C - B1122 East	90	55	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.01	0.99
	B - B1125 Leiston Road	0.01	0.00	0.99
	C - B1122 East	0.62	0.38	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	40	9
	B - B1125 Leiston Road	0	0	3
	C - B1122 East	10	9	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.398	1.086
	B - B1125 Leiston Road	1.000	1.000	1.029
	C - B1122 East	1.098	1.090	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	06:45-07:00	157	171
	07:00-07:15	187	204
	07:15-07:30	229	250
	07:30-07:45	229	250
	07:45-08:00	187	204
	08:00-08:15	157	171
B - B1125 Leiston Road	06:45-07:00	104	107
	07:00-07:15	124	128
	07:15-07:30	152	156
	07:30-07:45	152	156
	07:45-08:00	124	128
	08:00-08:15	104	107
C - B1122 East	06:45-07:00	109	120
	07:00-07:15	131	143
	07:15-07:30	160	175
	07:30-07:45	160	175
	07:45-08:00	131	143
	08:00-08:15	109	120

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.23	7.17	0.3	1.4	A	126	188
B-A	0.00	9.38	0.0	0.5	A	0.92	1
C-AB	0.11	6.46	0.2	0.5	A	59	88
C-A						75	112
A-B						2	3
A-C						189	283

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	103	26	675	0.153	102	0.0	0.2	6.280	A
B-A	0.75	0.19	415	0.002	0.75	0.0	0.0	8.696	A
C-AB	47	12	627	0.074	46	0.0	0.1	6.194	A
C-A	63	16			63				
A-B	2	0.47			2				
A-C	155	39			155				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	123	31	666	0.185	123	0.2	0.2	6.632	A
B-A	0.90	0.22	402	0.002	0.90	0.0	0.0	8.968	A
C-AB	57	14	628	0.091	57	0.1	0.1	6.303	A
C-A	74	18			74				
A-B	2	0.56			2				
A-C	185	46			185				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	151	38	653	0.231	150	0.2	0.3	7.162	A
B-A	1	0.28	385	0.003	1	0.0	0.0	9.378	A
C-AB	72	18	629	0.115	72	0.1	0.2	6.459	A
C-A	88	22			88				
A-B	3	0.69			3				
A-C	227	57			227				

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)	LOS
B-C	151	38	653	0.231	151	0.3	0.3	7.171	A
B-A	1	0.28	385	0.003	1	0.0	0.0	9.379	A
C-AB	72	18	629	0.115	72	0.2	0.2	6.462	A
C-A	88	22			88				
A-B	3	0.69			3				
A-C	227	57			227				

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)	LOS
B-C	123	31	666	0.185	123	0.3	0.2	6.642	A
B-A	0.90	0.22	402	0.002	0.90	0.0	0.0	8.972	A
C-AB	57	14	628	0.091	57	0.2	0.1	6.311	A
C-A	74	18			74				
A-B	2	0.56			2				
A-C	185	46			185				

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)	LOS
B-C	103	26	675	0.153	103	0.2	0.2	6.301	A
B-A	0.75	0.19	415	0.002	0.75	0.0	0.0	8.701	A
C-AB	47	12	627	0.074	47	0.1	0.1	6.203	A
C-A	63	16			63				
A-B	2	0.47			2				
A-C	155	39			155				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.22	0.00	0.00	0.22	0.22			N/A	N/A
B-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
C-AB	0.12	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.15	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.03	0.31	1.06	1.36			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.16	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.00	0.00	0.23	0.23			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2023 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	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 segment length (min)	Run automatically
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	163	100.000
B - B1125 Leiston Road		ONE HOUR	✓	140	100.000
C - B1122 East		ONE HOUR	✓	151	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	3	160
	B - B1125 Leiston Road	3	0	137
	C - B1122 East	80	71	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.02	0.98
	B - B1125 Leiston Road	0.02	0.00	0.98
	C - B1122 East	0.53	0.47	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	0	13
	B - B1125 Leiston Road	33	0	2
	C - B1122 East	15	7	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.000	1.128
	B - B1125 Leiston Road	1.333	1.000	1.022
	C - B1122 East	1.146	1.070	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	07:45-08:00	123	138
	08:00-08:15	147	165
	08:15-08:30	180	202
	08:30-08:45	180	202
	08:45-09:00	147	165
	09:00-09:15	123	138
B - B1125 Leiston Road	07:45-08:00	106	109
	08:00-08:15	126	130
	08:15-08:30	155	159
	08:30-08:45	155	159
	08:45-09:00	126	130
	09:00-09:15	106	109
C - B1122 East	07:45-08:00	113	126
	08:00-08:15	135	150
	08:15-08:30	166	184
	08:30-08:45	166	184
	08:45-09:00	135	150
	09:00-09:15	113	126

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.23	6.95	0.3	1.3	A	126	189
B-A	0.01	12.41	0.0	0.5	B	3	4
C-AB	0.14	6.54	0.2	0.5	A	74	111
C-A						64	97
A-B						3	4
A-C						147	221

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)	LOS
B-C	103	26	688	0.150	103	0.0	0.2	6.143	A
B-A	2	0.56	314	0.007	2	0.0	0.0	11.540	B
C-AB	59	15	640	0.092	59	0.0	0.1	6.192	A
C-A	54	14			54				
A-B	2	0.56			2				
A-C	121	30			121				

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)	LOS
B-C	124	31	680	0.182	123	0.2	0.2	6.463	A
B-A	3	0.67	305	0.009	3	0.0	0.0	11.888	B
C-AB	72	18	640	0.112	72	0.1	0.1	6.328	A
C-A	64	16			64				
A-B	3	0.67			3				
A-C	144	36			144				

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)	LOS
B-C	151	38	669	0.226	151	0.2	0.3	6.942	A
B-A	3	1	293	0.011	3	0.0	0.0	12.409	B
C-AB	91	23	642	0.141	90	0.1	0.2	6.526	A
C-A	75	19			75				
A-B	3	0.83			3				
A-C	177	44			177				

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)	LOS
B-C	151	38	669	0.226	151	0.3	0.3	6.947	A
B-A	3	1	293	0.011	3	0.0	0.0	12.411	B
C-AB	91	23	642	0.141	91	0.2	0.2	6.537	A
C-A	75	19			75				
A-B	3	0.83			3				
A-C	177	44			177				

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)	LOS
B-C	124	31	680	0.182	124	0.3	0.2	6.475	A
B-A	3	0.67	305	0.009	3	0.0	0.0	11.892	B
C-AB	72	18	640	0.112	72	0.2	0.1	6.344	A
C-A	63	16			63				
A-B	3	0.67			3				
A-C	144	36			144				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	103	26	688	0.150	104	0.2	0.2	6.164	A
B-A	2	0.56	314	0.007	2	0.0	0.0	11.546	B
C-AB	59	15	640	0.092	59	0.1	0.1	6.211	A
C-A	54	14			54				
A-B	2	0.56			2				
A-C	121	30			121				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.22	0.00	0.00	0.22	0.22			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.29	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A

C-AB	0.19	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.29	0.03	0.31	1.03	1.33			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.19	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.22	0.00	0.00	0.22	0.22			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2023 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	3.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	108	100.000
B - B1125 Leiston Road		ONE HOUR	✓	99	100.000
C - B1122 East		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	7	101
	B - B1125 Leiston Road	3	0	96
	C - B1122 East	132	121	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.06	0.94
	B - B1125 Leiston Road	0.03	0.00	0.97
	C - B1122 East	0.52	0.48	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	0	8
	B - B1125 Leiston Road	0	0	1
	C - B1122 East	9	3	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.000	1.076
	B - B1125 Leiston Road	1.000	1.000	1.010
	C - B1122 East	1.088	1.033	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	14:45-15:00	81	87
	15:00-15:15	97	104
	15:15-15:30	119	127
	15:30-15:45	119	127
	15:45-16:00	97	104
	16:00-16:15	81	87
B - B1125 Leiston Road	14:45-15:00	75	75
	15:00-15:15	89	90
	15:15-15:30	109	110
	15:30-15:45	109	110
	15:45-16:00	89	90
	16:00-16:15	75	75
C - B1122 East	14:45-15:00	190	202
	15:00-15:15	227	241
	15:15-15:30	278	296
	15:30-15:45	278	296
	15:45-16:00	227	241
	16:00-16:15	190	202

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.15	6.06	0.2	0.5	A	88	132
B-A	0.01	9.46	0.0	0.5	A	3	4
C-AB	0.23	6.55	0.4	1.4	A	135	202
C-A						97	146
A-B						6	10
A-C						92	139

Main Results for each time segment

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)	LOS
B-C	72	18	711	0.102	72	0.0	0.1	5.626	A
B-A	2	0.56	414	0.005	2	0.0	0.0	8.747	A
C-AB	106	27	699	0.152	105	0.0	0.2	6.062	A
C-A	84	21			84				
A-B	5	1			5				
A-C	76	19			76				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	86	22	706	0.122	86	0.1	0.1	5.805	A
B-A	3	0.67	401	0.007	3	0.0	0.0	9.032	A
C-AB	131	33	706	0.185	131	0.2	0.3	6.250	A
C-A	96	24			96				
A-B	6	2			6				
A-C	91	23			91				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	106	26	700	0.151	106	0.1	0.2	6.058	A
B-A	3	0.83	384	0.009	3	0.0	0.0	9.453	A
C-AB	167	42	717	0.233	167	0.3	0.4	6.534	A
C-A	111	28			111				
A-B	8	2			8				
A-C	111	28			111				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	106	26	700	0.151	106	0.2	0.2	6.061	A
B-A	3	0.83	384	0.009	3	0.0	0.0	9.455	A
C-AB	167	42	717	0.233	167	0.4	0.4	6.552	A
C-A	111	28			111				
A-B	8	2			8				
A-C	111	28			111				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	86	22	706	0.122	87	0.2	0.1	5.810	A
B-A	3	0.67	401	0.007	3	0.0	0.0	9.038	A
C-AB	131	33	707	0.185	131	0.4	0.3	6.274	A
C-A	96	24			96				
A-B	6	2			6				
A-C	91	23			91				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	72	18	711	0.102	72	0.1	0.1	5.637	A
B-A	2	0.56	413	0.005	2	0.0	0.0	8.756	A
C-AB	106	27	699	0.152	107	0.3	0.2	6.093	A
C-A	84	21			84				
A-B	5	1			5				
A-C	76	19			76				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.14	0.00	0.00	0.14	0.14			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A

C-AB	0.36	0.03	0.26	0.46	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.37	0.03	0.33	1.18	1.41			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.14	0.00	0.00	0.14	0.14			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

2023 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	2.81	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
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	116	100.000
B - B1125 Leiston Road		ONE HOUR	✓	66	100.000
C - B1122 East		ONE HOUR	✓	240	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	8	108
	B - B1125 Leiston Road	5	0	61
	C - B1122 East	128	111	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.07	0.93
	B - B1125 Leiston Road	0.08	0.00	0.92
	C - B1122 East	0.53	0.47	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	13	7
	B - B1125 Leiston Road	0	0	0
	C - B1122 East	5	0	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.125	1.073
	B - B1125 Leiston Road	1.000	1.000	1.000
	C - B1122 East	1.053	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	16:45-17:00	87	94
	17:00-17:15	104	112
	17:15-17:30	127	137
	17:30-17:45	127	137
	17:45-18:00	104	112
	18:00-18:15	87	94
B - B1125 Leiston Road	16:45-17:00	49	49
	17:00-17:15	59	59
	17:15-17:30	72	72
	17:30-17:45	72	72
	17:45-18:00	59	59
	18:00-18:15	49	49
C - B1122 East	16:45-17:00	180	185
	17:00-17:15	215	221
	17:15-17:30	264	271
	17:30-17:45	264	271
	17:45-18:00	215	221
	18:00-18:15	180	185

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.09	5.66	0.1	0.5	A	56	83
B-A	0.01	9.37	0.0	0.5	A	5	7
C-AB	0.21	6.20	0.3	1.3	A	123	184
C-A						97	146
A-B						7	11
A-C						99	148

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)	LOS
B-C	46	11	715	0.064	45	0.0	0.1	5.372	A
B-A	4	0.94	418	0.009	4	0.0	0.0	8.687	A
C-AB	97	24	716	0.135	96	0.0	0.2	5.801	A
C-A	83	21			83				
A-B	6	2			6				
A-C	81	20			81				

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)	LOS
B-C	54	14	710	0.077	54	0.1	0.1	5.493	A
B-A	4	1	406	0.011	4	0.0	0.0	8.962	A
C-AB	119	30	723	0.165	119	0.2	0.2	5.955	A
C-A	96	24			96				
A-B	7	2			7				
A-C	97	24			97				

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)	LOS
B-C	67	17	702	0.095	67	0.1	0.1	5.664	A
B-A	6	1	390	0.014	5	0.0	0.0	9.366	A
C-AB	152	38	733	0.208	152	0.2	0.3	6.186	A
C-A	112	28			112				
A-B	9	2			9				
A-C	119	30			119				

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)	LOS
B-C	67	17	702	0.095	67	0.1	0.1	5.664	A
B-A	6	1	390	0.014	6	0.0	0.0	9.368	A
C-AB	152	38	733	0.208	152	0.3	0.3	6.201	A
C-A	112	28			112				
A-B	9	2			9				
A-C	119	30			119				

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)	LOS
B-C	54	14	710	0.077	55	0.1	0.1	5.495	A
B-A	4	1	406	0.011	5	0.0	0.0	8.965	A
C-AB	119	30	723	0.165	120	0.3	0.2	5.977	A
C-A	96	24			96				
A-B	7	2			7				
A-C	97	24			97				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	46	11	715	0.064	46	0.1	0.1	5.378	A
B-A	4	0.94	418	0.009	4	0.0	0.0	8.693	A
C-AB	97	24	716	0.136	97	0.2	0.2	5.824	A
C-A	83	21			83				
A-B	6	2			6				
A-C	81	20			81				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A

C-AB	0.31	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.31	0.03	0.31	1.01	1.27			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

2023 Early Years , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	2.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	163	100.000
B - B1125 Leiston Road		ONE HOUR	✓	124	100.000
C - B1122 East		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	1	162
	B - B1125 Leiston Road	1	0	123
	C - B1122 East	62	33	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.01	0.99
	B - B1125 Leiston Road	0.01	0.00	0.99
	C - B1122 East	0.65	0.35	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	0	7
	B - B1125 Leiston Road	0	0	1
	C - B1122 East	2	0	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.000	1.068
	B - B1125 Leiston Road	1.000	1.000	1.008
	C - B1122 East	1.015	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	05:45-06:00	123	131
	06:00-06:15	146	156
	06:15-06:30	179	191
	06:30-06:45	179	191
	06:45-07:00	146	156
	07:00-07:15	123	131
B - B1125 Leiston Road	05:45-06:00	93	94
	06:00-06:15	111	112
	06:15-06:30	136	137
	06:30-06:45	136	137
	06:45-07:00	111	112
	07:00-07:15	93	94
C - B1122 East	05:45-06:00	72	72
	06:00-06:15	85	86
	06:15-06:30	105	106
	06:30-06:45	105	106
	06:45-07:00	85	86
	07:00-07:15	72	72

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.20	6.57	0.2	1.1	A	112	169
B-A	0.00	8.74	0.0	0.5	A	0.92	1
C-AB	0.06	5.68	0.1	0.5	A	33	50
C-A						54	81
A-B						0.92	1
A-C						149	223

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	92	23	700	0.132	92	0.0	0.2	5.910	A
B-A	0.75	0.19	434	0.002	0.75	0.0	0.0	8.317	A
C-AB	27	7	677	0.040	27	0.0	0.0	5.537	A
C-A	45	11			45				
A-B	0.75	0.19			0.75				
A-C	122	30			122				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	110	28	693	0.159	110	0.2	0.2	6.175	A
B-A	0.90	0.22	425	0.002	0.90	0.0	0.0	8.488	A
C-AB	32	8	676	0.048	32	0.0	0.1	5.594	A
C-A	53	13			53				
A-B	0.90	0.22			0.90				
A-C	146	36			146				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	135	34	683	0.198	135	0.2	0.2	6.567	A
B-A	1	0.28	413	0.003	1	0.0	0.0	8.739	A
C-AB	41	10	675	0.060	41	0.1	0.1	5.674	A
C-A	64	16			64				
A-B	1	0.28			1				
A-C	178	45			178				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	135	34	683	0.198	135	0.2	0.2	6.572	A
B-A	1	0.28	413	0.003	1	0.0	0.0	8.739	A
C-AB	41	10	675	0.060	41	0.1	0.1	5.676	A
C-A	64	16			64				
A-B	1	0.28			1				
A-C	178	45			178				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	110	28	693	0.159	110	0.2	0.2	6.185	A
B-A	0.90	0.22	425	0.002	0.90	0.0	0.0	8.489	A
C-AB	33	8	676	0.048	33	0.1	0.1	5.600	A
C-A	53	13			53				
A-B	0.90	0.22			0.90				
A-C	146	36			146				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	92	23	700	0.132	92	0.2	0.2	5.927	A
B-A	0.75	0.19	434	0.002	0.75	0.0	0.0	8.318	A
C-AB	27	7	677	0.040	27	0.1	0.0	5.543	A
C-A	45	11			45				
A-B	0.75	0.19			0.75				
A-C	122	30			122				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.15	0.00	0.00	0.15	0.15			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.00	0.00	0.19	0.19			N/A	N/A
B-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.24	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.25	0.03	0.29	0.75	1.13			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.00	0.00	0.19	0.19			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.15	0.00	0.00	0.15	0.15			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2023 Early Years , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	4.06	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
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	314	100.000
B - B1125 Leiston Road		ONE HOUR	✓	246	100.000
C - B1122 East		ONE HOUR	✓	210	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	3	312
	B - B1125 Leiston Road	1	0	245
	C - B1122 East	121	89	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.01	0.99
	B - B1125 Leiston Road	0.00	0.00	1.00
	C - B1122 East	0.58	0.42	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	40	14
	B - B1125 Leiston Road	0	0	2
	C - B1122 East	8	6	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.398	1.143
	B - B1125 Leiston Road	1.000	1.000	1.016
	C - B1122 East	1.082	1.056	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	06:45-07:00	237	271
	07:00-07:15	282	324
	07:15-07:30	346	396
	07:30-07:45	346	396
	07:45-08:00	282	324
	08:00-08:15	237	271
B - B1125 Leiston Road	06:45-07:00	185	188
	07:00-07:15	221	225
	07:15-07:30	271	275
	07:30-07:45	271	275
	07:45-08:00	221	225
	08:00-08:15	185	188
C - B1122 East	06:45-07:00	158	170
	07:00-07:15	189	202
	07:15-07:30	232	248
	07:30-07:45	232	248
	07:45-08:00	189	202
	08:00-08:15	158	170

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.44	10.30	0.8	3.0	B	225	337
B-A	0.00	11.15	0.0	0.5	B	0.92	1
C-AB	0.20	7.05	0.3	1.2	A	100	150
C-A						93	140
A-B						2	3
A-C						286	429

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	184	46	655	0.282	183	0.0	0.4	7.602	A
B-A	0.75	0.19	379	0.002	0.74	0.0	0.0	9.517	A
C-AB	78	20	637	0.123	78	0.0	0.2	6.431	A
C-A	80	20			80				
A-B	2	0.47			2				
A-C	235	59			235				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	220	55	640	0.344	220	0.4	0.5	8.555	A
B-A	0.90	0.22	357	0.003	0.90	0.0	0.0	10.098	B
C-AB	97	24	636	0.152	97	0.2	0.2	6.671	A
C-A	92	23			92				
A-B	2	0.56			2				
A-C	280	70			280				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	270	67	619	0.436	269	0.5	0.8	10.241	B
B-A	1	0.28	324	0.003	1	0.0	0.0	11.136	B
C-AB	125	31	636	0.196	124	0.2	0.3	7.035	A
C-A	107	27			107				
A-B	3	0.69			3				
A-C	343	86			343				

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)	LOS
B-C	270	67	619	0.436	270	0.8	0.8	10.296	B
B-A	1	0.28	324	0.003	1	0.0	0.0	11.146	B
C-AB	125	31	636	0.196	125	0.3	0.3	7.047	A
C-A	107	27			107				
A-B	3	0.69			3				
A-C	343	86			343				

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)	LOS
B-C	220	55	640	0.344	221	0.8	0.5	8.614	A
B-A	0.90	0.22	357	0.003	0.90	0.0	0.0	10.108	B
C-AB	97	24	636	0.152	97	0.3	0.2	6.691	A
C-A	92	23			92				
A-B	2	0.56			2				
A-C	280	70			280				

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)	LOS
B-C	184	46	655	0.282	185	0.5	0.4	7.670	A
B-A	0.75	0.19	379	0.002	0.76	0.0	0.0	9.528	A
C-AB	79	20	637	0.123	79	0.2	0.2	6.456	A
C-A	80	20			80				
A-B	2	0.47			2				
A-C	235	59			235				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.39	0.00	0.00	0.39	0.39			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.52	0.52	1.00	1.40	1.45			N/A	N/A
B-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.76	0.03	0.26	0.76	0.76			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.30	0.03	0.26	0.46	0.49			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.76	0.03	0.28	0.90	2.96			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.30	0.03	0.30	0.91	1.21			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.53	0.06	0.62	1.32	1.41			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.40	0.03	0.30	0.92	1.21			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

2023 Early Years , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	2.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	210	100.000
B - B1125 Leiston Road		ONE HOUR	✓	143	100.000
C - B1122 East		ONE HOUR	✓	182	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	3	207
	B - B1125 Leiston Road	3	0	140
	C - B1122 East	100	82	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.01	0.99
	B - B1125 Leiston Road	0.02	0.00	0.98
	C - B1122 East	0.55	0.45	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	0	30
	B - B1125 Leiston Road	33	0	2
	C - B1122 East	21	6	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.000	1.301
	B - B1125 Leiston Road	1.333	1.000	1.021
	C - B1122 East	1.207	1.061	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	07:45-08:00	158	205
	08:00-08:15	189	245
	08:15-08:30	232	300
	08:30-08:45	232	300
	08:45-09:00	189	245
	09:00-09:15	158	205
B - B1125 Leiston Road	07:45-08:00	108	111
	08:00-08:15	129	133
	08:15-08:30	158	162
	08:30-08:45	158	162
	08:45-09:00	129	133
	09:00-09:15	108	111
C - B1122 East	07:45-08:00	137	156
	08:00-08:15	163	186
	08:15-08:30	200	228
	08:30-08:45	200	228
	08:45-09:00	163	186
	09:00-09:15	137	156

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.24	7.39	0.3	1.4	A	129	193
B-A	0.01	13.46	0.0	0.5	B	3	4
C-AB	0.17	6.85	0.3	0.8	A	88	133
C-A						78	117
A-B						3	4
A-C						190	285

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)	LOS
B-C	106	26	669	0.158	105	0.0	0.2	6.371	A
B-A	2	0.56	299	0.008	2	0.0	0.0	12.134	B
C-AB	70	17	636	0.110	69	0.0	0.1	6.344	A
C-A	67	17			67				
A-B	2	0.56			2				
A-C	156	39			156				

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)	LOS
B-C	126	32	658	0.192	126	0.2	0.2	6.769	A
B-A	3	0.67	287	0.009	3	0.0	0.0	12.656	B
C-AB	86	21	636	0.135	86	0.1	0.2	6.533	A
C-A	77	19			77				
A-B	3	0.67			3				
A-C	186	47			186				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	155	39	642	0.241	154	0.2	0.3	7.378	A
B-A	3	1	271	0.012	3	0.0	0.0	13.456	B
C-AB	109	27	635	0.172	109	0.2	0.2	6.825	A
C-A	91	23			91				
A-B	3	0.83			3				
A-C	228	57			228				

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)	LOS
B-C	155	39	642	0.241	155	0.3	0.3	7.387	A
B-A	3	1	271	0.012	3	0.0	0.0	13.459	B
C-AB	109	27	635	0.172	109	0.2	0.3	6.848	A
C-A	91	23			91				
A-B	3	0.83			3				
A-C	228	57			228				

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)	LOS
B-C	126	32	658	0.192	127	0.3	0.2	6.779	A
B-A	3	0.67	287	0.009	3	0.0	0.0	12.661	B
C-AB	86	21	636	0.135	86	0.3	0.2	6.574	A
C-A	77	19			77				
A-B	3	0.67			3				
A-C	186	47			186				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	106	26	669	0.158	106	0.2	0.2	6.394	A
B-A	2	0.56	299	0.008	2	0.0	0.0	12.147	B
C-AB	70	18	636	0.110	70	0.2	0.1	6.373	A
C-A	67	17			67				
A-B	2	0.56			2				
A-C	156	39			156				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.00	0.00	0.19	0.19			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.24	0.00	0.00	0.24	0.24			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.31	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A

C-AB	0.25	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.32	0.03	0.31	1.11	1.42			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.25	0.03	0.27	0.48	0.78			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.24	0.00	0.00	0.24	0.24			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.00	0.00	0.19	0.19			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

2023 Early Years , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	3.26	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
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	125	100.000
B - B1125 Leiston Road		ONE HOUR	✓	102	100.000
C - B1122 East		ONE HOUR	✓	314	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	7	118
	B - B1125 Leiston Road	3	0	99
	C - B1122 East	176	138	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.06	0.94
	B - B1125 Leiston Road	0.03	0.00	0.97
	C - B1122 East	0.56	0.44	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	0	17
	B - B1125 Leiston Road	0	0	1
	C - B1122 East	19	3	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.000	1.167
	B - B1125 Leiston Road	1.000	1.000	1.010
	C - B1122 East	1.186	1.029	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	14:45-15:00	94	109
	15:00-15:15	112	130
	15:15-15:30	137	159
	15:30-15:45	137	159
	15:45-16:00	112	130
	16:00-16:15	94	109
B - B1125 Leiston Road	14:45-15:00	77	78
	15:00-15:15	92	93
	15:15-15:30	112	114
	15:30-15:45	112	114
	15:45-16:00	92	93
	16:00-16:15	77	78
C - B1122 East	14:45-15:00	236	264
	15:00-15:15	282	315
	15:15-15:30	346	386
	15:30-15:45	346	386
	15:45-16:00	282	315
	16:00-16:15	236	264

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.16	6.19	0.2	0.5	A	91	136
B-A	0.01	10.06	0.0	0.5	B	3	4
C-AB	0.28	6.81	0.5	1.8	A	165	247
C-A						123	185
A-B						6	10
A-C						108	162

Main Results for each time segment

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)	LOS
B-C	75	19	705	0.106	74	0.0	0.1	5.700	A
B-A	2	0.56	398	0.006	2	0.0	0.0	9.093	A
C-AB	128	32	712	0.180	127	0.0	0.3	6.148	A
C-A	109	27			109				
A-B	5	1			5				
A-C	89	22			89				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	89	22	699	0.127	89	0.1	0.1	5.900	A
B-A	3	0.67	382	0.007	3	0.0	0.0	9.478	A
C-AB	159	40	722	0.221	159	0.3	0.4	6.381	A
C-A	123	31			123				
A-B	6	2			6				
A-C	106	26			106				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	109	27	691	0.158	109	0.1	0.2	6.186	A
B-A	3	0.83	361	0.009	3	0.0	0.0	10.060	B
C-AB	207	52	736	0.281	206	0.4	0.5	6.772	A
C-A	139	35			139				
A-B	8	2			8				
A-C	130	32			130				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	109	27	691	0.158	109	0.2	0.2	6.189	A
B-A	3	0.83	361	0.009	3	0.0	0.0	10.064	B
C-AB	207	52	736	0.281	207	0.5	0.5	6.815	A
C-A	139	35			139				
A-B	8	2			8				
A-C	130	32			130				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	89	22	699	0.127	89	0.2	0.1	5.903	A
B-A	3	0.67	382	0.007	3	0.0	0.0	9.487	A
C-AB	159	40	722	0.221	160	0.5	0.4	6.452	A
C-A	123	31			123				
A-B	6	2			6				
A-C	106	26			106				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	75	19	705	0.106	75	0.1	0.1	5.712	A
B-A	2	0.56	398	0.006	2	0.0	0.0	9.103	A
C-AB	128	32	712	0.180	128	0.4	0.3	6.200	A
C-A	108	27			108				
A-B	5	1			5				
A-C	89	22			89				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.14	0.00	0.00	0.14	0.14			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.35	0.00	0.00	0.35	0.35			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A

C-AB	0.50	0.03	0.26	0.50	0.50			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.50	0.03	0.35	1.46	1.74			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.15	0.00	0.00	0.15	0.15			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.36	0.00	0.00	0.36	0.36			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

2023 Early Years , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	3.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	137	100.000
B - B1125 Leiston Road		ONE HOUR	✓	70	100.000
C - B1122 East		ONE HOUR	✓	421	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	8	129
	B - B1125 Leiston Road	5	0	65
	C - B1122 East	227	193	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.06	0.94
	B - B1125 Leiston Road	0.07	0.00	0.93
	C - B1122 East	0.54	0.46	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	13	15
	B - B1125 Leiston Road	0	0	0
	C - B1122 East	14	0	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.125	1.147
	B - B1125 Leiston Road	1.000	1.000	1.000
	C - B1122 East	1.140	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	16:45-17:00	103	118
	17:00-17:15	123	141
	17:15-17:30	151	172
	17:30-17:45	151	172
	17:45-18:00	123	141
	18:00-18:15	103	118
B - B1125 Leiston Road	16:45-17:00	52	52
	17:00-17:15	63	63
	17:15-17:30	77	77
	17:30-17:45	77	77
	17:45-18:00	63	63
	18:00-18:15	52	52
C - B1122 East	16:45-17:00	317	341
	17:00-17:15	378	407
	17:15-17:30	463	498
	17:30-17:45	463	498
	17:45-18:00	378	407
	18:00-18:15	317	341

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.10	5.80	0.1	0.5	A	59	89
B-A	0.02	10.97	0.0	0.5	B	5	7
C-AB	0.40	7.65	0.9	4.3	A	247	370
C-A						139	209
A-B						7	11
A-C						118	177

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)	LOS
B-C	49	12	708	0.069	48	0.0	0.1	5.452	A
B-A	4	0.94	380	0.010	4	0.0	0.0	9.567	A
C-AB	189	47	751	0.251	187	0.0	0.4	6.372	A
C-A	128	32			128				
A-B	6	2			6				
A-C	97	24			97				

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)	LOS
B-C	58	15	701	0.083	58	0.1	0.1	5.595	A
B-A	4	1	360	0.012	4	0.0	0.0	10.113	B
C-AB	238	59	765	0.311	237	0.4	0.6	6.795	A
C-A	140	35			140				
A-B	7	2			7				
A-C	116	29			116				

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)	LOS
B-C	71	18	692	0.103	71	0.1	0.1	5.798	A
B-A	6	1	334	0.016	5	0.0	0.0	10.962	B
C-AB	313	78	786	0.399	312	0.6	0.9	7.575	A
C-A	150	37			150				
A-B	9	2			9				
A-C	142	35			142				

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)	LOS
B-C	71	18	692	0.103	71	0.1	0.1	5.798	A
B-A	6	1	334	0.017	6	0.0	0.0	10.972	B
C-AB	314	78	786	0.399	314	0.9	0.9	7.650	A
C-A	149	37			149				
A-B	9	2			9				
A-C	142	35			142				

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)	LOS
B-C	58	15	701	0.083	58	0.1	0.1	5.599	A
B-A	4	1	360	0.012	5	0.0	0.0	10.129	B
C-AB	238	60	766	0.311	239	0.9	0.6	6.906	A
C-A	140	35			140				
A-B	7	2			7				
A-C	116	29			116				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	49	12	708	0.069	49	0.1	0.1	5.458	A
B-A	4	0.94	379	0.010	4	0.0	0.0	9.587	A
C-AB	189	47	751	0.252	190	0.6	0.4	6.452	A
C-A	128	32			128				
A-B	6	2			6				
A-C	97	24			97				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.42	0.00	0.00	0.42	0.42			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.57	0.55	1.00	1.40	1.45			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.02	0.00	0.00	0.02	0.02			N/A	N/A

C-AB	0.86	0.03	0.26	0.86	0.86			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.87	0.03	0.31	1.66	4.31			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.59	0.55	1.00	1.40	1.45			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.43	0.00	0.00	0.43	0.43			N/A	N/A

2028 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	1.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	114	100.000
B - B1125 Leiston Road		ONE HOUR	✓	66	100.000
C - B1122 East		ONE HOUR	✓	73	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	1	113
	B - B1125 Leiston Road	1	0	65
	C - B1122 East	53	20	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.01	0.99
	B - B1125 Leiston Road	0.02	0.00	0.98
	C - B1122 East	0.72	0.28	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	0	3
	B - B1125 Leiston Road	0	0	2
	C - B1122 East	2	0	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.000	1.027
	B - B1125 Leiston Road	1.000	1.000	1.015
	C - B1122 East	1.018	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	05:45-06:00	86	88
	06:00-06:15	102	105
	06:15-06:30	125	129
	06:30-06:45	125	129
	06:45-07:00	102	105
	07:00-07:15	86	88
B - B1125 Leiston Road	05:45-06:00	49	50
	06:00-06:15	59	60
	06:15-06:30	72	73
	06:30-06:45	72	73
	06:45-07:00	59	60
	07:00-07:15	49	50
C - B1122 East	05:45-06:00	55	56
	06:00-06:15	66	67
	06:15-06:30	80	81
	06:30-06:45	80	81
	06:45-07:00	66	67
	07:00-07:15	55	56

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.10	5.76	0.1	0.5	A	59	89
B-A	0.00	8.33	0.0	0.5	A	0.92	1
C-AB	0.04	5.45	0.0	0.5	A	20	30
C-A						47	71
A-B						0.92	1
A-C						104	155

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	49	12	707	0.069	48	0.0	0.1	5.460	A
B-A	0.75	0.19	447	0.002	0.75	0.0	0.0	8.063	A
C-AB	16	4	683	0.024	16	0.0	0.0	5.394	A
C-A	39	10			39				
A-B	0.75	0.19			0.75				
A-C	85	21			85				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	58	15	702	0.083	58	0.1	0.1	5.586	A
B-A	0.90	0.22	441	0.002	0.90	0.0	0.0	8.172	A
C-AB	19	5	684	0.028	19	0.0	0.0	5.417	A
C-A	46	12			46				
A-B	0.90	0.22			0.90				
A-C	102	25			102				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	71	18	696	0.102	71	0.1	0.1	5.763	A
B-A	1	0.28	433	0.003	1	0.0	0.0	8.327	A
C-AB	24	6	684	0.035	24	0.0	0.0	5.451	A
C-A	56	14			56				
A-B	1	0.28			1				
A-C	124	31			124				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	71	18	696	0.102	71	0.1	0.1	5.763	A
B-A	1	0.28	433	0.003	1	0.0	0.0	8.328	A
C-AB	24	6	685	0.035	24	0.0	0.0	5.452	A
C-A	56	14			56				
A-B	1	0.28			1				
A-C	124	31			124				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	58	15	702	0.083	58	0.1	0.1	5.587	A
B-A	0.90	0.22	441	0.002	0.90	0.0	0.0	8.173	A
C-AB	19	5	684	0.028	20	0.0	0.0	5.422	A
C-A	46	12			46				
A-B	0.90	0.22			0.90				
A-C	102	25			102				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	49	12	707	0.069	49	0.1	0.1	5.465	A
B-A	0.75	0.19	447	0.002	0.75	0.0	0.0	8.065	A
C-AB	16	4	683	0.024	16	0.0	0.0	5.395	A
C-A	39	10			39				
A-B	0.75	0.19			0.75				
A-C	85	21			85				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2028 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	2.81	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
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	213	100.000
B - B1125 Leiston Road		ONE HOUR	✓	140	100.000
C - B1122 East		ONE HOUR	✓	148	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	3	211
	B - B1125 Leiston Road	1	0	139
	C - B1122 East	91	57	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.01	0.99
	B - B1125 Leiston Road	0.01	0.00	0.99
	C - B1122 East	0.61	0.39	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	40	8
	B - B1125 Leiston Road	0	0	3
	C - B1122 East	10	9	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.398	1.084
	B - B1125 Leiston Road	1.000	1.000	1.029
	C - B1122 East	1.097	1.087	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	06:45-07:00	161	175
	07:00-07:15	192	209
	07:15-07:30	235	255
	07:30-07:45	235	255
	07:45-08:00	192	209
	08:00-08:15	161	175
B - B1125 Leiston Road	06:45-07:00	105	108
	07:00-07:15	126	129
	07:15-07:30	154	158
	07:30-07:45	154	158
	07:45-08:00	126	129
	08:00-08:15	105	108
C - B1122 East	06:45-07:00	112	122
	07:00-07:15	133	146
	07:15-07:30	163	179
	07:30-07:45	163	179
	07:45-08:00	133	146
	08:00-08:15	112	122

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.23	7.22	0.3	1.4	A	128	191
B-A	0.00	9.43	0.0	0.5	A	0.92	1
C-AB	0.12	6.48	0.2	0.5	A	61	91
C-A						75	113
A-B						2	3
A-C						193	290

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	105	26	674	0.155	104	0.0	0.2	6.305	A
B-A	0.75	0.19	413	0.002	0.75	0.0	0.0	8.726	A
C-AB	48	12	629	0.077	48	0.0	0.1	6.199	A
C-A	63	16			63				
A-B	2	0.47			2				
A-C	159	40			159				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	125	31	665	0.188	125	0.2	0.2	6.666	A
B-A	0.90	0.22	401	0.002	0.90	0.0	0.0	9.007	A
C-AB	59	15	629	0.094	59	0.1	0.1	6.313	A
C-A	74	19			74				
A-B	2	0.56			2				
A-C	189	47			189				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	153	38	651	0.235	153	0.2	0.3	7.212	A
B-A	1	0.28	383	0.003	1	0.0	0.0	9.430	A
C-AB	75	19	630	0.119	75	0.1	0.2	6.479	A
C-A	88	22			88				
A-B	3	0.69			3				
A-C	232	58			232				

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)	LOS
B-C	153	38	651	0.235	153	0.3	0.3	7.221	A
B-A	1	0.28	383	0.003	1	0.0	0.0	9.432	A
C-AB	75	19	631	0.119	75	0.2	0.2	6.482	A
C-A	88	22			88				
A-B	3	0.69			3				
A-C	232	58			232				

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)	LOS
B-C	125	31	665	0.188	125	0.3	0.2	6.676	A
B-A	0.90	0.22	400	0.002	0.90	0.0	0.0	9.010	A
C-AB	59	15	629	0.094	59	0.2	0.1	6.320	A
C-A	74	19			74				
A-B	2	0.56			2				
A-C	189	47			189				

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)	LOS
B-C	105	26	674	0.155	105	0.2	0.2	6.324	A
B-A	0.75	0.19	413	0.002	0.75	0.0	0.0	8.731	A
C-AB	48	12	629	0.077	49	0.1	0.1	6.211	A
C-A	63	16			63				
A-B	2	0.47			2				
A-C	159	40			159				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.00	0.00	0.23	0.23			N/A	N/A
B-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.16	0.03	0.26	0.47	0.49			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.31	0.03	0.31	1.08	1.38			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.16	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.00	0.00	0.23	0.23			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.00	0.00	0.19	0.19			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

2028 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	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 segment length (min)	Run automatically
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	168	100.000
B - B1125 Leiston Road		ONE HOUR	✓	140	100.000
C - B1122 East		ONE HOUR	✓	154	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	3	165
	B - B1125 Leiston Road	3	0	137
	C - B1122 East	81	73	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.02	0.98
	B - B1125 Leiston Road	0.02	0.00	0.98
	C - B1122 East	0.52	0.48	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	0	12
	B - B1125 Leiston Road	33	0	2
	C - B1122 East	14	7	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.000	1.124
	B - B1125 Leiston Road	1.333	1.000	1.022
	C - B1122 East	1.144	1.068	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	07:45-08:00	127	142
	08:00-08:15	151	170
	08:15-08:30	185	208
	08:30-08:45	185	208
	08:45-09:00	151	170
	09:00-09:15	127	142
B - B1125 Leiston Road	07:45-08:00	106	109
	08:00-08:15	126	130
	08:15-08:30	155	159
	08:30-08:45	155	159
	08:45-09:00	126	130
	09:00-09:15	106	109
C - B1122 East	07:45-08:00	116	128
	08:00-08:15	138	153
	08:15-08:30	169	187
	08:30-08:45	169	187
	08:45-09:00	138	153
	09:00-09:15	116	128

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.23	6.97	0.3	1.3	A	126	189
B-A	0.01	12.48	0.0	0.5	B	3	4
C-AB	0.15	6.56	0.2	0.5	A	76	114
C-A						65	97
A-B						3	4
A-C						152	228

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)	LOS
B-C	103	26	687	0.151	103	0.0	0.2	6.154	A
B-A	2	0.56	313	0.007	2	0.0	0.0	11.579	B
C-AB	61	15	640	0.095	60	0.0	0.1	6.204	A
C-A	55	14			55				
A-B	2	0.56			2				
A-C	124	31			124				

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)	LOS
B-C	124	31	679	0.182	123	0.2	0.2	6.478	A
B-A	3	0.67	304	0.009	3	0.0	0.0	11.938	B
C-AB	74	19	641	0.116	74	0.1	0.1	6.345	A
C-A	64	16			64				
A-B	3	0.67			3				
A-C	149	37			149				

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)	LOS
B-C	151	38	668	0.227	151	0.2	0.3	6.963	A
B-A	3	1	292	0.011	3	0.0	0.0	12.476	B
C-AB	93	23	642	0.145	93	0.1	0.2	6.553	A
C-A	76	19			76				
A-B	3	0.83			3				
A-C	182	46			182				

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)	LOS
B-C	151	38	668	0.227	151	0.3	0.3	6.968	A
B-A	3	1	292	0.011	3	0.0	0.0	12.478	B
C-AB	93	23	642	0.145	93	0.2	0.2	6.561	A
C-A	76	19			76				
A-B	3	0.83			3				
A-C	182	46			182				

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)	LOS
B-C	124	31	679	0.182	124	0.3	0.2	6.490	A
B-A	3	0.67	304	0.009	3	0.0	0.0	11.942	B
C-AB	74	19	641	0.116	74	0.2	0.2	6.365	A
C-A	64	16			64				
A-B	3	0.67			3				
A-C	149	37			149				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	103	26	687	0.151	104	0.2	0.2	6.173	A
B-A	2	0.56	313	0.007	2	0.0	0.0	11.585	B
C-AB	61	15	640	0.095	61	0.2	0.1	6.223	A
C-A	55	14			55				
A-B	2	0.56			2				
A-C	124	31			124				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.22	0.00	0.00	0.22	0.22			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.29	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A

C-AB	0.20	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.29	0.03	0.31	1.03	1.33			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.20	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.22	0.00	0.00	0.22	0.22			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2028 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	3.37	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
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	112	100.000
B - B1125 Leiston Road		ONE HOUR	✓	103	100.000
C - B1122 East		ONE HOUR	✓	261	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	7	105
	B - B1125 Leiston Road	3	0	100
	C - B1122 East	137	124	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.06	0.94
	B - B1125 Leiston Road	0.03	0.00	0.97
	C - B1122 East	0.52	0.48	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	0	8
	B - B1125 Leiston Road	0	0	1
	C - B1122 East	9	3	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.000	1.082
	B - B1125 Leiston Road	1.000	1.000	1.010
	C - B1122 East	1.085	1.032	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	14:45-15:00	84	91
	15:00-15:15	100	108
	15:15-15:30	123	133
	15:30-15:45	123	133
	15:45-16:00	100	108
	16:00-16:15	84	91
B - B1125 Leiston Road	14:45-15:00	78	78
	15:00-15:15	93	94
	15:15-15:30	114	115
	15:30-15:45	114	115
	15:45-16:00	93	94
	16:00-16:15	78	78
C - B1122 East	14:45-15:00	196	208
	15:00-15:15	234	249
	15:15-15:30	287	304
	15:30-15:45	287	304
	15:45-16:00	234	249
	16:00-16:15	196	208

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.16	6.12	0.2	0.5	A	92	138
B-A	0.01	9.53	0.0	0.5	A	3	4
C-AB	0.24	6.58	0.4	1.5	A	139	209
C-A						100	150
A-B						6	10
A-C						96	144

Main Results for each time segment

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)	LOS
B-C	75	19	711	0.106	75	0.0	0.1	5.660	A
B-A	2	0.56	412	0.005	2	0.0	0.0	8.792	A
C-AB	110	27	701	0.156	109	0.0	0.2	6.076	A
C-A	87	22			87				
A-B	5	1			5				
A-C	79	20			79				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	90	22	705	0.128	90	0.1	0.1	5.848	A
B-A	3	0.67	399	0.007	3	0.0	0.0	9.089	A
C-AB	135	34	709	0.191	135	0.2	0.3	6.270	A
C-A	99	25			99				
A-B	6	2			6				
A-C	94	24			94				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	110	28	698	0.158	110	0.1	0.2	6.117	A
B-A	3	0.83	381	0.009	3	0.0	0.0	9.529	A
C-AB	173	43	720	0.240	173	0.3	0.4	6.569	A
C-A	114	29			114				
A-B	8	2			8				
A-C	115	29			115				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	110	28	698	0.158	110	0.2	0.2	6.119	A
B-A	3	0.83	381	0.009	3	0.0	0.0	9.532	A
C-AB	173	43	720	0.240	173	0.4	0.4	6.584	A
C-A	114	29			114				
A-B	8	2			8				
A-C	115	29			115				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	90	22	705	0.128	90	0.2	0.1	5.853	A
B-A	3	0.67	399	0.007	3	0.0	0.0	9.094	A
C-AB	135	34	709	0.191	136	0.4	0.3	6.298	A
C-A	99	25			99				
A-B	6	2			6				
A-C	94	24			94				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	75	19	711	0.106	75	0.1	0.1	5.671	A
B-A	2	0.56	411	0.005	2	0.0	0.0	8.801	A
C-AB	110	27	701	0.157	110	0.3	0.2	6.104	A
C-A	87	22			87				
A-B	5	1			5				
A-C	79	20			79				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.15	0.00	0.00	0.15	0.15			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A

C-AB	0.38	0.03	0.26	0.46	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.38	0.03	0.34	1.22	1.45			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.15	0.00	0.00	0.15	0.15			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

2028 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	2.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	115	100.000
B - B1125 Leiston Road		ONE HOUR	✓	67	100.000
C - B1122 East		ONE HOUR	✓	243	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	8	107
	B - B1125 Leiston Road	5	0	62
	C - B1122 East	130	112	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.07	0.93
	B - B1125 Leiston Road	0.08	0.00	0.92
	C - B1122 East	0.54	0.46	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	13	4
	B - B1125 Leiston Road	0	0	0
	C - B1122 East	2	0	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.125	1.036
	B - B1125 Leiston Road	1.000	1.000	1.000
	C - B1122 East	1.021	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	16:45-17:00	86	90
	17:00-17:15	103	108
	17:15-17:30	126	132
	17:30-17:45	126	132
	17:45-18:00	103	108
	18:00-18:15	86	90
B - B1125 Leiston Road	16:45-17:00	50	50
	17:00-17:15	60	60
	17:15-17:30	73	73
	17:30-17:45	73	73
	17:45-18:00	60	60
	18:00-18:15	50	50
C - B1122 East	16:45-17:00	183	185
	17:00-17:15	218	221
	17:15-17:30	267	270
	17:30-17:45	267	270
	17:45-18:00	218	221
	18:00-18:15	183	185

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.10	5.66	0.1	0.5	A	56	85
B-A	0.01	9.34	0.0	0.5	A	5	7
C-AB	0.21	6.17	0.3	1.3	A	124	186
C-A						98	148
A-B						7	11
A-C						98	147

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)	LOS
B-C	46	12	716	0.065	46	0.0	0.1	5.369	A
B-A	4	0.94	419	0.009	4	0.0	0.0	8.672	A
C-AB	98	25	719	0.136	97	0.0	0.2	5.783	A
C-A	85	21			85				
A-B	6	2			6				
A-C	80	20			80				

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)	LOS
B-C	55	14	711	0.078	55	0.1	0.1	5.489	A
B-A	4	1	407	0.011	4	0.0	0.0	8.942	A
C-AB	121	30	727	0.166	120	0.2	0.2	5.935	A
C-A	97	24			97				
A-B	7	2			7				
A-C	96	24			96				

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)	LOS
B-C	68	17	704	0.096	68	0.1	0.1	5.659	A
B-A	6	1	391	0.014	5	0.0	0.0	9.339	A
C-AB	154	38	738	0.209	154	0.2	0.3	6.162	A
C-A	113	28			113				
A-B	9	2			9				
A-C	118	29			118				

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)	LOS
B-C	68	17	704	0.096	68	0.1	0.1	5.659	A
B-A	6	1	391	0.014	6	0.0	0.0	9.341	A
C-AB	154	38	738	0.209	154	0.3	0.3	6.171	A
C-A	113	28			113				
A-B	9	2			9				
A-C	118	29			118				

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)	LOS
B-C	55	14	711	0.078	55	0.1	0.1	5.493	A
B-A	4	1	407	0.011	5	0.0	0.0	8.947	A
C-AB	121	30	727	0.166	121	0.3	0.2	5.951	A
C-A	97	24			97				
A-B	7	2			7				
A-C	96	24			96				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	46	12	716	0.065	46	0.1	0.1	5.377	A
B-A	4	0.94	419	0.009	4	0.0	0.0	8.680	A
C-AB	98	25	719	0.136	98	0.2	0.2	5.802	A
C-A	84	21			84				
A-B	6	2			6				
A-C	80	20			80				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A

C-AB	0.31	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.32	0.03	0.31	1.02	1.27			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

2034 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	1.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	120	100.000
B - B1125 Leiston Road		ONE HOUR	✓	68	100.000
C - B1122 East		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	1	119
	B - B1125 Leiston Road	1	0	67
	C - B1122 East	55	21	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.01	0.99
	B - B1125 Leiston Road	0.01	0.00	0.99
	C - B1122 East	0.72	0.28	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	0	3
	B - B1125 Leiston Road	0	0	2
	C - B1122 East	2	0	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.000	1.025
	B - B1125 Leiston Road	1.000	1.000	1.015
	C - B1122 East	1.017	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	05:45-06:00	90	93
	06:00-06:15	108	110
	06:15-06:30	132	135
	06:30-06:45	132	135
	06:45-07:00	108	110
	07:00-07:15	90	93
B - B1125 Leiston Road	05:45-06:00	51	52
	06:00-06:15	61	62
	06:15-06:30	74	76
	06:30-06:45	74	76
	06:45-07:00	61	62
	07:00-07:15	51	52
C - B1122 East	05:45-06:00	57	58
	06:00-06:15	68	69
	06:15-06:30	84	85
	06:30-06:45	84	85
	06:45-07:00	68	69
	07:00-07:15	57	58

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.11	5.80	0.1	0.5	A	61	92
B-A	0.00	8.37	0.0	0.5	A	0.92	1
C-AB	0.04	5.47	0.0	0.5	A	21	32
C-A						49	73
A-B						0.92	1
A-C						109	164

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	50	13	706	0.071	50	0.0	0.1	5.480	A
B-A	0.75	0.19	446	0.002	0.75	0.0	0.0	8.089	A
C-AB	17	4	683	0.025	17	0.0	0.0	5.403	A
C-A	40	10			40				
A-B	0.75	0.19			0.75				
A-C	90	22			90				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	60	15	701	0.085	60	0.1	0.1	5.612	A
B-A	0.90	0.22	440	0.002	0.90	0.0	0.0	8.204	A
C-AB	21	5	684	0.030	20	0.0	0.0	5.428	A
C-A	48	12			48				
A-B	0.90	0.22			0.90				
A-C	107	27			107				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	73	18	694	0.106	73	0.1	0.1	5.798	A
B-A	1	0.28	431	0.003	1	0.0	0.0	8.368	A
C-AB	26	6	684	0.037	26	0.0	0.0	5.464	A
C-A	58	15			58				
A-B	1	0.28			1				
A-C	131	33			131				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	73	18	694	0.106	73	0.1	0.1	5.798	A
B-A	1	0.28	431	0.003	1	0.0	0.0	8.369	A
C-AB	26	6	684	0.037	26	0.0	0.0	5.467	A
C-A	58	15			58				
A-B	1	0.28			1				
A-C	131	33			131				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	60	15	701	0.085	60	0.1	0.1	5.614	A
B-A	0.90	0.22	440	0.002	0.90	0.0	0.0	8.206	A
C-AB	21	5	684	0.030	21	0.0	0.0	5.432	A
C-A	48	12			48				
A-B	0.90	0.22			0.90				
A-C	107	27			107				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	50	13	706	0.071	50	0.1	0.1	5.486	A
B-A	0.75	0.19	446	0.002	0.75	0.0	0.0	8.090	A
C-AB	17	4	683	0.025	17	0.0	0.0	5.404	A
C-A	40	10			40				
A-B	0.75	0.19			0.75				
A-C	90	22			90				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2034 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	2.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	214	100.000
B - B1125 Leiston Road		ONE HOUR	✓	140	100.000
C - B1122 East		ONE HOUR	✓	150	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	3	212
	B - B1125 Leiston Road	1	0	139
	C - B1122 East	88	62	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.01	0.99
	B - B1125 Leiston Road	0.01	0.00	0.99
	C - B1122 East	0.59	0.41	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	40	6
	B - B1125 Leiston Road	0	0	3
	C - B1122 East	3	8	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.398	1.055
	B - B1125 Leiston Road	1.000	1.000	1.029
	C - B1122 East	1.033	1.080	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	06:45-07:00	161	171
	07:00-07:15	193	204
	07:15-07:30	236	250
	07:30-07:45	236	250
	07:45-08:00	193	204
	08:00-08:15	161	171
B - B1125 Leiston Road	06:45-07:00	105	108
	07:00-07:15	126	129
	07:15-07:30	154	158
	07:30-07:45	154	158
	07:45-08:00	126	129
	08:00-08:15	105	108
C - B1122 East	06:45-07:00	113	119
	07:00-07:15	135	142
	07:15-07:30	166	174
	07:30-07:45	166	174
	07:45-08:00	135	142
	08:00-08:15	113	119

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.23	7.20	0.3	1.4	A	128	191
B-A	0.00	9.41	0.0	0.5	A	0.92	1
C-AB	0.13	6.50	0.2	0.5	A	66	99
C-A						72	108
A-B						2	3
A-C						194	291

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	105	26	675	0.155	104	0.0	0.2	6.293	A
B-A	0.75	0.19	414	0.002	0.75	0.0	0.0	8.713	A
C-AB	52	13	633	0.083	52	0.0	0.1	6.191	A
C-A	61	15			61				
A-B	2	0.47			2				
A-C	159	40			159				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	125	31	666	0.188	125	0.2	0.2	6.651	A
B-A	0.90	0.22	401	0.002	0.90	0.0	0.0	8.991	A
C-AB	64	16	634	0.101	64	0.1	0.1	6.320	A
C-A	71	18			71				
A-B	2	0.56			2				
A-C	190	48			190				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	153	38	653	0.234	153	0.2	0.3	7.190	A
B-A	1	0.28	384	0.003	1	0.0	0.0	9.409	A
C-AB	81	20	635	0.128	81	0.1	0.2	6.500	A
C-A	85	21			85				
A-B	3	0.69			3				
A-C	233	58			233				

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)	LOS
B-C	153	38	653	0.234	153	0.3	0.3	7.198	A
B-A	1	0.28	384	0.003	1	0.0	0.0	9.411	A
C-AB	81	20	635	0.128	81	0.2	0.2	6.498	A
C-A	85	21			85				
A-B	3	0.69			3				
A-C	233	58			233				

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)	LOS
B-C	125	31	666	0.188	125	0.3	0.2	6.663	A
B-A	0.90	0.22	401	0.002	0.90	0.0	0.0	8.993	A
C-AB	64	16	634	0.101	64	0.2	0.1	6.317	A
C-A	71	18			71				
A-B	2	0.56			2				
A-C	190	48			190				

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)	LOS
B-C	105	26	675	0.155	105	0.2	0.2	6.312	A
B-A	0.75	0.19	414	0.002	0.75	0.0	0.0	8.719	A
C-AB	52	13	633	0.083	53	0.1	0.1	6.201	A
C-A	61	15			61				
A-B	2	0.47			2				
A-C	159	40			159				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.00	0.00	0.23	0.23			N/A	N/A
B-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.17	0.03	0.26	0.47	0.49			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.03	0.31	1.08	1.38			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.17	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.00	0.00	0.23	0.23			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

2034 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	2.75	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
D23	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	169	100.000
B - B1125 Leiston Road		ONE HOUR	✓	85	100.000
C - B1122 East		ONE HOUR	✓	162	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	3	166
	B - B1125 Leiston Road	3	0	82
	C - B1122 East	82	80	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.02	0.98
	B - B1125 Leiston Road	0.04	0.00	0.96
	C - B1122 East	0.51	0.49	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	0	9
	B - B1125 Leiston Road	33	0	4
	C - B1122 East	7	6	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.000	1.093
	B - B1125 Leiston Road	1.333	1.000	1.036
	C - B1122 East	1.069	1.063	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	07:45-08:00	127	139
	08:00-08:15	152	166
	08:15-08:30	186	204
	08:30-08:45	186	204
	08:45-09:00	152	166
	09:00-09:15	127	139
B - B1125 Leiston Road	07:45-08:00	64	67
	08:00-08:15	77	80
	08:15-08:30	94	98
	08:30-08:45	94	98
	08:45-09:00	77	80
	09:00-09:15	64	67
C - B1122 East	07:45-08:00	122	130
	08:00-08:15	145	155
	08:15-08:30	178	190
	08:30-08:45	178	190
	08:45-09:00	145	155
	09:00-09:15	122	130

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.14	6.33	0.2	0.5	A	76	113
B-A	0.01	12.47	0.0	0.5	B	3	4
C-AB	0.16	6.59	0.2	0.5	A	83	125
C-A						65	97
A-B						3	4
A-C						153	229

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)	LOS
B-C	62	16	678	0.091	62	0.0	0.1	5.836	A
B-A	2	0.56	313	0.007	2	0.0	0.0	11.587	B
C-AB	67	17	646	0.103	66	0.0	0.1	6.206	A
C-A	55	14			55				
A-B	2	0.56			2				
A-C	125	31			125				

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)	LOS
B-C	74	19	670	0.111	74	0.1	0.1	6.036	A
B-A	3	0.67	304	0.009	3	0.0	0.0	11.943	B
C-AB	81	20	647	0.125	81	0.1	0.2	6.356	A
C-A	64	16			64				
A-B	3	0.67			3				
A-C	150	37			150				

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)	LOS
B-C	91	23	660	0.138	91	0.1	0.2	6.324	A
B-A	3	1	292	0.011	3	0.0	0.0	12.469	B
C-AB	102	26	649	0.158	102	0.2	0.2	6.581	A
C-A	76	19			76				
A-B	3	0.83			3				
A-C	183	46			183				

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)	LOS
B-C	91	23	660	0.138	91	0.2	0.2	6.327	A
B-A	3	1	292	0.011	3	0.0	0.0	12.471	B
C-AB	102	26	649	0.158	102	0.2	0.2	6.586	A
C-A	76	19			76				
A-B	3	0.83			3				
A-C	183	46			183				

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)	LOS
B-C	74	19	670	0.111	74	0.2	0.1	6.041	A
B-A	3	0.67	304	0.009	3	0.0	0.0	11.950	B
C-AB	81	20	647	0.125	81	0.2	0.2	6.363	A
C-A	64	16			64				
A-B	3	0.67			3				
A-C	150	37			150				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	62	16	678	0.091	62	0.1	0.1	5.844	A
B-A	2	0.56	313	0.007	2	0.0	0.0	11.593	B
C-AB	67	17	646	0.103	67	0.2	0.1	6.217	A
C-A	55	14			55				
A-B	2	0.56			2				
A-C	125	31			125				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A

C-AB	0.21	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.21	0.03	0.26	0.46	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

2034 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	3.51	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
D24	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	118	100.000
B - B1125 Leiston Road		ONE HOUR	✓	112	100.000
C - B1122 East		ONE HOUR	✓	275	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	7	111
	B - B1125 Leiston Road	3	0	109
	C - B1122 East	144	131	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.06	0.94
	B - B1125 Leiston Road	0.03	0.00	0.97
	C - B1122 East	0.52	0.48	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	0	2
	B - B1125 Leiston Road	0	0	1
	C - B1122 East	4	3	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.000	1.024
	B - B1125 Leiston Road	1.000	1.000	1.009
	C - B1122 East	1.039	1.031	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	14:45-15:00	89	91
	15:00-15:15	106	108
	15:15-15:30	130	133
	15:30-15:45	130	133
	15:45-16:00	106	108
	16:00-16:15	89	91
B - B1125 Leiston Road	14:45-15:00	84	85
	15:00-15:15	101	102
	15:15-15:30	123	125
	15:30-15:45	123	125
	15:45-16:00	101	102
	16:00-16:15	84	85
C - B1122 East	14:45-15:00	207	214
	15:00-15:15	247	256
	15:15-15:30	303	313
	15:30-15:45	303	313
	15:45-16:00	247	256
	16:00-16:15	207	214

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.17	6.22	0.2	0.5	A	100	150
B-A	0.01	9.60	0.0	0.5	A	3	4
C-AB	0.25	6.63	0.4	1.2	A	148	223
C-A						104	156
A-B						6	10
A-C						102	152

Main Results for each time segment

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)	LOS
B-C	82	21	711	0.116	82	0.0	0.1	5.713	A
B-A	2	0.56	410	0.006	2	0.0	0.0	8.830	A
C-AB	117	29	707	0.165	116	0.0	0.2	6.086	A
C-A	90	23			90				
A-B	5	1			5				
A-C	83	21			83				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	98	25	706	0.139	98	0.1	0.2	5.918	A
B-A	3	0.67	397	0.007	3	0.0	0.0	9.139	A
C-AB	144	36	716	0.201	144	0.2	0.3	6.295	A
C-A	103	26			103				
A-B	6	2			6				
A-C	100	25			100				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	120	30	699	0.172	120	0.2	0.2	6.216	A
B-A	3	0.83	378	0.009	3	0.0	0.0	9.598	A
C-AB	185	46	728	0.254	184	0.3	0.4	6.615	A
C-A	118	29			118				
A-B	8	2			8				
A-C	122	30			122				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	120	30	699	0.172	120	0.2	0.2	6.218	A
B-A	3	0.83	378	0.009	3	0.0	0.0	9.601	A
C-AB	185	46	729	0.254	185	0.4	0.4	6.628	A
C-A	118	29			118				
A-B	8	2			8				
A-C	122	30			122				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	98	25	706	0.139	98	0.2	0.2	5.924	A
B-A	3	0.67	396	0.007	3	0.0	0.0	9.146	A
C-AB	144	36	716	0.201	145	0.4	0.3	6.310	A
C-A	103	26			103				
A-B	6	2			6				
A-C	100	25			100				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	82	21	711	0.116	82	0.2	0.1	5.727	A
B-A	2	0.56	410	0.006	2	0.0	0.0	8.840	A
C-AB	117	29	707	0.165	117	0.3	0.2	6.113	A
C-A	90	23			90				
A-B	5	1			5				
A-C	83	21			83				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.00	0.00	0.16	0.16			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.21	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A

C-AB	0.41	0.03	0.26	0.46	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.21	0.03	0.26	0.47	0.50			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.41	0.03	0.34	1.15	1.15			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.00	0.00	0.16	0.16			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

2034 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B1122 East - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	T-Junction	Two-way	2.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1122 West		ONE HOUR	✓	123	100.000
B - B1125 Leiston Road		ONE HOUR	✓	74	100.000
C - B1122 East		ONE HOUR	✓	184	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	8	115
	B - B1125 Leiston Road	5	0	69
	C - B1122 East	128	55	0

Proportions

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0.00	0.07	0.93
	B - B1125 Leiston Road	0.07	0.00	0.93
	C - B1122 East	0.70	0.30	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	0	13	3
	B - B1125 Leiston Road	0	0	0
	C - B1122 East	1	0	0

Average PCU Per Veh

		To		
		A - B1122 West	B - B1125 Leiston Road	C - B1122 East
From	A - B1122 West	1.000	1.125	1.034
	B - B1125 Leiston Road	1.000	1.000	1.000
	C - B1122 East	1.006	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1122 West	16:45-17:00	92	96
	17:00-17:15	110	115
	17:15-17:30	135	141
	17:30-17:45	135	141
	17:45-18:00	110	115
	18:00-18:15	92	96
B - B1125 Leiston Road	16:45-17:00	55	55
	17:00-17:15	66	66
	17:15-17:30	81	81
	17:30-17:45	81	81
	17:45-18:00	66	66
	18:00-18:15	55	55
C - B1122 East	16:45-17:00	138	139
	17:00-17:15	165	166
	17:15-17:30	202	203
	17:30-17:45	202	203
	17:45-18:00	165	166
	18:00-18:15	138	139

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand	Total Junction

				(Veh)		(Veh/hr)	Arrivals (Veh)
B-C	0.11	5.75	0.1	0.5	A	63	94
B-A	0.01	8.92	0.0	0.5	A	5	7
C-AB	0.10	5.46	0.1	0.5	A	61	92
C-A						107	161
A-B						7	11
A-C						105	158

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)	LOS
B-C	52	13	715	0.072	51	0.0	0.1	5.421	A
B-A	4	0.94	431	0.009	4	0.0	0.0	8.427	A
C-AB	48	12	717	0.067	48	0.0	0.1	5.375	A
C-A	90	22			90				
A-B	6	2			6				
A-C	86	22			86				

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)	LOS
B-C	62	15	709	0.087	62	0.1	0.1	5.556	A
B-A	4	1	422	0.011	4	0.0	0.0	8.628	A
C-AB	59	15	725	0.082	59	0.1	0.1	5.410	A
C-A	106	26			106				
A-B	7	2			7				
A-C	103	26			103				

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)	LOS
B-C	75	19	702	0.108	75	0.1	0.1	5.746	A
B-A	6	1	409	0.013	5	0.0	0.0	8.921	A
C-AB	76	19	735	0.103	76	0.1	0.1	5.461	A
C-A	126	32			126				
A-B	9	2			9				
A-C	126	32			126				

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)	LOS
B-C	75	19	702	0.108	75	0.1	0.1	5.746	A
B-A	6	1	409	0.013	6	0.0	0.0	8.921	A
C-AB	76	19	735	0.103	76	0.1	0.1	5.463	A
C-A	126	32			126				
A-B	9	2			9				
A-C	126	32			126				

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)	LOS
B-C	62	15	709	0.087	62	0.1	0.1	5.560	A
B-A	4	1	422	0.011	5	0.0	0.0	8.631	A
C-AB	59	15	725	0.082	60	0.1	0.1	5.417	A
C-A	106	26			106				
A-B	7	2			7				
A-C	103	26			103				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	52	13	715	0.072	52	0.1	0.1	5.427	A
B-A	4	0.94	431	0.009	4	0.0	0.0	8.431	A
C-AB	48	12	717	0.067	48	0.1	0.1	5.383	A
C-A	90	22			90				
A-B	6	2			6				
A-C	86	22			86				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.11	0.03	0.26	0.47	0.50			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A

C-AB	0.14	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.10.15_J10_Miti_Model_v16.j9
Path: P:\50400326 - Sizewell C transport planning\D Design and Analysis\Development\2020 STAND ALONE MODELLING (POST-DCO)\1 Models\v16 Core Assessment\Mitigation Models\J10_miti\Model
Report generation date: 18/12/2020 21:49:23

»2028 Peak Construction, 6-7 AM
»2028 Peak Construction, 7-8 AM
»2028 Peak Construction, 8-9 AM
»2028 Peak Construction, 3-4 PM
»2028 Peak Construction, 5-6 PM
»2034 Operational Led, 6-7 AM
»2034 Operational Led, 7-8 AM
»2034 Operational Led, 8-9 AM
»2034 Operational Led, 3-4 PM
»2034 Operational Led, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	L
	2028 Peak Construction																			
Stream B-C	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	0.0	12.16	0.00	B	0.0	0.0	12.15	0.00	
Stream B-AD	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	0.5	10.61	0.03	B	0.1	0.5	8.36	0.08	
Stream A-BCD	0.0	0.5	5.64	0.00	A	0.0	0.5	5.43	0.00	A	0.0	0.5	6.95	0.01	A	0.0	0.5	5.69	0.00	
Stream D-A	0.0	0.5	5.90	0.00	A	0.0	0.5	6.13	0.00	A	0.0	0.5	5.71	0.00	A	0.0	0.5	5.24	0.01	
Stream D-BC	0.0	0.5	6.67	0.01	A	0.0	0.5	8.74	0.04	A	0.0	0.5	7.12	0.01	A	0.0	0.5	8.26	0.00	
Stream C-ABD	0.0	0.0	11.31	0.00	B	0.0	0.0	10.59	0.00	B	0.0	0.5	10.49	0.00	B	0.0	0.0	9.66	0.00	
	2034 Operational Led																			
Stream B-C	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	0.0	12.51	0.00	B	0.0	0.0	12.20	0.00	
Stream B-AD	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	0.5	10.99	0.03	B	0.1	0.5	8.35	0.08	
Stream A-BCD	0.0	0.5	5.66	0.00	A	0.0	0.5	5.49	0.00	A	0.0	0.5	6.60	0.01	A	0.0	0.5	5.65	0.00	
Stream D-A	0.0	~1	0.00	0.00	A	0.0	0.5	6.10	0.00	A	0.0	0.5	6.13	0.00	A	0.0	0.5	5.21	0.01	
Stream D-BC	0.0	~1	0.00	0.00	A	0.0	0.5	9.33	0.03	A	0.0	0.5	7.33	0.03	A	0.0	0.5	8.19	0.01	
Stream C-ABD	0.0	0.0	11.29	0.00	B	0.0	0.0	10.52	0.00	B	0.0	0.5	10.36	0.00	B	0.0	0.0	9.94	0.00	

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.

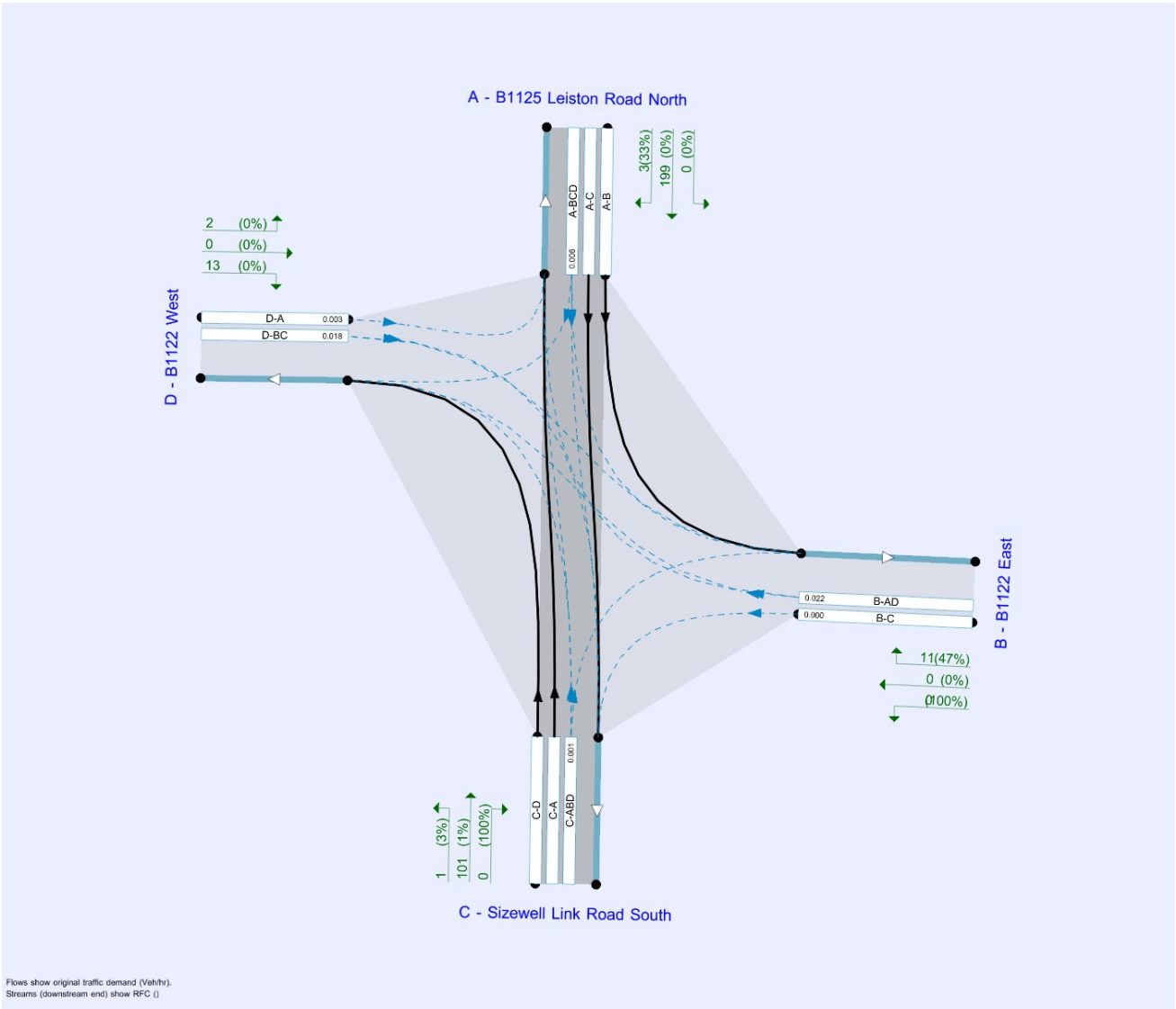
File summary

File Description

Title	B1122 / B1125
Location	52.243293°, 1.561335°
Site number	10
Date	02/04/2019
Version	
Status	Skeleton Model
Identifier	
Client	
Jobnumber	
Enumerator	NV
Description	The Give way widths on both minor arms has been modelled as 10m as Junctions 9 restricts the give way width to less than 10m.

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

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
D1	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2028 Peak Construction, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	Right-Left Stagger	Two-way	0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B1125 Leiston Road North		Major
B	B1122 East		Minor
C	Sizewell Link Road South		Major
D	B1122 West		Minor

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)
A - B1125 Leiston Road North	7.20			43.7	✓	0.00
C - Sizewell Link Road South	7.30			47.8	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B1122 East	One lane plus flare	10.00	5.70	3.90	3.60	3.60	✓	1.00	61	33
D - B1122 West	One lane plus flare	10.00	7.20	4.40	3.60	3.60	✓	1.00	46	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
J10	A-D	599	-	-	-	0.220	0.220	0.220	-	0.220	-	-
J10	B-AD	561	0.096	0.244	-	-	-	0.153	0.348	0.153	0.096	0.244
J10	B-C	704	0.102	0.258	-	-	-	-	-	-	0.102	0.258
J10	C-B	602	0.220	0.220	-	-	-	-	-	-	0.220	0.220
J10	D-A	624	-	-	-	0.229	0.091	0.229	-	0.091	-	-
J10	D-BC	574	0.157	0.157	0.358	0.250	0.099	0.250	-	0.099	-	-

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	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1125 Leiston Road North		ONE HOUR	✓	93	100.000
B - B1122 East		ONE HOUR	✓	0.09	100.000
C - Sizewell Link Road South		ONE HOUR	✓	41	100.000
D - B1122 West		ONE HOUR	✓	7	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
From	A - B1125 Leiston Road North	0	0	92	1
	B - B1122 East	0	0	0.09	0
	C - Sizewell Link Road South	40	0.11	0	0.79
	D - B1122 West	1	0	6	0

Proportions

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
From	A - B1125 Leiston Road North	0.00	0.00	0.99	0.01
	B - B1122 East	0.00	0.00	1.00	0.00
	C - Sizewell Link Road South	0.98	0.00	0.00	0.02
	D - B1122 West	0.14	0.00	0.86	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
From	A - B1125 Leiston Road North	0	0	0	0
	B - B1122 East	0	0	100	0
	C - Sizewell Link Road South	1	100	0	1
	D - B1122 West	0	0	0	0

Average PCU Per Veh

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
From	A - B1125 Leiston Road North	1.000	1.000	1.002	1.00
	B - B1122 East	1.000	1.000	2.000	1.00
	C - Sizewell Link Road South	1.006	2.000	1.000	1.01
	D - B1122 West	1.000	1.000	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1125 Leiston Road North	05:45-06:00	70	70
	06:00-06:15	83	84
	06:15-06:30	102	102
	06:30-06:45	102	102
	06:45-07:00	83	84
	07:00-07:15	70	70
B - B1122 East	05:45-06:00	0	0
	06:00-06:15	0	0
	06:15-06:30	0	0
	06:30-06:45	0	0
	06:45-07:00	0	0
	07:00-07:15	0	0
C - Sizewell Link Road South	05:45-06:00	31	31
	06:00-06:15	37	37
	06:15-06:30	45	45
	06:30-06:45	45	45
	06:45-07:00	37	37
	07:00-07:15	31	31
D - B1122 West	05:45-06:00	5	5
	06:00-06:15	6	6
	06:15-06:30	8	8
	06:30-06:45	8	8
	06:45-07:00	6	6
	07:00-07:15	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	~1	A	0	0
B-AD	0.00	0.00	0.0	~1	A	0	0
A-BCD	0.00	5.64	0.0	0.5	A	1	2
A-B						0	0
A-C						84	126
D-A	0.00	5.90	0.0	0.5	A	0.92	1
D-BC	0.01	6.67	0.0	0.5	A	6	8
C-ABD	0.00	11.31	0.0	0.0	B	0.12	0.17
C-D						0.72	1
C-A						37	55

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	343	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	538	0.000	0	0.0	0.0	0.000	A
A-BCD	0.84	0.21	639	0.001	0.84	0.0	0.0	5.644	A
A-B	0	0			0				
A-C	69	17			69				
D-A	0.75	0.19	615	0.001	0.75	0.0	0.0	5.858	A
D-BC	5	1	555	0.008	5	0.0	0.0	6.543	A
C-ABD	0.09	0.02	318	0.000	0.09	0.0	0.0	11.310	B
C-D	0.59	0.15			0.59				
C-A	30	8			30				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	341	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	534	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.26	646	0.002	1	0.0	0.0	5.577	A
A-B	0	0			0				
A-C	82	21			82				
D-A	0.90	0.22	614	0.001	0.90	0.0	0.0	5.875	A
D-BC	6	1	551	0.010	6	0.0	0.0	6.597	A
C-ABD	0.11	0.03	322	0.000	0.11	0.0	0.0	11.234	B
C-D	0.71	0.18			0.71				
C-A	36	9			36				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	338	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	528	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.33	657	0.002	1	0.0	0.0	5.488	A
A-B	0	0			0				
A-C	101	25			101				
D-A	1	0.28	611	0.002	1	0.0	0.0	5.899	A
D-BC	7	2	546	0.012	7	0.0	0.0	6.674	A
C-ABD	0.14	0.04	327	0.000	0.14	0.0	0.0	11.083	B
C-D	0.86	0.22			0.86				
C-A	44	11			44				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	338	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	528	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.33	657	0.002	1	0.0	0.0	5.491	A
A-B	0	0			0				
A-C	101	25			101				
D-A	1	0.28	611	0.002	1	0.0	0.0	5.899	A
D-BC	7	2	546	0.012	7	0.0	0.0	6.674	A
C-ABD	0.14	0.04	327	0.000	0.14	0.0	0.0	11.022	B
C-D	0.86	0.22			0.86				
C-A	44	11			44				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	341	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	534	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.26	646	0.002	1	0.0	0.0	5.580	A
A-B	0	0			0				
A-C	82	21			82				
D-A	0.90	0.22	613	0.001	0.90	0.0	0.0	5.878	A
D-BC	6	1	551	0.010	6	0.0	0.0	6.600	A
C-ABD	0.11	0.03	322	0.000	0.11	0.0	0.0	11.107	B
C-D	0.71	0.18			0.71				
C-A	36	9			36				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	343	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	538	0.000	0	0.0	0.0	0.000	A
A-BCD	0.85	0.21	639	0.001	0.85	0.0	0.0	5.644	A
A-B	0	0			0				
A-C	69	17			69				
D-A	0.75	0.19	615	0.001	0.75	0.0	0.0	5.861	A
D-BC	5	1	555	0.008	5	0.0	0.0	6.546	A
C-ABD	0.09	0.02	319	0.000	0.09	0.0	0.0	11.248	B
C-D	0.59	0.15			0.59				
C-A	30	8			30				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.00	0.00	0.25	0.45	0.48			N/A	N/A
D-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
D-BC	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Peak Construction, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	Right-Left Stagger	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
D2	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1125 Leiston Road North		ONE HOUR	✓	159	100.000
B - B1122 East		ONE HOUR	✓	0.14	100.000
C - Sizewell Link Road South		ONE HOUR	✓	86	100.000
D - B1122 West		ONE HOUR	✓	19	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
From	A - B1125 Leiston Road North	0	34	123	1
	B - B1122 East	0	0	0.14	0
	C - Sizewell Link Road South	85	0.25	0	1
	D - B1122 West	2	14	4	0

Proportions

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
From	A - B1125 Leiston Road North	0.00	0.22	0.78	0.01
	B - B1122 East	0.00	0.00	1.00	0.00
	C - Sizewell Link Road South	0.98	0.00	0.00	0.01
	D - B1122 West	0.08	0.72	0.20	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
From	A - B1125 Leiston Road North	0	12	0	0
	B - B1122 East	0	0	100	0
	C - Sizewell Link Road South	1	100	0	1
	D - B1122 West	0	27	0	0

Average PCU Per Veh

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
From	A - B1125 Leiston Road North	1.000	1.118	1.002	1.00
	B - B1122 East	1.000	1.000	2.000	1.00
	C - Sizewell Link Road South	1.006	2.000	1.000	1.01
	D - B1122 West	1.000	1.275	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1125 Leiston Road North	06:45-07:00	119	123
	07:00-07:15	142	146
	07:15-07:30	175	179
	07:30-07:45	175	179
	07:45-08:00	142	146
	08:00-08:15	119	123
B - B1122 East	06:45-07:00	0	0
	07:00-07:15	0	0
	07:15-07:30	0	0
	07:30-07:45	0	0
	07:45-08:00	0	0
	08:00-08:15	0	0
C - Sizewell Link Road South	06:45-07:00	65	66
	07:00-07:15	78	78
	07:15-07:30	95	96
	07:30-07:45	95	96
	07:45-08:00	78	78
	08:00-08:15	65	66
D - B1122 West	06:45-07:00	14	17
	07:00-07:15	17	20
	07:15-07:30	21	25
	07:30-07:45	21	25
	07:45-08:00	17	20
	08:00-08:15	14	17

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	~1	A	0	0
B-AD	0.00	0.00	0.0	~1	A	0	0
A-BCD	0.00	5.43	0.0	0.5	A	1	2
A-B						31	47
A-C						113	169
D-A	0.00	6.13	0.0	0.5	A	1	2
D-BC	0.04	8.74	0.0	0.5	A	16	24
C-ABD	0.00	10.59	0.0	0.0	B	0.30	0.45
C-D						1	2
C-A						78	117

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	338	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	524	0.000	0	0.0	0.0	0.000	A
A-BCD	0.92	0.23	664	0.001	0.91	0.0	0.0	5.431	A
A-B	26	6			26				
A-C	93	23			93				
D-A	1	0.28	597	0.002	1	0.0	0.0	6.036	A
D-BC	13	3	445	0.029	13	0.0	0.0	8.336	A
C-ABD	0.23	0.06	340	0.001	0.23	0.0	0.0	10.591	B
C-D	0.93	0.23			0.93				
C-A	64	16			64				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	335	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	516	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.28	676	0.002	1	0.0	0.0	5.328	A
A-B	31	8			31				
A-C	111	28			111				
D-A	1	0.34	594	0.002	1	0.0	0.0	6.077	A
D-BC	16	4	439	0.035	16	0.0	0.0	8.501	A
C-ABD	0.29	0.07	348	0.001	0.29	0.0	0.0	10.434	B
C-D	1	0.28			1				
C-A	76	19			76				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	331	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	506	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.37	694	0.002	1	0.0	0.0	5.193	A
A-B	38	9			38				
A-C	135	34			135				
D-A	2	0.42	588	0.003	2	0.0	0.0	6.135	A
D-BC	19	5	431	0.044	19	0.0	0.0	8.737	A
C-ABD	0.38	0.09	359	0.001	0.38	0.0	0.0	10.143	B
C-D	1	0.34			1				
C-A	93	23			93				

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)	LOS
B-C	0	0	331	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	506	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.37	694	0.002	1	0.0	0.0	5.198	A
A-B	38	9			38				
A-C	135	34			135				
D-A	2	0.42	588	0.003	2	0.0	0.0	6.135	A
D-BC	19	5	431	0.044	19	0.0	0.0	8.737	A
C-ABD	0.38	0.09	359	0.001	0.38	0.0	0.0	10.037	B
C-D	1	0.34			1				
C-A	93	23			93				

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)	LOS
B-C	0	0	335	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	516	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.28	676	0.002	1	0.0	0.0	5.334	A
A-B	31	8			31				
A-C	111	28			111				
D-A	1	0.34	594	0.002	1	0.0	0.0	6.080	A
D-BC	16	4	439	0.035	16	0.0	0.0	8.503	A
C-ABD	0.29	0.07	348	0.001	0.29	0.0	0.0	10.210	B
C-D	1	0.28			1				
C-A	76	19			76				

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)	LOS
B-C	0	0	338	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	524	0.000	0	0.0	0.0	0.000	A
A-BCD	0.92	0.23	664	0.001	0.92	0.0	0.0	5.434	A
A-B	26	6			26				
A-C	93	23			93				
D-A	1	0.28	597	0.002	1	0.0	0.0	6.037	A
D-BC	13	3	445	0.029	13	0.0	0.0	8.340	A
C-ABD	0.24	0.06	341	0.001	0.24	0.0	0.0	10.478	B
C-D	0.93	0.23			0.93				
C-A	64	16			64				

Queue Variation Results for each time segment

06:45 - 07:00

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

07:00 - 07:15

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

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.05	0.03	0.26	0.46	0.48			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

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

08:00 - 08:15

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

2028 Peak Construction, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	Right-Left Stagger	Two-way	0.92	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	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1125 Leiston Road North		ONE HOUR	✓	152	100.000
B - B1122 East		ONE HOUR	✓	11	100.000
C - Sizewell Link Road South		ONE HOUR	✓	88	100.000
D - B1122 West		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
From	A - B1125 Leiston Road North	0	9	140	3
	B - B1122 East	10	0	0.18	0
	C - Sizewell Link Road South	87	0.37	0	0.75
	D - B1122 West	2	0	3	0

Proportions

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
From	A - B1125 Leiston Road North	0.00	0.06	0.92	0.02
	B - B1122 East	0.98	0.00	0.02	0.00
	C - Sizewell Link Road South	0.99	0.00	0.00	0.01
	D - B1122 West	0.39	0.00	0.61	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
From	A - B1125 Leiston Road North	0	33	0	33
	B - B1122 East	48	0	100	0
	C - Sizewell Link Road South	1	100	0	5
	D - B1122 West	0	0	0	0

Average PCU Per Veh

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
From	A - B1125 Leiston Road North	1.000	1.326	1.003	1.33
	B - B1122 East	1.482	1.000	2.000	1.00
	C - Sizewell Link Road South	1.008	2.000	1.000	1.05
	D - B1122 West	1.000	1.000	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1125 Leiston Road North	07:45-08:00	114	118
	08:00-08:15	137	141
	08:15-08:30	167	172
	08:30-08:45	167	172
	08:45-09:00	137	141
	09:00-09:15	114	118
B - B1122 East	07:45-08:00	8	12
	08:00-08:15	9	14
	08:15-08:30	12	17
	08:30-08:45	12	17
	08:45-09:00	9	14
	09:00-09:15	8	12
C - Sizewell Link Road South	07:45-08:00	67	67
	08:00-08:15	79	80
	08:15-08:30	97	99
	08:30-08:45	97	99
	08:45-09:00	79	80
	09:00-09:15	67	67
D - B1122 West	07:45-08:00	4	4
	08:00-08:15	5	5
	08:15-08:30	6	6
	08:30-08:45	6	6
	08:45-09:00	5	5
	09:00-09:15	4	4

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	12.16	0.0	0.0	B	0.17	0.25
B-AD	0.03	10.61	0.0	0.5	B	10	14
A-BCD	0.01	6.95	0.0	0.5	A	4	6
A-B						9	13
A-C						127	191
D-A	0.00	5.71	0.0	0.5	A	2	3
D-BC	0.01	7.12	0.0	0.5	A	3	4
C-ABD	0.00	10.49	0.0	0.5	B	0.44	1
C-D						0.68	1
C-A						80	120

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)	LOS
B-C	0.14	0.03	303	0.000	0.14	0.0	0.0	11.887	B
B-AD	8	2	363	0.022	8	0.0	0.0	10.140	B
A-BCD	3	0.72	521	0.006	3	0.0	0.0	6.950	A
A-B	7	2			7				
A-C	104	26			104				
D-A	2	0.38	642	0.002	1	0.0	0.0	5.624	A
D-BC	2	0.58	526	0.004	2	0.0	0.0	6.871	A
C-ABD	0.34	0.09	343	0.001	0.34	0.0	0.0	10.490	B
C-D	0.56	0.14			0.56				
C-A	66	16			66				

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)	LOS
B-C	0.16	0.04	300	0.001	0.16	0.0	0.0	12.002	B
B-AD	9	2	358	0.026	9	0.0	0.0	10.335	B
A-BCD	4	1	535	0.007	4	0.0	0.0	6.801	A
A-B	8	2			8				
A-C	125	31			125				
D-A	2	0.45	638	0.003	2	0.0	0.0	5.661	A
D-BC	3	0.70	519	0.005	3	0.0	0.0	6.975	A
C-ABD	0.43	0.11	352	0.001	0.43	0.0	0.0	10.318	B
C-D	0.67	0.17			0.67				
C-A	78	20			78				

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)	LOS
B-C	0.20	0.05	296	0.001	0.20	0.0	0.0	12.164	B
B-AD	11	3	351	0.033	11	0.0	0.0	10.612	B
A-BCD	5	1	554	0.008	5	0.0	0.0	6.579	A
A-B	10	3			10				
A-C	152	38			152				
D-A	2	0.55	632	0.003	2	0.0	0.0	5.712	A
D-BC	3	0.85	509	0.007	3	0.0	0.0	7.125	A
C-ABD	0.56	0.14	364	0.002	0.55	0.0	0.0	10.009	B
C-D	0.82	0.20			0.82				
C-A	96	24			96				

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)	LOS
B-C	0.20	0.05	296	0.001	0.20	0.0	0.0	12.164	B
B-AD	11	3	351	0.033	11	0.0	0.0	10.612	B
A-BCD	5	1	555	0.008	5	0.0	0.0	6.546	A
A-B	10	3			10				
A-C	152	38			152				
D-A	2	0.55	632	0.003	2	0.0	0.0	5.712	A
D-BC	3	0.85	509	0.007	3	0.0	0.0	7.125	A
C-ABD	0.56	0.14	364	0.002	0.56	0.0	0.0	9.905	A
C-D	0.82	0.20			0.82				
C-A	96	24			96				

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)	LOS
B-C	0.16	0.04	300	0.001	0.16	0.0	0.0	12.002	B
B-AD	9	2	358	0.026	9	0.0	0.0	10.339	B
A-BCD	4	1	535	0.007	4	0.0	0.0	6.730	A
A-B	8	2			8				
A-C	125	31			125				
D-A	2	0.45	638	0.003	2	0.0	0.0	5.662	A
D-BC	3	0.70	519	0.005	3	0.0	0.0	6.978	A
C-ABD	0.43	0.11	352	0.001	0.43	0.0	0.0	10.095	B
C-D	0.67	0.17			0.67				
C-A	78	20			78				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.14	0.03	303	0.000	0.14	0.0	0.0	11.888	B
B-AD	8	2	363	0.022	8	0.0	0.0	10.145	B
A-BCD	3	0.72	521	0.006	3	0.0	0.0	6.917	A
A-B	7	2			7				
A-C	104	26			104				
D-A	2	0.38	641	0.002	2	0.0	0.0	5.625	A
D-BC	2	0.58	526	0.004	2	0.0	0.0	6.873	A
C-ABD	0.35	0.09	344	0.001	0.35	0.0	0.0	10.377	B
C-D	0.56	0.14			0.56				
C-A	66	16			66				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.03	0.03	0.25	0.45	0.48			N/A	N/A
A-BCD	0.01	0.01	0.25	0.45	0.48			N/A	N/A
D-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
D-BC	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-ABD	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.03	0.03	0.25	0.45	0.48			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Peak Construction, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	Right-Left Stagger	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
D4	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1125 Leiston Road North		ONE HOUR	✓	126	100.000
B - B1122 East		ONE HOUR	✓	35	100.000
C - Sizewell Link Road South		ONE HOUR	✓	131	100.000
D - B1122 West		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
	A - B1125 Leiston Road North	0	28	96	2
	B - B1122 East	35	0	0.28	0
	C - Sizewell Link Road South	125	0.24	0	6
	D - B1122 West	7	0	2	0

Proportions

	To				
From		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
	A - B1125 Leiston Road North	0.00	0.22	0.77	0.02
	B - B1122 East	0.99	0.00	0.01	0.00
	C - Sizewell Link Road South	0.96	0.00	0.00	0.04
	D - B1122 West	0.78	0.00	0.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
	A - B1125 Leiston Road North	0	4	1	0
	B - B1122 East	11	0	100	0
	C - Sizewell Link Road South	0	100	0	1
	D - B1122 West	0	0	0	0

Average PCU Per Veh

	To				
From		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
	A - B1125 Leiston Road North	1.000	1.038	1.006	1.00
	B - B1122 East	1.115	1.000	2.000	1.00
	C - Sizewell Link Road South	1.003	2.000	1.000	1.00
	D - B1122 West	1.000	1.000	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1125 Leiston Road North	14:45-15:00	95	96
	15:00-15:15	113	115
	15:15-15:30	139	140
	15:30-15:45	139	140
	15:45-16:00	113	115
	16:00-16:15	95	96
B - B1122 East	14:45-15:00	27	30
	15:00-15:15	32	35
	15:15-15:30	39	43
	15:30-15:45	39	43
	15:45-16:00	32	35
	16:00-16:15	27	30
C - Sizewell Link Road South	14:45-15:00	99	99
	15:00-15:15	118	119
	15:15-15:30	144	145
	15:30-15:45	144	145
	15:45-16:00	118	119
	16:00-16:15	99	99
D - B1122 West	14:45-15:00	7	7
	15:00-15:15	8	8
	15:15-15:30	10	10
	15:30-15:45	10	10
	15:45-16:00	8	8
	16:00-16:15	7	7

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	12.15	0.0	0.0	B	0.26	0.38
B-AD	0.08	8.36	0.1	0.5	A	32	48
A-BCD	0.00	5.69	0.0	0.5	A	2	3
A-B						25	38
A-C						88	132
D-A	0.01	5.24	0.0	0.5	A	6	10
D-BC	0.00	8.26	0.0	0.5	A	2	3
C-ABD	0.00	9.66	0.0	0.0	A	0.32	0.48
C-D						5	8
C-A						115	172

Main Results for each time segment

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)	LOS
B-C	0.21	0.05	304	0.001	0.21	0.0	0.0	11.867	B
B-AD	26	7	484	0.054	26	0.0	0.1	7.852	A
A-BCD	2	0.44	634	0.003	2	0.0	0.0	5.691	A
A-B	21	5			21				
A-C	72	18			72				
D-A	5	1	711	0.007	5	0.0	0.0	5.103	A
D-BC	1	0.36	457	0.003	1	0.0	0.0	7.901	A
C-ABD	0.24	0.06	373	0.001	0.24	0.0	0.0	9.659	A
C-D	4	1			4				
C-A	94	24			94				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.25	0.06	301	0.001	0.25	0.0	0.0	11.983	B
B-AD	31	8	478	0.066	31	0.1	0.1	8.060	A
A-BCD	2	0.54	641	0.003	2	0.0	0.0	5.630	A
A-B	25	6			25				
A-C	86	22			86				
D-A	6	2	704	0.009	6	0.0	0.0	5.161	A
D-BC	2	0.43	449	0.004	2	0.0	0.0	8.046	A
C-ABD	0.31	0.08	387	0.001	0.31	0.0	0.0	9.398	A
C-D	5	1			5				
C-A	113	28			113				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.31	0.08	297	0.001	0.31	0.0	0.0	12.148	B
B-AD	38	10	469	0.082	38	0.1	0.1	8.356	A
A-BCD	3	0.70	651	0.004	3	0.0	0.0	5.548	A
A-B	30	8			30				
A-C	106	26			106				
D-A	8	2	694	0.011	8	0.0	0.0	5.243	A
D-BC	2	0.53	438	0.005	2	0.0	0.0	8.255	A
C-ABD	0.40	0.10	407	0.001	0.40	0.0	0.0	8.967	A
C-D	6	2			6				
C-A	138	34			138				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.31	0.08	297	0.001	0.31	0.0	0.0	12.149	B
B-AD	38	10	469	0.082	38	0.1	0.1	8.358	A
A-BCD	3	0.70	651	0.004	3	0.0	0.0	5.549	A
A-B	30	8			30				
A-C	106	26			106				
D-A	8	2	694	0.011	8	0.0	0.0	5.243	A
D-BC	2	0.53	438	0.005	2	0.0	0.0	8.255	A
C-ABD	0.40	0.10	407	0.001	0.40	0.0	0.0	8.852	A
C-D	6	2			6				
C-A	138	34			138				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.25	0.06	301	0.001	0.25	0.0	0.0	11.986	B
B-AD	31	8	478	0.066	31	0.1	0.1	8.065	A
A-BCD	2	0.54	641	0.003	2	0.0	0.0	5.635	A
A-B	25	6			25				
A-C	86	22			86				
D-A	6	2	704	0.009	6	0.0	0.0	5.162	A
D-BC	2	0.43	449	0.004	2	0.0	0.0	8.048	A
C-ABD	0.31	0.08	388	0.001	0.31	0.0	0.0	9.138	A
C-D	5	1			5				
C-A	113	28			113				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.21	0.05	303	0.001	0.21	0.0	0.0	11.870	B
B-AD	26	7	484	0.054	26	0.1	0.1	7.861	A
A-BCD	2	0.44	634	0.003	2	0.0	0.0	5.695	A
A-B	21	5			21				
A-C	72	18			72				
D-A	5	1	710	0.007	5	0.0	0.0	5.106	A
D-BC	1	0.36	457	0.003	1	0.0	0.0	7.902	A
C-ABD	0.24	0.06	374	0.001	0.24	0.0	0.0	9.522	A
C-D	4	1			4				
C-A	94	24			94				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.07	0.03	0.25	0.45	0.48			N/A	N/A
A-BCD	0.00	0.00	0.25	0.45	0.48			N/A	N/A
D-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
D-BC	0.00	0.00	0.25	0.45	0.48			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.09	0.03	0.26	0.47	0.49			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.09	0.03	0.25	0.45	0.48			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Peak Construction, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	Right-Left Stagger	Two-way	0.68	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
D5	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1125 Leiston Road North		ONE HOUR	✓	96	100.000
B - B1122 East		ONE HOUR	✓	0.18	100.000
C - Sizewell Link Road South		ONE HOUR	✓	181	100.000
D - B1122 West		ONE HOUR	✓	18	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
From	A - B1125 Leiston Road North	0	5	86	5
	B - B1122 East	0	0	0.18	0
	C - Sizewell Link Road South	174	0.20	0	7
	D - B1122 West	8	9	1	0

Proportions

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
From	A - B1125 Leiston Road North	0.00	0.05	0.89	0.05
	B - B1122 East	0.00	0.00	1.00	0.00
	C - Sizewell Link Road South	0.96	0.00	0.00	0.04
	D - B1122 West	0.45	0.50	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
From	A - B1125 Leiston Road North	0	0	0	0
	B - B1122 East	0	0	100	0
	C - Sizewell Link Road South	0	100	0	0
	D - B1122 West	13	21	0	0

Average PCU Per Veh

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
From	A - B1125 Leiston Road North	1.000	1.000	1.004	1.00
	B - B1122 East	1.000	1.000	2.000	1.00
	C - Sizewell Link Road South	1.002	2.000	1.000	1.00
	D - B1122 West	1.125	1.213	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1125 Leiston Road North	16:45-17:00	72	73
	17:00-17:15	86	87
	17:15-17:30	106	106
	17:30-17:45	106	106
	17:45-18:00	86	87
	18:00-18:15	72	73
B - B1122 East	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0
C - Sizewell Link Road South	16:45-17:00	137	137
	17:00-17:15	163	164
	17:15-17:30	200	200
	17:30-17:45	200	200
	17:45-18:00	163	164
	18:00-18:15	137	137
D - B1122 West	16:45-17:00	13	16
	17:00-17:15	16	19
	17:15-17:30	20	23
	17:30-17:45	20	23
	17:45-18:00	16	19
	18:00-18:15	13	16

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	~1	A	0	0
B-AD	0.00	0.00	0.0	~1	A	0	0
A-BCD	0.01	5.89	0.0	0.5	A	5	8
A-B						5	7
A-C						78	117
D-A	0.02	6.65	0.0	0.5	A	7	11
D-BC	0.03	8.95	0.0	0.5	A	9	14
C-ABD	0.00	8.86	0.0	0.0	A	0.30	0.45
C-D						7	10
C-A						160	239

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)	LOS
B-C	0	0	343	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	523	0.000	0	0.0	0.0	0.000	A
A-BCD	4	1	616	0.007	4	0.0	0.0	5.884	A
A-B	4	0.97			4				
A-C	64	16			64				
D-A	6	2	565	0.011	6	0.0	0.0	6.438	A
D-BC	7	2	430	0.017	7	0.0	0.0	8.518	A
C-ABD	0.22	0.06	406	0.001	0.22	0.0	0.0	8.860	A
C-D	5	1			5				
C-A	131	33			131				

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)	LOS
B-C	0	0	341	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	515	0.000	0	0.0	0.0	0.000	A
A-BCD	5	1	619	0.008	5	0.0	0.0	5.859	A
A-B	5	1			5				
A-C	77	19			77				
D-A	7	2	559	0.013	7	0.0	0.0	6.525	A
D-BC	9	2	423	0.021	9	0.0	0.0	8.696	A
C-ABD	0.29	0.07	428	0.001	0.29	0.0	0.0	8.531	A
C-D	6	2			6				
C-A	156	39			156				

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)	LOS
B-C	0	0	339	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	505	0.000	0	0.0	0.0	0.000	A
A-BCD	7	2	624	0.011	7	0.0	0.0	5.825	A
A-B	6	1			6				
A-C	94	23			94				
D-A	9	2	550	0.016	9	0.0	0.0	6.648	A
D-BC	11	3	413	0.026	11	0.0	0.0	8.955	A
C-ABD	0.39	0.10	456	0.001	0.39	0.0	0.0	8.016	A
C-D	8	2			8				
C-A	191	48			191				

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)	LOS
B-C	0	0	339	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	505	0.000	0	0.0	0.0	0.000	A
A-BCD	7	2	624	0.011	7	0.0	0.0	5.825	A
A-B	6	1			6				
A-C	94	23			94				
D-A	9	2	550	0.016	9	0.0	0.0	6.648	A
D-BC	11	3	413	0.026	11	0.0	0.0	8.954	A
C-ABD	0.39	0.10	456	0.001	0.39	0.0	0.0	7.896	A
C-D	8	2			8				
C-A	191	48			191				

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)	LOS
B-C	0	0	341	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	515	0.000	0	0.0	0.0	0.000	A
A-BCD	5	1	619	0.008	5	0.0	0.0	5.860	A
A-B	5	1			5				
A-C	77	19			77				
D-A	7	2	559	0.013	7	0.0	0.0	6.529	A
D-BC	9	2	423	0.021	9	0.0	0.0	8.696	A
C-ABD	0.29	0.07	428	0.001	0.29	0.0	0.0	8.254	A
C-D	6	2			6				
C-A	156	39			156				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	343	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	523	0.000	0	0.0	0.0	0.000	A
A-BCD	4	1	616	0.007	4	0.0	0.0	5.887	A
A-B	4	0.97			4				
A-C	64	16			64				
D-A	6	2	565	0.011	6	0.0	0.0	6.440	A
D-BC	7	2	430	0.017	7	0.0	0.0	8.520	A
C-ABD	0.22	0.06	407	0.001	0.22	0.0	0.0	8.711	A
C-D	5	1			5				
C-A	131	33			131				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.01	0.01	0.25	0.45	0.48			N/A	N/A
D-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
D-BC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.02	0.00	0.00	0.02	0.02			N/A	N/A
D-BC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.02	0.00	0.00	0.02	0.02			N/A	N/A
D-BC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Operational Led, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	Right-Left Stagger	Two-way	0.07	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
D6	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1125 Leiston Road North		ONE HOUR	✓	89	100.000
B - B1122 East		ONE HOUR	✓	0.09	100.000
C - Sizewell Link Road South		ONE HOUR	✓	40	100.000
D - B1122 West		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
From	A - B1125 Leiston Road North	0	0	88	1
	B - B1122 East	0	0	0.09	0
	C - Sizewell Link Road South	40	0.11	0	0.17
	D - B1122 West	1	0	0.94	0

Proportions

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
From	A - B1125 Leiston Road North	0.00	0.00	0.99	0.01
	B - B1122 East	0.00	0.00	1.00	0.00
	C - Sizewell Link Road South	0.99	0.00	0.00	0.00
	D - B1122 West	0.51	0.00	0.49	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
	A - B1125 Leiston Road North	0	0	0	0
	B - B1122 East	0	0	100	0
	C - Sizewell Link Road South	1	100	0	5
	D - B1122 West	0	0	0	0

Average PCU Per Veh

	To				
From		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
	A - B1125 Leiston Road North	1.000	1.000	1.002	1.00
	B - B1122 East	1.000	1.000	2.000	1.00
	C - Sizewell Link Road South	1.006	2.000	1.000	1.05
	D - B1122 West	1.000	1.000	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1125 Leiston Road North	05:45-06:00	67	67
	06:00-06:15	80	80
	06:15-06:30	98	98
	06:30-06:45	98	98
	06:45-07:00	80	80
	07:00-07:15	67	67
B - B1122 East	05:45-06:00	0	0
	06:00-06:15	0	0
	06:15-06:30	0	0
	06:30-06:45	0	0
	06:45-07:00	0	0
	07:00-07:15	0	0
C - Sizewell Link Road South	05:45-06:00	30	31
	06:00-06:15	36	37
	06:15-06:30	44	45
	06:30-06:45	44	45
	06:45-07:00	36	37
	07:00-07:15	30	31
D - B1122 West	05:45-06:00	0	0
	06:00-06:15	0	0
	06:15-06:30	0	0
	06:30-06:45	0	0
	06:45-07:00	0	0
	07:00-07:15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	~1	A	0	0
B-AD	0.00	0.00	0.0	~1	A	0	0
A-BCD	0.00	5.66	0.0	0.5	A	1	2
A-B						0	0
A-C						80	120
D-A	0.00	0.00	0.0	~1	A	0	0
D-BC	0.00	0.00	0.0	~1	A	0	0
C-ABD	0.00	11.29	0.0	0.0	B	0.12	0.18
C-D						0.16	0.24
C-A						37	55

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	344	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	540	0.000	0	0.0	0.0	0.000	A
A-BCD	0.84	0.21	637	0.001	0.83	0.0	0.0	5.662	A
A-B	0	0			0				
A-C	66	16			66				
D-A	0	0	680	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	526	0.000	0	0.0	0.0	0.000	A
C-ABD	0.10	0.02	319	0.000	0.09	0.0	0.0	11.295	B
C-D	0.13	0.03			0.13				
C-A	30	8			30				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	342	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	536	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.26	644	0.002	1	0.0	0.0	5.598	A
A-B	0	0			0				
A-C	79	20			79				
D-A	0	0	679	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	522	0.000	0	0.0	0.0	0.000	A
C-ABD	0.12	0.03	322	0.000	0.12	0.0	0.0	11.214	B
C-D	0.16	0.04			0.16				
C-A	36	9			36				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	340	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	531	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.32	654	0.002	1	0.0	0.0	5.513	A
A-B	0	0			0				
A-C	96	24			96				
D-A	0	0	677	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	518	0.000	0	0.0	0.0	0.000	A
C-ABD	0.15	0.04	327	0.000	0.15	0.0	0.0	11.060	B
C-D	0.19	0.05			0.19				
C-A	44	11			44				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	340	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	531	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.32	654	0.002	1	0.0	0.0	5.513	A
A-B	0	0			0				
A-C	96	24			96				
D-A	0	0	677	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	518	0.000	0	0.0	0.0	0.000	A
C-ABD	0.15	0.04	327	0.000	0.15	0.0	0.0	11.001	B
C-D	0.19	0.05			0.19				
C-A	44	11			44				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	342	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	536	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.26	644	0.002	1	0.0	0.0	5.599	A
A-B	0	0			0				
A-C	79	20			79				
D-A	0	0	679	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	522	0.000	0	0.0	0.0	0.000	A
C-ABD	0.12	0.03	323	0.000	0.12	0.0	0.0	11.088	B
C-D	0.16	0.04			0.16				
C-A	36	9			36				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	344	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	540	0.000	0	0.0	0.0	0.000	A
A-BCD	0.84	0.21	637	0.001	0.84	0.0	0.0	5.662	A
A-B	0	0			0				
A-C	66	16			66				
D-A	0	0	680	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	526	0.000	0	0.0	0.0	0.000	A
C-ABD	0.10	0.02	319	0.000	0.10	0.0	0.0	11.231	B
C-D	0.13	0.03			0.13				
C-A	30	8			30				

Queue Variation Results for each time segment

05:45 - 06:00

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

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.00	0.00	0.25	0.45	0.48			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

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

06:30 - 06:45

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

06:45 - 07:00

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

07:00 - 07:15

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

2034 Operational Led, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	Right-Left Stagger	Two-way	0.66	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	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1125 Leiston Road North		ONE HOUR	✓	146	100.000
B - B1122 East		ONE HOUR	✓	0.14	100.000
C - Sizewell Link Road South		ONE HOUR	✓	88	100.000
D - B1122 West		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
From	A - B1125 Leiston Road North	0	6	139	1
	B - B1122 East	0	0	0.14	0
	C - Sizewell Link Road South	87	0.26	0	0.49
	D - B1122 West	2	9	3	0

Proportions

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
From	A - B1125 Leiston Road North	0.00	0.04	0.95	0.01
	B - B1122 East	0.00	0.00	1.00	0.00
	C - Sizewell Link Road South	0.99	0.00	0.00	0.01
	D - B1122 West	0.11	0.65	0.23	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
From	A - B1125 Leiston Road North	0	64	0	0
	B - B1122 East	0	0	100	0
	C - Sizewell Link Road South	1	100	0	3
	D - B1122 West	0	43	0	0

Average PCU Per Veh

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
From	A - B1125 Leiston Road North	1.000	1.636	1.002	1.00
	B - B1122 East	1.000	1.000	2.000	1.00
	C - Sizewell Link Road South	1.006	2.000	1.000	1.03
	D - B1122 West	1.000	1.429	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1125 Leiston Road North	06:45-07:00	110	113
	07:00-07:15	131	135
	07:15-07:30	161	166
	07:30-07:45	161	166
	07:45-08:00	131	135
	08:00-08:15	110	113
B - B1122 East	06:45-07:00	0	0
	07:00-07:15	0	0
	07:15-07:30	0	0
	07:30-07:45	0	0
	07:45-08:00	0	0
	08:00-08:15	0	0
C - Sizewell Link Road South	06:45-07:00	66	67
	07:00-07:15	79	79
	07:15-07:30	96	97
	07:30-07:45	96	97
	07:45-08:00	79	79
	08:00-08:15	66	67
D - B1122 West	06:45-07:00	10	13
	07:00-07:15	12	15
	07:15-07:30	15	19
	07:30-07:45	15	19
	07:45-08:00	12	15
	08:00-08:15	10	13

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	~1	A	0	0
B-AD	0.00	0.00	0.0	~1	A	0	0
A-BCD	0.00	5.49	0.0	0.5	A	1	2
A-B						6	9
A-C						127	191
D-A	0.00	6.10	0.0	0.5	A	1	2
D-BC	0.03	9.33	0.0	0.5	A	11	16
C-ABD	0.00	10.52	0.0	0.0	B	0.31	0.47
C-D						0.45	0.68
C-A						80	119

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	338	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	523	0.000	0	0.0	0.0	0.000	A
A-BCD	0.90	0.23	657	0.001	0.90	0.0	0.0	5.485	A
A-B	5	1			5				
A-C	104	26			104				
D-A	1	0.28	600	0.002	1	0.0	0.0	6.008	A
D-BC	9	2	411	0.022	9	0.0	0.0	8.947	A
C-ABD	0.24	0.06	342	0.001	0.24	0.0	0.0	10.523	B
C-D	0.37	0.09			0.37				
C-A	65	16			65				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	335	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	516	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.28	669	0.002	1	0.0	0.0	5.390	A
A-B	6	1			6				
A-C	125	31			125				
D-A	1	0.34	597	0.002	1	0.0	0.0	6.046	A
D-BC	11	3	406	0.026	11	0.0	0.0	9.105	A
C-ABD	0.30	0.08	351	0.001	0.30	0.0	0.0	10.356	B
C-D	0.44	0.11			0.44				
C-A	78	19			78				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	331	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	505	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.36	685	0.002	1	0.0	0.0	5.266	A
A-B	7	2			7				
A-C	152	38			152				
D-A	2	0.42	592	0.003	2	0.0	0.0	6.101	A
D-BC	13	3	399	0.033	13	0.0	0.0	9.328	A
C-ABD	0.39	0.10	362	0.001	0.39	0.0	0.0	10.052	B
C-D	0.54	0.14			0.54				
C-A	95	24			95				

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)	LOS
B-C	0	0	331	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	505	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.36	685	0.002	1	0.0	0.0	5.268	A
A-B	7	2			7				
D-A	2	0.42	592	0.003	2	0.0	0.0	6.101	A
D-BC	13	3	399	0.033	13	0.0	0.0	9.328	A
C-ABD	0.39	0.10	362	0.001	0.39	0.0	0.0	9.947	A
C-D	0.54	0.14			0.54				
C-A	95	24			95				

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)	LOS
B-C	0	0	335	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	516	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.28	669	0.002	1	0.0	0.0	5.398	A
A-B	6	1			6				
A-C	125	31			125				
D-A	1	0.34	597	0.002	1	0.0	0.0	6.049	A
D-BC	11	3	406	0.026	11	0.0	0.0	9.108	A
C-ABD	0.30	0.08	351	0.001	0.30	0.0	0.0	10.133	B
C-D	0.44	0.11			0.44				
C-A	78	19			78				

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)	LOS
B-C	0	0	338	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	523	0.000	0	0.0	0.0	0.000	A
A-BCD	0.90	0.23	657	0.001	0.91	0.0	0.0	5.490	A
A-B	5	1			5				
A-C	104	26			104				
D-A	1	0.28	600	0.002	1	0.0	0.0	6.008	A
D-BC	9	2	411	0.022	9	0.0	0.0	8.951	A
C-ABD	0.24	0.06	343	0.001	0.24	0.0	0.0	10.410	B
C-D	0.37	0.09			0.37				
C-A	65	16			65				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

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

07:15 - 07:30

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

07:30 - 07:45

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

07:45 - 08:00

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

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Operational Led, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	Right-Left Stagger	Two-way	0.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1125 Leiston Road North		ONE HOUR	✓	202	100.000
B - B1122 East		ONE HOUR	✓	11	100.000
C - Sizewell Link Road South		ONE HOUR	✓	102	100.000
D - B1122 West		ONE HOUR	✓	15	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
	A - B1125 Leiston Road North	0	0	199	3
	B - B1122 East	11	0	0.19	0
	C - Sizewell Link Road South	101	0.38	0	1
	D - B1122 West	2	0	13	0

Proportions

	To				
From		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
	A - B1125 Leiston Road North	0.00	0.00	0.99	0.01
	B - B1122 East	0.98	0.00	0.02	0.00
	C - Sizewell Link Road South	0.98	0.00	0.00	0.01
	D - B1122 West	0.14	0.00	0.86	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
From	A - B1125 Leiston Road North	0	0	0	33
	B - B1122 East	47	0	100	0
	C - Sizewell Link Road South	1	100	0	3
	D - B1122 West	0	0	0	0

Average PCU Per Veh

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
From	A - B1125 Leiston Road North	1.000	1.000	1.002	1.33
	B - B1122 East	1.473	1.000	2.000	1.00
	C - Sizewell Link Road South	1.007	2.000	1.000	1.03
	D - B1122 West	1.000	1.000	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1125 Leiston Road North	07:45-08:00	152	153
	08:00-08:15	182	183
	08:15-08:30	222	224
	08:30-08:45	222	224
	08:45-09:00	182	183
	09:00-09:15	152	153
B - B1122 East	07:45-08:00	8	12
	08:00-08:15	10	14
	08:15-08:30	12	18
	08:30-08:45	12	18
	08:45-09:00	10	14
	09:00-09:15	8	12
C - Sizewell Link Road South	07:45-08:00	77	78
	08:00-08:15	92	93
	08:15-08:30	113	114
	08:30-08:45	113	114
	08:45-09:00	92	93
	09:00-09:15	77	78
D - B1122 West	07:45-08:00	11	11
	08:00-08:15	13	13
	08:15-08:30	16	16
	08:30-08:45	16	16
	08:45-09:00	13	13
	09:00-09:15	11	11

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	12.51	0.0	0.0	B	0.17	0.26
B-AD	0.03	10.99	0.0	0.5	B	10	15
A-BCD	0.01	6.60	0.0	0.5	A	4	6
A-B						0	0
A-C						181	272
D-A	0.00	6.13	0.0	0.5	A	2	3
D-BC	0.03	7.33	0.0	0.5	A	11	17
C-ABD	0.00	10.36	0.0	0.5	B	0.48	1
C-D						1	2
C-A						92	138

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)	LOS
B-C	0.14	0.04	297	0.000	0.14	0.0	0.0	12.112	B
B-AD	8	2	356	0.022	8	0.0	0.0	10.346	B
A-BCD	3	0.78	548	0.006	3	0.0	0.0	6.602	A
A-B	0	0			0				
A-C	149	37			149				
D-A	2	0.38	600	0.003	1	0.0	0.0	6.011	A
D-BC	9	2	527	0.018	9	0.0	0.0	6.957	A
C-ABD	0.37	0.09	348	0.001	0.36	0.0	0.0	10.360	B
C-D	0.90	0.22			0.90				
C-A	76	19			76				

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)	LOS
B-C	0.17	0.04	293	0.001	0.17	0.0	0.0	12.278	B
B-AD	10	2	349	0.027	9	0.0	0.0	10.608	B
A-BCD	4	1	568	0.007	4	0.0	0.0	6.415	A
A-B	0	0			0				
A-C	178	44			178				
D-A	2	0.45	596	0.003	2	0.0	0.0	6.060	A
D-BC	11	3	518	0.022	11	0.0	0.0	7.108	A
C-ABD	0.46	0.11	357	0.001	0.46	0.0	0.0	10.178	B
C-D	1	0.27			1				
C-A	90	23			90				

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)	LOS
B-C	0.21	0.05	288	0.001	0.21	0.0	0.0	12.513	B
B-AD	12	3	339	0.034	12	0.0	0.0	10.986	B
A-BCD	5	1	595	0.009	5	0.0	0.0	6.142	A
A-B	0	0			0				
A-C	217	54			217				
D-A	2	0.55	589	0.004	2	0.0	0.0	6.129	A
D-BC	14	3	505	0.027	14	0.0	0.0	7.326	A
C-ABD	1	0.15	370	0.002	1	0.0	0.0	9.847	A
C-D	1	0.33			1				
C-A	111	28			111				

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)	LOS
B-C	0.21	0.05	288	0.001	0.21	0.0	0.0	12.514	B
B-AD	12	3	339	0.034	12	0.0	0.0	10.986	B
A-BCD	5	1	595	0.009	5	0.0	0.0	6.103	A
A-B	0	0			0				
A-C	217	54			217				
D-A	2	0.55	589	0.004	2	0.0	0.0	6.129	A
D-BC	14	3	505	0.027	14	0.0	0.0	7.327	A
C-ABD	1	0.15	371	0.002	1	0.0	0.0	9.732	A
C-D	1	0.33			1				
C-A	111	28			111				

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)	LOS
B-C	0.17	0.04	293	0.001	0.17	0.0	0.0	12.278	B
B-AD	10	2	349	0.027	10	0.0	0.0	10.612	B
A-BCD	4	1	568	0.007	4	0.0	0.0	6.332	A
A-B	0	0			0				
A-C	178	44			178				
D-A	2	0.45	596	0.003	2	0.0	0.0	6.063	A
D-BC	11	3	518	0.022	11	0.0	0.0	7.111	A
C-ABD	0.46	0.11	358	0.001	0.46	0.0	0.0	9.929	A
C-D	1	0.27			1				
C-A	90	23			90				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.14	0.04	297	0.000	0.14	0.0	0.0	12.116	B
B-AD	8	2	356	0.022	8	0.0	0.0	10.354	B
A-BCD	3	0.78	549	0.006	3	0.0	0.0	6.558	A
A-B	0	0			0				
A-C	149	37			149				
D-A	2	0.38	600	0.003	2	0.0	0.0	6.014	A
D-BC	9	2	527	0.018	9	0.0	0.0	6.961	A
C-ABD	0.37	0.09	348	0.001	0.37	0.0	0.0	10.230	B
C-D	0.90	0.22			0.90				
C-A	76	19			76				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.03	0.03	0.25	0.45	0.48			N/A	N/A
A-BCD	0.01	0.01	0.25	0.45	0.48			N/A	N/A
D-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
D-BC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-ABD	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.04	0.03	0.25	0.45	0.48			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.02	0.00	0.00	0.02	0.02			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-BC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Operational Led, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	Right-Left Stagger	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
D9	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1125 Leiston Road North		ONE HOUR	✓	130	100.000
B - B1122 East		ONE HOUR	✓	35	100.000
C - Sizewell Link Road South		ONE HOUR	✓	115	100.000
D - B1122 West		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
	A - B1125 Leiston Road North	0	19	109	2
	B - B1122 East	35	0	0.29	0
	C - Sizewell Link Road South	111	0.24	0	3
	D - B1122 West	7	0	2	0

Proportions

	To				
From		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
	A - B1125 Leiston Road North	0.00	0.15	0.84	0.02
	B - B1122 East	0.99	0.00	0.01	0.00
	C - Sizewell Link Road South	0.97	0.00	0.00	0.03
	D - B1122 West	0.77	0.00	0.23	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
From	A - B1125 Leiston Road North	0	6	1	0
	B - B1122 East	11	0	100	0
	C - Sizewell Link Road South	0	100	0	1
	D - B1122 West	0	0	0	0

Average PCU Per Veh

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
From	A - B1125 Leiston Road North	1.000	1.056	1.006	1.00
	B - B1122 East	1.114	1.000	2.000	1.00
	C - Sizewell Link Road South	1.003	2.000	1.000	1.01
	D - B1122 West	1.000	1.000	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1125 Leiston Road North	14:45-15:00	98	99
	15:00-15:15	117	118
	15:15-15:30	143	145
	15:30-15:45	143	145
	15:45-16:00	117	118
	16:00-16:15	98	99
B - B1122 East	14:45-15:00	27	30
	15:00-15:15	32	36
	15:15-15:30	39	44
	15:30-15:45	39	44
	15:45-16:00	32	36
	16:00-16:15	27	30
C - Sizewell Link Road South	14:45-15:00	86	87
	15:00-15:15	103	104
	15:15-15:30	126	127
	15:30-15:45	126	127
	15:45-16:00	103	104
	16:00-16:15	86	87
D - B1122 West	14:45-15:00	7	7
	15:00-15:15	8	8
	15:15-15:30	10	10
	15:30-15:45	10	10
	15:45-16:00	8	8
	16:00-16:15	7	7

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	12.20	0.0	0.0	B	0.26	0.40
B-AD	0.08	8.35	0.1	0.5	A	32	48
A-BCD	0.00	5.65	0.0	0.5	A	2	3
A-B						17	26
A-C						100	149
D-A	0.01	5.21	0.0	0.5	A	6	10
D-BC	0.01	8.19	0.0	0.5	A	2	3
C-ABD	0.00	9.94	0.0	0.0	A	0.31	0.46
C-D						3	5
C-A						102	153

Main Results for each time segment

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)	LOS
B-C	0.22	0.05	303	0.001	0.21	0.0	0.0	11.899	B
B-AD	26	7	485	0.054	26	0.0	0.1	7.848	A
A-BCD	2	0.44	639	0.003	2	0.0	0.0	5.650	A
A-B	14	4			14				
A-C	82	20			82				
D-A	5	1	713	0.007	5	0.0	0.0	5.087	A
D-BC	2	0.38	460	0.003	2	0.0	0.0	7.857	A
C-ABD	0.24	0.06	362	0.001	0.23	0.0	0.0	9.945	A
C-D	2	0.62			2				
C-A	84	21			84				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.26	0.06	300	0.001	0.26	0.0	0.0	12.022	B
B-AD	31	8	478	0.066	31	0.1	0.1	8.055	A
A-BCD	2	0.55	647	0.003	2	0.0	0.0	5.583	A
A-B	17	4			17				
A-C	98	24			98				
D-A	6	2	707	0.009	6	0.0	0.0	5.140	A
D-BC	2	0.46	452	0.004	2	0.0	0.0	7.994	A
C-ABD	0.30	0.07	375	0.001	0.30	0.0	0.0	9.712	A
C-D	3	0.74			3				
C-A	100	25			100				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.32	0.08	295	0.001	0.32	0.0	0.0	12.197	B
B-AD	39	10	469	0.082	38	0.1	0.1	8.351	A
A-BCD	3	0.70	658	0.004	3	0.0	0.0	5.492	A
A-B	21	5			21				
A-C	119	30			119				
D-A	8	2	698	0.011	8	0.0	0.0	5.215	A
D-BC	2	0.56	442	0.005	2	0.0	0.0	8.190	A
C-ABD	0.39	0.10	391	0.001	0.39	0.0	0.0	9.319	A
C-D	4	0.90			4				
C-A	122	31			122				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.32	0.08	295	0.001	0.32	0.0	0.0	12.197	B
B-AD	39	10	469	0.082	39	0.1	0.1	8.352	A
A-BCD	3	0.70	658	0.004	3	0.0	0.0	5.493	A
A-B	21	5			21				
A-C	119	30			119				
D-A	8	2	698	0.011	8	0.0	0.0	5.215	A
D-BC	2	0.56	442	0.005	2	0.0	0.0	8.191	A
C-ABD	0.39	0.10	391	0.001	0.39	0.0	0.0	9.207	A
C-D	4	0.90			4				
C-A	122	31			122				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.26	0.06	300	0.001	0.26	0.0	0.0	12.025	B
B-AD	31	8	478	0.066	32	0.1	0.1	8.061	A
A-BCD	2	0.55	647	0.003	2	0.0	0.0	5.585	A
A-B	17	4			17				
A-C	98	24			98				
D-A	6	2	706	0.009	6	0.0	0.0	5.143	A
D-BC	2	0.46	452	0.004	2	0.0	0.0	7.996	A
C-ABD	0.30	0.07	375	0.001	0.30	0.0	0.0	9.466	A
C-D	3	0.74			3				
C-A	100	25			100				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.22	0.05	303	0.001	0.22	0.0	0.0	11.904	B
B-AD	26	7	485	0.054	26	0.1	0.1	7.859	A
A-BCD	2	0.44	639	0.003	2	0.0	0.0	5.651	A
A-B	14	4			14				
A-C	82	20			82				
D-A	5	1	713	0.007	5	0.0	0.0	5.088	A
D-BC	2	0.38	460	0.003	2	0.0	0.0	7.858	A
C-ABD	0.24	0.06	363	0.001	0.24	0.0	0.0	9.817	A
C-D	2	0.62			2				
C-A	84	21			84				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.07	0.03	0.25	0.45	0.48			N/A	N/A
A-BCD	0.00	0.00	0.25	0.45	0.48			N/A	N/A
D-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
D-BC	0.00	0.00	0.25	0.45	0.48			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.09	0.03	0.26	0.47	0.49			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.09	0.03	0.25	0.45	0.48			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
A-BCD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Operational Led, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J10	B1122 / B1125	Right-Left Stagger	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
D10	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - B1125 Leiston Road North		ONE HOUR	✓	97	100.000
B - B1122 East		ONE HOUR	✓	0.18	100.000
C - Sizewell Link Road South		ONE HOUR	✓	105	100.000
D - B1122 West		ONE HOUR	✓	18	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
	A - B1125 Leiston Road North	0	0.86	91	5
	B - B1122 East	0	0	0.18	0
	C - Sizewell Link Road South	103	0.20	0	3
	D - B1122 West	8	9	0.94	0

Proportions

	To				
From		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
	A - B1125 Leiston Road North	0.00	0.01	0.94	0.05
	B - B1122 East	0.00	0.00	1.00	0.00
	C - Sizewell Link Road South	0.97	0.00	0.00	0.03
	D - B1122 West	0.45	0.49	0.05	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B1122 West
From	A - B1125 Leiston Road North	0	1	0	0
	B - B1122 East	0	0	100	0
	C - Sizewell Link Road South	0	100	0	0
	D - B1122 West	13	22	0	0

Average PCU Per Veh

		To			
		A - B1125 Leiston Road North	B - B1122 East	C - Sizewell Link Road South	D - B112 West
From	A - B1125 Leiston Road North	1.000	1.009	1.004	1.00
	B - B1122 East	1.000	1.000	2.000	1.00
	C - Sizewell Link Road South	1.004	2.000	1.000	1.00
	D - B1122 West	1.125	1.216	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - B1125 Leiston Road North	16:45-17:00	73	73
	17:00-17:15	87	87
	17:15-17:30	107	107
	17:30-17:45	107	107
	17:45-18:00	87	87
	18:00-18:15	73	73
B - B1122 East	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0
C - Sizewell Link Road South	16:45-17:00	79	80
	17:00-17:15	95	95
	17:15-17:30	116	117
	17:30-17:45	116	117
	17:45-18:00	95	95
	18:00-18:15	79	80
D - B1122 West	16:45-17:00	13	15
	17:00-17:15	16	19
	17:15-17:30	19	23
	17:30-17:45	19	23
	17:45-18:00	16	19
	18:00-18:15	13	15

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	~1	A	0	0
B-AD	0.00	0.00	0.0	~1	A	0	0
A-BCD	0.01	5.77	0.0	0.5	A	5	8
A-B						0.78	1
A-C						83	124
D-A	0.02	6.43	0.0	0.5	A	7	11
D-BC	0.02	8.64	0.0	0.5	A	9	13
C-ABD	0.00	10.05	0.0	0.0	B	0.25	0.38
C-D						2	4
C-A						94	141

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)	LOS
B-C	0	0	343	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	531	0.000	0	0.0	0.0	0.000	A
A-BCD	4	1	628	0.007	4	0.0	0.0	5.766	A
A-B	0.64	0.16			0.64				
A-C	68	17			68				
D-A	6	2	578	0.010	6	0.0	0.0	6.291	A
D-BC	7	2	439	0.017	7	0.0	0.0	8.337	A
C-ABD	0.20	0.05	358	0.001	0.19	0.0	0.0	10.046	B
C-D	2	0.50			2				
C-A	77	19			77				

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)	LOS
B-C	0	0	341	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	525	0.000	0	0.0	0.0	0.000	A
A-BCD	5	1	634	0.008	5	0.0	0.0	5.721	A
A-B	0.76	0.19			0.76				
A-C	81	20			81				
D-A	7	2	574	0.013	7	0.0	0.0	6.348	A
D-BC	9	2	434	0.020	9	0.0	0.0	8.463	A
C-ABD	0.25	0.06	370	0.001	0.25	0.0	0.0	9.822	A
C-D	2	0.59			2				
C-A	92	23			92				

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)	LOS
B-C	0	0	339	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	517	0.000	0	0.0	0.0	0.000	A
A-BCD	7	2	642	0.010	7	0.0	0.0	5.660	A
A-B	0.93	0.23			0.93				
A-C	99	25			99				
D-A	9	2	569	0.015	9	0.0	0.0	6.426	A
D-BC	11	3	427	0.025	11	0.0	0.0	8.644	A
C-ABD	0.32	0.08	386	0.001	0.32	0.0	0.0	9.444	A
C-D	3	0.73			3				
C-A	113	28			113				

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)	LOS
B-C	0	0	339	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	517	0.000	0	0.0	0.0	0.000	A
A-BCD	7	2	642	0.010	7	0.0	0.0	5.660	A
A-B	0.93	0.23			0.93				
A-C	99	25			99				
D-A	9	2	569	0.015	9	0.0	0.0	6.427	A
D-BC	11	3	427	0.025	11	0.0	0.0	8.644	A
C-ABD	0.32	0.08	386	0.001	0.32	0.0	0.0	9.338	A
C-D	3	0.73			3				
C-A	113	28			113				

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)	LOS
B-C	0	0	341	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	525	0.000	0	0.0	0.0	0.000	A
A-BCD	5	1	634	0.008	5	0.0	0.0	5.724	A
A-B	0.76	0.19			0.76				
A-C	81	20			81				
D-A	7	2	574	0.013	7	0.0	0.0	6.349	A
D-BC	9	2	434	0.020	9	0.0	0.0	8.465	A
C-ABD	0.25	0.06	370	0.001	0.25	0.0	0.0	9.590	A
C-D	2	0.59			2				
C-A	92	23			92				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	343	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	531	0.000	0	0.0	0.0	0.000	A
A-BCD	4	1	628	0.007	4	0.0	0.0	5.766	A
A-B	0.64	0.16			0.64				
A-C	68	17			68				
D-A	6	2	578	0.010	6	0.0	0.0	6.293	A
D-BC	7	2	439	0.017	7	0.0	0.0	8.337	A
C-ABD	0.20	0.05	359	0.001	0.20	0.0	0.0	9.925	A
C-D	2	0.50			2				
C-A	77	19			77				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.01	0.01	0.25	0.45	0.48			N/A	N/A
D-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
D-BC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.02	0.00	0.00	0.02	0.02			N/A	N/A
D-BC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.02	0.00	0.00	0.02	0.02			N/A	N/A
D-BC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-AD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-BCD	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
D-BC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-ABD	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.09.22_J12a_Model_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\J12a\Model
Report generation date: 18/12/2020 09:30:26

»Base Year, 6-7 AM
»Base Year, 7-8 AM
»Base Year, 8-9 AM
»Base Year, 3-4 PM
»Base Year, 5-6 PM
»2023 Reference Case , 6-7 AM
»2023 Reference Case , 7-8 AM
»2023 Reference Case , 8-9 AM
»2023 Reference Case , 3-4 PM
»2023 Reference Case , 5-6 PM
»2023 Early Years , 6-7 AM
»2023 Early Years , 7-8 AM
»2023 Early Years , 8-9 AM
»2023 Early Years , 3-4 PM
»2023 Early Years , 5-6 PM
»2028 Reference Case , 6-7 AM
»2028 Reference Case , 7-8 AM
»2028 Reference Case , 8-9 AM
»2028 Reference Case , 3-4 PM
»2028 Reference Case , 5-6 PM
»2028 Peak Construction, 6-7 AM
»2028 Peak Construction, 7-8 AM
»2028 Peak Construction, 8-9 AM
»2028 Peak Construction, 3-4 PM
»2028 Peak Construction, 5-6 PM
»2034 Reference Case , 6-7 AM
»2034 Reference Case , 7-8 AM
»2034 Reference Case , 8-9 AM
»2034 Reference Case , 3-4 PM
»2034 Reference Case , 5-6 PM
»2034 Operational Led, 6-7 AM
»2034 Operational Led, 7-8 AM
»2034 Operational Led, 8-9 AM
»2034 Operational Led, 3-4 PM
»2034 Operational Led, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
Base Year																									
Stream B-AC	0.1	0.5	6.39	0.05	A	0.4	1.6	8.78	0.29	A	0.3	1.1	8.51	0.26	A	0.4	1.4	9.24	0.27	A	0.4	1.3	9.07	0.27	A
Stream C-AB	0.1	0.9	5.79	0.08	A	0.5	1.4	5.68	0.21	A	0.7	1.8	6.05	0.28	A	2.0	10.5	9.86	0.54	A	1.1	5.0	8.00	0.40	A
2023 Reference Case																									
Stream B-AC	0.1	0.5	6.50	0.12	A	0.5	2.3	9.71	0.33	A	0.4	1.8	9.14	0.30	A	0.4	1.8	9.80	0.30	A	0.4	1.8	9.74	0.30	A
Stream C-AB	0.2	1.0	5.77	0.11	A	0.6	1.5	6.21	0.26	A	0.9	2.8	6.19	0.32	A	2.8	15.2	11.83	0.62	B	1.7	8.9	9.66	0.51	A
2023 Early Years																									
Stream B-AC	0.2	0.5	6.90	0.17	A	0.9	3.2	12.37	0.46	B	0.5	2.1	9.87	0.32	A	0.4	1.9	10.00	0.31	A	0.4	1.9	10.42	0.31	B
Stream C-AB	0.2	1.0	5.74	0.12	A	1.1	3.9	6.61	0.35	A	1.2	4.6	6.69	0.37	A	4.5	24.7	16.78	0.73	C	6.2	33.1	24.04	0.80	C
2028 Reference Case																									
Stream B-AC	0.1	0.5	6.53	0.12	A	0.5	2.5	10.07	0.35	B	0.5	2.0	9.63	0.32	A	0.6	2.7	10.63	0.36	B	0.4	1.9	9.95	0.31	A
Stream C-AB	0.2	1.0	5.74	0.11	A	0.7	1.6	6.33	0.27	A	1.0	3.0	6.37	0.33	A	3.4	18.6	13.06	0.67	B	2.0	10.8	10.31	0.55	B
2028 Peak Construction																									
Stream B-AC	0.2	1.0	7.00	0.19	A	0.7	2.9	10.72	0.40	B	0.5	2.5	9.74	0.35	A	0.6	2.7	10.61	0.38	B	0.5	2.0	9.86	0.32	A
Stream C-AB	0.2	0.9	5.80	0.12	A	0.7	1.9	6.54	0.29	A	0.9	3.2	6.46	0.33	A	5.0	27.1	18.88	0.76	C	2.5	12.8	12.29	0.61	B
2034 Reference Case																									
Stream B-AC	0.1	0.5	6.59	0.13	A	0.6	2.7	10.58	0.37	B	0.6	2.8	10.66	0.38	B	0.7	3.0	11.63	0.41	B	0.5	2.3	10.40	0.34	B
Stream C-AB	0.2	1.0	5.72	0.12	A	0.7	1.8	6.44	0.28	A	1.1	4.2	6.67	0.36	A	5.5	29.7	18.37	0.77	C	2.8	14.8	11.53	0.62	B
2034 Operational Led																									
Stream B-AC	0.1	0.5	6.55	0.13	A	0.6	2.7	10.40	0.37	B	0.6	2.7	10.30	0.37	B	0.7	2.9	11.37	0.40	B	0.5	2.1	10.02	0.33	B
Stream C-AB	0.2	1.0	5.74	0.12	A	0.7	1.8	6.52	0.28	A	1.2	4.9	7.08	0.38	A	4.8	25.9	17.23	0.74	C	2.5	12.9	11.42	0.60	B

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

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

File summary

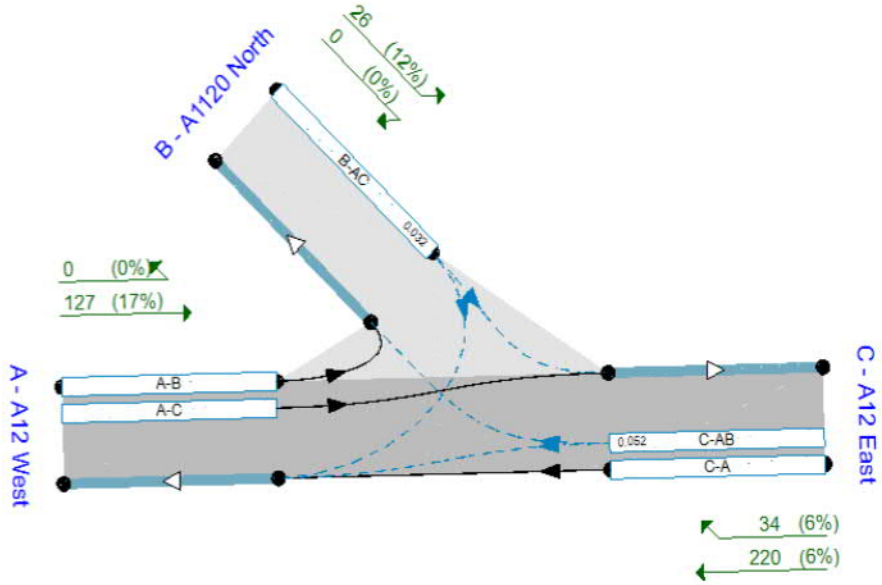
File Description

Title	A12-A1120
Location	52.264749°, 1.511117°

Site number	12a
Date	05/07/2017
Version	v1
Status	
Identifier	
Client	EDF Energy
Jobnumber	50400326
Enumerator	UKEWS001
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

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
D1	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Base Year, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	1.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A12 West		Major
B	A1120 North		Minor
C	A12 East		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 - A12 East	7.50			45.0	✓	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 - A1120 North	One lane	3.92	102	30

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
J12a	B-A	574	0.098	0.247	0.155	0.353
J12a	B-C	702	0.101	0.254	-	-
J12a	C-B	600	0.217	0.217	-	-

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	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	127	100.000
B - A1120 North		ONE HOUR	✓	26	100.000
C - A12 East		ONE HOUR	✓	254	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	**B - A1120 North**	**C - A12 East**
From	**A - A12 West**	0	0	127
	B - A1120 North	0	0	26
	C - A12 East	220	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	**B - A1120 North**	**C - A12 East**
From	**A - A12 West**	0	0	17
	B - A1120 North	0	0	12
	C - A12 East	6	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.39	0.1	0.5	A	24	36
C-AB	0.08	5.79	0.1	0.9	A	45	68
C-A						188	282
A-B						0	0
A-C						117	175

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	604	0.032	19	0.0	0.0	6.158	A
C-AB	34	9	656	0.052	34	0.0	0.1	5.786	A
C-A	157	39			157				
A-B	0	0			0				
A-C	96	24			96				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	599	0.039	23	0.0	0.0	6.254	A
C-AB	43	11	674	0.064	43	0.1	0.1	5.710	A
C-A	185	46			185				
A-B	0	0			0				
A-C	114	29			114				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	592	0.048	29	0.0	0.1	6.389	A
C-AB	57	14	699	0.082	57	0.1	0.1	5.613	A
C-A	222	56			222				
A-B	0	0			0				
A-C	140	35			140				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	592	0.048	29	0.1	0.1	6.389	A
C-AB	57	14	699	0.082	57	0.1	0.1	5.616	A
C-A	222	56			222				
A-B	0	0			0				
A-C	140	35			140				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	599	0.039	23	0.1	0.0	6.255	A
C-AB	43	11	674	0.064	44	0.1	0.1	5.716	A
C-A	185	46			185				
A-B	0	0			0				
A-C	114	29			114				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	604	0.032	20	0.0	0.0	6.161	A
C-AB	34	9	656	0.052	34	0.1	0.1	5.793	A
C-A	157	39			157				
A-B	0	0			0				
A-C	96	24			96				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.11	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.14	0.03	0.27	0.48	0.94			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

Base Year, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	283	100.000
B - A1120 North		ONE HOUR	✓	150	100.000
C - A12 East		ONE HOUR	✓	447	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	283
	B - A1120 North	0	0	150
	C - A12 East	373	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	7
	B - A1120 North	0	0	7
	C - A12 East	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.29	8.78	0.4	1.6	A	138	206
C-AB	0.21	5.68	0.5	1.4	A	126	189
C-A						284	426
A-B						0	0
A-C						260	390

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	113	28	600	0.188	112	0.0	0.2	7.361	A
C-AB	90	23	732	0.123	89	0.0	0.2	5.600	A
C-A	246	62			246				
A-B	0	0			0				
A-C	213	53			213				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	135	34	590	0.229	135	0.2	0.3	7.905	A

C-AB	119	30	761	0.157	119	0.2	0.3	5.598	A
C-A	282	71			282				
A-B	0	0			0				
A-C	254	64			254				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	165	41	575	0.287	165	0.3	0.4	8.759	A
C-AB	168	42	803	0.209	167	0.3	0.5	5.659	A
C-A	324	81			324				
A-B	0	0			0				
A-C	312	78			312				

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)	LOS
B-AC	165	41	575	0.287	165	0.4	0.4	8.776	A
C-AB	168	42	803	0.209	168	0.5	0.5	5.683	A
C-A	324	81			324				
A-B	0	0			0				
A-C	312	78			312				

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)	LOS
B-AC	135	34	590	0.229	135	0.4	0.3	7.927	A
C-AB	120	30	762	0.157	120	0.5	0.3	5.646	A
C-A	282	71			282				
A-B	0	0			0				
A-C	254	64			254				

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)	LOS
B-AC	113	28	600	0.188	113	0.3	0.2	7.395	A
C-AB	91	23	732	0.124	91	0.3	0.2	5.641	A
C-A	246	61			246				
A-B	0	0			0				
A-C	213	53			213				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.03	0.26	0.46	0.48			N/A	N/A
C-AB	0.48	0.03	0.26	0.48	0.63			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.03	0.31	1.29	1.64			N/A	N/A
C-AB	0.48	0.04	0.42	1.26	1.38			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.33	0.00	0.00	0.33	0.33			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

Base Year, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	2.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	392	100.000
B - A1120 North		ONE HOUR	✓	134	100.000
C - A12 East		ONE HOUR	✓	533	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	392
	B - A1120 North	0	0	134
	C - A12 East	449	84	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	8
	B - A1120 North	0	0	2
	C - A12 East	6	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.26	8.51	0.3	1.1	A	123	184
C-AB	0.28	6.05	0.7	1.8	A	169	253
C-A						320	480
A-B						0	0
A-C						360	540

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)	LOS
B-AC	101	25	607	0.166	100	0.0	0.2	7.091	A
C-AB	117	29	739	0.158	115	0.0	0.3	5.769	A
C-A	285	71			285				
A-B	0	0			0				
A-C	295	74			295				

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)	LOS
B-AC	120	30	592	0.204	120	0.2	0.3	7.633	A

C-AB	158	40	776	0.204	158	0.3	0.5	5.833	A
C-A	321	80			321				
A-B	0	0			0				
A-C	352	88			352				

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)	LOS
B-AC	148	37	570	0.259	147	0.3	0.3	8.500	A
C-AB	231	58	828	0.279	230	0.5	0.7	6.031	A
C-A	356	89			356				
A-B	0	0			0				
A-C	432	108			432				

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)	LOS
B-AC	148	37	570	0.259	148	0.3	0.3	8.515	A
C-AB	232	58	829	0.279	232	0.7	0.7	6.052	A
C-A	355	89			355				
A-B	0	0			0				
A-C	432	108			432				

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)	LOS
B-AC	120	30	592	0.204	121	0.3	0.3	7.653	A
C-AB	159	40	777	0.205	160	0.7	0.5	5.861	A
C-A	320	80			320				
A-B	0	0			0				
A-C	352	88			352				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	101	25	607	0.166	101	0.3	0.2	7.117	A
C-AB	117	29	740	0.159	118	0.5	0.3	5.805	A
C-A	284	71			284				
A-B	0	0			0				
A-C	295	74			295				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.46	0.00	0.00	0.46	0.46			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.26	0.46	0.48			N/A	N/A
C-AB	0.74	0.03	0.26	0.74	0.75			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.03	0.31	1.13	1.13			N/A	N/A
C-AB	0.75	0.05	0.55	1.32	1.83			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.48	0.00	0.00	0.48	0.48			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.33	0.00	0.00	0.33	0.33			N/A	N/A

Base Year, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	3.84	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
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	494	100.000
B - A1120 North		ONE HOUR	✓	133	100.000
C - A12 East		ONE HOUR	✓	590	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	494
	B - A1120 North	0	0	133
	C - A12 East	432	158	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	3
	B - A1120 North	0	0	5
	C - A12 East	6	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.27	9.24	0.4	1.4	A	122	183
C-AB	0.54	9.86	2.0	10.5	A	315	473
C-A						226	339
A-B						0	0
A-C						453	680

Main Results for each time segment

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)	LOS
B-AC	100	25	579	0.173	99	0.0	0.2	7.495	A
C-AB	217	54	720	0.301	214	0.0	0.7	7.102	A
C-A	227	57			227				
A-B	0	0			0				
A-C	372	93			372				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	120	30	561	0.213	119	0.2	0.3	8.149	A

C-AB	295	74	754	0.391	293	0.7	1.0	7.834	A
C-A	236	59			236				
A-B	0	0			0				
A-C	444	111			444				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	146	37	536	0.273	146	0.3	0.4	9.222	A
C-AB	432	108	803	0.538	428	1.0	1.9	9.667	A
C-A	218	55			218				
A-B	0	0			0				
A-C	544	136			544				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	146	37	536	0.273	146	0.4	0.4	9.242	A
C-AB	434	108	804	0.539	434	1.9	2.0	9.862	A
C-A	216	54			216				
A-B	0	0			0				
A-C	544	136			544				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	120	30	561	0.213	120	0.4	0.3	8.174	A
C-AB	297	74	757	0.393	301	2.0	1.1	8.014	A
C-A	233	58			233				
A-B	0	0			0				
A-C	444	111			444				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	100	25	579	0.173	100	0.3	0.2	7.526	A
C-AB	219	55	722	0.303	220	1.1	0.7	7.229	A
C-A	225	56			225				
A-B	0	0			0				
A-C	372	93			372				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.66	0.55	1.00	1.40	1.45			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	1.02	0.55	1.01	1.41	1.46			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	1.93	0.03	0.29	1.93	7.63			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.03	0.31	1.25	1.41			N/A	N/A
C-AB	1.98	0.03	0.33	4.08	10.45			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	1.09	0.55	1.04	1.42	1.42			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.70	0.11	0.85	1.38	1.44			N/A	N/A

Base Year, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	2.68	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
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	547	100.000
B - A1120 North		ONE HOUR	✓	132	100.000
C - A12 East		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	547
	B - A1120 North	0	0	132
	C - A12 East	353	129	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	2
	B - A1120 North	0	0	1
	C - A12 East	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.27	9.07	0.4	1.3	A	121	182
C-AB	0.40	8.00	1.1	5.0	A	222	332
C-A						221	331
A-B						0	0
A-C						502	753

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)	LOS
B-AC	99	25	591	0.168	99	0.0	0.2	7.299	A
C-AB	157	39	694	0.227	156	0.0	0.4	6.680	A
C-A	205	51			205				
A-B	0	0			0				
A-C	412	103			412				

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)	LOS
B-AC	119	30	570	0.208	118	0.2	0.3	7.961	A

C-AB	209	52	717	0.292	208	0.4	0.6	7.088	A
C-A	224	56			224				
A-B	0	0			0				
A-C	492	123			492				

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)	LOS
B-AC	145	36	542	0.268	145	0.3	0.4	9.057	A
C-AB	297	74	750	0.396	295	0.6	1.1	7.938	A
C-A	234	58			234				
A-B	0	0			0				
A-C	602	151			602				

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)	LOS
B-AC	145	36	542	0.268	145	0.4	0.4	9.075	A
C-AB	298	74	751	0.397	298	1.1	1.1	8.005	A
C-A	233	58			233				
A-B	0	0			0				
A-C	602	151			602				

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)	LOS
B-AC	119	30	570	0.208	119	0.4	0.3	7.983	A
C-AB	210	52	718	0.292	212	1.1	0.7	7.170	A
C-A	223	56			223				
A-B	0	0			0				
A-C	492	123			492				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	99	25	591	0.168	100	0.3	0.2	7.330	A
C-AB	158	40	695	0.228	159	0.7	0.5	6.751	A
C-A	205	51			205				
A-B	0	0			0				
A-C	412	103			412				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.43	0.00	0.00	0.43	0.43			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.63	0.55	1.00	1.40	1.45			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	1.06	0.03	0.26	1.06	1.06			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.31	1.23	1.31			N/A	N/A
C-AB	1.08	0.04	0.36	2.69	5.04			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.66	0.55	1.00	1.40	1.45			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A

2023 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	1.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	142	100.000
B - A1120 North		ONE HOUR	✓	67	100.000
C - A12 East		ONE HOUR	✓	285	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	142
	B - A1120 North	0	0	67
	C - A12 East	240	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	16
	B - A1120 North	0	0	4
	C - A12 East	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	6.50	0.1	0.5	A	61	92
C-AB	0.11	5.77	0.2	1.0	A	61	92
C-A						200	300
A-B						0	0
A-C						130	195

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	50	13	642	0.079	50	0.0	0.1	6.083	A
C-AB	46	12	671	0.069	46	0.0	0.1	5.757	A
C-A	168	42			168				
A-B	0	0			0				
A-C	107	27			107				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	60	15	636	0.095	60	0.1	0.1	6.253	A

C-AB	59	15	690	0.085	59	0.1	0.1	5.701	A
C-A	197	49			197				
A-B	0	0			0				
A-C	128	32			128				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	74	18	628	0.118	74	0.1	0.1	6.495	A
C-AB	79	20	718	0.110	78	0.1	0.2	5.634	A
C-A	235	59			235				
A-B	0	0			0				
A-C	156	39			156				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	74	18	628	0.118	74	0.1	0.1	6.497	A
C-AB	79	20	718	0.110	79	0.2	0.2	5.638	A
C-A	235	59			235				
A-B	0	0			0				
A-C	156	39			156				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	60	15	636	0.095	60	0.1	0.1	6.255	A
C-AB	59	15	691	0.086	59	0.2	0.1	5.712	A
C-A	197	49			197				
A-B	0	0			0				
A-C	128	32			128				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	50	13	642	0.079	51	0.1	0.1	6.089	A
C-AB	47	12	671	0.069	47	0.1	0.1	5.769	A
C-A	168	42			168				
A-B	0	0			0				
A-C	107	27			107				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.14	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.20	0.03	0.27	0.48	0.98			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2023 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	2.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	353	100.000
B - A1120 North		ONE HOUR	✓	169	100.000
C - A12 East		ONE HOUR	✓	459	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	353
	B - A1120 North	0	0	169
	C - A12 East	370	89	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	7
	B - A1120 North	0	0	7
	C - A12 East	10	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.33	9.71	0.5	2.3	A	155	233
C-AB	0.26	6.21	0.6	1.5	A	153	230
C-A						268	402
A-B						0	0
A-C						324	486

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	127	32	588	0.216	126	0.0	0.3	7.775	A
C-AB	109	27	720	0.152	108	0.0	0.3	5.881	A
C-A	236	59			236				
A-B	0	0			0				
A-C	266	66			266				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	152	38	575	0.264	152	0.3	0.4	8.494	A

C-AB	145	36	747	0.194	144	0.3	0.4	5.961	A
C-A	268	67			268				
A-B	0	0			0				
A-C	317	79			317				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	186	47	557	0.334	186	0.4	0.5	9.677	A
C-AB	205	51	786	0.260	204	0.4	0.6	6.171	A
C-A	301	75			301				
A-B	0	0			0				
A-C	389	97			389				

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)	LOS
B-AC	186	47	557	0.334	186	0.5	0.5	9.706	A
C-AB	205	51	786	0.261	205	0.6	0.6	6.214	A
C-A	300	75			300				
A-B	0	0			0				
A-C	389	97			389				

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)	LOS
B-AC	152	38	575	0.264	152	0.5	0.4	8.531	A
C-AB	145	36	748	0.194	146	0.6	0.4	6.032	A
C-A	267	67			267				
A-B	0	0			0				
A-C	317	79			317				

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)	LOS
B-AC	127	32	588	0.216	128	0.4	0.3	7.822	A
C-AB	110	27	720	0.153	110	0.4	0.3	5.937	A
C-A	236	59			236				
A-B	0	0			0				
A-C	266	66			266				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.40	0.00	0.00	0.40	0.40			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.03	0.26	0.49	0.49			N/A	N/A
C-AB	0.62	0.03	0.26	0.62	0.62			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.03	0.30	1.33	2.27			N/A	N/A
C-AB	0.63	0.05	0.47	1.46	1.49			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.42	0.00	0.00	0.42	0.42			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

2023 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	2.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	429	100.000
B - A1120 North		ONE HOUR	✓	151	100.000
C - A12 East		ONE HOUR	✓	582	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	429
	B - A1120 North	0	0	151
	C - A12 East	492	90	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	9
	B - A1120 North	0	0	2
	C - A12 East	7	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.30	9.14	0.4	1.8	A	139	208
C-AB	0.32	6.19	0.9	2.8	A	196	294
C-A						338	507
A-B						0	0
A-C						394	590

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)	LOS
B-AC	114	28	601	0.189	113	0.0	0.2	7.364	A
C-AB	133	33	758	0.175	131	0.0	0.4	5.744	A
C-A	306	76			306				
A-B	0	0			0				
A-C	323	81			323				

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)	LOS
B-AC	136	34	584	0.233	135	0.2	0.3	8.026	A

C-AB	182	46	799	0.228	182	0.4	0.6	5.845	A
C-A	341	85			341				
A-B	0	0			0				
A-C	386	96			386				

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)	LOS
B-AC	166	42	560	0.297	166	0.3	0.4	9.117	A
C-AB	272	68	857	0.317	270	0.6	0.9	6.156	A
C-A	369	92			369				
A-B	0	0			0				
A-C	472	118			472				

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)	LOS
B-AC	166	42	560	0.297	166	0.4	0.4	9.138	A
C-AB	273	68	858	0.318	272	0.9	0.9	6.190	A
C-A	368	92			368				
A-B	0	0			0				
A-C	472	118			472				

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)	LOS
B-AC	136	34	584	0.233	136	0.4	0.3	8.052	A
C-AB	183	46	800	0.229	185	0.9	0.6	5.889	A
C-A	340	85			340				
A-B	0	0			0				
A-C	386	96			386				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	114	28	601	0.189	114	0.3	0.2	7.402	A
C-AB	134	33	759	0.176	134	0.6	0.4	5.787	A
C-A	305	76			305				
A-B	0	0			0				
A-C	323	81			323				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.38	0.00	0.00	0.38	0.38			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.55	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.92	0.03	0.27	0.92	1.04			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.03	0.31	1.31	1.75			N/A	N/A
C-AB	0.93	0.05	0.54	1.90	2.79			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.58	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.39	0.00	0.00	0.39	0.39			N/A	N/A

2023 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	4.75	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
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	529	100.000
B - A1120 North		ONE HOUR	✓	145	100.000
C - A12 East		ONE HOUR	✓	641	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	529
	B - A1120 North	0	0	145
	C - A12 East	468	173	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	4
	B - A1120 North	0	0	4
	C - A12 East	7	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.30	9.80	0.4	1.8	A	133	200
C-AB	0.62	11.83	2.8	15.2	B	371	556
C-A						217	326
A-B						0	0
A-C						485	728

Main Results for each time segment

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)	LOS
B-AC	109	27	573	0.190	108	0.0	0.2	7.723	A
C-AB	250	62	736	0.340	247	0.0	0.8	7.351	A
C-A	233	58			233				
A-B	0	0			0				
A-C	398	100			398				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	130	33	554	0.235	130	0.2	0.3	8.488	A

C-AB	344	86	773	0.445	342	0.8	1.3	8.387	A
C-A	232	58			232				
A-B	0	0			0				
A-C	476	119			476				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	160	40	527	0.303	159	0.3	0.4	9.777	A
C-AB	513	128	826	0.621	507	1.3	2.7	11.383	B
C-A	193	48			193				
A-B	0	0			0				
A-C	582	146			582				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	160	40	527	0.303	160	0.4	0.4	9.804	A
C-AB	517	129	829	0.623	517	2.7	2.8	11.834	B
C-A	189	47			189				
A-B	0	0			0				
A-C	582	146			582				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	130	33	554	0.235	131	0.4	0.3	8.521	A
C-AB	348	87	777	0.448	354	2.8	1.4	8.725	A
C-A	228	57			228				
A-B	0	0			0				
A-C	476	119			476				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	109	27	573	0.190	109	0.3	0.2	7.765	A
C-AB	253	63	738	0.342	255	1.4	0.9	7.534	A
C-A	230	58			230				
A-B	0	0			0				
A-C	398	100			398				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.81	0.55	1.00	1.40	1.45			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	1.30	0.56	1.21	1.70	1.87			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	2.73	0.03	0.32	4.93	14.33			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.03	0.31	1.33	1.82			N/A	N/A
C-AB	2.83	0.03	0.33	5.81	15.16			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	1.40	0.52	1.30	1.88	2.21			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.85	0.08	0.85	1.21	1.67			N/A	N/A

2023 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	3.41	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
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	595	100.000
B - A1120 North		ONE HOUR	✓	143	100.000
C - A12 East		ONE HOUR	✓	539	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	595
	B - A1120 North	0	0	143
	C - A12 East	384	155	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	3
	B - A1120 North	0	0	1
	C - A12 East	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.30	9.74	0.4	1.8	A	131	197
C-AB	0.51	9.66	1.7	8.9	A	284	427
C-A						210	315
A-B						0	0
A-C						546	819

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)	LOS
B-AC	108	27	581	0.185	107	0.0	0.2	7.580	A
C-AB	198	50	702	0.283	196	0.0	0.6	7.104	A
C-A	207	52			207				
A-B	0	0			0				
A-C	448	112			448				

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)	LOS
B-AC	129	32	558	0.230	128	0.2	0.3	8.368	A

C-AB	267	67	727	0.367	266	0.6	0.9	7.809	A
C-A	218	54			218				
A-B	0	0			0				
A-C	535	134			535				

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)	LOS
B-AC	157	39	527	0.299	157	0.3	0.4	9.716	A
C-AB	386	96	764	0.505	383	0.9	1.7	9.476	A
C-A	208	52			208				
A-B	0	0			0				
A-C	655	164			655				

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)	LOS
B-AC	157	39	527	0.299	157	0.4	0.4	9.740	A
C-AB	387	97	765	0.506	387	1.7	1.7	9.655	A
C-A	206	52			206				
A-B	0	0			0				
A-C	655	164			655				

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)	LOS
B-AC	129	32	558	0.230	129	0.4	0.3	8.398	A
C-AB	269	67	729	0.368	272	1.7	1.0	7.990	A
C-A	216	54			216				
A-B	0	0			0				
A-C	535	134			535				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	108	27	581	0.185	108	0.3	0.2	7.616	A
C-AB	200	50	703	0.284	201	1.0	0.6	7.231	A
C-A	206	51			206				
A-B	0	0			0				
A-C	448	112			448				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.59	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.90	0.55	1.00	1.40	1.45			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	1.66	0.03	0.28	1.66	5.10			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.03	0.31	1.32	1.76			N/A	N/A
C-AB	1.70	0.03	0.33	3.68	8.89			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.96	0.55	1.00	1.41	1.46			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.62	0.09	0.81	1.36	1.43			N/A	N/A

2023 Early Years , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	1.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	161	100.000
B - A1120 North		ONE HOUR	✓	97	100.000
C - A12 East		ONE HOUR	✓	313	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	161
	B - A1120 North	0	0	97
	C - A12 East	263	50	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	20
	B - A1120 North	0	0	3
	C - A12 East	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	6.90	0.2	0.5	A	89	134
C-AB	0.12	5.74	0.2	1.0	A	71	106
C-A						216	325
A-B						0	0
A-C						148	222

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	73	18	645	0.113	73	0.0	0.1	6.281	A
C-AB	53	13	681	0.078	53	0.0	0.1	5.724	A
C-A	183	46			183				
A-B	0	0			0				
A-C	121	30			121				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	87	22	638	0.137	87	0.1	0.2	6.530	A

C-AB	68	17	702	0.097	68	0.1	0.2	5.674	A
C-A	213	53			213				
A-B	0	0			0				
A-C	145	36			145				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	107	27	629	0.170	107	0.2	0.2	6.896	A
C-AB	91	23	732	0.125	91	0.2	0.2	5.619	A
C-A	253	63			253				
A-B	0	0			0				
A-C	177	44			177				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	107	27	629	0.170	107	0.2	0.2	6.898	A
C-AB	91	23	732	0.125	91	0.2	0.2	5.627	A
C-A	253	63			253				
A-B	0	0			0				
A-C	177	44			177				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	87	22	638	0.137	87	0.2	0.2	6.539	A
C-AB	68	17	703	0.097	68	0.2	0.2	5.687	A
C-A	213	53			213				
A-B	0	0			0				
A-C	145	36			145				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	73	18	645	0.113	73	0.2	0.1	6.297	A
C-AB	53	13	682	0.078	53	0.2	0.1	5.738	A
C-A	182	46			182				
A-B	0	0			0				
A-C	121	30			121				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.23	0.03	0.27	0.48	0.97			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.24	0.03	0.25	0.45	0.48			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

2023 Early Years , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	3.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	416	100.000
B - A1120 North		ONE HOUR	✓	229	100.000
C - A12 East		ONE HOUR	✓	575	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	416
	B - A1120 North	0	0	229
	C - A12 East	469	106	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	12
	B - A1120 North	0	0	5
	C - A12 East	10	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.46	12.37	0.9	3.2	B	210	315
C-AB	0.35	6.61	1.1	3.9	A	218	327
C-A						309	464
A-B						0	0
A-C						382	573

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	172	43	582	0.296	171	0.0	0.4	8.713	A
C-AB	149	37	760	0.196	147	0.0	0.4	5.860	A
C-A	284	71			284				
A-B	0	0			0				
A-C	313	78			313				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	206	51	566	0.364	205	0.4	0.6	9.966	A

C-AB	204	51	797	0.255	203	0.4	0.6	6.054	A
C-A	313	78			313				
A-B	0	0			0				
A-C	374	93			374				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	252	63	543	0.464	251	0.6	0.8	12.274	B
C-AB	300	75	849	0.354	299	0.6	1.0	6.541	A
C-A	333	83			333				
A-B	0	0			0				
A-C	458	115			458				

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)	LOS
B-AC	252	63	543	0.464	252	0.8	0.9	12.366	B
C-AB	301	75	850	0.355	301	1.0	1.1	6.609	A
C-A	332	83			332				
A-B	0	0			0				
A-C	458	115			458				

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)	LOS
B-AC	206	51	566	0.364	207	0.9	0.6	10.060	B
C-AB	205	51	798	0.256	206	1.1	0.7	6.157	A
C-A	312	78			312				
A-B	0	0			0				
A-C	374	93			374				

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)	LOS
B-AC	172	43	582	0.296	173	0.6	0.4	8.810	A
C-AB	150	38	761	0.197	151	0.7	0.4	5.944	A
C-A	283	71			283				
A-B	0	0			0				
A-C	313	78			313				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.42	0.00	0.00	0.42	0.42			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.62	0.55	1.00	1.40	1.45			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.85	0.03	0.26	0.85	0.85			N/A	N/A
C-AB	1.04	0.03	0.27	1.04	1.09			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.86	0.03	0.28	0.87	3.21			N/A	N/A
C-AB	1.06	0.04	0.45	2.55	3.91			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.07	0.69	1.34	1.42			N/A	N/A
C-AB	0.65	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.04	0.36	1.16	1.33			N/A	N/A
C-AB	0.44	0.00	0.00	0.44	0.44			N/A	N/A

2023 Early Years , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	2.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	473	100.000
B - A1120 North		ONE HOUR	✓	157	100.000
C - A12 East		ONE HOUR	✓	617	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	473
	B - A1120 North	0	0	157
	C - A12 East	519	98	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	16
	B - A1120 North	0	0	2
	C - A12 East	8	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.32	9.87	0.5	2.1	A	144	216
C-AB	0.37	6.69	1.2	4.6	A	229	343
C-A						337	506
A-B						0	0
A-C						434	651

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)	LOS
B-AC	118	30	585	0.202	117	0.0	0.3	7.673	A
C-AB	152	38	762	0.199	150	0.0	0.5	5.881	A
C-A	313	78			313				
A-B	0	0			0				
A-C	356	89			356				

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)	LOS
B-AC	141	35	565	0.250	141	0.3	0.3	8.475	A

C-AB	211	53	804	0.263	211	0.5	0.7	6.078	A
C-A	343	86			343				
A-B	0	0			0				
A-C	425	106			425				

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)	LOS
B-AC	173	43	538	0.322	172	0.3	0.5	9.842	A
C-AB	322	80	865	0.372	319	0.7	1.2	6.628	A
C-A	358	89			358				
A-B	0	0			0				
A-C	521	130			521				

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)	LOS
B-AC	173	43	538	0.322	173	0.5	0.5	9.871	A
C-AB	323	81	866	0.373	323	1.2	1.2	6.689	A
C-A	357	89			357				
A-B	0	0			0				
A-C	521	130			521				

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)	LOS
B-AC	141	35	565	0.250	142	0.5	0.3	8.510	A
C-AB	213	53	806	0.264	215	1.2	0.7	6.154	A
C-A	342	85			342				
A-B	0	0			0				
A-C	425	106			425				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	118	30	585	0.202	119	0.3	0.3	7.717	A
C-AB	153	38	763	0.200	154	0.7	0.5	5.949	A
C-A	312	78			312				
A-B	0	0			0				
A-C	356	89			356				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.68	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	1.20	0.03	0.27	1.20	1.27			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.03	0.30	1.35	2.06			N/A	N/A
C-AB	1.22	0.05	0.47	2.95	4.64			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.72	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.47	0.00	0.00	0.47	0.47			N/A	N/A

2023 Early Years , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	6.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	533	100.000
B - A1120 North		ONE HOUR	✓	148	100.000
C - A12 East		ONE HOUR	✓	676	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	533
	B - A1120 North	0	0	148
	C - A12 East	481	195	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	6
	B - A1120 North	0	0	4
	C - A12 East	12	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.31	10.00	0.4	1.9	A	136	204
C-AB	0.73	16.78	4.5	24.7	C	433	650
C-A						187	280
A-B						0	0
A-C						489	734

Main Results for each time segment

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)	LOS
B-AC	111	28	571	0.195	110	0.0	0.2	7.802	A
C-AB	288	72	738	0.390	284	0.0	1.0	7.904	A
C-A	221	55			221				
A-B	0	0			0				
A-C	401	100			401				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	133	33	551	0.242	133	0.2	0.3	8.605	A

C-AB	400	100	776	0.515	397	1.0	1.7	9.513	A
C-A	208	52			208				
A-B	0	0			0				
A-C	479	120			479				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	163	41	523	0.312	162	0.3	0.4	9.970	A
C-AB	603	151	831	0.726	593	1.7	4.2	15.249	C
C-A	142	35			142				
A-B	0	0			0				
A-C	587	147			587				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	163	41	523	0.312	163	0.4	0.4	9.999	A
C-AB	611	153	836	0.731	609	4.2	4.5	16.776	C
C-A	134	33			134				
A-B	0	0			0				
A-C	587	147			587				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	133	33	551	0.242	134	0.4	0.3	8.640	A
C-AB	407	102	783	0.520	417	4.5	1.9	10.367	B
C-A	201	50			201				
A-B	0	0			0				
A-C	479	120			479				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	111	28	571	0.195	112	0.3	0.2	7.844	A
C-AB	292	73	741	0.394	295	1.9	1.1	8.229	A
C-A	217	54			217				
A-B	0	0			0				
A-C	401	100			401				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	1.01	0.55	1.00	1.40	1.45			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	1.72	0.37	1.02	2.72	3.29			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	4.22	0.04	0.42	11.53	22.09			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.03	0.31	1.34	1.93			N/A	N/A
C-AB	4.53	0.04	0.37	10.85	24.57			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	1.92	0.18	1.04	3.53	4.49			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	1.08	0.06	0.69	2.29	3.26			N/A	N/A

2023 Early Years , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	9.02	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
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	681	100.000
B - A1120 North		ONE HOUR	✓	140	100.000
C - A12 East		ONE HOUR	✓	653	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	681
	B - A1120 North	0	0	140
	C - A12 East	437	216	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	4
	B - A1120 North	0	0	1
	C - A12 East	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.31	10.42	0.4	1.9	B	128	193
C-AB	0.80	24.04	6.2	33.1	C	451	677
C-A						148	222
A-B						0	0
A-C						625	937

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)	LOS
B-AC	105	26	562	0.188	104	0.0	0.2	7.851	A
C-AB	302	75	714	0.422	297	0.0	1.1	8.612	A
C-A	190	48			190				
A-B	0	0			0				
A-C	513	128			513				

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)	LOS
B-AC	126	31	536	0.235	126	0.2	0.3	8.766	A

C-AB	416	104	743	0.559	412	1.1	2.0	10.886	B
C-A	171	43			171				
A-B	0	0			0				
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)	LOS
B-AC	154	39	500	0.308	154	0.3	0.4	10.384	B
C-AB	623	156	787	0.793	609	2.0	5.5	20.290	C
C-A	96	24			96				
A-B	0	0			0				
A-C	750	187			750				

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)	LOS
B-AC	154	39	500	0.308	154	0.4	0.4	10.417	B
C-AB	634	159	794	0.799	632	5.5	6.2	24.040	C
C-A	85	21			85				
A-B	0	0			0				
A-C	750	187			750				

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)	LOS
B-AC	126	31	536	0.235	126	0.4	0.3	8.803	A
C-AB	426	106	753	0.566	442	6.2	2.3	12.529	B
C-A	161	40			161				
A-B	0	0			0				
A-C	612	153			612				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	105	26	562	0.188	106	0.3	0.2	7.892	A
C-AB	306	76	717	0.426	310	2.3	1.2	9.065	A
C-A	186	46			186				
A-B	0	0			0				
A-C	513	128			513				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	1.11	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	1.97	0.20	1.11	3.58	4.54			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	5.53	0.06	0.88	15.92	26.38			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.03	0.31	1.35	1.87			N/A	N/A
C-AB	6.16	0.04	0.43	16.86	32.88			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	2.25	0.10	1.45	4.95	6.76			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	1.20	0.04	0.44	2.96	4.77			N/A	N/A

2028 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	1.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	148	100.000
B - A1120 North		ONE HOUR	✓	69	100.000
C - A12 East		ONE HOUR	✓	297	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	148
	B - A1120 North	0	0	69
	C - A12 East	251	46	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	16
	B - A1120 North	0	0	4
	C - A12 East	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	6.53	0.1	0.5	A	63	95
C-AB	0.11	5.74	0.2	1.0	A	64	96
C-A						209	313
A-B						0	0
A-C						136	204

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	52	13	641	0.081	52	0.0	0.1	6.099	A
C-AB	48	12	676	0.071	48	0.0	0.1	5.726	A
C-A	176	44			176				
A-B	0	0			0				
A-C	111	28			111				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	62	16	635	0.098	62	0.1	0.1	6.278	A

C-AB	61	15	697	0.088	61	0.1	0.1	5.667	A
C-A	206	51			206				
A-B	0	0			0				
A-C	133	33			133				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	76	19	627	0.121	76	0.1	0.1	6.531	A
C-AB	82	21	725	0.113	82	0.1	0.2	5.599	A
C-A	245	61			245				
A-B	0	0			0				
A-C	163	41			163				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	76	19	627	0.121	76	0.1	0.1	6.533	A
C-AB	82	21	725	0.113	82	0.2	0.2	5.603	A
C-A	245	61			245				
A-B	0	0			0				
A-C	163	41			163				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	62	16	635	0.098	62	0.1	0.1	6.283	A
C-AB	61	15	697	0.088	62	0.2	0.2	5.679	A
C-A	206	51			206				
A-B	0	0			0				
A-C	133	33			133				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	52	13	641	0.081	52	0.1	0.1	6.110	A
C-AB	48	12	676	0.071	48	0.2	0.1	5.741	A
C-A	175	44			175				
A-B	0	0			0				
A-C	111	28			111				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.15	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.21	0.03	0.27	0.48	1.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2028 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	2.76	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
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	383	100.000
B - A1120 North		ONE HOUR	✓	175	100.000
C - A12 East		ONE HOUR	✓	457	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	383
	B - A1120 North	0	0	175
	C - A12 East	367	90	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	7
	B - A1120 North	0	0	7
	C - A12 East	10	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.35	10.07	0.5	2.5	B	161	241
C-AB	0.27	6.33	0.7	1.6	A	155	233
C-A						264	397
A-B						0	0
A-C						351	527

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	132	33	584	0.226	131	0.0	0.3	7.922	A
C-AB	110	28	714	0.155	109	0.0	0.3	5.946	A
C-A	234	58			234				
A-B	0	0			0				
A-C	288	72			288				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	157	39	570	0.276	157	0.3	0.4	8.713	A

C-AB	147	37	741	0.198	146	0.3	0.4	6.047	A
C-A	264	66			264				
A-B	0	0			0				
A-C	344	86			344				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	193	48	550	0.350	192	0.4	0.5	10.039	B
C-AB	207	52	778	0.266	206	0.4	0.6	6.285	A
C-A	296	74			296				
A-B	0	0			0				
A-C	422	105			422				

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)	LOS
B-AC	193	48	550	0.350	193	0.5	0.5	10.071	B
C-AB	208	52	779	0.267	208	0.6	0.6	6.330	A
C-A	296	74			296				
A-B	0	0			0				
A-C	422	105			422				

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)	LOS
B-AC	157	39	570	0.276	158	0.5	0.4	8.754	A
C-AB	147	37	741	0.198	148	0.6	0.4	6.119	A
C-A	264	66			264				
A-B	0	0			0				
A-C	344	86			344				

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)	LOS
B-AC	132	33	584	0.226	132	0.4	0.3	7.976	A
C-AB	111	28	715	0.155	112	0.4	0.3	6.006	A
C-A	233	58			233				
A-B	0	0			0				
A-C	288	72			288				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-AB	0.41	0.00	0.00	0.41	0.41			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.03	0.26	0.53	0.53			N/A	N/A
C-AB	0.64	0.03	0.26	0.64	0.64			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.03	0.30	1.32	2.49			N/A	N/A
C-AB	0.65	0.05	0.47	1.49	1.61			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	0.43	0.00	0.00	0.43	0.43			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

2028 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	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
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	475	100.000
B - A1120 North		ONE HOUR	✓	158	100.000
C - A12 East		ONE HOUR	✓	576	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	475
	B - A1120 North	0	0	158
	C - A12 East	485	91	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	8
	B - A1120 North	0	0	2
	C - A12 East	7	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.32	9.63	0.5	2.0	A	145	217
C-AB	0.33	6.37	1.0	3.0	A	198	297
C-A						330	495
A-B						0	0
A-C						436	654

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)	LOS
B-AC	119	30	592	0.201	118	0.0	0.2	7.573	A
C-AB	134	33	748	0.179	132	0.0	0.4	5.842	A
C-A	300	75			300				
A-B	0	0			0				
A-C	358	89			358				

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)	LOS
B-AC	142	36	574	0.248	142	0.2	0.3	8.329	A

C-AB	184	46	788	0.234	184	0.4	0.6	5.973	A
C-A	333	83			333				
A-B	0	0			0				
A-C	427	107			427				

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)	LOS
B-AC	174	43	548	0.318	173	0.3	0.5	9.604	A
C-AB	275	69	844	0.326	274	0.6	1.0	6.335	A
C-A	359	90			359				
A-B	0	0			0				
A-C	523	131			523				

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)	LOS
B-AC	174	43	548	0.318	174	0.5	0.5	9.630	A
C-AB	276	69	845	0.327	276	1.0	1.0	6.375	A
C-A	358	90			358				
A-B	0	0			0				
A-C	523	131			523				

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)	LOS
B-AC	142	36	574	0.248	143	0.5	0.3	8.360	A
C-AB	185	46	789	0.235	187	1.0	0.6	6.021	A
C-A	332	83			332				
A-B	0	0			0				
A-C	427	107			427				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	119	30	592	0.201	119	0.3	0.3	7.616	A
C-AB	135	34	749	0.180	136	0.6	0.4	5.893	A
C-A	299	75			299				
A-B	0	0			0				
A-C	358	89			358				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.39	0.00	0.00	0.39	0.39			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.57	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.96	0.03	0.27	0.96	1.15			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.03	0.30	1.35	1.99			N/A	N/A
C-AB	0.97	0.05	0.51	2.03	2.99			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.60	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.40	0.00	0.00	0.40	0.40			N/A	N/A

2028 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	5.59	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
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	521	100.000
B - A1120 North		ONE HOUR	✓	176	100.000
C - A12 East		ONE HOUR	✓	677	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	521
	B - A1120 North	0	0	176
	C - A12 East	496	181	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	4
	B - A1120 North	0	0	3
	C - A12 East	7	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.36	10.63	0.6	2.7	B	162	242
C-AB	0.67	13.06	3.4	18.6	B	406	608
C-A						216	323
A-B						0	0
A-C						478	717

Main Results for each time segment

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)	LOS
B-AC	133	33	579	0.229	131	0.0	0.3	8.026	A
C-AB	271	68	752	0.359	267	0.0	0.9	7.401	A
C-A	239	60			239				
A-B	0	0			0				
A-C	392	98			392				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	158	40	559	0.283	158	0.3	0.4	8.956	A

C-AB	375	94	793	0.473	373	0.9	1.5	8.599	A
C-A	234	58			234				
A-B	0	0			0				
A-C	468	117			468				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	194	48	532	0.364	193	0.4	0.6	10.586	B
C-AB	565	141	851	0.663	557	1.5	3.3	12.375	B
C-A	181	45			181				
A-B	0	0			0				
A-C	574	143			574				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	194	48	532	0.364	194	0.6	0.6	10.627	B
C-AB	570	142	855	0.667	569	3.3	3.4	13.060	B
C-A	175	44			175				
A-B	0	0			0				
A-C	574	143			574				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	158	40	559	0.283	159	0.6	0.4	9.007	A
C-AB	380	95	798	0.476	388	3.4	1.6	9.045	A
C-A	228	57			228				
A-B	0	0			0				
A-C	468	117			468				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	133	33	579	0.229	133	0.4	0.3	8.081	A
C-AB	274	68	755	0.362	276	1.6	0.9	7.612	A
C-A	236	59			236				
A-B	0	0			0				
A-C	392	98			392				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.89	0.55	1.00	1.40	1.45			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	1.47	0.54	1.36	1.93	2.37			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.03	0.26	0.56	0.56			N/A	N/A
C-AB	3.28	0.04	0.35	7.49	17.68			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.57	0.03	0.30	1.32	2.65			N/A	N/A
C-AB	3.44	0.03	0.34	7.36	18.55			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C-AB	1.60	0.38	1.43	2.46	2.91			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.94	0.07	0.84	1.65	2.00			N/A	N/A

2028 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	614	100.000
B - A1120 North		ONE HOUR	✓	146	100.000
C - A12 East		ONE HOUR	✓	573	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	614
	B - A1120 North	0	0	146
	C - A12 East	410	163	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	2
	B - A1120 North	0	0	1
	C - A12 East	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.31	9.95	0.4	1.9	A	134	201
C-AB	0.55	10.31	2.0	10.8	B	313	470
C-A						213	319
A-B						0	0
A-C						563	845

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)	LOS
B-AC	110	27	578	0.190	109	0.0	0.2	7.663	A
C-AB	216	54	715	0.302	213	0.0	0.7	7.169	A
C-A	215	54			215				
A-B	0	0			0				
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)	LOS
B-AC	131	33	554	0.237	131	0.2	0.3	8.494	A

C-AB	293	73	743	0.394	291	0.7	1.0	7.991	A
C-A	222	56			222				
A-B	0	0			0				
A-C	552	138			552				

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)	LOS
B-AC	161	40	522	0.308	160	0.3	0.4	9.925	A
C-AB	428	107	783	0.546	424	1.0	2.0	10.068	B
C-A	203	51			203				
A-B	0	0			0				
A-C	676	169			676				

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)	LOS
B-AC	161	40	522	0.308	161	0.4	0.4	9.954	A
C-AB	430	108	785	0.548	430	2.0	2.0	10.307	B
C-A	201	50			201				
A-B	0	0			0				
A-C	676	169			676				

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)	LOS
B-AC	131	33	554	0.237	132	0.4	0.3	8.526	A
C-AB	295	74	745	0.396	299	2.0	1.1	8.212	A
C-A	220	55			220				
A-B	0	0			0				
A-C	552	138			552				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	110	27	578	0.190	110	0.3	0.2	7.707	A
C-AB	218	54	716	0.304	219	1.1	0.7	7.312	A
C-A	214	53			214				
A-B	0	0			0				
A-C	462	116			462				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.66	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	1.03	0.55	1.01	1.42	1.47			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	1.98	0.03	0.29	1.98	8.21			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.03	0.31	1.34	1.87			N/A	N/A
C-AB	2.03	0.03	0.33	4.20	10.74			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	1.09	0.54	1.05	1.09	1.53			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.69	0.09	0.82	1.38	1.44			N/A	N/A

2028 Peak Construction, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	2.02	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	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	161	100.000
B - A1120 North		ONE HOUR	✓	108	100.000
C - A12 East		ONE HOUR	✓	294	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	161
	B - A1120 North	0	0	108
	C - A12 East	245	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	14
	B - A1120 North	0	0	3
	C - A12 East	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.19	7.00	0.2	1.0	A	99	149
C-AB	0.12	5.80	0.2	0.9	A	67	101
C-A						202	303
A-B						0	0
A-C						148	222

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	81	20	649	0.125	81	0.0	0.1	6.328	A
C-AB	51	13	673	0.076	50	0.0	0.1	5.784	A
C-A	171	43			171				
A-B	0	0			0				
A-C	121	30			121				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	97	24	642	0.151	97	0.1	0.2	6.598	A

C-AB	65	16	692	0.094	65	0.1	0.2	5.737	A
C-A	200	50			200				
A-B	0	0			0				
A-C	145	36			145				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	119	30	633	0.188	119	0.2	0.2	6.993	A
C-AB	87	22	719	0.120	86	0.2	0.2	5.687	A
C-A	237	59			237				
A-B	0	0			0				
A-C	177	44			177				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	119	30	633	0.188	119	0.2	0.2	6.998	A
C-AB	87	22	719	0.120	87	0.2	0.2	5.694	A
C-A	237	59			237				
A-B	0	0			0				
A-C	177	44			177				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	97	24	642	0.151	97	0.2	0.2	6.606	A
C-AB	65	16	692	0.094	65	0.2	0.2	5.752	A
C-A	199	50			199				
A-B	0	0			0				
A-C	145	36			145				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	81	20	649	0.125	81	0.2	0.1	6.346	A
C-AB	51	13	673	0.076	51	0.2	0.1	5.798	A
C-A	170	43			170				
A-B	0	0			0				
A-C	121	30			121				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.22	0.03	0.27	0.48	0.93			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.03	0.28	0.56	1.04			N/A	N/A
C-AB	0.22	0.03	0.25	0.45	0.48			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2028 Peak Construction, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	3.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	365	100.000
B - A1120 North		ONE HOUR	✓	205	100.000
C - A12 East		ONE HOUR	✓	452	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	365
	B - A1120 North	0	0	205
	C - A12 East	353	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	5
	B - A1120 North	0	0	6
	C - A12 East	10	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	10.72	0.7	2.9	B	188	282
C-AB	0.29	6.54	0.7	1.9	A	166	249
C-A						249	374
A-B						0	0
A-C						335	502

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	154	39	594	0.260	153	0.0	0.3	8.145	A
C-AB	119	30	711	0.167	118	0.0	0.3	6.062	A
C-A	221	55			221				
A-B	0	0			0				
A-C	275	69			275				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	184	46	580	0.318	184	0.3	0.5	9.075	A

C-AB	157	39	737	0.213	157	0.3	0.4	6.196	A
C-A	249	62			249				
A-B	0	0			0				
A-C	328	82			328				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	226	56	561	0.402	225	0.5	0.7	10.673	B
C-AB	220	55	773	0.285	219	0.4	0.7	6.499	A
C-A	277	69			277				
A-B	0	0			0				
A-C	402	100			402				

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)	LOS
B-AC	226	56	561	0.402	226	0.7	0.7	10.721	B
C-AB	221	55	773	0.286	221	0.7	0.7	6.541	A
C-A	277	69			277				
A-B	0	0			0				
A-C	402	100			402				

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)	LOS
B-AC	184	46	580	0.318	185	0.7	0.5	9.133	A
C-AB	157	39	737	0.214	158	0.7	0.5	6.273	A
C-A	249	62			249				
A-B	0	0			0				
A-C	328	82			328				

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)	LOS
B-AC	154	39	594	0.260	155	0.5	0.4	8.213	A
C-AB	120	30	712	0.168	120	0.5	0.3	6.119	A
C-A	221	55			221				
A-B	0	0			0				
A-C	275	69			275				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-AB	0.44	0.00	0.00	0.44	0.44			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.03	0.26	0.66	0.66			N/A	N/A
C-AB	0.68	0.03	0.26	0.68	0.68			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.03	0.29	1.13	2.87			N/A	N/A
C-AB	0.69	0.04	0.44	1.34	1.91			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.04	0.39	1.22	1.36			N/A	N/A
C-AB	0.46	0.00	0.00	0.46	0.46			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

2028 Peak Construction, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	2.67	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	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	415	100.000
B - A1120 North		ONE HOUR	✓	179	100.000
C - A12 East		ONE HOUR	✓	561	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	415
	B - A1120 North	0	0	179
	C - A12 East	463	98	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	8
	B - A1120 North	0	0	2
	C - A12 East	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.35	9.74	0.5	2.5	A	164	246
C-AB	0.33	6.46	0.9	3.2	A	202	303
C-A						313	469
A-B						0	0
A-C						381	571

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)	LOS
B-AC	135	34	606	0.222	134	0.0	0.3	7.603	A
C-AB	138	35	746	0.185	137	0.0	0.4	5.903	A
C-A	284	71			284				
A-B	0	0			0				
A-C	312	78			312				

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)	LOS
B-AC	161	40	590	0.273	161	0.3	0.4	8.385	A

C-AB	189	47	784	0.241	188	0.4	0.6	6.047	A
C-A	316	79			316				
A-B	0	0			0				
A-C	373	93			373				

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)	LOS
B-AC	197	49	567	0.348	196	0.4	0.5	9.703	A
C-AB	278	69	838	0.331	276	0.6	0.9	6.423	A
C-A	340	85			340				
A-B	0	0			0				
A-C	457	114			457				

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)	LOS
B-AC	197	49	567	0.348	197	0.5	0.5	9.735	A
C-AB	278	70	839	0.332	278	0.9	0.9	6.461	A
C-A	339	85			339				
A-B	0	0			0				
A-C	457	114			457				

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)	LOS
B-AC	161	40	590	0.273	162	0.5	0.4	8.422	A
C-AB	190	47	786	0.241	191	0.9	0.6	6.097	A
C-A	315	79			315				
A-B	0	0			0				
A-C	373	93			373				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	135	34	606	0.222	135	0.4	0.3	7.651	A
C-AB	139	35	747	0.187	140	0.6	0.4	5.954	A
C-A	283	71			283				
A-B	0	0			0				
A-C	312	78			312				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.39	0.00	0.00	0.39	0.39			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C-AB	0.56	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.52	0.03	0.26	0.52	0.52			N/A	N/A
C-AB	0.93	0.03	0.26	0.93	0.93			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.03	0.30	1.33	2.46			N/A	N/A
C-AB	0.94	0.05	0.46	2.08	3.18			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-AB	0.59	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.40	0.00	0.00	0.40	0.40			N/A	N/A

2028 Peak Construction, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	8.46	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
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	490	100.000
B - A1120 North		ONE HOUR	✓	185	100.000
C - A12 East		ONE HOUR	✓	682	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	490
	B - A1120 North	0	0	185
	C - A12 East	463	219	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	3
	B - A1120 North	0	0	3
	C - A12 East	7	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	10.61	0.6	2.7	B	170	255
C-AB	0.76	18.88	5.0	27.1	C	459	688
C-A						167	250
A-B						0	0
A-C						450	674

Main Results for each time segment

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)	LOS
B-AC	139	35	586	0.238	138	0.0	0.3	8.009	A
C-AB	311	78	743	0.418	306	0.0	1.1	8.222	A
C-A	203	51			203				
A-B	0	0			0				
A-C	369	92			369				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	166	42	568	0.293	166	0.3	0.4	8.940	A

C-AB	426	106	780	0.546	423	1.1	1.8	10.108	B
C-A	187	47			187				
A-B	0	0			0				
A-C	441	110			441				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	204	51	543	0.375	203	0.4	0.6	10.562	B
C-AB	631	158	834	0.756	619	1.8	4.6	16.929	C
C-A	120	30			120				
A-B	0	0			0				
A-C	540	135			540				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	204	51	543	0.375	204	0.6	0.6	10.605	B
C-AB	639	160	839	0.761	637	4.6	5.0	18.876	C
C-A	112	28			112				
A-B	0	0			0				
A-C	540	135			540				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	166	42	568	0.293	167	0.6	0.4	8.989	A
C-AB	434	108	788	0.551	445	5.0	2.0	11.081	B
C-A	179	45			179				
A-B	0	0			0				
A-C	441	110			441				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	139	35	586	0.238	140	0.4	0.3	8.068	A
C-AB	314	79	746	0.421	318	2.0	1.1	8.560	A
C-A	199	50			199				
A-B	0	0			0				
A-C	369	92			369				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	1.07	0.55	1.00	1.40	1.45			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	1.84	0.23	1.05	3.13	3.93			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.03	0.26	0.59	0.59			N/A	N/A
C-AB	4.61	0.04	0.44	12.89	23.72			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.03	0.29	1.28	2.75			N/A	N/A
C-AB	4.97	0.04	0.37	11.86	27.04			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	2.05	0.12	1.46	4.19	5.59			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	1.15	0.05	0.49	2.71	4.00			N/A	N/A

2028 Peak Construction, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	4.74	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
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	570	100.000
B - A1120 North		ONE HOUR	✓	155	100.000
C - A12 East		ONE HOUR	✓	571	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	570
	B - A1120 North	0	0	155
	C - A12 East	379	192	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	2
	B - A1120 North	0	0	1
	C - A12 East	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.32	9.86	0.5	2.0	A	142	213
C-AB	0.61	12.29	2.5	12.8	B	347	520
C-A						177	266
A-B						0	0
A-C						523	785

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)	LOS
B-AC	117	29	587	0.199	116	0.0	0.2	7.626	A
C-AB	243	61	705	0.344	240	0.0	0.8	7.718	A
C-A	187	47			187				
A-B	0	0			0				
A-C	429	107			429				

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)	LOS
B-AC	139	35	565	0.246	139	0.2	0.3	8.438	A

C-AB	325	81	731	0.445	324	0.8	1.2	8.864	A
C-A	188	47			188				
A-B	0	0			0				
A-C	512	128			512				

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)	LOS
B-AC	171	43	536	0.319	170	0.3	0.5	9.833	A
C-AB	468	117	767	0.610	463	1.2	2.4	11.888	B
C-A	161	40			161				
A-B	0	0			0				
A-C	628	157			628				

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)	LOS
B-AC	171	43	536	0.319	171	0.5	0.5	9.862	A
C-AB	471	118	770	0.612	470	2.4	2.5	12.290	B
C-A	158	39			158				
A-B	0	0			0				
A-C	628	157			628				

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)	LOS
B-AC	139	35	565	0.246	140	0.5	0.3	8.472	A
C-AB	328	82	734	0.447	333	2.5	1.3	9.188	A
C-A	185	46			185				
A-B	0	0			0				
A-C	512	128			512				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	117	29	587	0.199	117	0.3	0.3	7.669	A
C-AB	245	61	707	0.346	247	1.3	0.8	7.902	A
C-A	185	46			185				
A-B	0	0			0				
A-C	429	107			429				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.75	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	1.19	0.54	1.12	1.53	1.78			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	2.38	0.03	0.31	3.39	11.78			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.03	0.30	1.35	2.00			N/A	N/A
C-AB	2.46	0.03	0.32	4.25	12.76			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	1.28	0.35	1.19	1.80	1.98			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.79	0.07	0.78	1.06	1.59			N/A	N/A

2034 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	1.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	158	100.000
B - A1120 North		ONE HOUR	✓	72	100.000
C - A12 East		ONE HOUR	✓	309	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	158
	B - A1120 North	0	0	72
	C - A12 East	261	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	15
	B - A1120 North	0	0	4
	C - A12 East	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	6.59	0.1	0.5	A	66	99
C-AB	0.12	5.72	0.2	1.0	A	68	102
C-A						216	324
A-B						0	0
A-C						145	217

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	54	14	641	0.085	54	0.0	0.1	6.132	A
C-AB	51	13	681	0.075	50	0.0	0.1	5.709	A
C-A	182	45			182				
A-B	0	0			0				
A-C	119	30			119				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	65	16	634	0.102	65	0.1	0.1	6.322	A

C-AB	65	16	702	0.093	65	0.1	0.2	5.651	A
C-A	213	53			213				
A-B	0	0			0				
A-C	142	36			142				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	79	20	625	0.127	79	0.1	0.1	6.592	A
C-AB	87	22	732	0.119	87	0.2	0.2	5.587	A
C-A	253	63			253				
A-B	0	0			0				
A-C	174	43			174				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	79	20	625	0.127	79	0.1	0.1	6.595	A
C-AB	87	22	732	0.119	87	0.2	0.2	5.593	A
C-A	253	63			253				
A-B	0	0			0				
A-C	174	43			174				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	65	16	634	0.102	65	0.1	0.1	6.328	A
C-AB	65	16	702	0.093	65	0.2	0.2	5.665	A
C-A	213	53			213				
A-B	0	0			0				
A-C	142	36			142				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	54	14	641	0.085	54	0.1	0.1	6.143	A
C-AB	51	13	681	0.075	51	0.2	0.1	5.723	A
C-A	182	45			182				
A-B	0	0			0				
A-C	119	30			119				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.22	0.03	0.27	0.48	1.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2034 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	2.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	418	100.000
B - A1120 North		ONE HOUR	✓	185	100.000
C - A12 East		ONE HOUR	✓	466	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	418
	B - A1120 North	0	0	185
	C - A12 East	373	93	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	5
	B - A1120 North	0	0	6
	C - A12 East	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	10.58	0.6	2.7	B	170	255
C-AB	0.28	6.44	0.7	1.8	A	162	244
C-A						265	398
A-B						0	0
A-C						384	575

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	139	35	580	0.240	138	0.0	0.3	8.116	A
C-AB	115	29	714	0.161	114	0.0	0.3	5.994	A
C-A	235	59			235				
A-B	0	0			0				
A-C	315	79			315				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	166	42	565	0.294	166	0.3	0.4	9.010	A

C-AB	153	38	741	0.207	153	0.3	0.4	6.117	A
C-A	266	66			266				
A-B	0	0			0				
A-C	376	94			376				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	204	51	544	0.375	203	0.4	0.6	10.538	B
C-AB	218	54	779	0.280	217	0.4	0.7	6.398	A
C-A	295	74			295				
A-B	0	0			0				
A-C	460	115			460				

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)	LOS
B-AC	204	51	544	0.375	204	0.6	0.6	10.580	B
C-AB	218	55	779	0.280	218	0.7	0.7	6.441	A
C-A	295	74			295				
A-B	0	0			0				
A-C	460	115			460				

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)	LOS
B-AC	166	42	565	0.294	167	0.6	0.4	9.059	A
C-AB	154	38	741	0.208	155	0.7	0.5	6.187	A
C-A	265	66			265				
A-B	0	0			0				
A-C	376	94			376				

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)	LOS
B-AC	139	35	580	0.240	140	0.4	0.3	8.177	A
C-AB	116	29	715	0.162	117	0.5	0.3	6.053	A
C-A	235	59			235				
A-B	0	0			0				
A-C	315	79			315				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.44	0.00	0.00	0.44	0.44			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.03	0.26	0.59	0.59			N/A	N/A
C-AB	0.68	0.03	0.26	0.68	0.68			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.03	0.29	1.26	2.73			N/A	N/A
C-AB	0.70	0.05	0.47	1.27	1.83			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	0.46	0.00	0.00	0.46	0.46			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

2034 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	2.73	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	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	503	100.000
B - A1120 North		ONE HOUR	✓	186	100.000
C - A12 East		ONE HOUR	✓	595	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	503
	B - A1120 North	0	0	186
	C - A12 East	496	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	7
	B - A1120 North	0	0	2
	C - A12 East	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	10.66	0.6	2.8	B	171	256
C-AB	0.36	6.67	1.1	4.2	A	220	330
C-A						326	489
A-B						0	0
A-C						462	692

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)	LOS
B-AC	140	35	589	0.238	139	0.0	0.3	7.969	A
C-AB	148	37	753	0.196	146	0.0	0.4	5.924	A
C-A	300	75			300				
A-B	0	0			0				
A-C	379	95			379				

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)	LOS
B-AC	167	42	570	0.294	167	0.3	0.4	8.927	A

C-AB	204	51	794	0.258	204	0.4	0.6	6.115	A
C-A	330	83			330				
A-B	0	0			0				
A-C	452	113			452				

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)	LOS
B-AC	205	51	542	0.378	204	0.4	0.6	10.616	B
C-AB	307	77	851	0.361	305	0.6	1.1	6.617	A
C-A	348	87			348				
A-B	0	0			0				
A-C	554	138			554				

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)	LOS
B-AC	205	51	542	0.378	205	0.6	0.6	10.660	B
C-AB	308	77	852	0.361	308	1.1	1.1	6.667	A
C-A	347	87			347				
A-B	0	0			0				
A-C	554	138			554				

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)	LOS
B-AC	167	42	570	0.294	168	0.6	0.4	8.977	A
C-AB	206	51	795	0.259	207	1.1	0.7	6.172	A
C-A	329	82			329				
A-B	0	0			0				
A-C	452	113			452				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	140	35	589	0.238	140	0.4	0.3	8.028	A
C-AB	149	37	755	0.197	150	0.7	0.4	5.982	A
C-A	299	75			299				
A-B	0	0			0				
A-C	379	95			379				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.43	0.00	0.00	0.43	0.43			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.64	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.03	0.26	0.60	0.60			N/A	N/A
C-AB	1.10	0.03	0.27	1.10	1.37			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.03	0.29	1.28	2.77			N/A	N/A
C-AB	1.12	0.05	0.46	2.71	4.17			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	0.67	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A

2034 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	7.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	561	100.000
B - A1120 North		ONE HOUR	✓	193	100.000
C - A12 East		ONE HOUR	✓	732	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	561
	B - A1120 North	0	0	193
	C - A12 East	534	198	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	3
	B - A1120 North	0	0	4
	C - A12 East	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.41	11.63	0.7	3.0	B	177	266
C-AB	0.77	18.37	5.5	29.7	C	476	714
C-A						195	293
A-B						0	0
A-C						515	772

Main Results for each time segment

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)	LOS
B-AC	145	36	571	0.254	144	0.0	0.3	8.403	A
C-AB	311	78	772	0.403	307	0.0	1.1	7.729	A
C-A	240	60			240				
A-B	0	0			0				
A-C	422	106			422				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	174	43	550	0.315	173	0.3	0.5	9.528	A

C-AB	437	109	817	0.535	433	1.1	1.9	9.453	A
C-A	222	55			222				
A-B	0	0			0				
A-C	504	126			504				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	212	53	522	0.407	212	0.5	0.7	11.570	B
C-AB	669	167	881	0.759	656	1.9	5.0	16.280	C
C-A	137	34			137				
A-B	0	0			0				
A-C	618	154			618				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	212	53	522	0.407	212	0.7	0.7	11.633	B
C-AB	680	170	888	0.766	678	5.0	5.5	18.372	C
C-A	126	32			126				
A-B	0	0			0				
A-C	618	154			618				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	174	43	550	0.315	174	0.7	0.5	9.594	A
C-AB	446	112	826	0.541	460	5.5	2.1	10.395	B
C-A	212	53			212				
A-B	0	0			0				
A-C	504	126			504				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	145	36	571	0.254	146	0.5	0.3	8.476	A
C-AB	315	79	775	0.407	319	2.1	1.2	8.028	A
C-A	236	59			236				
A-B	0	0			0				
A-C	422	106			422				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	1.08	0.55	1.00	1.40	1.45			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	1.89	0.27	1.13	3.20	3.96			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.03	0.26	0.67	0.67			N/A	N/A
C-AB	5.04	0.05	0.47	14.38	25.42			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.68	0.03	0.29	1.19	2.97			N/A	N/A
C-AB	5.47	0.04	0.39	14.12	29.65			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.04	0.38	1.21	1.36			N/A	N/A
C-AB	2.11	0.15	1.10	4.12	5.40			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	1.16	0.05	0.56	2.67	3.90			N/A	N/A

2034 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	4.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	620	100.000
B - A1120 North		ONE HOUR	✓	160	100.000
C - A12 East		ONE HOUR	✓	642	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	620
	B - A1120 North	0	0	160
	C - A12 East	467	175	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	2
	B - A1120 North	0	0	1
	C - A12 East	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.34	10.40	0.5	2.3	B	147	220
C-AB	0.62	11.53	2.8	14.8	B	369	554
C-A						220	330
A-B						0	0
A-C						569	853

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)	LOS
B-AC	120	30	578	0.209	119	0.0	0.3	7.840	A
C-AB	249	62	747	0.334	246	0.0	0.8	7.180	A
C-A	234	59			234				
A-B	0	0			0				
A-C	467	117			467				

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)	LOS
B-AC	144	36	554	0.259	143	0.3	0.3	8.755	A

C-AB	343	86	782	0.438	341	0.8	1.3	8.193	A
C-A	235	59			235				
A-B	0	0			0				
A-C	557	139			557				

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)	LOS
B-AC	176	44	522	0.337	176	0.3	0.5	10.368	B
C-AB	511	128	832	0.614	505	1.3	2.7	11.117	B
C-A	196	49			196				
A-B	0	0			0				
A-C	683	171			683				

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)	LOS
B-AC	176	44	522	0.337	176	0.5	0.5	10.405	B
C-AB	515	129	835	0.617	514	2.7	2.8	11.534	B
C-A	192	48			192				
A-B	0	0			0				
A-C	683	171			683				

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)	LOS
B-AC	144	36	554	0.259	144	0.5	0.4	8.795	A
C-AB	346	87	785	0.441	352	2.8	1.4	8.506	A
C-A	231	58			231				
A-B	0	0			0				
A-C	557	139			557				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	120	30	578	0.209	121	0.4	0.3	7.886	A
C-AB	251	63	749	0.336	254	1.4	0.8	7.346	A
C-A	232	58			232				
A-B	0	0			0				
A-C	467	117			467				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.78	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	1.27	0.55	1.17	1.64	1.84			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.03	0.26	0.50	0.50			N/A	N/A
C-AB	2.67	0.03	0.32	4.57	13.83			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.03	0.30	1.36	2.29			N/A	N/A
C-AB	2.76	0.03	0.33	5.70	14.78			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	1.36	0.53	1.26	1.82	1.98			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.83	0.08	0.84	1.03	1.56			N/A	N/A

2034 Operational Led, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	1.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	142	100.000
B - A1120 North		ONE HOUR	✓	73	100.000
C - A12 East		ONE HOUR	✓	302	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	142
	B - A1120 North	0	0	73
	C - A12 East	253	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	16
	B - A1120 North	0	0	4
	C - A12 East	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	6.55	0.1	0.5	A	67	100
C-AB	0.12	5.74	0.2	1.0	A	68	102
C-A						209	313
A-B						0	0
A-C						130	195

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	55	14	644	0.085	55	0.0	0.1	6.103	A
C-AB	51	13	679	0.075	51	0.0	0.1	5.726	A
C-A	176	44			176				
A-B	0	0			0				
A-C	107	27			107				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	66	16	638	0.103	66	0.1	0.1	6.287	A

C-AB	65	16	700	0.093	65	0.1	0.2	5.671	A
C-A	206	52			206				
A-B	0	0			0				
A-C	128	32			128				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	80	20	630	0.128	80	0.1	0.1	6.547	A
C-AB	88	22	729	0.120	87	0.2	0.2	5.613	A
C-A	245	61			245				
A-B	0	0			0				
A-C	156	39			156				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	80	20	630	0.128	80	0.1	0.1	6.549	A
C-AB	88	22	729	0.120	88	0.2	0.2	5.620	A
C-A	245	61			245				
A-B	0	0			0				
A-C	156	39			156				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	66	16	638	0.103	66	0.1	0.1	6.292	A
C-AB	66	16	700	0.094	66	0.2	0.2	5.686	A
C-A	206	51			206				
A-B	0	0			0				
A-C	128	32			128				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	55	14	644	0.085	55	0.1	0.1	6.112	A
C-AB	51	13	679	0.076	52	0.2	0.1	5.742	A
C-A	176	44			176				
A-B	0	0			0				
A-C	107	27			107				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.22	0.03	0.27	0.48	0.95			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2034 Operational Led, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	3.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	389	100.000
B - A1120 North		ONE HOUR	✓	187	100.000
C - A12 East		ONE HOUR	✓	450	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	389
	B - A1120 North	0	0	187
	C - A12 East	354	96	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	5
	B - A1120 North	0	0	6
	C - A12 East	10	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	10.40	0.6	2.7	B	172	257
C-AB	0.28	6.52	0.7	1.8	A	162	243
C-A						251	377
A-B						0	0
A-C						357	535

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	141	35	586	0.240	140	0.0	0.3	8.039	A
C-AB	116	29	708	0.164	115	0.0	0.3	6.059	A
C-A	223	56			223				
A-B	0	0			0				
A-C	293	73			293				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	168	42	572	0.294	168	0.3	0.4	8.898	A

C-AB	153	38	733	0.209	153	0.3	0.4	6.189	A
C-A	251	63			251				
A-B	0	0			0				
A-C	350	87			350				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	206	51	552	0.373	205	0.4	0.6	10.356	B
C-AB	215	54	769	0.280	214	0.4	0.7	6.484	A
C-A	280	70			280				
A-B	0	0			0				
A-C	428	107			428				

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)	LOS
B-AC	206	51	552	0.373	206	0.6	0.6	10.395	B
C-AB	216	54	770	0.280	216	0.7	0.7	6.525	A
C-A	280	70			280				
A-B	0	0			0				
A-C	428	107			428				

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)	LOS
B-AC	168	42	572	0.294	169	0.6	0.4	8.947	A
C-AB	154	38	734	0.209	154	0.7	0.4	6.265	A
C-A	251	63			251				
A-B	0	0			0				
A-C	350	87			350				

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)	LOS
B-AC	141	35	586	0.240	141	0.4	0.3	8.098	A
C-AB	116	29	709	0.164	117	0.4	0.3	6.119	A
C-A	222	56			222				
A-B	0	0			0				
A-C	293	73			293				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.43	0.00	0.00	0.43	0.43			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.03	0.26	0.58	0.58			N/A	N/A
C-AB	0.67	0.03	0.26	0.67	0.67			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.03	0.29	1.26	2.71			N/A	N/A
C-AB	0.68	0.04	0.45	1.26	1.84			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

2034 Operational Led, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	2.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	461	100.000
B - A1120 North		ONE HOUR	✓	186	100.000
C - A12 East		ONE HOUR	✓	573	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	461
	B - A1120 North	0	0	186
	C - A12 East	463	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	8
	B - A1120 North	0	0	2
	C - A12 East	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	10.30	0.6	2.7	B	171	256
C-AB	0.38	7.08	1.2	4.9	A	230	345
C-A						296	444
A-B						0	0
A-C						423	635

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)	LOS
B-AC	140	35	597	0.234	139	0.0	0.3	7.829	A
C-AB	157	39	739	0.212	155	0.0	0.5	6.158	A
C-A	275	69			275				
A-B	0	0			0				
A-C	347	87			347				

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)	LOS
B-AC	167	42	579	0.289	167	0.3	0.4	8.720	A

C-AB	215	54	776	0.276	214	0.5	0.7	6.411	A
C-A	301	75			301				
A-B	0	0			0				
A-C	414	104			414				

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)	LOS
B-AC	205	51	554	0.369	204	0.4	0.6	10.261	B
C-AB	317	79	830	0.382	315	0.7	1.1	7.023	A
C-A	314	78			314				
A-B	0	0			0				
A-C	508	127			508				

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)	LOS
B-AC	205	51	554	0.369	205	0.6	0.6	10.299	B
C-AB	318	80	831	0.383	318	1.1	1.2	7.078	A
C-A	313	78			313				
A-B	0	0			0				
A-C	508	127			508				

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)	LOS
B-AC	167	42	579	0.289	168	0.6	0.4	8.764	A
C-AB	216	54	778	0.277	217	1.2	0.7	6.476	A
C-A	299	75			299				
A-B	0	0			0				
A-C	414	104			414				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	140	35	597	0.234	140	0.4	0.3	7.885	A
C-AB	158	39	740	0.213	159	0.7	0.5	6.221	A
C-A	273	68			273				
A-B	0	0			0				
A-C	347	87			347				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C-AB	0.67	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.03	0.26	0.58	0.58			N/A	N/A
C-AB	1.14	0.03	0.27	1.14	1.31			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.03	0.29	1.29	2.70			N/A	N/A
C-AB	1.16	0.04	0.41	2.92	4.89			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.70	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.47	0.00	0.00	0.47	0.47			N/A	N/A

2034 Operational Led, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	7.59	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
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	532	100.000
B - A1120 North		ONE HOUR	✓	194	100.000
C - A12 East		ONE HOUR	✓	698	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	532
	B - A1120 North	0	0	194
	C - A12 East	496	202	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	3
	B - A1120 North	0	0	4
	C - A12 East	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	11.37	0.7	2.9	B	178	267
C-AB	0.74	17.23	4.8	25.9	C	453	680
C-A						187	281
A-B						0	0
A-C						488	732

Main Results for each time segment

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)	LOS
B-AC	146	37	577	0.253	145	0.0	0.3	8.308	A
C-AB	302	75	753	0.401	298	0.0	1.0	7.886	A
C-A	224	56			224				
A-B	0	0			0				
A-C	401	100			401				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	174	44	557	0.313	174	0.3	0.4	9.383	A

C-AB	418	105	794	0.527	415	1.0	1.8	9.563	A
C-A	209	52			209				
A-B	0	0			0				
A-C	478	120			478				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	214	53	530	0.403	213	0.4	0.7	11.315	B
C-AB	630	157	852	0.739	619	1.8	4.4	15.632	C
C-A	139	35			139				
A-B	0	0			0				
A-C	586	146			586				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	214	53	530	0.403	214	0.7	0.7	11.372	B
C-AB	638	160	858	0.744	637	4.4	4.8	17.226	C
C-A	130	33			130				
A-B	0	0			0				
A-C	586	146			586				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	174	44	557	0.313	175	0.7	0.5	9.448	A
C-AB	426	107	801	0.532	437	4.8	2.0	10.368	B
C-A	201	50			201				
A-B	0	0			0				
A-C	478	120			478				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	146	37	577	0.253	147	0.5	0.3	8.377	A
C-AB	306	76	756	0.404	309	2.0	1.1	8.175	A
C-A	220	55			220				
A-B	0	0			0				
A-C	401	100			401				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	1.04	0.55	1.00	1.40	1.45			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	1.78	0.30	1.05	2.89	3.63			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.03	0.26	0.66	0.66			N/A	N/A
C-AB	4.44	0.04	0.43	12.25	23.01			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.03	0.29	1.20	2.94			N/A	N/A
C-AB	4.76	0.04	0.37	11.37	25.85			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.04	0.37	1.19	1.34			N/A	N/A
C-AB	1.96	0.15	1.01	3.76	4.85			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	1.11	0.05	0.61	2.46	3.57			N/A	N/A

2034 Operational Led, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120	T-Junction	Two-way	4.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	580	100.000
B - A1120 North		ONE HOUR	✓	158	100.000
C - A12 East		ONE HOUR	✓	602	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	580
	B - A1120 North	0	0	158
	C - A12 East	421	181	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 North	C - A12 East
From	A - A12 West	0	0	2
	B - A1120 North	0	0	1
	C - A12 East	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.33	10.02	0.5	2.1	B	145	217
C-AB	0.60	11.42	2.5	12.9	B	350	526
C-A						202	303
A-B						0	0
A-C						532	798

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)	LOS
B-AC	119	30	585	0.203	118	0.0	0.3	7.689	A
C-AB	242	60	727	0.332	239	0.0	0.7	7.356	A
C-A	212	53			212				
A-B	0	0			0				
A-C	437	109			437				

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)	LOS
B-AC	142	36	563	0.252	142	0.3	0.3	8.524	A

C-AB	328	82	757	0.432	326	0.7	1.2	8.365	A
C-A	214	53			214				
A-B	0	0			0				
A-C	521	130			521				

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)	LOS
B-AC	174	43	533	0.326	173	0.3	0.5	9.989	A
C-AB	478	120	801	0.597	474	1.2	2.4	11.066	B
C-A	185	46			185				
A-B	0	0			0				
A-C	639	160			639				

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)	LOS
B-AC	174	43	533	0.326	174	0.5	0.5	10.020	B
C-AB	481	120	803	0.599	481	2.4	2.4	11.416	B
C-A	182	45			182				
A-B	0	0			0				
A-C	639	160			639				

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)	LOS
B-AC	142	36	563	0.252	143	0.5	0.3	8.566	A
C-AB	330	83	760	0.434	335	2.4	1.3	8.646	A
C-A	211	53			211				
A-B	0	0			0				
A-C	521	130			521				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	119	30	585	0.203	119	0.3	0.3	7.733	A
C-AB	244	61	729	0.334	246	1.3	0.8	7.519	A
C-A	210	52			210				
A-B	0	0			0				
A-C	437	109			437				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.74	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	1.18	0.55	1.11	1.45	1.73			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.03	0.26	0.48	0.49			N/A	N/A
C-AB	2.37	0.03	0.31	3.16	11.56			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.03	0.30	1.36	2.13			N/A	N/A
C-AB	2.45	0.03	0.32	4.61	12.89			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	1.26	0.52	1.19	1.71	1.90			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.78	0.08	0.81	1.38	1.38			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.09.22_J12b_Model_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\J12b\Model
Report generation date: 18/12/2020 09:38:25

»A1120 / A1120 (Slip) - Base Year, 6-7 AM
»A1120 / A1120 (Slip) - Base Year, 7-8 AM
»A1120 / A1120 (Slip) - Base Year, 8-9 AM
»A1120 / A1120 (Slip) - Base Year, 3-4 PM
»A1120 / A1120 (Slip) - Base Year, 5-6 PM
»A1120 / A1120 (Slip) - 2023 Reference Case , 6-7 AM
»A1120 / A1120 (Slip) - 2023 Reference Case , 7-8 AM
»A1120 / A1120 (Slip) - 2023 Reference Case , 8-9 AM
»A1120 / A1120 (Slip) - 2023 Reference Case , 3-4 PM
»A1120 / A1120 (Slip) - 2023 Reference Case , 5-6 PM
»A1120 / A1120 (Slip) - 2023 Early Years , 6-7 AM
»A1120 / A1120 (Slip) - 2023 Early Years , 7-8 AM
»A1120 / A1120 (Slip) - 2023 Early Years , 8-9 AM
»A1120 / A1120 (Slip) - 2023 Early Years , 3-4 PM
»A1120 / A1120 (Slip) - 2023 Early Years , 5-6 PM
»A1120 / A1120 (Slip) - 2028 Reference Case , 6-7 AM
»A1120 / A1120 (Slip) - 2028 Reference Case , 7-8 AM
»A1120 / A1120 (Slip) - 2028 Reference Case , 8-9 AM
»A1120 / A1120 (Slip) - 2028 Reference Case , 3-4 PM
»A1120 / A1120 (Slip) - 2028 Reference Case , 5-6 PM
»A1120 / A1120 (Slip) - 2028 Peak Construction, 6-7 AM
»A1120 / A1120 (Slip) - 2028 Peak Construction, 7-8 AM
»A1120 / A1120 (Slip) - 2028 Peak Construction, 8-9 AM
»A1120 / A1120 (Slip) - 2028 Peak Construction, 3-4 PM
»A1120 / A1120 (Slip) - 2028 Peak Construction, 5-6 PM
»A1120 / A1120 (Slip) - 2034 Reference Case , 6-7 AM
»A1120 / A1120 (Slip) - 2034 Reference Case , 7-8 AM
»A1120 / A1120 (Slip) - 2034 Reference Case , 8-9 AM
»A1120 / A1120 (Slip) - 2034 Reference Case , 3-4 PM
»A1120 / A1120 (Slip) - 2034 Reference Case , 5-6 PM
»A1120 / A1120 (Slip) - 2034 Operational Led, 6-7 AM
»A1120 / A1120 (Slip) - 2034 Operational Led, 7-8 AM
»A1120 / A1120 (Slip) - 2034 Operational Led, 8-9 AM
»A1120 / A1120 (Slip) - 2034 Operational Led, 3-4 PM
»A1120 / A1120 (Slip) - 2034 Operational Led, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
A1120 / A1120 (Slip) - Base Year																									
Stream B-AC	0.0	~1	0.00	0.00	A	0.0	0.5	6.95	0.01	A	0.0	0.5	7.17	0.04	A	0.0	0.5	6.38	0.04	A	0.0	0.5	6.24	0.03	A
Stream C-AB	0.0	0.5	6.11	0.01	A	0.1	0.5	5.97	0.04	A	0.1	0.6	6.21	0.08	A	0.0	0.5	5.82	0.02	A	0.1	0.5	6.09	0.05	A
A1120 / A1120 (Slip) - 2023 Reference Case																									
Stream B-AC	0.0	~1	0.00	0.00	A	0.0	0.5	6.77	0.02	A	0.0	0.5	7.12	0.04	A	0.1	0.5	6.48	0.05	A	0.1	0.5	6.43	0.05	A
Stream C-AB	0.0	0.5	5.93	0.01	A	0.1	0.5	5.89	0.04	A	0.1	0.7	6.13	0.09	A	0.0	0.5	5.83	0.03	A	0.1	0.5	6.08	0.06	A
A1120 / A1120 (Slip) - 2023 Early Years																									
Stream B-AC	0.0	~1	0.00	0.00	A	0.0	0.5	6.82	0.02	A	0.0	0.5	7.14	0.04	A	0.1	0.5	6.55	0.05	A	0.1	0.5	6.98	0.10	A
Stream C-AB	0.0	0.5	5.84	0.03	A	0.2	0.9	5.77	0.11	A	0.2	0.6	6.16	0.11	A	0.0	0.5	5.85	0.03	A	0.1	0.5	6.19	0.06	A
A1120 / A1120 (Slip) - 2028 Reference Case																									
Stream B-AC	0.0	~1	0.00	0.00	A	0.0	0.5	6.70	0.02	A	0.0	0.5	7.04	0.05	A	0.1	0.5	6.53	0.05	A	0.1	0.5	6.48	0.06	A
Stream C-AB	0.0	0.5	5.92	0.01	A	0.1	0.5	5.86	0.04	A	0.2	0.7	6.12	0.10	A	0.1	0.5	5.72	0.04	A	0.1	0.6	6.08	0.07	A
A1120 / A1120 (Slip) - 2028 Peak Construction																									
Stream B-AC	0.0	~1	0.00	0.00	A	0.0	0.5	6.80	0.02	A	0.0	0.5	7.11	0.04	A	0.1	0.5	6.62	0.05	A	0.1	0.5	6.54	0.05	A
Stream C-AB	0.0	0.5	5.74	0.01	A	0.1	0.5	5.73	0.05	A	0.2	0.8	6.03	0.10	A	0.1	0.5	5.74	0.04	A	0.1	0.6	6.08	0.07	A
A1120 / A1120 (Slip) - 2034 Reference Case																									
Stream B-AC	0.0	~1	0.00	0.00	A	0.0	0.5	6.65	0.02	A	0.1	0.5	7.02	0.05	A	0.1	0.5	6.64	0.06	A	0.1	0.5	6.54	0.06	A
Stream C-AB	0.0	0.5	5.92	0.02	A	0.1	0.5	5.81	0.05	A	0.2	0.8	5.99	0.10	A	0.1	0.5	5.70	0.05	A	0.1	0.7	6.05	0.08	A
A1120 / A1120 (Slip) - 2034 Operational Led																									
Stream B-AC	0.0	~1	0.00	0.00	A	0.0	0.5	6.66	0.02	A	0.1	0.5	7.06	0.05	A	0.1	0.5	6.63	0.06	A	0.1	0.5	6.53	0.06	A
Stream C-AB	0.0	0.5	5.92	0.02	A	0.1	0.5	5.81	0.05	A	0.2	0.8	6.00	0.10	A	0.1	0.5	5.68	0.04	A	0.1	0.7	6.07	0.07	A

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

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

File summary

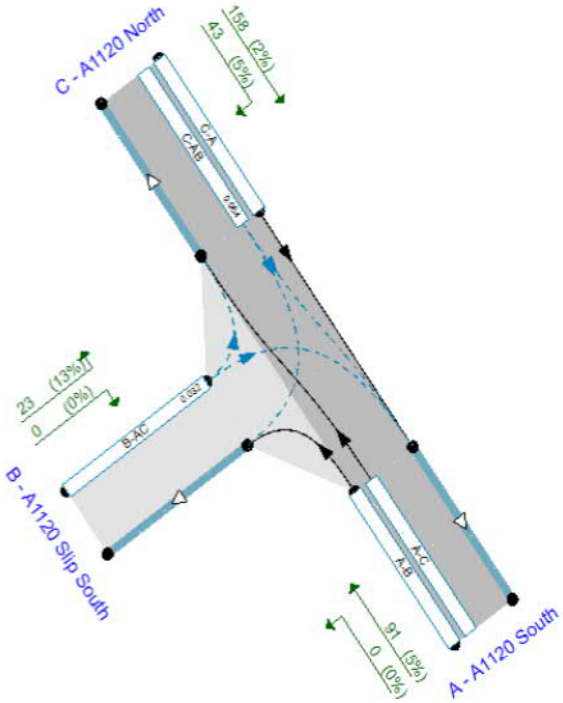
File Description

Title	A1120 / A1120 Slip
Location	52.264749°, 1.511117°

Site number	12c
Date	05/07/2017
Version	v1
Status	
Identifier	
Client	EDF Energy
Jobnumber	50400326
Enumerator	UKEWS001
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

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
D1	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AJ12	A1120 / A1120 (Slip)	✓	100.000	100.000

A1120 / A1120 (Slip) - Base Year, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A1120 South		Major
B	A1120 Slip South		Minor
C	A1120 North		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 - A1120 North	6.50			23.5	✓	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 - A1120 Slip South	One lane	3.00	46	13

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
J12b	B-A	499	0.089	0.225	0.141	0.321
J12b	B-C	632	0.095	0.240	-	-
J12b	C-B	588	0.223	0.223	-	-

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	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	34	100.000
B - A1120 Slip South		ONE HOUR	✓	1	100.000
C - A1120 North		ONE HOUR	✓	32	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	**B - A1120 Slip South**	**C - A1120 North**
From	**A - A1120 South**	0	0	34
	B - A1120 Slip South	0	0	1
	C - A1120 North	26	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	**B - A1120 Slip South**	**C - A1120 North**
From	**A - A1120 South**	0	0	6
	B - A1120 Slip South	0	0	0
	C - A1120 North	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	~1	A	0	0
C-AB	0.01	6.11	0.0	0.5	A	6	9
C-A						24	35
A-B						0	0
A-C						31	47

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	548	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	594	0.008	5	0.0	0.0	6.107	A
C-A	19	5			19				
A-B	0	0			0				
A-C	26	6			26				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	547	0.000	0	0.0	0.0	0.000	A
C-AB	6	1	595	0.009	6	0.0	0.0	6.101	A
C-A	23	6			23				
A-B	0	0			0				
A-C	31	8			31				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	544	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	597	0.012	7	0.0	0.0	6.096	A
C-A	28	7			28				
A-B	0	0			0				
A-C	37	9			37				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	544	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	597	0.012	7	0.0	0.0	6.101	A
C-A	28	7			28				
A-B	0	0			0				
A-C	37	9			37				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	547	0.000	0	0.0	0.0	0.000	A
C-AB	6	1	595	0.009	6	0.0	0.0	6.107	A
C-A	23	6			23				
A-B	0	0			0				
A-C	31	8			31				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	548	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	594	0.008	5	0.0	0.0	6.110	A
C-A	19	5			19				
A-B	0	0			0				
A-C	26	6			26				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

A1120 / A1120 (Slip) - Base Year, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	74	100.000
B - A1120 Slip South		ONE HOUR	✓	6	100.000
C - A1120 North		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	74
	B - A1120 Slip South	0	0	6
	C - A1120 North	150	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	1
	B - A1120 Slip South	0	0	17
	C - A1120 North	7	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.01	6.95	0.0	0.5	A	6	8
C-AB	0.04	5.97	0.1	0.5	A	19	28
C-A						133	200
A-B						0	0
A-C						68	102

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5	1	530	0.009	4	0.0	0.0	6.847	A
C-AB	15	4	618	0.024	15	0.0	0.0	5.970	A
C-A	110	28			110				
A-B	0	0			0				
A-C	56	14			56				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5	1	528	0.010	5	0.0	0.0	6.888	A

C-AB	18	5	630	0.029	18	0.0	0.0	5.880	A
C-A	131	33			131				
A-B	0	0			0				
A-C	67	17			67				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	525	0.013	7	0.0	0.0	6.945	A
C-AB	24	6	648	0.037	24	0.0	0.0	5.763	A
C-A	159	40			159				
A-B	0	0			0				
A-C	81	20			81				

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)	LOS
B-AC	7	2	525	0.013	7	0.0	0.0	6.945	A
C-AB	24	6	648	0.037	24	0.0	0.1	5.767	A
C-A	159	40			159				
A-B	0	0			0				
A-C	81	20			81				

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)	LOS
B-AC	5	1	528	0.010	5	0.0	0.0	6.888	A
C-AB	18	5	630	0.029	18	0.1	0.0	5.886	A
C-A	131	33			131				
A-B	0	0			0				
A-C	67	17			67				

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)	LOS
B-AC	5	1	530	0.009	5	0.0	0.0	6.847	A
C-AB	15	4	618	0.024	15	0.0	0.0	5.972	A
C-A	110	28			110				
A-B	0	0			0				
A-C	56	14			56				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

A1120 / A1120 (Slip) - Base Year, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	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
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	84	100.000
B - A1120 Slip South		ONE HOUR	✓	18	100.000
C - A1120 North		ONE HOUR	✓	169	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	84
	B - A1120 Slip South	0	0	18
	C - A1120 North	134	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	6
	B - A1120 Slip South	0	0	17
	C - A1120 North	2	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	7.17	0.0	0.5	A	17	25
C-AB	0.08	6.21	0.1	0.6	A	40	60
C-A						115	172
A-B						0	0
A-C						77	116

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)	LOS
B-AC	14	3	528	0.026	13	0.0	0.0	6.993	A
C-AB	32	8	612	0.052	31	0.0	0.1	6.203	A
C-A	96	24			96				
A-B	0	0			0				
A-C	63	16			63				

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)	LOS
B-AC	16	4	525	0.031	16	0.0	0.0	7.068	A

C-AB	39	10	623	0.063	39	0.1	0.1	6.174	A
C-A	113	28			113				
A-B	0	0			0				
A-C	76	19			76				

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)	LOS
B-AC	20	5	522	0.038	20	0.0	0.0	7.172	A
C-AB	50	13	638	0.079	50	0.1	0.1	6.130	A
C-A	136	34			136				
A-B	0	0			0				
A-C	92	23			92				

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)	LOS
B-AC	20	5	522	0.038	20	0.0	0.0	7.172	A
C-AB	50	13	638	0.079	50	0.1	0.1	6.129	A
C-A	136	34			136				
A-B	0	0			0				
A-C	92	23			92				

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)	LOS
B-AC	16	4	525	0.031	16	0.0	0.0	7.072	A
C-AB	39	10	623	0.063	39	0.1	0.1	6.170	A
C-A	113	28			113				
A-B	0	0			0				
A-C	76	19			76				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	3	528	0.026	14	0.0	0.0	6.996	A
C-AB	32	8	612	0.052	32	0.1	0.1	6.208	A
C-A	96	24			96				
A-B	0	0			0				
A-C	63	16			63				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.09	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.12	0.03	0.26	0.48	0.63			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

A1120 / A1120 (Slip) - Base Year, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	158	100.000
B - A1120 Slip South		ONE HOUR	✓	22	100.000
C - A1120 North		ONE HOUR	✓	142	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	158
	B - A1120 Slip South	0	0	22
	C - A1120 North	133	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	6
	B - A1120 Slip South	0	0	0
	C - A1120 North	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	6.38	0.0	0.5	A	20	30
C-AB	0.02	5.82	0.0	0.5	A	10	15
C-A						120	180
A-B						0	0
A-C						145	217

Main Results for each time segment

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)	LOS
B-AC	17	4	602	0.028	16	0.0	0.0	6.148	A
C-AB	8	2	627	0.013	8	0.0	0.0	5.814	A
C-A	99	25			99				
A-B	0	0			0				
A-C	119	30			119				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	596	0.033	20	0.0	0.0	6.245	A

C-AB	10	2	635	0.016	10	0.0	0.0	5.753	A
C-A	118	29			118				
A-B	0	0			0				
A-C	142	36			142				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	24	6	588	0.041	24	0.0	0.0	6.383	A
C-AB	13	3	647	0.020	13	0.0	0.0	5.675	A
C-A	144	36			144				
A-B	0	0			0				
A-C	174	43			174				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	24	6	588	0.041	24	0.0	0.0	6.383	A
C-AB	13	3	647	0.020	13	0.0	0.0	5.680	A
C-A	144	36			144				
A-B	0	0			0				
A-C	174	43			174				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	596	0.033	20	0.0	0.0	6.245	A
C-AB	10	2	635	0.016	10	0.0	0.0	5.763	A
C-A	118	29			118				
A-B	0	0			0				
A-C	142	36			142				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	17	4	602	0.028	17	0.0	0.0	6.149	A
C-AB	8	2	627	0.013	8	0.0	0.0	5.819	A
C-A	99	25			99				
A-B	0	0			0				
A-C	119	30			119				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

A1120 / A1120 (Slip) - Base Year, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.98	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
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	129	100.000
B - A1120 Slip South		ONE HOUR	✓	19	100.000
C - A1120 North		ONE HOUR	✓	155	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	129
	B - A1120 Slip South	0	0	19
	C - A1120 North	132	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	1
	B - A1120 Slip South	0	0	0
	C - A1120 North	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	6.24	0.0	0.5	A	17	26
C-AB	0.05	6.09	0.1	0.5	A	26	40
C-A						116	174
A-B						0	0
A-C						118	178

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)	LOS
B-AC	14	4	609	0.024	14	0.0	0.0	6.056	A
C-AB	21	5	611	0.034	20	0.0	0.0	6.090	A
C-A	96	24			96				
A-B	0	0			0				
A-C	97	24			97				

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)	LOS
B-AC	17	4	604	0.028	17	0.0	0.0	6.131	A

C-AB	26	6	621	0.041	26	0.0	0.1	6.049	A
C-A	114	28			114				
A-B	0	0			0				
A-C	116	29			116				

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)	LOS
B-AC	21	5	598	0.035	21	0.0	0.0	6.239	A
C-AB	33	8	635	0.052	33	0.1	0.1	5.988	A
C-A	138	34			138				
A-B	0	0			0				
A-C	142	36			142				

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)	LOS
B-AC	21	5	598	0.035	21	0.0	0.0	6.239	A
C-AB	33	8	635	0.052	33	0.1	0.1	5.983	A
C-A	138	34			138				
A-B	0	0			0				
A-C	142	36			142				

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)	LOS
B-AC	17	4	604	0.028	17	0.0	0.0	6.132	A
C-AB	26	6	621	0.041	26	0.1	0.1	6.044	A
C-A	114	28			114				
A-B	0	0			0				
A-C	116	29			116				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	4	609	0.024	14	0.0	0.0	6.058	A
C-AB	21	5	611	0.034	21	0.1	0.0	6.093	A
C-A	96	24			96				
A-B	0	0			0				
A-C	97	24			97				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

A1120 / A1120 (Slip) - 2023 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.37	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
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	45	100.000
B - A1120 Slip South		ONE HOUR	✓	2	100.000
C - A1120 North		ONE HOUR	✓	74	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	45
	B - A1120 Slip South	0	0	2
	C - A1120 North	67	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	4
	B - A1120 Slip South	0	0	0
	C - A1120 North	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	~1	A	0	0
C-AB	0.01	5.93	0.0	0.5	A	7	11
C-A						61	91
A-B						0	0
A-C						41	62

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	544	0.000	0	0.0	0.0	0.000	A
C-AB	6	1	613	0.009	6	0.0	0.0	5.926	A
C-A	50	12			50				
A-B	0	0			0				
A-C	34	8			34				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	541	0.000	0	0.0	0.0	0.000	A

C-AB	7	2	618	0.011	7	0.0	0.0	5.887	A
C-A	60	15			60				
A-B	0	0			0				
A-C	40	10			40				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	537	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	625	0.014	9	0.0	0.0	5.837	A
C-A	73	18			73				
A-B	0	0			0				
A-C	50	12			50				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	537	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	625	0.014	9	0.0	0.0	5.839	A
C-A	73	18			73				
A-B	0	0			0				
A-C	50	12			50				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	541	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	618	0.011	7	0.0	0.0	5.892	A
C-A	60	15			60				
A-B	0	0			0				
A-C	40	10			40				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	544	0.000	0	0.0	0.0	0.000	A
C-AB	6	1	613	0.009	6	0.0	0.0	5.928	A
C-A	50	12			50				
A-B	0	0			0				
A-C	34	8			34				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

A1120 / A1120 (Slip) - 2023 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	89	100.000
B - A1120 Slip South		ONE HOUR	✓	8	100.000
C - A1120 North		ONE HOUR	✓	187	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	89
	B - A1120 Slip South	0	0	8
	C - A1120 North	169	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	1
	B - A1120 Slip South	0	0	13
	C - A1120 North	7	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	6.77	0.0	0.5	A	7	11
C-AB	0.04	5.89	0.1	0.5	A	22	33
C-A						150	224
A-B						0	0
A-C						82	123

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	547	0.011	6	0.0	0.0	6.648	A
C-AB	17	4	629	0.027	17	0.0	0.0	5.886	A
C-A	124	31			124				
A-B	0	0			0				
A-C	67	17			67				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	545	0.013	7	0.0	0.0	6.697	A

C-AB	21	5	643	0.033	21	0.0	0.0	5.790	A
C-A	147	37			147				
A-B	0	0			0				
A-C	80	20			80				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	541	0.016	9	0.0	0.0	6.766	A
C-AB	28	7	663	0.042	28	0.0	0.1	5.670	A
C-A	178	45			178				
A-B	0	0			0				
A-C	98	24			98				

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)	LOS
B-AC	9	2	541	0.016	9	0.0	0.0	6.766	A
C-AB	28	7	663	0.042	28	0.1	0.1	5.670	A
C-A	178	45			178				
A-B	0	0			0				
A-C	98	24			98				

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)	LOS
B-AC	7	2	545	0.013	7	0.0	0.0	6.700	A
C-AB	21	5	643	0.033	21	0.1	0.0	5.795	A
C-A	147	37			147				
A-B	0	0			0				
A-C	80	20			80				

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)	LOS
B-AC	6	2	547	0.011	6	0.0	0.0	6.651	A
C-AB	17	4	629	0.027	17	0.0	0.0	5.889	A
C-A	124	31			124				
A-B	0	0			0				
A-C	67	17			67				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.06	0.03	0.25	0.46	0.48			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

A1120 / A1120 (Slip) - 2023 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	1.57	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
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	90	100.000
B - A1120 Slip South		ONE HOUR	✓	20	100.000
C - A1120 North		ONE HOUR	✓	191	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	90
	B - A1120 Slip South	0	0	20
	C - A1120 North	151	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	6
	B - A1120 Slip South	0	0	15
	C - A1120 North	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	7.12	0.0	0.5	A	18	28
C-AB	0.09	6.13	0.1	0.7	A	47	71
C-A						128	192
A-B						0	0
A-C						83	124

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)	LOS
B-AC	15	4	535	0.028	15	0.0	0.0	6.923	A
C-AB	37	9	624	0.059	36	0.0	0.1	6.123	A
C-A	107	27			107				
A-B	0	0			0				
A-C	68	17			68				

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)	LOS
B-AC	18	4	532	0.034	18	0.0	0.0	7.004	A

C-AB	46	11	637	0.072	46	0.1	0.1	6.093	A
C-A	126	31			126				
A-B	0	0			0				
A-C	81	20			81				

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)	LOS
B-AC	22	6	528	0.042	22	0.0	0.0	7.115	A
C-AB	59	15	654	0.090	59	0.1	0.1	6.052	A
C-A	151	38			151				
A-B	0	0			0				
A-C	99	25			99				

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)	LOS
B-AC	22	6	528	0.042	22	0.0	0.0	7.115	A
C-AB	59	15	654	0.090	59	0.1	0.1	6.051	A
C-A	151	38			151				
A-B	0	0			0				
A-C	99	25			99				

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)	LOS
B-AC	18	4	532	0.034	18	0.0	0.0	7.005	A
C-AB	46	11	637	0.072	46	0.1	0.1	6.093	A
C-A	126	31			126				
A-B	0	0			0				
A-C	81	20			81				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	535	0.028	15	0.0	0.0	6.929	A
C-AB	37	9	624	0.059	37	0.1	0.1	6.131	A
C-A	107	27			107				
A-B	0	0			0				
A-C	68	17			68				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.10	0.03	0.25	0.46	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.14	0.03	0.26	0.48	0.69			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

A1120 / A1120 (Slip) - 2023 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.73	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
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	173	100.000
B - A1120 Slip South		ONE HOUR	✓	26	100.000
C - A1120 North		ONE HOUR	✓	159	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	173
	B - A1120 Slip South	0	0	26
	C - A1120 North	145	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	5
	B - A1120 Slip South	0	0	0
	C - A1120 North	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.48	0.1	0.5	A	24	36
C-AB	0.03	5.83	0.0	0.5	A	16	25
C-A						130	194
A-B						0	0
A-C						159	238

Main Results for each time segment

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)	LOS
B-AC	20	5	599	0.033	19	0.0	0.0	6.206	A
C-AB	13	3	631	0.020	13	0.0	0.0	5.821	A
C-A	107	27			107				
A-B	0	0			0				
A-C	130	33			130				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	593	0.039	23	0.0	0.0	6.320	A

C-AB	16	4	640	0.025	16	0.0	0.0	5.764	A
C-A	127	32			127				
A-B	0	0			0				
A-C	156	39			156				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	584	0.049	29	0.0	0.1	6.480	A
C-AB	20	5	652	0.031	20	0.0	0.0	5.691	A
C-A	155	39			155				
A-B	0	0			0				
A-C	190	48			190				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	584	0.049	29	0.1	0.1	6.480	A
C-AB	20	5	652	0.031	20	0.0	0.0	5.696	A
C-A	155	39			155				
A-B	0	0			0				
A-C	190	48			190				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	593	0.039	23	0.1	0.0	6.320	A
C-AB	16	4	640	0.025	16	0.0	0.0	5.774	A
C-A	127	32			127				
A-B	0	0			0				
A-C	156	39			156				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	599	0.033	20	0.0	0.0	6.209	A
C-AB	13	3	631	0.020	13	0.0	0.0	5.829	A
C-A	107	27			107				
A-B	0	0			0				
A-C	130	33			130				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

A1120 / A1120 (Slip) - 2023 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	1.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	155	100.000
B - A1120 Slip South		ONE HOUR	✓	28	100.000
C - A1120 North		ONE HOUR	✓	169	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	155
	B - A1120 Slip South	0	0	28
	C - A1120 North	143	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	1
	B - A1120 Slip South	0	0	0
	C - A1120 North	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.43	0.1	0.5	A	26	39
C-AB	0.06	6.08	0.1	0.5	A	30	46
C-A						125	187
A-B						0	0
A-C						142	213

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)	LOS
B-AC	21	5	604	0.035	21	0.0	0.0	6.172	A
C-AB	24	6	616	0.039	24	0.0	0.1	6.078	A
C-A	104	26			104				
A-B	0	0			0				
A-C	117	29			117				

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)	LOS
B-AC	25	6	599	0.042	25	0.0	0.0	6.278	A

C-AB	29	7	626	0.047	29	0.1	0.1	6.041	A
C-A	122	31			122				
A-B	0	0			0				
A-C	139	35			139				

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)	LOS
B-AC	31	8	591	0.052	31	0.0	0.1	6.426	A
C-AB	38	10	640	0.059	38	0.1	0.1	5.984	A
C-A	148	37			148				
A-B	0	0			0				
A-C	171	43			171				

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)	LOS
B-AC	31	8	591	0.052	31	0.1	0.1	6.426	A
C-AB	38	10	640	0.059	38	0.1	0.1	5.982	A
C-A	148	37			148				
A-B	0	0			0				
A-C	171	43			171				

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)	LOS
B-AC	25	6	599	0.042	25	0.1	0.0	6.279	A
C-AB	29	7	626	0.047	30	0.1	0.1	6.037	A
C-A	122	31			122				
A-B	0	0			0				
A-C	139	35			139				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	21	5	604	0.035	21	0.0	0.0	6.175	A
C-AB	24	6	616	0.039	24	0.1	0.1	6.081	A
C-A	103	26			103				
A-B	0	0			0				
A-C	117	29			117				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

A1120 / A1120 (Slip) - 2023 Early Years , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	50	100.000
B - A1120 Slip South		ONE HOUR	✓	2	100.000
C - A1120 North		ONE HOUR	✓	110	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	50
	B - A1120 Slip South	0	0	2
	C - A1120 North	97	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	4
	B - A1120 Slip South	0	0	0
	C - A1120 North	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	~1	A	0	0
C-AB	0.03	5.84	0.0	0.5	A	14	21
C-A						87	131
A-B						0	0
A-C						46	69

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	540	0.000	0	0.0	0.0	0.000	A
C-AB	11	3	628	0.018	11	0.0	0.0	5.837	A
C-A	72	18			72				
A-B	0	0			0				
A-C	38	9			38				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	536	0.000	0	0.0	0.0	0.000	A

C-AB	14	3	636	0.021	14	0.0	0.0	5.785	A
C-A	85	21			85				
A-B	0	0			0				
A-C	45	11			45				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	531	0.000	0	0.0	0.0	0.000	A
C-AB	17	4	646	0.027	17	0.0	0.0	5.717	A
C-A	104	26			104				
A-B	0	0			0				
A-C	55	14			55				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	531	0.000	0	0.0	0.0	0.000	A
C-AB	17	4	646	0.027	17	0.0	0.0	5.722	A
C-A	104	26			104				
A-B	0	0			0				
A-C	55	14			55				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	536	0.000	0	0.0	0.0	0.000	A
C-AB	14	3	636	0.021	14	0.0	0.0	5.791	A
C-A	85	21			85				
A-B	0	0			0				
A-C	45	11			45				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	540	0.000	0	0.0	0.0	0.000	A
C-AB	11	3	628	0.018	11	0.0	0.0	5.843	A
C-A	72	18			72				
A-B	0	0			0				
A-C	38	9			38				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

A1120 / A1120 (Slip) - 2023 Early Years , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	1.17	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
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	106	100.000
B - A1120 Slip South		ONE HOUR	✓	8	100.000
C - A1120 North		ONE HOUR	✓	277	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	106
	B - A1120 Slip South	0	0	8
	C - A1120 North	229	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	1
	B - A1120 Slip South	0	0	13
	C - A1120 North	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	6.82	0.0	0.5	A	7	11
C-AB	0.11	5.77	0.2	0.9	A	64	96
C-A						190	285
A-B						0	0
A-C						97	146

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	545	0.011	6	0.0	0.0	6.681	A
C-AB	49	12	674	0.072	48	0.0	0.1	5.749	A
C-A	160	40			160				
A-B	0	0			0				
A-C	80	20			80				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	541	0.013	7	0.0	0.0	6.738	A

C-AB	62	15	694	0.089	61	0.1	0.1	5.692	A
C-A	188	47			188				
A-B	0	0			0				
A-C	95	24			95				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	537	0.016	9	0.0	0.0	6.817	A
C-AB	81	20	721	0.113	81	0.1	0.2	5.625	A
C-A	223	56			223				
A-B	0	0			0				
A-C	117	29			117				

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)	LOS
B-AC	9	2	537	0.016	9	0.0	0.0	6.817	A
C-AB	82	20	721	0.113	82	0.2	0.2	5.635	A
C-A	223	56			223				
A-B	0	0			0				
A-C	117	29			117				

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)	LOS
B-AC	7	2	541	0.013	7	0.0	0.0	6.741	A
C-AB	62	15	694	0.089	62	0.2	0.1	5.708	A
C-A	187	47			187				
A-B	0	0			0				
A-C	95	24			95				

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)	LOS
B-AC	6	2	545	0.011	6	0.0	0.0	6.684	A
C-AB	49	12	674	0.072	49	0.1	0.1	5.766	A
C-A	160	40			160				
A-B	0	0			0				
A-C	80	20			80				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.15	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.20	0.03	0.27	0.48	0.89			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

A1120 / A1120 (Slip) - 2023 Early Years , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	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
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	98	100.000
B - A1120 Slip South		ONE HOUR	✓	20	100.000
C - A1120 North		ONE HOUR	✓	204	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	98
	B - A1120 Slip South	0	0	20
	C - A1120 North	157	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	5
	B - A1120 Slip South	0	0	15
	C - A1120 North	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	7.14	0.0	0.5	A	18	28
C-AB	0.11	6.16	0.2	0.6	A	56	84
C-A						131	197
A-B						0	0
A-C						90	135

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)	LOS
B-AC	15	4	534	0.028	15	0.0	0.0	6.940	A
C-AB	44	11	629	0.069	43	0.0	0.1	6.147	A
C-A	110	28			110				
A-B	0	0			0				
A-C	74	18			74				

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)	LOS
B-AC	18	4	530	0.034	18	0.0	0.0	7.024	A

C-AB	54	14	642	0.085	54	0.1	0.1	6.131	A
C-A	129	32			129				
A-B	0	0			0				
A-C	88	22			88				

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)	LOS
B-AC	22	6	526	0.042	22	0.0	0.0	7.141	A
C-AB	70	18	660	0.107	70	0.1	0.2	6.114	A
C-A	154	39			154				
A-B	0	0			0				
A-C	108	27			108				

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)	LOS
B-AC	22	6	526	0.042	22	0.0	0.0	7.141	A
C-AB	70	18	660	0.107	70	0.2	0.2	6.112	A
C-A	154	39			154				
A-B	0	0			0				
A-C	108	27			108				

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)	LOS
B-AC	18	4	530	0.034	18	0.0	0.0	7.028	A
C-AB	54	14	642	0.085	54	0.2	0.1	6.131	A
C-A	129	32			129				
A-B	0	0			0				
A-C	88	22			88				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	534	0.028	15	0.0	0.0	6.946	A
C-AB	44	11	629	0.069	44	0.1	0.1	6.156	A
C-A	110	27			110				
A-B	0	0			0				
A-C	74	18			74				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.12	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.16	0.03	0.26	0.47	0.60			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

A1120 / A1120 (Slip) - 2023 Early Years , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	195	100.000
B - A1120 Slip South		ONE HOUR	✓	26	100.000
C - A1120 North		ONE HOUR	✓	162	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	195
	B - A1120 Slip South	0	0	26
	C - A1120 North	148	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	5
	B - A1120 Slip South	0	0	0
	C - A1120 North	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.55	0.1	0.5	A	24	36
C-AB	0.03	5.85	0.0	0.5	A	16	25
C-A						132	198
A-B						0	0
A-C						179	268

Main Results for each time segment

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)	LOS
B-AC	20	5	595	0.033	19	0.0	0.0	6.249	A
C-AB	13	3	629	0.020	13	0.0	0.0	5.840	A
C-A	109	27			109				
A-B	0	0			0				
A-C	147	37			147				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	588	0.040	23	0.0	0.0	6.373	A

C-AB	16	4	638	0.025	16	0.0	0.0	5.785	A
C-A	130	32			130				
A-B	0	0			0				
A-C	175	44			175				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	578	0.050	29	0.0	0.1	6.548	A
C-AB	21	5	650	0.032	21	0.0	0.0	5.716	A
C-A	158	39			158				
A-B	0	0			0				
A-C	215	54			215				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	578	0.050	29	0.1	0.1	6.548	A
C-AB	21	5	650	0.032	21	0.0	0.0	5.721	A
C-A	158	39			158				
A-B	0	0			0				
A-C	215	54			215				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	588	0.040	23	0.1	0.0	6.374	A
C-AB	16	4	638	0.025	16	0.0	0.0	5.796	A
C-A	130	32			130				
A-B	0	0			0				
A-C	175	44			175				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	595	0.033	20	0.0	0.0	6.255	A
C-AB	13	3	629	0.020	13	0.0	0.0	5.845	A
C-A	109	27			109				
A-B	0	0			0				
A-C	147	37			147				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

A1120 / A1120 (Slip) - 2023 Early Years , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	1.34	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
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	216	100.000
B - A1120 Slip South		ONE HOUR	✓	54	100.000
C - A1120 North		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	216
	B - A1120 Slip South	0	0	54
	C - A1120 North	140	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	0
	B - A1120 Slip South	0	0	0
	C - A1120 North	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	6.98	0.1	0.5	A	50	74
C-AB	0.06	6.19	0.1	0.5	A	30	46
C-A						122	183
A-B						0	0
A-C						198	297

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)	LOS
B-AC	41	10	593	0.069	40	0.0	0.1	6.512	A
C-AB	24	6	605	0.039	23	0.0	0.1	6.191	A
C-A	101	25			101				
A-B	0	0			0				
A-C	163	41			163				

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)	LOS
B-AC	49	12	585	0.083	48	0.1	0.1	6.705	A

C-AB	29	7	613	0.048	29	0.1	0.1	6.174	A
C-A	120	30			120				
A-B	0	0			0				
A-C	194	49			194				

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)	LOS
B-AC	59	15	575	0.103	59	0.1	0.1	6.980	A
C-AB	38	10	624	0.061	38	0.1	0.1	6.143	A
C-A	145	36			145				
A-B	0	0			0				
A-C	238	59			238				

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)	LOS
B-AC	59	15	575	0.103	59	0.1	0.1	6.983	A
C-AB	38	10	624	0.061	38	0.1	0.1	6.143	A
C-A	145	36			145				
A-B	0	0			0				
A-C	238	59			238				

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)	LOS
B-AC	49	12	585	0.083	49	0.1	0.1	6.710	A
C-AB	29	7	613	0.048	30	0.1	0.1	6.169	A
C-A	120	30			120				
A-B	0	0			0				
A-C	194	49			194				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	41	10	593	0.069	41	0.1	0.1	6.518	A
C-AB	24	6	605	0.039	24	0.1	0.1	6.192	A
C-A	101	25			101				
A-B	0	0			0				
A-C	163	41			163				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.51			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

A1120 / A1120 (Slip) - 2028 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.37	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
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	46	100.000
B - A1120 Slip South		ONE HOUR	✓	2	100.000
C - A1120 North		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	46
	B - A1120 Slip South	0	0	2
	C - A1120 North	69	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	4
	B - A1120 Slip South	0	0	0
	C - A1120 North	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	~1	A	0	0
C-AB	0.01	5.92	0.0	0.5	A	7	11
C-A						63	94
A-B						0	0
A-C						42	63

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	543	0.000	0	0.0	0.0	0.000	A
C-AB	6	1	614	0.009	6	0.0	0.0	5.917	A
C-A	51	13			51				
A-B	0	0			0				
A-C	35	9			35				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	540	0.000	0	0.0	0.0	0.000	A

C-AB	7	2	619	0.011	7	0.0	0.0	5.877	A
C-A	61	15			61				
A-B	0	0			0				
A-C	41	10			41				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	537	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	626	0.014	9	0.0	0.0	5.825	A
C-A	75	19			75				
A-B	0	0			0				
A-C	51	13			51				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	537	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	626	0.014	9	0.0	0.0	5.828	A
C-A	75	19			75				
A-B	0	0			0				
A-C	51	13			51				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	540	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	619	0.011	7	0.0	0.0	5.885	A
C-A	61	15			61				
A-B	0	0			0				
A-C	41	10			41				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	543	0.000	0	0.0	0.0	0.000	A
C-AB	6	1	614	0.009	6	0.0	0.0	5.920	A
C-A	51	13			51				
A-B	0	0			0				
A-C	35	9			35				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

A1120 / A1120 (Slip) - 2028 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.73	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	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	90	100.000
B - A1120 Slip South		ONE HOUR	✓	9	100.000
C - A1120 North		ONE HOUR	✓	194	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	90
	B - A1120 Slip South	0	0	9
	C - A1120 North	175	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	1
	B - A1120 Slip South	0	0	11
	C - A1120 North	7	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	6.70	0.0	0.5	A	8	12
C-AB	0.04	5.86	0.1	0.5	A	23	35
C-A						155	232
A-B						0	0
A-C						83	124

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	554	0.012	7	0.0	0.0	6.576	A
C-AB	18	5	633	0.029	18	0.0	0.0	5.854	A
C-A	128	32			128				
A-B	0	0			0				
A-C	68	17			68				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	8	2	551	0.015	8	0.0	0.0	6.626	A

C-AB	23	6	648	0.035	23	0.0	0.0	5.759	A
C-A	152	38			152				
A-B	0	0			0				
A-C	81	20			81				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	10	2	547	0.018	10	0.0	0.0	6.698	A
C-AB	29	7	668	0.044	29	0.0	0.1	5.633	A
C-A	184	46			184				
A-B	0	0			0				
A-C	99	25			99				

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)	LOS
B-AC	10	2	547	0.018	10	0.0	0.0	6.698	A
C-AB	29	7	668	0.044	29	0.1	0.1	5.636	A
C-A	184	46			184				
A-B	0	0			0				
A-C	99	25			99				

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)	LOS
B-AC	8	2	551	0.015	8	0.0	0.0	6.627	A
C-AB	23	6	648	0.035	23	0.1	0.0	5.762	A
C-A	152	38			152				
A-B	0	0			0				
A-C	81	20			81				

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)	LOS
B-AC	7	2	554	0.012	7	0.0	0.0	6.576	A
C-AB	18	5	633	0.029	18	0.0	0.0	5.857	A
C-A	128	32			128				
A-B	0	0			0				
A-C	68	17			68				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

A1120 / A1120 (Slip) - 2028 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	1.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	91	100.000
B - A1120 Slip South		ONE HOUR	✓	23	100.000
C - A1120 North		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	91
	B - A1120 Slip South	0	0	23
	C - A1120 North	158	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	5
	B - A1120 Slip South	0	0	13
	C - A1120 North	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.04	0.0	0.5	A	21	32
C-AB	0.10	6.12	0.2	0.7	A	51	77
C-A						133	200
A-B						0	0
A-C						84	125

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)	LOS
B-AC	17	4	544	0.032	17	0.0	0.0	6.833	A
C-AB	40	10	628	0.064	40	0.0	0.1	6.113	A
C-A	111	28			111				
A-B	0	0			0				
A-C	69	17			69				

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)	LOS
B-AC	21	5	541	0.038	21	0.0	0.0	6.919	A

C-AB	50	12	642	0.078	50	0.1	0.1	6.085	A
C-A	131	33			131				
A-B	0	0			0				
A-C	82	20			82				

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)	LOS
B-AC	25	6	537	0.047	25	0.0	0.0	7.037	A
C-AB	64	16	660	0.098	64	0.1	0.1	6.048	A
C-A	157	39			157				
A-B	0	0			0				
A-C	100	25			100				

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)	LOS
B-AC	25	6	537	0.047	25	0.0	0.0	7.037	A
C-AB	64	16	660	0.098	64	0.1	0.2	6.047	A
C-A	157	39			157				
A-B	0	0			0				
A-C	100	25			100				

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)	LOS
B-AC	21	5	541	0.038	21	0.0	0.0	6.920	A
C-AB	50	12	642	0.078	50	0.2	0.1	6.085	A
C-A	131	33			131				
A-B	0	0			0				
A-C	82	20			82				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	17	4	544	0.032	17	0.0	0.0	6.839	A
C-AB	40	10	628	0.064	40	0.1	0.1	6.118	A
C-A	111	28			111				
A-B	0	0			0				
A-C	69	17			69				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.11	0.03	0.26	0.48	0.62			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.15	0.03	0.26	0.48	0.68			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

A1120 / A1120 (Slip) - 2028 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	181	100.000
B - A1120 Slip South		ONE HOUR	✓	28	100.000
C - A1120 North		ONE HOUR	✓	193	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	181
	B - A1120 Slip South	0	0	28
	C - A1120 North	176	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	5
	B - A1120 Slip South	0	0	0
	C - A1120 North	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.53	0.1	0.5	A	26	39
C-AB	0.04	5.72	0.1	0.5	A	21	31
C-A						156	234
A-B						0	0
A-C						166	249

Main Results for each time segment

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)	LOS
B-AC	21	5	598	0.035	21	0.0	0.0	6.238	A
C-AB	16	4	646	0.025	16	0.0	0.0	5.715	A
C-A	129	32			129				
A-B	0	0			0				
A-C	136	34			136				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	25	6	591	0.043	25	0.0	0.0	6.359	A

C-AB	20	5	658	0.031	20	0.0	0.0	5.642	A
C-A	153	38			153				
A-B	0	0			0				
A-C	163	41			163				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	31	8	582	0.053	31	0.0	0.1	6.530	A
C-AB	26	7	675	0.039	26	0.0	0.1	5.549	A
C-A	186	47			186				
A-B	0	0			0				
A-C	199	50			199				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	31	8	582	0.053	31	0.1	0.1	6.530	A
C-AB	26	7	675	0.039	26	0.1	0.1	5.556	A
C-A	186	47			186				
A-B	0	0			0				
A-C	199	50			199				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	25	6	591	0.043	25	0.1	0.0	6.362	A
C-AB	20	5	658	0.031	20	0.1	0.0	5.652	A
C-A	153	38			153				
A-B	0	0			0				
A-C	163	41			163				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	21	5	598	0.035	21	0.0	0.0	6.241	A
C-AB	16	4	646	0.025	16	0.0	0.0	5.720	A
C-A	129	32			129				
A-B	0	0			0				
A-C	136	34			136				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

A1120 / A1120 (Slip) - 2028 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	1.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	163	100.000
B - A1120 Slip South		ONE HOUR	✓	30	100.000
C - A1120 North		ONE HOUR	✓	175	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	163
	B - A1120 Slip South	0	0	30
	C - A1120 North	146	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	1
	B - A1120 Slip South	0	0	0
	C - A1120 North	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	6.48	0.1	0.5	A	28	41
C-AB	0.07	6.08	0.1	0.6	A	34	51
C-A						126	190
A-B						0	0
A-C						150	224

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)	LOS
B-AC	23	6	603	0.037	22	0.0	0.0	6.204	A
C-AB	27	7	618	0.043	26	0.0	0.1	6.083	A
C-A	105	26			105				
A-B	0	0			0				
A-C	123	31			123				

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)	LOS
B-AC	27	7	597	0.045	27	0.0	0.0	6.316	A

C-AB	33	8	628	0.053	33	0.1	0.1	6.053	A
C-A	124	31			124				
A-B	0	0			0				
A-C	147	37			147				

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)	LOS
B-AC	33	8	589	0.056	33	0.0	0.1	6.476	A
C-AB	43	11	642	0.066	43	0.1	0.1	6.008	A
C-A	150	38			150				
A-B	0	0			0				
A-C	179	45			179				

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)	LOS
B-AC	33	8	589	0.056	33	0.1	0.1	6.476	A
C-AB	43	11	642	0.066	43	0.1	0.1	6.007	A
C-A	150	37			150				
A-B	0	0			0				
A-C	179	45			179				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	27	7	597	0.045	27	0.1	0.0	6.320	A
C-AB	33	8	628	0.053	33	0.1	0.1	6.049	A
C-A	124	31			124				
A-B	0	0			0				
A-C	147	37			147				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	603	0.037	23	0.0	0.0	6.209	A
C-AB	27	7	618	0.043	27	0.1	0.1	6.085	A
C-A	105	26			105				
A-B	0	0			0				
A-C	123	31			123				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.08	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.10	0.03	0.26	0.48	0.61			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

A1120 / A1120 (Slip) - 2028 Peak Construction, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	49	100.000
B - A1120 Slip South		ONE HOUR	✓	2	100.000
C - A1120 North		ONE HOUR	✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	49
	B - A1120 Slip South	0	0	2
	C - A1120 North	108	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	4
	B - A1120 Slip South	0	0	0
	C - A1120 North	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	~1	A	0	0
C-AB	0.01	5.74	0.0	0.5	A	8	11
C-A						98	147
A-B						0	0
A-C						45	67

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	540	0.000	0	0.0	0.0	0.000	A
C-AB	6	2	633	0.010	6	0.0	0.0	5.737	A
C-A	81	20			81				
A-B	0	0			0				
A-C	37	9			37				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	537	0.000	0	0.0	0.0	0.000	A

C-AB	7	2	642	0.012	7	0.0	0.0	5.666	A
C-A	96	24			96				
A-B	0	0			0				
A-C	44	11			44				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	532	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	655	0.014	9	0.0	0.0	5.574	A
C-A	117	29			117				
A-B	0	0			0				
A-C	54	13			54				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	532	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	655	0.014	9	0.0	0.0	5.576	A
C-A	117	29			117				
A-B	0	0			0				
A-C	54	13			54				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	537	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	642	0.012	7	0.0	0.0	5.673	A
C-A	96	24			96				
A-B	0	0			0				
A-C	44	11			44				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	540	0.000	0	0.0	0.0	0.000	A
C-AB	6	2	633	0.010	6	0.0	0.0	5.741	A
C-A	81	20			81				
A-B	0	0			0				
A-C	37	9			37				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

A1120 / A1120 (Slip) - 2028 Peak Construction, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	99	100.000
B - A1120 Slip South		ONE HOUR	✓	8	100.000
C - A1120 North		ONE HOUR	✓	224	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	99
	B - A1120 Slip South	0	0	8
	C - A1120 North	205	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	1
	B - A1120 Slip South	0	0	13
	C - A1120 North	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	6.80	0.0	0.5	A	7	11
C-AB	0.05	5.73	0.1	0.5	A	25	37
C-A						181	271
A-B						0	0
A-C						91	136

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	546	0.011	6	0.0	0.0	6.667	A
C-AB	19	5	647	0.029	19	0.0	0.0	5.726	A
C-A	150	37			150				
A-B	0	0			0				
A-C	75	19			75				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	543	0.013	7	0.0	0.0	6.721	A

C-AB	24	6	665	0.036	24	0.0	0.0	5.611	A
C-A	178	44			178				
A-B	0	0			0				
A-C	89	22			89				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	538	0.016	9	0.0	0.0	6.796	A
C-AB	31	8	690	0.045	31	0.0	0.1	5.468	A
C-A	215	54			215				
A-B	0	0			0				
A-C	109	27			109				

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)	LOS
B-AC	9	2	538	0.016	9	0.0	0.0	6.796	A
C-AB	31	8	690	0.045	31	0.1	0.1	5.467	A
C-A	215	54			215				
A-B	0	0			0				
A-C	109	27			109				

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)	LOS
B-AC	7	2	543	0.013	7	0.0	0.0	6.721	A
C-AB	24	6	665	0.036	24	0.1	0.0	5.617	A
C-A	178	44			178				
A-B	0	0			0				
A-C	89	22			89				

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)	LOS
B-AC	6	2	546	0.011	6	0.0	0.0	6.668	A
C-AB	19	5	647	0.029	19	0.0	0.0	5.730	A
C-A	150	37			150				
A-B	0	0			0				
A-C	75	19			75				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.07	0.03	0.26	0.46	0.49			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

A1120 / A1120 (Slip) - 2028 Peak Construction, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	1.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	98	100.000
B - A1120 Slip South		ONE HOUR	✓	21	100.000
C - A1120 North		ONE HOUR	✓	221	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	98
	B - A1120 Slip South	0	0	21
	C - A1120 North	179	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	5
	B - A1120 Slip South	0	0	14
	C - A1120 North	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	7.11	0.0	0.5	A	19	29
C-AB	0.10	6.03	0.2	0.8	A	52	78
C-A						151	226
A-B						0	0
A-C						90	135

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)	LOS
B-AC	16	4	537	0.029	16	0.0	0.0	6.905	A
C-AB	40	10	638	0.063	40	0.0	0.1	6.018	A
C-A	126	32			126				
A-B	0	0			0				
A-C	74	18			74				

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)	LOS
B-AC	19	5	534	0.035	19	0.0	0.0	6.991	A

C-AB	50	13	653	0.077	50	0.1	0.1	5.977	A
C-A	148	37			148				
A-B	0	0			0				
A-C	88	22			88				

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)	LOS
B-AC	23	6	529	0.044	23	0.0	0.0	7.110	A
C-AB	65	16	674	0.097	65	0.1	0.2	5.918	A
C-A	178	44			178				
A-B	0	0			0				
A-C	108	27			108				

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)	LOS
B-AC	23	6	529	0.044	23	0.0	0.0	7.110	A
C-AB	66	16	674	0.097	66	0.2	0.2	5.917	A
C-A	178	44			178				
A-B	0	0			0				
A-C	108	27			108				

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)	LOS
B-AC	19	5	534	0.035	19	0.0	0.0	6.992	A
C-AB	50	13	653	0.077	50	0.2	0.1	5.974	A
C-A	148	37			148				
A-B	0	0			0				
A-C	88	22			88				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	16	4	537	0.029	16	0.0	0.0	6.909	A
C-AB	40	10	638	0.063	40	0.1	0.1	6.025	A
C-A	126	32			126				
A-B	0	0			0				
A-C	74	18			74				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.12	0.03	0.26	0.47	0.58			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.16	0.03	0.27	0.48	0.78			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

A1120 / A1120 (Slip) - 2028 Peak Construction, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.68	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
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	219	100.000
B - A1120 Slip South		ONE HOUR	✓	26	100.000
C - A1120 North		ONE HOUR	✓	203	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	219
	B - A1120 Slip South	0	0	26
	C - A1120 North	185	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	4
	B - A1120 Slip South	0	0	0
	C - A1120 North	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.62	0.1	0.5	A	24	36
C-AB	0.04	5.74	0.1	0.5	A	23	34
C-A						164	246
A-B						0	0
A-C						201	301

Main Results for each time segment

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)	LOS
B-AC	20	5	591	0.033	19	0.0	0.0	6.296	A
C-AB	17	4	645	0.027	17	0.0	0.0	5.736	A
C-A	136	34			136				
A-B	0	0			0				
A-C	165	41			165				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	583	0.040	23	0.0	0.0	6.431	A

C-AB	22	5	657	0.033	22	0.0	0.0	5.666	A
C-A	161	40			161				
A-B	0	0			0				
A-C	197	49			197				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	572	0.050	29	0.0	0.1	6.624	A
C-AB	28	7	673	0.042	28	0.0	0.1	5.578	A
C-A	195	49			195				
A-B	0	0			0				
A-C	241	60			241				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	572	0.050	29	0.1	0.1	6.624	A
C-AB	28	7	673	0.042	28	0.1	0.1	5.583	A
C-A	195	49			195				
A-B	0	0			0				
A-C	241	60			241				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	583	0.040	23	0.1	0.0	6.432	A
C-AB	22	5	657	0.033	22	0.1	0.0	5.679	A
C-A	161	40			161				
A-B	0	0			0				
A-C	197	49			197				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	591	0.033	20	0.0	0.0	6.302	A
C-AB	17	4	645	0.027	17	0.0	0.0	5.744	A
C-A	136	34			136				
A-B	0	0			0				
A-C	165	41			165				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	0.03	0.25	0.46	0.48			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

A1120 / A1120 (Slip) - 2028 Peak Construction, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	1.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	192	100.000
B - A1120 Slip South		ONE HOUR	✓	28	100.000
C - A1120 North		ONE HOUR	✓	183	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	192
	B - A1120 Slip South	0	0	28
	C - A1120 North	155	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	1
	B - A1120 Slip South	0	0	0
	C - A1120 North	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.54	0.1	0.5	A	26	39
C-AB	0.07	6.08	0.1	0.6	A	34	50
C-A						134	202
A-B						0	0
A-C						176	264

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)	LOS
B-AC	21	5	597	0.035	21	0.0	0.0	6.244	A
C-AB	26	6	618	0.042	26	0.0	0.1	6.080	A
C-A	112	28			112				
A-B	0	0			0				
A-C	145	36			145				

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)	LOS
B-AC	25	6	591	0.043	25	0.0	0.0	6.366	A

C-AB	32	8	628	0.052	32	0.1	0.1	6.048	A
C-A	132	33			132				
A-B	0	0			0				
A-C	173	43			173				

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)	LOS
B-AC	31	8	581	0.053	31	0.0	0.1	6.540	A
C-AB	42	11	643	0.065	42	0.1	0.1	6.000	A
C-A	159	40			159				
A-B	0	0			0				
A-C	211	53			211				

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)	LOS
B-AC	31	8	581	0.053	31	0.1	0.1	6.540	A
C-AB	42	11	643	0.066	42	0.1	0.1	5.999	A
C-A	159	40			159				
A-B	0	0			0				
A-C	211	53			211				

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)	LOS
B-AC	25	6	591	0.043	25	0.1	0.0	6.370	A
C-AB	32	8	628	0.052	33	0.1	0.1	6.044	A
C-A	132	33			132				
A-B	0	0			0				
A-C	173	43			173				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	21	5	597	0.035	21	0.0	0.0	6.249	A
C-AB	26	7	618	0.042	26	0.1	0.1	6.081	A
C-A	112	28			112				
A-B	0	0			0				
A-C	145	36			145				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.08	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.10	0.03	0.26	0.48	0.63			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

A1120 / A1120 (Slip) - 2034 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	48	100.000
B - A1120 Slip South		ONE HOUR	✓	3	100.000
C - A1120 North		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	48
	B - A1120 Slip South	0	0	3
	C - A1120 North	72	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	4
	B - A1120 Slip South	0	0	0
	C - A1120 North	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	~1	A	0	0
C-AB	0.02	5.92	0.0	0.5	A	8	12
C-A						65	98
A-B						0	0
A-C						44	66

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	543	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	615	0.011	7	0.0	0.0	5.914	A
C-A	54	13			54				
A-B	0	0			0				
A-C	36	9			36				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	540	0.000	0	0.0	0.0	0.000	A

C-AB	8	2	621	0.013	8	0.0	0.0	5.873	A
C-A	64	16			64				
A-B	0	0			0				
A-C	43	11			43				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	536	0.000	0	0.0	0.0	0.000	A
C-AB	10	3	628	0.016	10	0.0	0.0	5.821	A
C-A	78	19			78				
A-B	0	0			0				
A-C	53	13			53				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	536	0.000	0	0.0	0.0	0.000	A
C-AB	10	3	628	0.016	10	0.0	0.0	5.823	A
C-A	78	19			78				
A-B	0	0			0				
A-C	53	13			53				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	540	0.000	0	0.0	0.0	0.000	A
C-AB	8	2	621	0.013	8	0.0	0.0	5.881	A
C-A	64	16			64				
A-B	0	0			0				
A-C	43	11			43				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	543	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	615	0.011	7	0.0	0.0	5.917	A
C-A	54	13			54				
A-B	0	0			0				
A-C	36	9			36				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

A1120 / A1120 (Slip) - 2034 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.77	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
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	93	100.000
B - A1120 Slip South		ONE HOUR	✓	10	100.000
C - A1120 North		ONE HOUR	✓	206	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	93
	B - A1120 Slip South	0	0	10
	C - A1120 North	185	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	1
	B - A1120 Slip South	0	0	10
	C - A1120 North	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	6.65	0.0	0.5	A	9	14
C-AB	0.05	5.81	0.1	0.5	A	26	39
C-A						163	244
A-B						0	0
A-C						85	128

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	8	2	559	0.013	7	0.0	0.0	6.524	A
C-AB	20	5	640	0.032	20	0.0	0.0	5.804	A
C-A	135	34			135				
A-B	0	0			0				
A-C	70	18			70				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	556	0.016	9	0.0	0.0	6.577	A

C-AB	25	6	656	0.039	25	0.0	0.1	5.710	A
C-A	160	40			160				
A-B	0	0			0				
A-C	84	21			84				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	552	0.020	11	0.0	0.0	6.652	A
C-AB	33	8	678	0.049	33	0.1	0.1	5.585	A
C-A	194	48			194				
A-B	0	0			0				
A-C	102	26			102				

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)	LOS
B-AC	11	3	552	0.020	11	0.0	0.0	6.652	A
C-AB	33	8	678	0.049	33	0.1	0.1	5.588	A
C-A	194	48			194				
A-B	0	0			0				
A-C	102	26			102				

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)	LOS
B-AC	9	2	556	0.016	9	0.0	0.0	6.577	A
C-AB	25	6	656	0.039	25	0.1	0.1	5.716	A
C-A	160	40			160				
A-B	0	0			0				
A-C	84	21			84				

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)	LOS
B-AC	8	2	559	0.013	8	0.0	0.0	6.527	A
C-AB	20	5	640	0.032	20	0.1	0.0	5.812	A
C-A	135	34			135				
A-B	0	0			0				
A-C	70	18			70				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.07	0.03	0.26	0.46	0.49			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

A1120 / A1120 (Slip) - 2034 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	1.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	99	100.000
B - A1120 Slip South		ONE HOUR	✓	25	100.000
C - A1120 North		ONE HOUR	✓	227	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	99
	B - A1120 Slip South	0	0	25
	C - A1120 North	186	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	5
	B - A1120 Slip South	0	0	12
	C - A1120 North	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.02	0.1	0.5	A	23	34
C-AB	0.10	5.99	0.2	0.8	A	51	77
C-A						157	235
A-B						0	0
A-C						91	136

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)	LOS
B-AC	19	5	548	0.034	19	0.0	0.0	6.804	A
C-AB	40	10	641	0.062	39	0.0	0.1	5.982	A
C-A	131	33			131				
A-B	0	0			0				
A-C	75	19			75				

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)	LOS
B-AC	22	6	544	0.041	22	0.0	0.0	6.896	A

C-AB	50	12	657	0.075	49	0.1	0.1	5.932	A
C-A	155	39			155				
A-B	0	0			0				
A-C	89	22			89				

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)	LOS
B-AC	28	7	540	0.051	27	0.0	0.1	7.025	A
C-AB	65	16	679	0.095	65	0.1	0.2	5.866	A
C-A	185	46			185				
A-B	0	0			0				
A-C	109	27			109				

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)	LOS
B-AC	28	7	540	0.051	28	0.1	0.1	7.025	A
C-AB	65	16	679	0.096	65	0.2	0.2	5.867	A
C-A	185	46			185				
A-B	0	0			0				
A-C	109	27			109				

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)	LOS
B-AC	22	6	544	0.041	23	0.1	0.0	6.897	A
C-AB	50	12	657	0.076	50	0.2	0.1	5.931	A
C-A	154	39			154				
A-B	0	0			0				
A-C	89	22			89				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	19	5	548	0.034	19	0.0	0.0	6.810	A
C-AB	40	10	641	0.062	40	0.1	0.1	5.989	A
C-A	131	33			131				
A-B	0	0			0				
A-C	75	19			75				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.11	0.03	0.26	0.47	0.50			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.15	0.03	0.27	0.48	0.81			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

A1120 / A1120 (Slip) - 2034 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	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
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	198	100.000
B - A1120 Slip South		ONE HOUR	✓	32	100.000
C - A1120 North		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	198
	B - A1120 Slip South	0	0	32
	C - A1120 North	193	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	5
	B - A1120 Slip South	0	0	0
	C - A1120 North	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	6.64	0.1	0.5	A	29	44
C-AB	0.05	5.70	0.1	0.5	A	25	38
C-A						170	255
A-B						0	0
A-C						182	273

Main Results for each time segment

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)	LOS
B-AC	24	6	595	0.041	24	0.0	0.0	6.304	A
C-AB	19	5	652	0.030	19	0.0	0.0	5.690	A
C-A	141	35			141				
A-B	0	0			0				
A-C	149	37			149				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	588	0.049	29	0.0	0.1	6.441	A

C-AB	24	6	665	0.037	24	0.0	0.1	5.614	A
C-A	167	42			167				
A-B	0	0			0				
A-C	178	44			178				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	35	9	578	0.061	35	0.1	0.1	6.637	A
C-AB	32	8	684	0.047	32	0.0	0.1	5.519	A
C-A	202	51			202				
A-B	0	0			0				
A-C	218	55			218				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	35	9	578	0.061	35	0.1	0.1	6.637	A
C-AB	32	8	684	0.047	32	0.1	0.1	5.527	A
C-A	202	51			202				
A-B	0	0			0				
A-C	218	55			218				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	588	0.049	29	0.1	0.1	6.443	A
C-AB	24	6	665	0.037	24	0.1	0.1	5.628	A
C-A	167	42			167				
A-B	0	0			0				
A-C	178	44			178				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	24	6	595	0.041	24	0.1	0.0	6.308	A
C-AB	19	5	652	0.030	19	0.1	0.0	5.699	A
C-A	141	35			141				
A-B	0	0			0				
A-C	149	37			149				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.07	0.03	0.26	0.46	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

A1120 / A1120 (Slip) - 2034 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	1.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	175	100.000
B - A1120 Slip South		ONE HOUR	✓	32	100.000
C - A1120 North		ONE HOUR	✓	193	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	175
	B - A1120 Slip South	0	0	32
	C - A1120 North	160	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	1
	B - A1120 Slip South	0	0	0
	C - A1120 North	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	6.54	0.1	0.5	A	29	44
C-AB	0.08	6.05	0.1	0.7	A	40	60
C-A						137	206
A-B						0	0
A-C						161	241

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)	LOS
B-AC	24	6	600	0.040	24	0.0	0.0	6.243	A
C-AB	31	8	626	0.049	30	0.0	0.1	6.048	A
C-A	115	29			115				
A-B	0	0			0				
A-C	132	33			132				

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)	LOS
B-AC	29	7	594	0.048	29	0.0	0.1	6.365	A

C-AB	38	10	637	0.060	38	0.1	0.1	6.017	A
C-A	135	34			135				
A-B	0	0			0				
A-C	157	39			157				

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)	LOS
B-AC	35	9	586	0.060	35	0.1	0.1	6.539	A
C-AB	50	12	653	0.076	50	0.1	0.1	5.977	A
C-A	163	41			163				
A-B	0	0			0				
A-C	193	48			193				

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)	LOS
B-AC	35	9	586	0.060	35	0.1	0.1	6.539	A
C-AB	50	12	653	0.076	50	0.1	0.1	5.974	A
C-A	163	41			163				
A-B	0	0			0				
A-C	193	48			193				

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)	LOS
B-AC	29	7	594	0.048	29	0.1	0.1	6.367	A
C-AB	38	10	637	0.060	39	0.1	0.1	6.017	A
C-A	135	34			135				
A-B	0	0			0				
A-C	157	39			157				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	24	6	600	0.040	24	0.1	0.0	6.249	A
C-AB	31	8	626	0.049	31	0.1	0.1	6.051	A
C-A	114	29			114				
A-B	0	0			0				
A-C	132	33			132				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.09	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.12	0.03	0.27	0.48	0.74			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

A1120 / A1120 (Slip) - 2034 Operational Led, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	49	100.000
B - A1120 Slip South		ONE HOUR	✓	2	100.000
C - A1120 North		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	49
	B - A1120 Slip South	0	0	2
	C - A1120 North	73	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	4
	B - A1120 Slip South	0	0	0
	C - A1120 North	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	~1	A	0	0
C-AB	0.02	5.92	0.0	0.5	A	8	12
C-A						66	99
A-B						0	0
A-C						45	67

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	542	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	616	0.011	7	0.0	0.0	5.911	A
C-A	54	14			54				
A-B	0	0			0				
A-C	37	9			37				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	539	0.000	0	0.0	0.0	0.000	A

C-AB	8	2	621	0.013	8	0.0	0.0	5.870	A
C-A	65	16			65				
A-B	0	0			0				
A-C	44	11			44				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	535	0.000	0	0.0	0.0	0.000	A
C-AB	10	3	629	0.016	10	0.0	0.0	5.816	A
C-A	79	20			79				
A-B	0	0			0				
A-C	54	13			54				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	535	0.000	0	0.0	0.0	0.000	A
C-AB	10	3	629	0.016	10	0.0	0.0	5.821	A
C-A	79	20			79				
A-B	0	0			0				
A-C	54	13			54				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	539	0.000	0	0.0	0.0	0.000	A
C-AB	8	2	621	0.013	8	0.0	0.0	5.875	A
C-A	65	16			65				
A-B	0	0			0				
A-C	44	11			44				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	542	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	616	0.011	7	0.0	0.0	5.916	A
C-A	54	14			54				
A-B	0	0			0				
A-C	37	9			37				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

A1120 / A1120 (Slip) - 2034 Operational Led, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	T-Junction	Two-way	0.73	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
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	96	100.000
B - A1120 Slip South		ONE HOUR	✓	10	100.000
C - A1120 North		ONE HOUR	✓	207	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	96
	B - A1120 Slip South	0	0	10
	C - A1120 North	187	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	1
	B - A1120 Slip South	0	0	10
	C - A1120 North	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	6.66	0.0	0.5	A	9	14
C-AB	0.05	5.81	0.1	0.5	A	25	38
C-A						165	247
A-B						0	0
A-C						88	132

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	8	2	559	0.013	7	0.0	0.0	6.530	A
C-AB	19	5	640	0.030	19	0.0	0.0	5.800	A
C-A	137	34			137				
A-B	0	0			0				
A-C	72	18			72				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	556	0.016	9	0.0	0.0	6.584	A

C-AB	24	6	655	0.037	24	0.0	0.1	5.703	A
C-A	162	40			162				
A-B	0	0			0				
A-C	86	22			86				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	551	0.020	11	0.0	0.0	6.661	A
C-AB	32	8	678	0.047	32	0.1	0.1	5.574	A
C-A	196	49			196				
A-B	0	0			0				
A-C	106	26			106				

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)	LOS
B-AC	11	3	551	0.020	11	0.0	0.0	6.661	A
C-AB	32	8	678	0.047	32	0.1	0.1	5.575	A
C-A	196	49			196				
A-B	0	0			0				
A-C	106	26			106				

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)	LOS
B-AC	9	2	556	0.016	9	0.0	0.0	6.587	A
C-AB	24	6	655	0.037	24	0.1	0.1	5.706	A
C-A	162	40			162				
A-B	0	0			0				
A-C	86	22			86				

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)	LOS
B-AC	8	2	559	0.013	8	0.0	0.0	6.533	A
C-AB	19	5	640	0.030	19	0.1	0.0	5.808	A
C-A	136	34			136				
A-B	0	0			0				
A-C	72	18			72				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.07	0.03	0.26	0.46	0.49			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

A1120 / A1120 (Slip) - 2034 Operational Led, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	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
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	110	100.000
B - A1120 Slip South		ONE HOUR	✓	25	100.000
C - A1120 North		ONE HOUR	✓	227	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	110
	B - A1120 Slip South	0	0	25
	C - A1120 North	186	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	5
	B - A1120 Slip South	0	0	12
	C - A1120 North	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.06	0.1	0.5	A	23	34
C-AB	0.10	6.00	0.2	0.8	A	51	77
C-A						157	235
A-B						0	0
A-C						101	151

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)	LOS
B-AC	19	5	546	0.034	19	0.0	0.0	6.829	A
C-AB	40	10	639	0.062	39	0.0	0.1	6.000	A
C-A	131	33			131				
A-B	0	0			0				
A-C	83	21			83				

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)	LOS
B-AC	22	6	542	0.041	22	0.0	0.0	6.927	A

C-AB	50	12	655	0.076	50	0.1	0.1	5.953	A
C-A	154	39			154				
A-B	0	0			0				
A-C	99	25			99				

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)	LOS
B-AC	28	7	537	0.051	27	0.0	0.1	7.064	A
C-AB	65	16	676	0.096	65	0.1	0.2	5.891	A
C-A	185	46			185				
A-B	0	0			0				
A-C	121	30			121				

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)	LOS
B-AC	28	7	537	0.051	28	0.1	0.1	7.064	A
C-AB	65	16	676	0.096	65	0.2	0.2	5.892	A
C-A	185	46			185				
A-B	0	0			0				
A-C	121	30			121				

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)	LOS
B-AC	22	6	542	0.041	23	0.1	0.0	6.931	A
C-AB	50	12	655	0.076	50	0.2	0.1	5.949	A
C-A	154	39			154				
A-B	0	0			0				
A-C	99	25			99				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	19	5	546	0.034	19	0.0	0.0	6.832	A
C-AB	40	10	639	0.062	40	0.1	0.1	6.005	A
C-A	131	33			131				
A-B	0	0			0				
A-C	83	21			83				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.12	0.03	0.26	0.47	0.50			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.16	0.03	0.27	0.48	0.81			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

A1120 / A1120 (Slip) - 2034 Operational Led, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	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
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	202	100.000
B - A1120 Slip South		ONE HOUR	✓	30	100.000
C - A1120 North		ONE HOUR	✓	212	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	202
	B - A1120 Slip South	0	0	30
	C - A1120 North	194	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	5
	B - A1120 Slip South	0	0	0
	C - A1120 North	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	6.63	0.1	0.5	A	28	41
C-AB	0.04	5.68	0.1	0.5	A	23	34
C-A						172	258
A-B						0	0
A-C						185	278

Main Results for each time segment

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)	LOS
B-AC	23	6	594	0.038	22	0.0	0.0	6.298	A
C-AB	17	4	652	0.027	17	0.0	0.0	5.675	A
C-A	142	36			142				
A-B	0	0			0				
A-C	152	38			152				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	27	7	586	0.046	27	0.0	0.0	6.433	A

C-AB	22	5	665	0.033	22	0.0	0.0	5.596	A
C-A	169	42			169				
A-B	0	0			0				
A-C	182	45			182				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	33	8	576	0.057	33	0.0	0.1	6.627	A
C-AB	29	7	683	0.042	29	0.0	0.1	5.495	A
C-A	205	51			205				
A-B	0	0			0				
A-C	222	56			222				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	33	8	576	0.057	33	0.1	0.1	6.627	A
C-AB	29	7	683	0.042	29	0.1	0.1	5.501	A
C-A	205	51			205				
A-B	0	0			0				
A-C	222	56			222				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	27	7	586	0.046	27	0.1	0.0	6.434	A
C-AB	22	5	665	0.033	22	0.1	0.0	5.609	A
C-A	169	42			169				
A-B	0	0			0				
A-C	182	45			182				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	594	0.038	23	0.0	0.0	6.303	A
C-AB	18	4	652	0.027	18	0.0	0.0	5.681	A
C-A	142	36			142				
A-B	0	0			0				
A-C	152	38			152				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	0.03	0.25	0.46	0.48			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

A1120 / A1120 (Slip) - 2034 Operational Led, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12b	A1120 / A1120 Slip	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
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A1120 South		ONE HOUR	✓	181	100.000
B - A1120 Slip South		ONE HOUR	✓	30	100.000
C - A1120 North		ONE HOUR	✓	190	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	181
	B - A1120 Slip South	0	0	30
	C - A1120 North	158	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A1120 South	B - A1120 Slip South	C - A1120 North
From	A - A1120 South	0	0	1
	B - A1120 Slip South	0	0	0
	C - A1120 North	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	6.53	0.1	0.5	A	28	41
C-AB	0.07	6.07	0.1	0.7	A	38	58
C-A						136	204
A-B						0	0
A-C						166	249

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)	LOS
B-AC	23	6	599	0.038	22	0.0	0.0	6.239	A
C-AB	30	7	623	0.048	30	0.0	0.1	6.063	A
C-A	113	28			113				
A-B	0	0			0				
A-C	136	34			136				

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)	LOS
B-AC	27	7	593	0.045	27	0.0	0.0	6.360	A

C-AB	37	9	634	0.059	37	0.1	0.1	6.035	A
C-A	134	33			134				
A-B	0	0			0				
A-C	163	41			163				

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)	LOS
B-AC	33	8	584	0.057	33	0.0	0.1	6.531	A
C-AB	48	12	649	0.074	48	0.1	0.1	5.991	A
C-A	161	40			161				
A-B	0	0			0				
A-C	199	50			199				

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)	LOS
B-AC	33	8	584	0.057	33	0.1	0.1	6.531	A
C-AB	48	12	649	0.074	48	0.1	0.1	5.991	A
C-A	161	40			161				
A-B	0	0			0				
A-C	199	50			199				

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)	LOS
B-AC	27	7	593	0.045	27	0.1	0.0	6.361	A
C-AB	37	9	634	0.059	37	0.1	0.1	6.030	A
C-A	134	33			134				
A-B	0	0			0				
A-C	163	41			163				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	599	0.038	23	0.0	0.0	6.244	A
C-AB	30	7	623	0.048	30	0.1	0.1	6.065	A
C-A	113	28			113				
A-B	0	0			0				
A-C	136	34			136				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.09	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.12	0.03	0.27	0.48	0.72			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.09.22_J12c_Model_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\J12c\Model
Report generation date: 18/12/2020 09:56:26

»A12 / A1120 - Base Year, 6-7 AM
»A12 / A1120 - Base Year, 7-8 AM
»A12 / A1120 - Base Year, 8-9 AM
»A12 / A1120 - Base Year, 3-4 PM
»A12 / A1120 - Base Year, 5-6 PM
»A12 / A1120 - 2023 Reference Case , 6-7 AM
»A12 / A1120 - 2023 Reference Case , 7-8 AM
»A12 / A1120 - 2023 Reference Case , 8-9 AM
»A12 / A1120 - 2023 Reference Case , 3-4 PM
»A12 / A1120 - 2023 Reference Case , 5-6 PM
»A12 / A1120 - 2023 Early Years , 6-7 AM
»A12 / A1120 - 2023 Early Years , 7-8 AM
»A12 / A1120 - 2023 Early Years , 8-9 AM
»A12 / A1120 - 2023 Early Years , 3-4 PM
»A12 / A1120 - 2023 Early Years , 5-6 PM
»A12 / A1120 - 2028 Reference Case , 6-7 AM
»A12 / A1120 - 2028 Reference Case , 7-8 AM
»A12 / A1120 - 2028 Reference Case , 8-9 AM
»A12 / A1120 - 2028 Reference Case , 3-4 PM
»A12 / A1120 - 2028 Reference Case , 5-6 PM
»A12 / A1120 - 2028 Peak Construction, 6-7 AM
»A12 / A1120 - 2028 Peak Construction, 7-8 AM
»A12 / A1120 - 2028 Peak Construction, 8-9 AM
»A12 / A1120 - 2028 Peak Construction, 3-4 PM
»A12 / A1120 - 2028 Peak Construction, 5-6 PM
»A12 / A1120 - 2034 Reference Case , 6-7 AM
»A12 / A1120 - 2034 Reference Case , 7-8 AM
»A12 / A1120 - 2034 Reference Case , 8-9 AM
»A12 / A1120 - 2034 Reference Case , 3-4 PM
»A12 / A1120 - 2034 Reference Case , 5-6 PM
»A12 / A1120 - 2034 Operational Led, 6-7 AM
»A12 / A1120 - 2034 Operational Led, 7-8 AM
»A12 / A1120 - 2034 Operational Led, 8-9 AM
»A12 / A1120 - 2034 Operational Led, 3-4 PM
»A12 / A1120 - 2034 Operational Led, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
A12 / A1120 - Base Year																									
Stream B-AC	0.0	0.5	8.63	0.02	A	0.1	0.5	11.15	0.05	B	0.1	0.5	13.57	0.13	B	0.0	0.5	12.23	0.03	B	0.1	0.5	13.39	0.09	B
Stream C-AB	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
A12 / A1120 - 2023 Reference Case																									
Stream B-AC	0.0	0.5	8.80	0.02	A	0.1	0.5	11.78	0.06	B	0.2	0.5	14.63	0.15	B	0.1	0.5	13.21	0.05	B	0.1	0.5	14.51	0.10	B
Stream C-AB	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
A12 / A1120 - 2023 Early Years																									
Stream B-AC	0.0	0.5	9.18	0.04	A	0.2	1.0	14.52	0.18	B	0.2	1.2	16.71	0.19	C	0.1	0.5	13.66	0.06	B	0.1	0.5	16.93	0.12	C
Stream C-AB	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
A12 / A1120 - 2028 Reference Case																									
Stream B-AC	0.0	0.5	8.87	0.02	A	0.1	0.5	12.04	0.07	B	0.2	0.8	15.44	0.17	C	0.1	0.5	13.51	0.07	B	0.1	0.5	15.09	0.12	C
Stream C-AB	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
A12 / A1120 - 2028 Peak Construction																									
Stream B-AC	0.0	0.5	8.91	0.02	A	0.1	0.5	11.74	0.06	B	0.2	0.5	14.26	0.15	B	0.1	0.5	12.88	0.07	B	0.1	0.5	14.12	0.11	B
Stream C-AB	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
A12 / A1120 - 2034 Reference Case																									
Stream B-AC	0.0	0.5	8.99	0.02	A	0.1	0.5	12.38	0.07	B	0.2	0.7	15.80	0.17	C	0.1	0.5	14.42	0.08	B	0.2	0.5	15.86	0.14	C
Stream C-AB	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
A12 / A1120 - 2034 Operational Led																									
Stream B-AC	0.0	0.5	8.87	0.02	A	0.1	0.5	11.97	0.07	B	0.2	0.5	14.87	0.16	B	0.1	0.5	13.60	0.07	B	0.1	0.5	14.76	0.13	B
Stream C-AB	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A

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

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

File summary

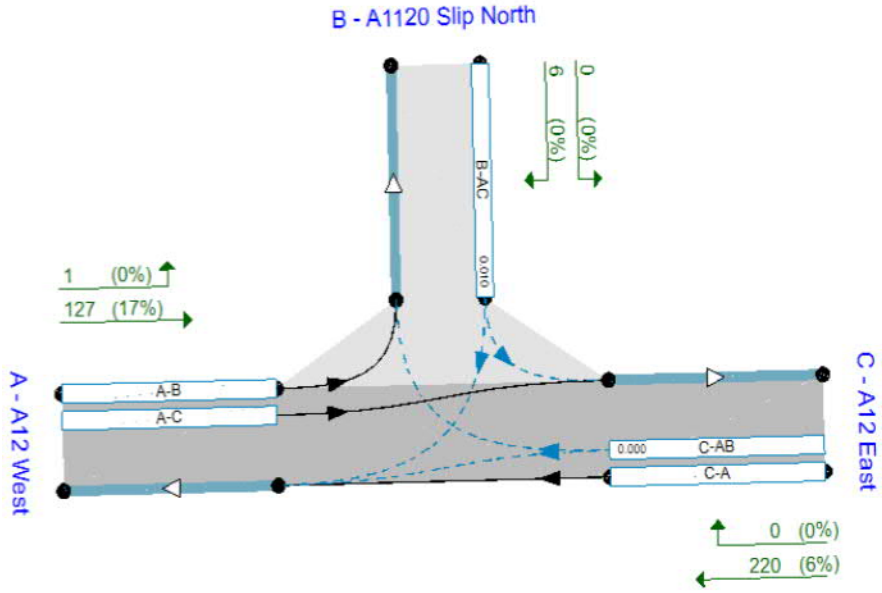
File Description

Title	A12-A1120
Location	52.264749°, 1.511117°

Site number	12a
Date	05/07/2017
Version	v1
Status	
Identifier	
Client	EDF Energy
Jobnumber	50400326
Enumerator	UKEWS001
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

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
D1	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AJ12	A12 / A1120	✓	100.000	100.000

A12 / A1120 - Base Year, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A12 West		Major
B	A1120 Slip North		Minor
C	A12 East		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 - A12 East	7.40			38.0	✓	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 - A1120 Slip North	One lane	3.00	19	19

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
J12a	B-A	493	0.084	0.213	0.134	0.305
J12a	B-C	636	0.092	0.231	-	-
J12a	C-B	596	0.217	0.217	-	-

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	Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	128	100.000
B - A1120 Slip North		ONE HOUR	✓	6	100.000
C - A12 East		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	1	127
	B - A1120 Slip North	6	0	0
	C - A12 East	220	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	17
	B - A1120 Slip North	0	0	0
	C - A12 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	8.63	0.0	0.5	A	6	8
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						202	303
A-B						0.92	1
A-C						117	175

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5	1	446	0.010	4	0.0	0.0	8.163	A
C-AB	0	0	554	0.000	0	0.0	0.0	0.000	A
C-A	166	41			166				
A-B	0.75	0.19			0.75				
A-C	96	24			96				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5	1	436	0.012	5	0.0	0.0	8.354	A
C-AB	0	0	549	0.000	0	0.0	0.0	0.000	A
C-A	198	49			198				
A-B	0.90	0.22			0.90				
A-C	114	29			114				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	423	0.016	7	0.0	0.0	8.635	A
C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
C-A	242	61			242				
A-B	1	0.28			1				
A-C	140	35			140				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	423	0.016	7	0.0	0.0	8.635	A
C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
C-A	242	61			242				
A-B	1	0.28			1				
A-C	140	35			140				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5	1	436	0.012	5	0.0	0.0	8.356	A
C-AB	0	0	549	0.000	0	0.0	0.0	0.000	A
C-A	198	49			198				
A-B	0.90	0.22			0.90				
A-C	114	29			114				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5	1	446	0.010	5	0.0	0.0	8.165	A
C-AB	0	0	554	0.000	0	0.0	0.0	0.000	A
C-A	166	41			166				
A-B	0.75	0.19			0.75				
A-C	96	24			96				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - Base Year, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.26	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
D2	Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	289	100.000
B - A1120 Slip North		ONE HOUR	✓	16	100.000
C - A12 East		ONE HOUR	✓	373	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	6	283
	B - A1120 Slip North	16	0	0
	C - A12 East	373	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	17	7
	B - A1120 Slip North	6	0	0
	C - A12 East	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	11.15	0.1	0.5	B	15	22
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						342	513
A-B						6	8
A-C						260	390

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	12	3	380	0.032	12	0.0	0.0	9.788	A
C-AB	0	0	523	0.000	0	0.0	0.0	0.000	A
C-A	281	70			281				
A-B	5	1			5				
A-C	213	53			213				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	4	363	0.040	14	0.0	0.0	10.318	B

C-AB	0	0	514	0.000	0	0.0	0.0	0.000	A
C-A	335	84			335				
A-B	5	1			5				
A-C	254	64			254				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	4	340	0.052	18	0.0	0.1	11.147	B
C-AB	0	0	501	0.000	0	0.0	0.0	0.000	A
C-A	411	103			411				
A-B	7	2			7				
A-C	312	78			312				

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)	LOS
B-AC	18	4	340	0.052	18	0.1	0.1	11.149	B
C-AB	0	0	501	0.000	0	0.0	0.0	0.000	A
C-A	411	103			411				
A-B	7	2			7				
A-C	312	78			312				

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)	LOS
B-AC	14	4	363	0.040	14	0.1	0.0	10.323	B
C-AB	0	0	514	0.000	0	0.0	0.0	0.000	A
C-A	335	84			335				
A-B	5	1			5				
A-C	254	64			254				

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)	LOS
B-AC	12	3	380	0.032	12	0.0	0.0	9.798	A
C-AB	0	0	523	0.000	0	0.0	0.0	0.000	A
C-A	281	70			281				
A-B	5	1			5				
A-C	213	53			213				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - Base Year, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	410	100.000
B - A1120 Slip North		ONE HOUR	✓	35	100.000
C - A12 East		ONE HOUR	✓	449	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	18	392
	B - A1120 Slip North	35	0	0
	C - A12 East	449	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	17	8
	B - A1120 Slip North	6	0	0
	C - A12 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	13.57	0.1	0.5	B	32	48
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						412	618
A-B						17	25
A-C						360	540

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)	LOS
B-AC	26	7	355	0.074	26	0.0	0.1	10.927	B
C-AB	0	0	508	0.000	0	0.0	0.0	0.000	A
C-A	338	85			338				
A-B	14	3			14				
A-C	295	74			295				

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)	LOS
B-AC	31	8	334	0.094	31	0.1	0.1	11.907	B

C-AB	0	0	494	0.000	0	0.0	0.0	0.000	A
C-A	404	101			404				
A-B	16	4			16				
A-C	352	88			352				

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)	LOS
B-AC	39	10	304	0.127	38	0.1	0.1	13.556	B
C-AB	0	0	475	0.000	0	0.0	0.0	0.000	A
C-A	494	124			494				
A-B	20	5			20				
A-C	432	108			432				

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)	LOS
B-AC	39	10	304	0.127	39	0.1	0.1	13.572	B
C-AB	0	0	475	0.000	0	0.0	0.0	0.000	A
C-A	494	124			494				
A-B	20	5			20				
A-C	432	108			432				

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)	LOS
B-AC	31	8	334	0.094	32	0.1	0.1	11.926	B
C-AB	0	0	494	0.000	0	0.0	0.0	0.000	A
C-A	404	101			404				
A-B	16	4			16				
A-C	352	88			352				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	26	7	355	0.074	26	0.1	0.1	10.953	B
C-AB	0	0	508	0.000	0	0.0	0.0	0.000	A
C-A	338	85			338				
A-B	14	3			14				
A-C	295	74			295				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - Base Year, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.11	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
D4	Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	516	100.000
B - A1120 Slip North		ONE HOUR	✓	9	100.000
C - A12 East		ONE HOUR	✓	432	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	22	494
	B - A1120 Slip North	9	0	0
	C - A12 East	432	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	3
	B - A1120 Slip North	0	0	0
	C - A12 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	12.23	0.0	0.5	B	8	12
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						396	595
A-B						20	30
A-C						453	680

Main Results for each time segment

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)	LOS
B-AC	7	2	364	0.019	7	0.0	0.0	10.076	B
C-AB	0	0	494	0.000	0	0.0	0.0	0.000	A
C-A	325	81			325				
A-B	17	4			17				
A-C	372	93			372				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	8	2	339	0.024	8	0.0	0.0	10.884	B

C-AB	0	0	477	0.000	0	0.0	0.0	0.000	A
C-A	388	97			388				
A-B	20	5			20				
A-C	444	111			444				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	10	2	304	0.033	10	0.0	0.0	12.232	B
C-AB	0	0	455	0.000	0	0.0	0.0	0.000	A
C-A	476	119			476				
A-B	24	6			24				
A-C	544	136			544				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	10	2	304	0.033	10	0.0	0.0	12.234	B
C-AB	0	0	455	0.000	0	0.0	0.0	0.000	A
C-A	476	119			476				
A-B	24	6			24				
A-C	544	136			544				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	8	2	339	0.024	8	0.0	0.0	10.889	B
C-AB	0	0	477	0.000	0	0.0	0.0	0.000	A
C-A	388	97			388				
A-B	20	5			20				
A-C	444	111			444				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	364	0.019	7	0.0	0.0	10.083	B
C-AB	0	0	494	0.000	0	0.0	0.0	0.000	A
C-A	325	81			325				
A-B	17	4			17				
A-C	372	93			372				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - Base Year, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.33	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
D5	Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	566	100.000
B - A1120 Slip North		ONE HOUR	✓	23	100.000
C - A12 East		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	19	547
	B - A1120 Slip North	23	0	0
	C - A12 East	353	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	2
	B - A1120 Slip North	4	0	0
	C - A12 East	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	13.39	0.1	0.5	B	21	32
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						324	486
A-B						17	26
A-C						502	753

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)	LOS
B-AC	17	4	351	0.049	17	0.0	0.1	10.787	B
C-AB	0	0	495	0.000	0	0.0	0.0	0.000	A
C-A	266	66			266				
A-B	14	4			14				
A-C	412	103			412				

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)	LOS
B-AC	21	5	327	0.063	21	0.1	0.1	11.749	B

C-AB	0	0	477	0.000	0	0.0	0.0	0.000	A
C-A	317	79			317				
A-B	17	4			17				
A-C	492	123			492				

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)	LOS
B-AC	25	6	294	0.086	25	0.1	0.1	13.373	B
C-AB	0	0	452	0.000	0	0.0	0.0	0.000	A
C-A	389	97			389				
A-B	21	5			21				
A-C	602	151			602				

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)	LOS
B-AC	25	6	294	0.086	25	0.1	0.1	13.387	B
C-AB	0	0	452	0.000	0	0.0	0.0	0.000	A
C-A	389	97			389				
A-B	21	5			21				
A-C	602	151			602				

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)	LOS
B-AC	21	5	327	0.063	21	0.1	0.1	11.763	B
C-AB	0	0	477	0.000	0	0.0	0.0	0.000	A
C-A	317	79			317				
A-B	17	4			17				
A-C	492	123			492				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	17	4	351	0.049	17	0.1	0.1	10.804	B
C-AB	0	0	495	0.000	0	0.0	0.0	0.000	A
C-A	266	66			266				
A-B	14	4			14				
A-C	412	103			412				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2023 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.14	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
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	144	100.000
B - A1120 Slip North		ONE HOUR	✓	7	100.000
C - A12 East		ONE HOUR	✓	240	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	2	142
	B - A1120 Slip North	7	0	0
	C - A12 East	240	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	16
	B - A1120 Slip North	0	0	0
	C - A12 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	8.80	0.0	0.5	A	6	10
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						220	330
A-B						2	3
A-C						130	195

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5	1	441	0.012	5	0.0	0.0	8.262	A
C-AB	0	0	553	0.000	0	0.0	0.0	0.000	A
C-A	181	45			181				
A-B	2	0.38			2				
A-C	107	27			107				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	431	0.015	6	0.0	0.0	8.481	A

C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	216	54			216				
A-B	2	0.45			2				
A-C	128	32			128				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	8	2	417	0.019	8	0.0	0.0	8.801	A
C-AB	0	0	540	0.000	0	0.0	0.0	0.000	A
C-A	264	66			264				
A-B	2	0.55			2				
A-C	156	39			156				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	8	2	417	0.019	8	0.0	0.0	8.801	A
C-AB	0	0	540	0.000	0	0.0	0.0	0.000	A
C-A	264	66			264				
A-B	2	0.55			2				
A-C	156	39			156				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	431	0.015	6	0.0	0.0	8.482	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	216	54			216				
A-B	2	0.45			2				
A-C	128	32			128				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5	1	441	0.012	5	0.0	0.0	8.266	A
C-AB	0	0	553	0.000	0	0.0	0.0	0.000	A
C-A	181	45			181				
A-B	2	0.38			2				
A-C	107	27			107				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2023 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	361	100.000
B - A1120 Slip North		ONE HOUR	✓	18	100.000
C - A12 East		ONE HOUR	✓	370	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	8	353
	B - A1120 Slip North	18	0	0
	C - A12 East	370	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	13	7
	B - A1120 Slip North	6	0	0
	C - A12 East	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	11.78	0.1	0.5	B	17	25
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						340	509
A-B						7	11
A-C						324	486

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	3	370	0.037	13	0.0	0.0	10.083	B
C-AB	0	0	507	0.000	0	0.0	0.0	0.000	A
C-A	279	70			279				
A-B	6	2			6				
A-C	266	66			266				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	16	4	351	0.046	16	0.0	0.0	10.734	B

C-AB	0	0	495	0.000	0	0.0	0.0	0.000	A
C-A	333	83			333				
A-B	7	2			7				
A-C	317	79			317				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	325	0.061	20	0.0	0.1	11.773	B
C-AB	0	0	479	0.000	0	0.0	0.0	0.000	A
C-A	407	102			407				
A-B	9	2			9				
A-C	389	97			389				

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)	LOS
B-AC	20	5	325	0.061	20	0.1	0.1	11.777	B
C-AB	0	0	479	0.000	0	0.0	0.0	0.000	A
C-A	407	102			407				
A-B	9	2			9				
A-C	389	97			389				

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)	LOS
B-AC	16	4	351	0.046	16	0.1	0.0	10.740	B
C-AB	0	0	495	0.000	0	0.0	0.0	0.000	A
C-A	333	83			333				
A-B	7	2			7				
A-C	317	79			317				

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)	LOS
B-AC	14	3	370	0.037	14	0.0	0.0	10.095	B
C-AB	0	0	507	0.000	0	0.0	0.0	0.000	A
C-A	279	70			279				
A-B	6	2			6				
A-C	266	66			266				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2023 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	449	100.000
B - A1120 Slip North		ONE HOUR	✓	40	100.000
C - A12 East		ONE HOUR	✓	492	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	20	429
	B - A1120 Slip North	40	0	0
	C - A12 East	492	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	15	9
	B - A1120 Slip North	5	0	0
	C - A12 East	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	14.63	0.2	0.5	B	37	55
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						451	677
A-B						18	28
A-C						394	590

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)	LOS
B-AC	30	8	347	0.087	30	0.0	0.1	11.329	B
C-AB	0	0	500	0.000	0	0.0	0.0	0.000	A
C-A	370	93			370				
A-B	15	4			15				
A-C	323	81			323				

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)	LOS
B-AC	36	9	323	0.111	36	0.1	0.1	12.518	B

C-AB	0	0	485	0.000	0	0.0	0.0	0.000	A
C-A	442	111			442				
A-B	18	4			18				
A-C	386	96			386				

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)	LOS
B-AC	44	11	290	0.152	44	0.1	0.2	14.602	B
C-AB	0	0	464	0.000	0	0.0	0.0	0.000	A
C-A	542	135			542				
A-B	22	6			22				
A-C	472	118			472				

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)	LOS
B-AC	44	11	290	0.152	44	0.2	0.2	14.625	B
C-AB	0	0	464	0.000	0	0.0	0.0	0.000	A
C-A	542	135			542				
A-B	22	6			22				
A-C	472	118			472				

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)	LOS
B-AC	36	9	323	0.111	36	0.2	0.1	12.545	B
C-AB	0	0	485	0.000	0	0.0	0.0	0.000	A
C-A	442	111			442				
A-B	18	4			18				
A-C	386	96			386				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	30	8	347	0.087	30	0.1	0.1	11.359	B
C-AB	0	0	500	0.000	0	0.0	0.0	0.000	A
C-A	370	93			370				
A-B	15	4			15				
A-C	323	81			323				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2023 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.17	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
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	555	100.000
B - A1120 Slip North		ONE HOUR	✓	14	100.000
C - A12 East		ONE HOUR	✓	468	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	26	529
	B - A1120 Slip North	14	0	0
	C - A12 East	468	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	4
	B - A1120 Slip North	0	0	0
	C - A12 East	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	13.21	0.1	0.5	B	13	19
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						429	644
A-B						24	36
A-C						485	728

Main Results for each time segment

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)	LOS
B-AC	11	3	353	0.030	10	0.0	0.0	10.510	B
C-AB	0	0	485	0.000	0	0.0	0.0	0.000	A
C-A	352	88			352				
A-B	20	5			20				
A-C	398	100			398				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	326	0.039	13	0.0	0.0	11.498	B

C-AB	0	0	467	0.000	0	0.0	0.0	0.000	A
C-A	421	105			421				
A-B	23	6			23				
A-C	476	119			476				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	288	0.054	15	0.0	0.1	13.203	B
C-AB	0	0	443	0.000	0	0.0	0.0	0.000	A
C-A	515	129			515				
A-B	29	7			29				
A-C	582	146			582				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	288	0.054	15	0.1	0.1	13.208	B
C-AB	0	0	443	0.000	0	0.0	0.0	0.000	A
C-A	515	129			515				
A-B	29	7			29				
A-C	582	146			582				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	326	0.039	13	0.1	0.0	11.507	B
C-AB	0	0	467	0.000	0	0.0	0.0	0.000	A
C-A	421	105			421				
A-B	23	6			23				
A-C	476	119			476				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	353	0.030	11	0.0	0.0	10.519	B
C-AB	0	0	485	0.000	0	0.0	0.0	0.000	A
C-A	352	88			352				
A-B	20	5			20				
A-C	398	100			398				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2023 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.37	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
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	623	100.000
B - A1120 Slip North		ONE HOUR	✓	26	100.000
C - A12 East		ONE HOUR	✓	384	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	28	595
	B - A1120 Slip North	26	0	0
	C - A12 East	384	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	3
	B - A1120 Slip North	4	0	0
	C - A12 East	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	14.51	0.1	0.5	B	24	36
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						352	529
A-B						26	39
A-C						546	819

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)	LOS
B-AC	20	5	339	0.058	19	0.0	0.1	11.241	B
C-AB	0	0	480	0.000	0	0.0	0.0	0.000	A
C-A	289	72			289				
A-B	21	5			21				
A-C	448	112			448				

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)	LOS
B-AC	23	6	313	0.075	23	0.1	0.1	12.421	B

C-AB	0	0	460	0.000	0	0.0	0.0	0.000	A
C-A	345	86			345				
A-B	25	6			25				
A-C	535	134			535				

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)	LOS
B-AC	29	7	277	0.103	28	0.1	0.1	14.496	B
C-AB	0	0	432	0.000	0	0.0	0.0	0.000	A
C-A	423	106			423				
A-B	31	8			31				
A-C	655	164			655				

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)	LOS
B-AC	29	7	277	0.103	29	0.1	0.1	14.510	B
C-AB	0	0	432	0.000	0	0.0	0.0	0.000	A
C-A	423	106			423				
A-B	31	8			31				
A-C	655	164			655				

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)	LOS
B-AC	23	6	313	0.075	24	0.1	0.1	12.437	B
C-AB	0	0	460	0.000	0	0.0	0.0	0.000	A
C-A	345	86			345				
A-B	25	6			25				
A-C	535	134			535				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	339	0.058	20	0.1	0.1	11.262	B
C-AB	0	0	480	0.000	0	0.0	0.0	0.000	A
C-A	289	72			289				
A-B	21	5			21				
A-C	448	112			448				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2023 Early Years , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	163	100.000
B - A1120 Slip North		ONE HOUR	✓	13	100.000
C - A12 East		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	2	161
	B - A1120 Slip North	13	0	0
	C - A12 East	263	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	20
	B - A1120 Slip North	0	0	0
	C - A12 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	9.18	0.0	0.5	A	12	18
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						241	362
A-B						2	3
A-C						148	222

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	10	2	434	0.023	10	0.0	0.0	8.483	A
C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	198	50			198				
A-B	2	0.38			2				
A-C	121	30			121				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	12	3	422	0.028	12	0.0	0.0	8.763	A

C-AB	0	0	542	0.000	0	0.0	0.0	0.000	A
C-A	236	59			236				
A-B	2	0.45			2				
A-C	145	36			145				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	4	407	0.035	14	0.0	0.0	9.177	A
C-AB	0	0	534	0.000	0	0.0	0.0	0.000	A
C-A	290	72			290				
A-B	2	0.55			2				
A-C	177	44			177				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	4	407	0.035	14	0.0	0.0	9.177	A
C-AB	0	0	534	0.000	0	0.0	0.0	0.000	A
C-A	290	72			290				
A-B	2	0.55			2				
A-C	177	44			177				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	12	3	422	0.028	12	0.0	0.0	8.766	A
C-AB	0	0	542	0.000	0	0.0	0.0	0.000	A
C-A	236	59			236				
A-B	2	0.45			2				
A-C	145	36			145				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	10	2	434	0.023	10	0.0	0.0	8.489	A
C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	198	50			198				
A-B	2	0.38			2				
A-C	121	30			121				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2023 Early Years , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	424	100.000
B - A1120 Slip North		ONE HOUR	✓	48	100.000
C - A12 East		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	8	416
	B - A1120 Slip North	48	0	0
	C - A12 East	469	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	13	12
	B - A1120 Slip North	2	0	0
	C - A12 East	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	14.52	0.2	1.0	B	44	66
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						430	646
A-B						7	11
A-C						382	573

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	36	9	358	0.101	36	0.0	0.1	11.142	B
C-AB	0	0	495	0.000	0	0.0	0.0	0.000	A
C-A	353	88			353				
A-B	6	2			6				
A-C	313	78			313				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	334	0.129	43	0.1	0.1	12.356	B

C-AB	0	0	480	0.000	0	0.0	0.0	0.000	A
C-A	422	105			422				
A-B	7	2			7				
A-C	374	93			374				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	53	13	301	0.176	53	0.1	0.2	14.493	B
C-AB	0	0	460	0.000	0	0.0	0.0	0.000	A
C-A	516	129			516				
A-B	9	2			9				
A-C	458	115			458				

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)	LOS
B-AC	53	13	301	0.176	53	0.2	0.2	14.522	B
C-AB	0	0	460	0.000	0	0.0	0.0	0.000	A
C-A	516	129			516				
A-B	9	2			9				
A-C	458	115			458				

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)	LOS
B-AC	43	11	334	0.129	43	0.2	0.2	12.392	B
C-AB	0	0	480	0.000	0	0.0	0.0	0.000	A
C-A	422	105			422				
A-B	7	2			7				
A-C	374	93			374				

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)	LOS
B-AC	36	9	358	0.101	36	0.2	0.1	11.183	B
C-AB	0	0	495	0.000	0	0.0	0.0	0.000	A
C-A	353	88			353				
A-B	6	2			6				
A-C	313	78			313				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.03	0.28	0.50	0.97			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2023 Early Years , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	493	100.000
B - A1120 Slip North		ONE HOUR	✓	47	100.000
C - A12 East		ONE HOUR	✓	519	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	20	473
	B - A1120 Slip North	47	0	0
	C - A12 East	519	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	15	16
	B - A1120 Slip North	4	0	0
	C - A12 East	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.19	16.71	0.2	1.2	C	43	65
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						476	714
A-B						18	28
A-C						434	651

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)	LOS
B-AC	35	9	332	0.107	35	0.0	0.1	12.108	B
C-AB	0	0	482	0.000	0	0.0	0.0	0.000	A
C-A	391	98			391				
A-B	15	4			15				
A-C	356	89			356				

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)	LOS
B-AC	42	11	305	0.139	42	0.1	0.2	13.689	B

C-AB	0	0	464	0.000	0	0.0	0.0	0.000	A
C-A	467	117			467				
A-B	18	4			18				
A-C	425	106			425				

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)	LOS
B-AC	52	13	267	0.194	51	0.2	0.2	16.666	C
C-AB	0	0	440	0.000	0	0.0	0.0	0.000	A
C-A	571	143			571				
A-B	22	6			22				
A-C	521	130			521				

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)	LOS
B-AC	52	13	267	0.194	52	0.2	0.2	16.712	C
C-AB	0	0	440	0.000	0	0.0	0.0	0.000	A
C-A	571	143			571				
A-B	22	6			22				
A-C	521	130			521				

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)	LOS
B-AC	42	11	305	0.139	43	0.2	0.2	13.738	B
C-AB	0	0	464	0.000	0	0.0	0.0	0.000	A
C-A	467	117			467				
A-B	18	4			18				
A-C	425	106			425				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	35	9	332	0.107	36	0.2	0.1	12.143	B
C-AB	0	0	482	0.000	0	0.0	0.0	0.000	A
C-A	391	98			391				
A-B	15	4			15				
A-C	356	89			356				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.03	0.29	0.77	1.15			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2023 Early Years , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.17	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
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	559	100.000
B - A1120 Slip North		ONE HOUR	✓	14	100.000
C - A12 East		ONE HOUR	✓	481	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	26	533
	B - A1120 Slip North	14	0	0
	C - A12 East	481	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	6
	B - A1120 Slip North	0	0	0
	C - A12 East	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	13.66	0.1	0.5	B	13	19
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						441	662
A-B						24	36
A-C						489	734

Main Results for each time segment

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)	LOS
B-AC	11	3	347	0.030	10	0.0	0.0	10.704	B
C-AB	0	0	472	0.000	0	0.0	0.0	0.000	A
C-A	362	91			362				
A-B	20	5			20				
A-C	401	100			401				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	318	0.040	13	0.0	0.0	11.777	B

C-AB	0	0	454	0.000	0	0.0	0.0	0.000	A
C-A	432	108			432				
A-B	23	6			23				
A-C	479	120			479				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	279	0.055	15	0.0	0.1	13.658	B
C-AB	0	0	430	0.000	0	0.0	0.0	0.000	A
C-A	530	132			530				
A-B	29	7			29				
A-C	587	147			587				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	279	0.055	15	0.1	0.1	13.663	B
C-AB	0	0	430	0.000	0	0.0	0.0	0.000	A
C-A	530	132			530				
A-B	29	7			29				
A-C	587	147			587				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	318	0.040	13	0.1	0.0	11.784	B
C-AB	0	0	454	0.000	0	0.0	0.0	0.000	A
C-A	432	108			432				
A-B	23	6			23				
A-C	479	120			479				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	347	0.030	11	0.0	0.0	10.715	B
C-AB	0	0	472	0.000	0	0.0	0.0	0.000	A
C-A	362	91			362				
A-B	20	5			20				
A-C	401	100			401				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2023 Early Years , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.36	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
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	735	100.000
B - A1120 Slip North		ONE HOUR	✓	26	100.000
C - A12 East		ONE HOUR	✓	437	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	54	681
	B - A1120 Slip North	26	0	0
	C - A12 East	437	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	4
	B - A1120 Slip North	4	0	0
	C - A12 East	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	16.93	0.1	0.5	C	24	36
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						401	601
A-B						50	74
A-C						625	937

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)	LOS
B-AC	20	5	315	0.062	19	0.0	0.1	12.160	B
C-AB	0	0	449	0.000	0	0.0	0.0	0.000	A
C-A	329	82			329				
A-B	41	10			41				
A-C	513	128			513				

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)	LOS
B-AC	23	6	284	0.082	23	0.1	0.1	13.796	B

C-AB	0	0	426	0.000	0	0.0	0.0	0.000	A
C-A	393	98			393				
A-B	49	12			49				
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)	LOS
B-AC	29	7	241	0.119	28	0.1	0.1	16.900	C
C-AB	0	0	394	0.000	0	0.0	0.0	0.000	A
C-A	481	120			481				
A-B	59	15			59				
A-C	750	187			750				

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)	LOS
B-AC	29	7	241	0.119	29	0.1	0.1	16.926	C
C-AB	0	0	394	0.000	0	0.0	0.0	0.000	A
C-A	481	120			481				
A-B	59	15			59				
A-C	750	187			750				

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)	LOS
B-AC	23	6	284	0.082	24	0.1	0.1	13.824	B
C-AB	0	0	426	0.000	0	0.0	0.0	0.000	A
C-A	393	98			393				
A-B	49	12			49				
A-C	612	153			612				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	315	0.062	20	0.1	0.1	12.187	B
C-AB	0	0	449	0.000	0	0.0	0.0	0.000	A
C-A	329	82			329				
A-B	41	10			41				
A-C	513	128			513				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2028 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.14	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
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	150	100.000
B - A1120 Slip North		ONE HOUR	✓	7	100.000
C - A12 East		ONE HOUR	✓	251	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	2	148
	B - A1120 Slip North	7	0	0
	C - A12 East	251	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	16
	B - A1120 Slip North	0	0	0
	C - A12 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	8.87	0.0	0.5	A	6	10
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						230	345
A-B						2	3
A-C						136	204

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5	1	439	0.012	5	0.0	0.0	8.304	A
C-AB	0	0	551	0.000	0	0.0	0.0	0.000	A
C-A	189	47			189				
A-B	2	0.38			2				
A-C	111	28			111				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	428	0.015	6	0.0	0.0	8.534	A

C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	226	56			226				
A-B	2	0.45			2				
A-C	133	33			133				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	8	2	414	0.019	8	0.0	0.0	8.870	A
C-AB	0	0	539	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
A-B	2	0.55			2				
A-C	163	41			163				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	8	2	414	0.019	8	0.0	0.0	8.870	A
C-AB	0	0	539	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
A-B	2	0.55			2				
A-C	163	41			163				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	428	0.015	6	0.0	0.0	8.534	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	226	56			226				
A-B	2	0.45			2				
A-C	133	33			133				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5	1	439	0.012	5	0.0	0.0	8.307	A
C-AB	0	0	551	0.000	0	0.0	0.0	0.000	A
C-A	189	47			189				
A-B	2	0.38			2				
A-C	111	28			111				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2028 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	392	100.000
B - A1120 Slip North		ONE HOUR	✓	19	100.000
C - A12 East		ONE HOUR	✓	367	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	9	383
	B - A1120 Slip North	19	0	0
	C - A12 East	367	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	11	7
	B - A1120 Slip North	5	0	0
	C - A12 East	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	12.04	0.1	0.5	B	17	26
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						337	505
A-B						8	12
A-C						351	527

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	4	367	0.039	14	0.0	0.0	10.204	B
C-AB	0	0	502	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
A-B	7	2			7				
A-C	288	72			288				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	17	4	347	0.049	17	0.0	0.1	10.906	B

C-AB	0	0	489	0.000	0	0.0	0.0	0.000	A
C-A	330	82			330				
A-B	8	2			8				
A-C	344	86			344				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	21	5	320	0.065	21	0.1	0.1	12.040	B
C-AB	0	0	472	0.000	0	0.0	0.0	0.000	A
C-A	404	101			404				
A-B	10	2			10				
A-C	422	105			422				

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)	LOS
B-AC	21	5	320	0.065	21	0.1	0.1	12.045	B
C-AB	0	0	472	0.000	0	0.0	0.0	0.000	A
C-A	404	101			404				
A-B	10	2			10				
A-C	422	105			422				

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)	LOS
B-AC	17	4	347	0.049	17	0.1	0.1	10.915	B
C-AB	0	0	489	0.000	0	0.0	0.0	0.000	A
C-A	330	82			330				
A-B	8	2			8				
A-C	344	86			344				

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)	LOS
B-AC	14	4	367	0.039	14	0.1	0.0	10.215	B
C-AB	0	0	502	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
A-B	7	2			7				
A-C	288	72			288				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2028 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	498	100.000
B - A1120 Slip North		ONE HOUR	✓	43	100.000
C - A12 East		ONE HOUR	✓	485	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	23	475
	B - A1120 Slip North	43	0	0
	C - A12 East	485	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	13	8
	B - A1120 Slip North	5	0	0
	C - A12 East	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	15.44	0.2	0.8	C	39	59
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						445	668
A-B						21	32
A-C						436	654

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)	LOS
B-AC	32	8	341	0.095	32	0.0	0.1	11.641	B
C-AB	0	0	491	0.000	0	0.0	0.0	0.000	A
C-A	365	91			365				
A-B	17	4			17				
A-C	358	89			358				

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)	LOS
B-AC	39	10	316	0.123	39	0.1	0.1	12.990	B

C-AB	0	0	475	0.000	0	0.0	0.0	0.000	A
C-A	436	109			436				
A-B	21	5			21				
A-C	427	107			427				

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)	LOS
B-AC	47	12	281	0.169	47	0.1	0.2	15.405	C
C-AB	0	0	452	0.000	0	0.0	0.0	0.000	A
C-A	534	133			534				
A-B	25	6			25				
A-C	523	131			523				

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)	LOS
B-AC	47	12	281	0.169	47	0.2	0.2	15.437	C
C-AB	0	0	452	0.000	0	0.0	0.0	0.000	A
C-A	534	133			534				
A-B	25	6			25				
A-C	523	131			523				

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)	LOS
B-AC	39	10	316	0.123	39	0.2	0.1	13.027	B
C-AB	0	0	475	0.000	0	0.0	0.0	0.000	A
C-A	436	109			436				
A-B	21	5			21				
A-C	427	107			427				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	32	8	341	0.095	33	0.1	0.1	11.684	B
C-AB	0	0	491	0.000	0	0.0	0.0	0.000	A
C-A	365	91			365				
A-B	17	4			17				
A-C	358	89			358				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.27	0.49	0.84			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2028 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	549	100.000
B - A1120 Slip North		ONE HOUR	✓	17	100.000
C - A12 East		ONE HOUR	✓	496	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	28	521
	B - A1120 Slip North	17	0	0
	C - A12 East	496	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	4
	B - A1120 Slip North	0	0	0
	C - A12 East	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	13.51	0.1	0.5	B	16	23
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						455	683
A-B						26	39
A-C						478	717

Main Results for each time segment

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)	LOS
B-AC	13	3	351	0.036	13	0.0	0.0	10.639	B
C-AB	0	0	486	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
A-B	21	5			21				
A-C	392	98			392				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	323	0.047	15	0.0	0.0	11.685	B

C-AB	0	0	469	0.000	0	0.0	0.0	0.000	A
C-A	446	111			446				
A-B	25	6			25				
A-C	468	117			468				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	19	5	285	0.066	19	0.0	0.1	13.504	B
C-AB	0	0	444	0.000	0	0.0	0.0	0.000	A
C-A	546	137			546				
A-B	31	8			31				
A-C	574	143			574				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	19	5	285	0.066	19	0.1	0.1	13.512	B
C-AB	0	0	444	0.000	0	0.0	0.0	0.000	A
C-A	546	137			546				
A-B	31	8			31				
A-C	574	143			574				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	323	0.047	15	0.1	0.1	11.693	B
C-AB	0	0	469	0.000	0	0.0	0.0	0.000	A
C-A	446	111			446				
A-B	25	6			25				
A-C	468	117			468				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	13	3	351	0.036	13	0.1	0.0	10.650	B
C-AB	0	0	486	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
A-B	21	5			21				
A-C	392	98			392				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2028 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.41	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
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	644	100.000
B - A1120 Slip North		ONE HOUR	✓	29	100.000
C - A12 East		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	30	614
	B - A1120 Slip North	29	0	0
	C - A12 East	410	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	2
	B - A1120 Slip North	3	0	0
	C - A12 East	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	15.09	0.1	0.5	C	27	40
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						376	564
A-B						28	41
A-C						563	845

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)	LOS
B-AC	22	5	336	0.065	22	0.0	0.1	11.452	B
C-AB	0	0	479	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	23	6			23				
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)	LOS
B-AC	26	7	308	0.085	26	0.1	0.1	12.747	B

C-AB	0	0	459	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
A-B	27	7			27				
A-C	552	138			552				

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)	LOS
B-AC	32	8	270	0.118	32	0.1	0.1	15.071	C
C-AB	0	0	430	0.000	0	0.0	0.0	0.000	A
C-A	451	113			451				
A-B	33	8			33				
A-C	676	169			676				

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)	LOS
B-AC	32	8	270	0.118	32	0.1	0.1	15.091	C
C-AB	0	0	430	0.000	0	0.0	0.0	0.000	A
C-A	451	113			451				
A-B	33	8			33				
A-C	676	169			676				

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)	LOS
B-AC	26	7	308	0.085	26	0.1	0.1	12.769	B
C-AB	0	0	459	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
A-B	27	7			27				
A-C	552	138			552				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	5	336	0.065	22	0.1	0.1	11.479	B
C-AB	0	0	479	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	23	6			23				
A-C	462	116			462				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2028 Peak Construction, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.14	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
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	163	100.000
B - A1120 Slip North		ONE HOUR	✓	7	100.000
C - A12 East		ONE HOUR	✓	245	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	2	161
	B - A1120 Slip North	7	0	0
	C - A12 East	245	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	14
	B - A1120 Slip North	0	0	0
	C - A12 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	8.91	0.0	0.5	A	6	10
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						225	337
A-B						2	3
A-C						148	222

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5	1	437	0.012	5	0.0	0.0	8.329	A
C-AB	0	0	549	0.000	0	0.0	0.0	0.000	A
C-A	184	46			184				
A-B	2	0.38			2				
A-C	121	30			121				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	427	0.015	6	0.0	0.0	8.566	A

C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
C-A	220	55			220				
A-B	2	0.45			2				
A-C	145	36			145				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	8	2	412	0.019	8	0.0	0.0	8.913	A
C-AB	0	0	535	0.000	0	0.0	0.0	0.000	A
C-A	270	67			270				
A-B	2	0.55			2				
A-C	177	44			177				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	8	2	412	0.019	8	0.0	0.0	8.913	A
C-AB	0	0	535	0.000	0	0.0	0.0	0.000	A
C-A	270	67			270				
A-B	2	0.55			2				
A-C	177	44			177				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	427	0.015	6	0.0	0.0	8.566	A
C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
C-A	220	55			220				
A-B	2	0.45			2				
A-C	145	36			145				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5	1	437	0.012	5	0.0	0.0	8.333	A
C-AB	0	0	549	0.000	0	0.0	0.0	0.000	A
C-A	184	46			184				
A-B	2	0.38			2				
A-C	121	30			121				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2028 Peak Construction, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	373	100.000
B - A1120 Slip North		ONE HOUR	✓	19	100.000
C - A12 East		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	8	365
	B - A1120 Slip North	19	0	0
	C - A12 East	353	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	13	5
	B - A1120 Slip North	5	0	0
	C - A12 East	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	11.74	0.1	0.5	B	17	26
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						324	486
A-B						7	11
A-C						335	502

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	4	372	0.038	14	0.0	0.0	10.053	B
C-AB	0	0	507	0.000	0	0.0	0.0	0.000	A
C-A	266	66			266				
A-B	6	2			6				
A-C	275	69			275				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	17	4	353	0.048	17	0.0	0.1	10.701	B

C-AB	0	0	495	0.000	0	0.0	0.0	0.000	A
C-A	317	79			317				
A-B	7	2			7				
A-C	328	82			328				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	21	5	328	0.064	21	0.1	0.1	11.736	B
C-AB	0	0	479	0.000	0	0.0	0.0	0.000	A
C-A	389	97			389				
A-B	9	2			9				
A-C	402	100			402				

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)	LOS
B-AC	21	5	328	0.064	21	0.1	0.1	11.740	B
C-AB	0	0	479	0.000	0	0.0	0.0	0.000	A
C-A	389	97			389				
A-B	9	2			9				
A-C	402	100			402				

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)	LOS
B-AC	17	4	353	0.048	17	0.1	0.1	10.710	B
C-AB	0	0	495	0.000	0	0.0	0.0	0.000	A
C-A	317	79			317				
A-B	7	2			7				
A-C	328	82			328				

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)	LOS
B-AC	14	4	372	0.038	14	0.1	0.0	10.065	B
C-AB	0	0	507	0.000	0	0.0	0.0	0.000	A
C-A	266	66			266				
A-B	6	2			6				
A-C	275	69			275				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2028 Peak Construction, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.62	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
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	436	100.000
B - A1120 Slip North		ONE HOUR	✓	42	100.000
C - A12 East		ONE HOUR	✓	463	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	21	415
	B - A1120 Slip North	42	0	0
	C - A12 East	463	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	14	8
	B - A1120 Slip North	5	0	0
	C - A12 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	14.26	0.2	0.5	B	39	58
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						425	637
A-B						19	29
A-C						381	571

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)	LOS
B-AC	32	8	353	0.090	31	0.0	0.1	11.173	B
C-AB	0	0	503	0.000	0	0.0	0.0	0.000	A
C-A	349	87			349				
A-B	16	4			16				
A-C	312	78			312				

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)	LOS
B-AC	38	9	330	0.114	38	0.1	0.1	12.299	B

C-AB	0	0	488	0.000	0	0.0	0.0	0.000	A
C-A	416	104			416				
A-B	19	5			19				
A-C	373	93			373				

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)	LOS
B-AC	46	12	299	0.155	46	0.1	0.2	14.241	B
C-AB	0	0	468	0.000	0	0.0	0.0	0.000	A
C-A	510	127			510				
A-B	23	6			23				
A-C	457	114			457				

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)	LOS
B-AC	46	12	299	0.155	46	0.2	0.2	14.263	B
C-AB	0	0	468	0.000	0	0.0	0.0	0.000	A
C-A	510	127			510				
A-B	23	6			23				
A-C	457	114			457				

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)	LOS
B-AC	38	9	330	0.114	38	0.2	0.1	12.329	B
C-AB	0	0	488	0.000	0	0.0	0.0	0.000	A
C-A	416	104			416				
A-B	19	5			19				
A-C	373	93			373				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	32	8	353	0.090	32	0.1	0.1	11.210	B
C-AB	0	0	503	0.000	0	0.0	0.0	0.000	A
C-A	349	87			349				
A-B	16	4			16				
A-C	312	78			312				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2028 Peak Construction, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	516	100.000
B - A1120 Slip North		ONE HOUR	✓	18	100.000
C - A12 East		ONE HOUR	✓	463	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	26	490
	B - A1120 Slip North	18	0	0
	C - A12 East	463	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	3
	B - A1120 Slip North	0	0	0
	C - A12 East	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	12.88	0.1	0.5	B	17	25
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						425	637
A-B						24	36
A-C						450	674

Main Results for each time segment

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)	LOS
B-AC	14	3	361	0.038	13	0.0	0.0	10.366	B
C-AB	0	0	493	0.000	0	0.0	0.0	0.000	A
C-A	349	87			349				
A-B	20	5			20				
A-C	369	92			369				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	16	4	335	0.048	16	0.0	0.1	11.296	B

C-AB	0	0	477	0.000	0	0.0	0.0	0.000	A
C-A	416	104			416				
A-B	23	6			23				
A-C	441	110			441				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	299	0.066	20	0.1	0.1	12.879	B
C-AB	0	0	454	0.000	0	0.0	0.0	0.000	A
C-A	510	127			510				
A-B	29	7			29				
A-C	540	135			540				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	299	0.066	20	0.1	0.1	12.884	B
C-AB	0	0	454	0.000	0	0.0	0.0	0.000	A
C-A	510	127			510				
A-B	29	7			29				
A-C	540	135			540				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	16	4	335	0.048	16	0.1	0.1	11.305	B
C-AB	0	0	477	0.000	0	0.0	0.0	0.000	A
C-A	416	104			416				
A-B	23	6			23				
A-C	441	110			441				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	3	361	0.038	14	0.1	0.0	10.379	B
C-AB	0	0	493	0.000	0	0.0	0.0	0.000	A
C-A	349	87			349				
A-B	20	5			20				
A-C	369	92			369				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2028 Peak Construction, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	598	100.000
B - A1120 Slip North		ONE HOUR	✓	28	100.000
C - A12 East		ONE HOUR	✓	379	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	28	570
	B - A1120 Slip North	28	0	0
	C - A12 East	379	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	2
	B - A1120 Slip North	4	0	0
	C - A12 East	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	14.12	0.1	0.5	B	26	39
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						348	522
A-B						26	39
A-C						523	785

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)	LOS
B-AC	21	5	346	0.061	21	0.0	0.1	11.071	B
C-AB	0	0	488	0.000	0	0.0	0.0	0.000	A
C-A	285	71			285				
A-B	21	5			21				
A-C	429	107			429				

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)	LOS
B-AC	25	6	321	0.078	25	0.1	0.1	12.174	B

C-AB	0	0	469	0.000	0	0.0	0.0	0.000	A
C-A	341	85			341				
A-B	25	6			25				
A-C	512	128			512				

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)	LOS
B-AC	31	8	286	0.108	31	0.1	0.1	14.104	B
C-AB	0	0	443	0.000	0	0.0	0.0	0.000	A
C-A	417	104			417				
A-B	31	8			31				
A-C	628	157			628				

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)	LOS
B-AC	31	8	286	0.108	31	0.1	0.1	14.117	B
C-AB	0	0	443	0.000	0	0.0	0.0	0.000	A
C-A	417	104			417				
A-B	31	8			31				
A-C	628	157			628				

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)	LOS
B-AC	25	6	321	0.078	25	0.1	0.1	12.193	B
C-AB	0	0	469	0.000	0	0.0	0.0	0.000	A
C-A	341	85			341				
A-B	25	6			25				
A-C	512	128			512				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	21	5	346	0.061	21	0.1	0.1	11.085	B
C-AB	0	0	488	0.000	0	0.0	0.0	0.000	A
C-A	285	71			285				
A-B	21	5			21				
A-C	429	107			429				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2034 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	161	100.000
B - A1120 Slip North		ONE HOUR	✓	8	100.000
C - A12 East		ONE HOUR	✓	261	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	3	158
	B - A1120 Slip North	8	0	0
	C - A12 East	261	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	15
	B - A1120 Slip North	0	0	0
	C - A12 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	8.99	0.0	0.5	A	7	11
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						239	359
A-B						3	4
A-C						145	217

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	436	0.014	6	0.0	0.0	8.373	A
C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	196	49			196				
A-B	2	0.56			2				
A-C	119	30			119				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	425	0.017	7	0.0	0.0	8.621	A

C-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
C-A	235	59			235				
A-B	3	0.67			3				
A-C	142	36			142				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	409	0.022	9	0.0	0.0	8.987	A
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	287	72			287				
A-B	3	0.83			3				
A-C	174	43			174				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	409	0.022	9	0.0	0.0	8.987	A
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	287	72			287				
A-B	3	0.83			3				
A-C	174	43			174				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	425	0.017	7	0.0	0.0	8.624	A
C-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
C-A	235	59			235				
A-B	3	0.67			3				
A-C	142	36			142				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	436	0.014	6	0.0	0.0	8.375	A
C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	196	49			196				
A-B	2	0.56			2				
A-C	119	30			119				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2034 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.31	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
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	428	100.000
B - A1120 Slip North		ONE HOUR	✓	21	100.000
C - A12 East		ONE HOUR	✓	373	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	10	418
	B - A1120 Slip North	21	0	0
	C - A12 East	373	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	10	5
	B - A1120 Slip North	5	0	0
	C - A12 East	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	12.38	0.1	0.5	B	19	29
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						342	513
A-B						9	14
A-C						384	575

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	16	4	364	0.043	16	0.0	0.0	10.342	B
C-AB	0	0	500	0.000	0	0.0	0.0	0.000	A
C-A	281	70			281				
A-B	8	2			8				
A-C	315	79			315				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	19	5	343	0.055	19	0.0	0.1	11.112	B

C-AB	0	0	486	0.000	0	0.0	0.0	0.000	A
C-A	335	84			335				
A-B	9	2			9				
A-C	376	94			376				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	314	0.074	23	0.1	0.1	12.368	B
C-AB	0	0	467	0.000	0	0.0	0.0	0.000	A
C-A	411	103			411				
A-B	11	3			11				
A-C	460	115			460				

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)	LOS
B-AC	23	6	314	0.074	23	0.1	0.1	12.375	B
C-AB	0	0	467	0.000	0	0.0	0.0	0.000	A
C-A	411	103			411				
A-B	11	3			11				
A-C	460	115			460				

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)	LOS
B-AC	19	5	343	0.055	19	0.1	0.1	11.120	B
C-AB	0	0	486	0.000	0	0.0	0.0	0.000	A
C-A	335	84			335				
A-B	9	2			9				
A-C	376	94			376				

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)	LOS
B-AC	16	4	364	0.043	16	0.1	0.0	10.357	B
C-AB	0	0	500	0.000	0	0.0	0.0	0.000	A
C-A	281	70			281				
A-B	8	2			8				
A-C	315	79			315				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2034 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	528	100.000
B - A1120 Slip North		ONE HOUR	✓	41	100.000
C - A12 East		ONE HOUR	✓	496	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	25	503
	B - A1120 Slip North	41	0	0
	C - A12 East	496	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	12	7
	B - A1120 Slip North	5	0	0
	C - A12 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	15.80	0.2	0.7	C	38	56
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						455	683
A-B						23	34
A-C						462	692

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)	LOS
B-AC	31	8	335	0.092	30	0.0	0.1	11.792	B
C-AB	0	0	489	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
A-B	19	5			19				
A-C	379	95			379				

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)	LOS
B-AC	37	9	309	0.119	37	0.1	0.1	13.205	B

C-AB	0	0	471	0.000	0	0.0	0.0	0.000	A
C-A	446	111			446				
A-B	22	6			22				
A-C	452	113			452				

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)	LOS
B-AC	45	11	273	0.165	45	0.1	0.2	15.764	C
C-AB	0	0	447	0.000	0	0.0	0.0	0.000	A
C-A	546	137			546				
A-B	28	7			28				
A-C	554	138			554				

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)	LOS
B-AC	45	11	273	0.165	45	0.2	0.2	15.797	C
C-AB	0	0	447	0.000	0	0.0	0.0	0.000	A
C-A	546	137			546				
A-B	28	7			28				
A-C	554	138			554				

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)	LOS
B-AC	37	9	309	0.119	37	0.2	0.1	13.243	B
C-AB	0	0	471	0.000	0	0.0	0.0	0.000	A
C-A	446	111			446				
A-B	22	6			22				
A-C	452	113			452				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	31	8	335	0.092	31	0.1	0.1	11.833	B
C-AB	0	0	489	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
A-B	19	5			19				
A-C	379	95			379				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.27	0.48	0.74			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2034 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	593	100.000
B - A1120 Slip North		ONE HOUR	✓	20	100.000
C - A12 East		ONE HOUR	✓	534	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	32	561
	B - A1120 Slip North	20	0	0
	C - A12 East	534	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	3
	B - A1120 Slip North	0	0	0
	C - A12 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	14.42	0.1	0.5	B	18	28
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						490	735
A-B						29	44
A-C						515	772

Main Results for each time segment

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)	LOS
B-AC	15	4	342	0.044	15	0.0	0.0	11.010	B
C-AB	0	0	483	0.000	0	0.0	0.0	0.000	A
C-A	402	101			402				
A-B	24	6			24				
A-C	422	106			422				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	4	312	0.058	18	0.0	0.1	12.226	B

C-AB	0	0	464	0.000	0	0.0	0.0	0.000	A
C-A	480	120			480				
A-B	29	7			29				
A-C	504	126			504				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	6	272	0.081	22	0.1	0.1	14.408	B
C-AB	0	0	438	0.000	0	0.0	0.0	0.000	A
C-A	588	147			588				
A-B	35	9			35				
A-C	618	154			618				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	6	272	0.081	22	0.1	0.1	14.420	B
C-AB	0	0	438	0.000	0	0.0	0.0	0.000	A
C-A	588	147			588				
A-B	35	9			35				
A-C	618	154			618				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	4	312	0.058	18	0.1	0.1	12.239	B
C-AB	0	0	464	0.000	0	0.0	0.0	0.000	A
C-A	480	120			480				
A-B	29	7			29				
A-C	504	126			504				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	342	0.044	15	0.1	0.0	11.025	B
C-AB	0	0	483	0.000	0	0.0	0.0	0.000	A
C-A	402	101			402				
A-B	24	6			24				
A-C	422	106			422				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2034 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	652	100.000
B - A1120 Slip North		ONE HOUR	✓	33	100.000
C - A12 East		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	32	620
	B - A1120 Slip North	33	0	0
	C - A12 East	467	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	2
	B - A1120 Slip North	3	0	0
	C - A12 East	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	15.86	0.2	0.5	C	30	45
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						429	643
A-B						29	44
A-C						569	853

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)	LOS
B-AC	25	6	331	0.075	25	0.0	0.1	11.719	B
C-AB	0	0	482	0.000	0	0.0	0.0	0.000	A
C-A	352	88			352				
A-B	24	6			24				
A-C	467	117			467				

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)	LOS
B-AC	30	7	303	0.098	30	0.1	0.1	13.168	B

C-AB	0	0	461	0.000	0	0.0	0.0	0.000	A
C-A	420	105			420				
A-B	29	7			29				
A-C	557	139			557				

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)	LOS
B-AC	36	9	263	0.138	36	0.1	0.2	15.831	C
C-AB	0	0	432	0.000	0	0.0	0.0	0.000	A
C-A	514	129			514				
A-B	35	9			35				
A-C	683	171			683				

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)	LOS
B-AC	36	9	263	0.138	36	0.2	0.2	15.858	C
C-AB	0	0	432	0.000	0	0.0	0.0	0.000	A
C-A	514	129			514				
A-B	35	9			35				
A-C	683	171			683				

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)	LOS
B-AC	30	7	303	0.098	30	0.2	0.1	13.199	B
C-AB	0	0	461	0.000	0	0.0	0.0	0.000	A
C-A	420	105			420				
A-B	29	7			29				
A-C	557	139			557				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	25	6	331	0.075	25	0.1	0.1	11.751	B
C-AB	0	0	482	0.000	0	0.0	0.0	0.000	A
C-A	352	88			352				
A-B	24	6			24				
A-C	467	117			467				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2034 Operational Led, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.16	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
D31	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	144	100.000
B - A1120 Slip North		ONE HOUR	✓	8	100.000
C - A12 East		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	2	142
	B - A1120 Slip North	8	0	0
	C - A12 East	253	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	16
	B - A1120 Slip North	0	0	0
	C - A12 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	8.87	0.0	0.5	A	7	11
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						232	348
A-B						2	3
A-C						130	195

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	439	0.014	6	0.0	0.0	8.304	A
C-AB	0	0	552	0.000	0	0.0	0.0	0.000	A
C-A	190	48			190				
A-B	2	0.38			2				
A-C	107	27			107				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	429	0.017	7	0.0	0.0	8.533	A

C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	227	57			227				
A-B	2	0.45			2				
A-C	128	32			128				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	415	0.021	9	0.0	0.0	8.870	A
C-AB	0	0	540	0.000	0	0.0	0.0	0.000	A
C-A	279	70			279				
A-B	2	0.55			2				
A-C	156	39			156				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	415	0.021	9	0.0	0.0	8.870	A
C-AB	0	0	540	0.000	0	0.0	0.0	0.000	A
C-A	279	70			279				
A-B	2	0.55			2				
A-C	156	39			156				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	429	0.017	7	0.0	0.0	8.534	A
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	227	57			227				
A-B	2	0.45			2				
A-C	128	32			128				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	439	0.014	6	0.0	0.0	8.306	A
C-AB	0	0	552	0.000	0	0.0	0.0	0.000	A
C-A	190	48			190				
A-B	2	0.38			2				
A-C	107	27			107				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2034 Operational Led, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D32	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	399	100.000
B - A1120 Slip North		ONE HOUR	✓	20	100.000
C - A12 East		ONE HOUR	✓	354	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	10	389
	B - A1120 Slip North	20	0	0
	C - A12 East	354	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	10	5
	B - A1120 Slip North	5	0	0
	C - A12 East	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	11.97	0.1	0.5	B	18	28
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						325	487
A-B						9	14
A-C						357	535

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	15	4	369	0.041	15	0.0	0.0	10.158	B
C-AB	0	0	503	0.000	0	0.0	0.0	0.000	A
C-A	267	67			267				
A-B	8	2			8				
A-C	293	73			293				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	18	4	350	0.051	18	0.0	0.1	10.852	B

C-AB	0	0	491	0.000	0	0.0	0.0	0.000	A
C-A	318	80			318				
A-B	9	2			9				
A-C	350	87			350				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	6	323	0.068	22	0.1	0.1	11.969	B
C-AB	0	0	473	0.000	0	0.0	0.0	0.000	A
C-A	390	97			390				
A-B	11	3			11				
A-C	428	107			428				

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)	LOS
B-AC	22	6	323	0.068	22	0.1	0.1	11.973	B
C-AB	0	0	473	0.000	0	0.0	0.0	0.000	A
C-A	390	97			390				
A-B	11	3			11				
A-C	428	107			428				

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)	LOS
B-AC	18	4	350	0.051	18	0.1	0.1	10.861	B
C-AB	0	0	491	0.000	0	0.0	0.0	0.000	A
C-A	318	80			318				
A-B	9	2			9				
A-C	350	87			350				

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)	LOS
B-AC	15	4	369	0.041	15	0.1	0.0	10.169	B
C-AB	0	0	503	0.000	0	0.0	0.0	0.000	A
C-A	267	67			267				
A-B	8	2			8				
A-C	293	73			293				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2034 Operational Led, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D33	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	486	100.000
B - A1120 Slip North		ONE HOUR	✓	41	100.000
C - A12 East		ONE HOUR	✓	463	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	25	461
	B - A1120 Slip North	41	0	0
	C - A12 East	463	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	12	8
	B - A1120 Slip North	5	0	0
	C - A12 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	14.87	0.2	0.5	B	38	56
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						425	637
A-B						23	34
A-C						423	635

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)	LOS
B-AC	31	8	345	0.089	30	0.0	0.1	11.428	B
C-AB	0	0	494	0.000	0	0.0	0.0	0.000	A
C-A	349	87			349				
A-B	19	5			19				
A-C	347	87			347				

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)	LOS
B-AC	37	9	321	0.115	37	0.1	0.1	12.666	B

C-AB	0	0	478	0.000	0	0.0	0.0	0.000	A
C-A	416	104			416				
A-B	22	6			22				
A-C	414	104			414				

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)	LOS
B-AC	45	11	287	0.157	45	0.1	0.2	14.840	B
C-AB	0	0	456	0.000	0	0.0	0.0	0.000	A
C-A	510	127			510				
A-B	28	7			28				
A-C	508	127			508				

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)	LOS
B-AC	45	11	287	0.157	45	0.2	0.2	14.866	B
C-AB	0	0	456	0.000	0	0.0	0.0	0.000	A
C-A	510	127			510				
A-B	28	7			28				
A-C	508	127			508				

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)	LOS
B-AC	37	9	321	0.115	37	0.2	0.1	12.697	B
C-AB	0	0	478	0.000	0	0.0	0.0	0.000	A
C-A	416	104			416				
A-B	22	6			22				
A-C	414	104			414				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	31	8	345	0.089	31	0.1	0.1	11.464	B
C-AB	0	0	494	0.000	0	0.0	0.0	0.000	A
C-A	349	87			349				
A-B	19	5			19				
A-C	347	87			347				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2034 Operational Led, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D34	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	562	100.000
B - A1120 Slip North		ONE HOUR	✓	18	100.000
C - A12 East		ONE HOUR	✓	496	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	30	532
	B - A1120 Slip North	18	0	0
	C - A12 East	496	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	3
	B - A1120 Slip North	0	0	0
	C - A12 East	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	13.60	0.1	0.5	B	17	25
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						455	683
A-B						28	41
A-C						488	732

Main Results for each time segment

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)	LOS
B-AC	14	3	350	0.039	13	0.0	0.0	10.676	B
C-AB	0	0	487	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
A-B	23	6			23				
A-C	401	100			401				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	16	4	323	0.050	16	0.0	0.1	11.738	B

C-AB	0	0	469	0.000	0	0.0	0.0	0.000	A
C-A	446	111			446				
A-B	27	7			27				
A-C	478	120			478				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	284	0.070	20	0.1	0.1	13.592	B
C-AB	0	0	445	0.000	0	0.0	0.0	0.000	A
C-A	546	137			546				
A-B	33	8			33				
A-C	586	146			586				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	20	5	284	0.070	20	0.1	0.1	13.600	B
C-AB	0	0	445	0.000	0	0.0	0.0	0.000	A
C-A	546	137			546				
A-B	33	8			33				
A-C	586	146			586				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	16	4	323	0.050	16	0.1	0.1	11.749	B
C-AB	0	0	469	0.000	0	0.0	0.0	0.000	A
C-A	446	111			446				
A-B	27	7			27				
A-C	478	120			478				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	14	3	350	0.039	14	0.1	0.0	10.690	B
C-AB	0	0	487	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
A-B	23	6			23				
A-C	401	100			401				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / A1120 - 2034 Operational Led, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J12a	A12-A1120 Slip	T-Junction	Two-way	0.45	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
D35	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 West		ONE HOUR	✓	610	100.000
B - A1120 Slip North		ONE HOUR	✓	32	100.000
C - A12 East		ONE HOUR	✓	421	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	30	580
	B - A1120 Slip North	32	0	0
	C - A12 East	421	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 West	B - A1120 Slip North	C - A12 East
From	A - A12 West	0	0	2
	B - A1120 Slip North	3	0	0
	C - A12 East	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	14.76	0.1	0.5	B	29	44
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						386	579
A-B						28	41
A-C						532	798

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)	LOS
B-AC	24	6	342	0.070	24	0.0	0.1	11.301	B
C-AB	0	0	488	0.000	0	0.0	0.0	0.000	A
C-A	317	79			317				
A-B	23	6			23				
A-C	437	109			437				

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)	LOS
B-AC	29	7	316	0.091	29	0.1	0.1	12.541	B

C-AB	0	0	469	0.000	0	0.0	0.0	0.000	A
C-A	378	95			378				
A-B	27	7			27				
A-C	521	130			521				

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)	LOS
B-AC	35	9	279	0.126	35	0.1	0.1	14.741	B
C-AB	0	0	442	0.000	0	0.0	0.0	0.000	A
C-A	464	116			464				
A-B	33	8			33				
A-C	639	160			639				

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)	LOS
B-AC	35	9	279	0.126	35	0.1	0.1	14.761	B
C-AB	0	0	442	0.000	0	0.0	0.0	0.000	A
C-A	464	116			464				
A-B	33	8			33				
A-C	639	160			639				

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)	LOS
B-AC	29	7	316	0.091	29	0.1	0.1	12.566	B
C-AB	0	0	469	0.000	0	0.0	0.0	0.000	A
C-A	378	95			378				
A-B	27	7			27				
A-C	521	130			521				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	24	6	342	0.070	24	0.1	0.1	11.329	B
C-AB	0	0	488	0.000	0	0.0	0.0	0.000	A
C-A	317	79			317				
A-B	23	6			23				
A-C	437	109			437				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.10.13_J13_Miti_Model_PC_OP_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\Mitigation Models\J13_miti\Model
Report generation date: 18/12/2020 12:27:08

»A12 / B1122 - 2023 Reference Case , 6-7 AM
»A12 / B1122 - 2023 Reference Case , 7-8 AM
»A12 / B1122 - 2023 Reference Case , 8-9 AM
»A12 / B1122 - 2023 Reference Case , 3-4 PM
»A12 / B1122 - 2023 Reference Case , 5-6 PM
»A12 / B1122 - 2023 Early Years , 6-7 AM
»A12 / B1122 - 2023 Early Years , 7-8 AM
»A12 / B1122 - 2023 Early Years , 8-9 AM
»A12 / B1122 - 2023 Early Years , 3-4 PM
»A12 / B1122 - 2023 Early Years , 5-6 PM
»A12 / B1122 - 2028 Reference Case , 6-7 AM
»A12 / B1122 - 2028 Reference Case , 7-8 AM
»A12 / B1122 - 2028 Reference Case , 8-9 AM
»A12 / B1122 - 2028 Reference Case , 3-4 PM
»A12 / B1122 - 2028 Reference Case , 5-6 PM
»A12 / B1122 - 2028 Peak Construction, 6-7 AM
»A12 / B1122 - 2028 Peak Construction, 7-8 AM
»A12 / B1122 - 2028 Peak Construction, 8-9 AM
»A12 / B1122 - 2028 Peak Construction, 3-4 PM
»A12 / B1122 - 2028 Peak Construction, 5-6 PM
»A12 / B1122 - 2034 Reference Case , 6-7 AM
»A12 / B1122 - 2034 Reference Case , 7-8 AM
»A12 / B1122 - 2034 Reference Case , 8-9 AM
»A12 / B1122 - 2034 Reference Case , 3-4 PM
»A12 / B1122 - 2034 Reference Case , 5-6 PM
»A12 / B1122 - 2034 Operational Led, 6-7 AM
»A12 / B1122 - 2034 Operational Led, 7-8 AM
»A12 / B1122 - 2034 Operational Led, 8-9 AM
»A12 / B1122 - 2034 Operational Led, 3-4 PM
»A12 / B1122 - 2034 Operational Led, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
	A12 / B1122 - 2023 Reference Case																								
A - A12 North	0.6	2.6	5.23	0.37	A	1.4	1.5	8.10	0.58	A	1.8	3.2	9.63	0.65	A	1.6	1.9	8.77	0.62	A	1.2	1.5	7.05	0.54	A
B - B1122 Middleton Road	0.1	0.5	3.11	0.06	A	0.1	0.5	3.70	0.12	A	0.1	0.5	3.93	0.11	A	0.3	1.2	4.50	0.21	A	0.2	0.5	3.89	0.17	A
C - A12 South	0.3	1.2	4.49	0.22	A	1.2	1.5	7.49	0.55	A	1.5	1.8	8.35	0.60	A	2.4	8.5	11.70	0.71	B	3.1	14.1	13.81	0.76	B
	A12 / B1122 - 2023 Early Years																								
A - A12 North	0.7	2.6	5.77	0.42	A	2.9	12.8	14.34	0.75	B	2.4	8.6	12.23	0.71	B	1.7	2.3	9.29	0.63	A	1.4	1.7	8.07	0.59	A
B - B1122 Middleton Road	0.1	0.5	3.15	0.07	A	0.2	0.5	4.04	0.16	A	0.2	0.5	4.33	0.14	A	0.4	1.4	5.24	0.28	A	0.4	1.7	5.08	0.30	A
C - A12 South	0.4	1.4	4.90	0.28	A	2.2	7.2	11.50	0.70	B	2.1	6.4	11.28	0.69	B	2.7	11.0	12.96	0.74	B	6.1	31.2	24.73	0.87	C
	A12 / B1122 - 2028 Reference Case																								
A - A12 North	0.6	2.6	5.34	0.39	A	1.4	1.6	8.22	0.58	A	1.8	3.1	9.62	0.65	A	1.8	3.4	9.66	0.65	A	1.3	1.5	7.58	0.57	A
B - B1122 Middleton Road	0.1	0.5	3.12	0.07	A	0.1	0.5	3.70	0.12	A	0.1	0.5	3.92	0.11	A	0.3	1.3	4.62	0.23	A	0.2	0.5	3.93	0.18	A
C - A12 South	0.3	1.3	4.54	0.23	A	1.4	1.6	8.09	0.58	A	1.8	3.2	9.53	0.65	A	2.7	11.2	12.84	0.74	B	3.7	18.3	15.84	0.79	C
	A12 / B1122 - 2028 Peak Construction																								
A - A12 North	0.7	2.5	5.78	0.42	A	1.7	2.4	9.41	0.63	A	2.1	5.7	10.71	0.68	B	2.2	6.6	10.98	0.69	B	1.5	1.8	8.03	0.60	A
B - B1122 Middleton Road	0.1	0.5	3.48	0.08	A	0.2	0.5	3.89	0.14	A	0.1	0.5	4.10	0.12	A	0.3	1.4	4.89	0.24	A	0.2	0.9	4.18	0.19	A
C - A12 South	0.4	1.5	4.81	0.28	A	1.5	1.7	8.42	0.60	A	1.6	1.9	8.76	0.61	A	2.5	9.6	12.26	0.72	B	3.1	13.8	13.82	0.76	B
	A12 / B1122 - 2034 Reference Case																								
A - A12 North	0.7	2.6	5.48	0.40	A	1.4	1.7	8.32	0.59	A	1.9	4.3	10.12	0.66	B	2.3	7.1	11.09	0.70	B	1.7	2.3	8.82	0.63	A
B - B1122 Middleton Road	0.1	0.5	3.14	0.07	A	0.1	0.5	3.57	0.12	A	0.1	0.5	3.78	0.11	A	0.3	1.3	4.67	0.24	A	0.2	0.5	4.00	0.19	A
C - A12 South	0.3	1.4	4.59	0.24	A	1.6	2.0	8.86	0.62	A	2.3	7.3	11.12	0.70	B	3.6	17.5	15.70	0.79	C	3.8	19.1	16.09	0.80	C
	A12 / B1122 - 2034 Operational Led																								
A - A12 North	0.7	2.6	5.50	0.41	A	1.4	1.7	8.20	0.59	A	1.9	3.9	9.82	0.66	A	2.2	6.5	10.74	0.69	B	1.6	2.0	8.45	0.62	A
B - B1122 Middleton Road	0.1	0.5	3.17	0.07	A	0.1	0.5	3.56	0.12	A	0.1	0.5	3.81	0.11	A	0.3	1.2	4.54	0.21	A	0.2	0.5	3.90	0.17	A
C - A12 South	0.3	1.3	4.56	0.23	A	1.5	1.8	8.37	0.60	A	1.9	4.1	9.89	0.66	A	3.1	14.2	14.16	0.76	B	3.2	14.2	13.85	0.76	B

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

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

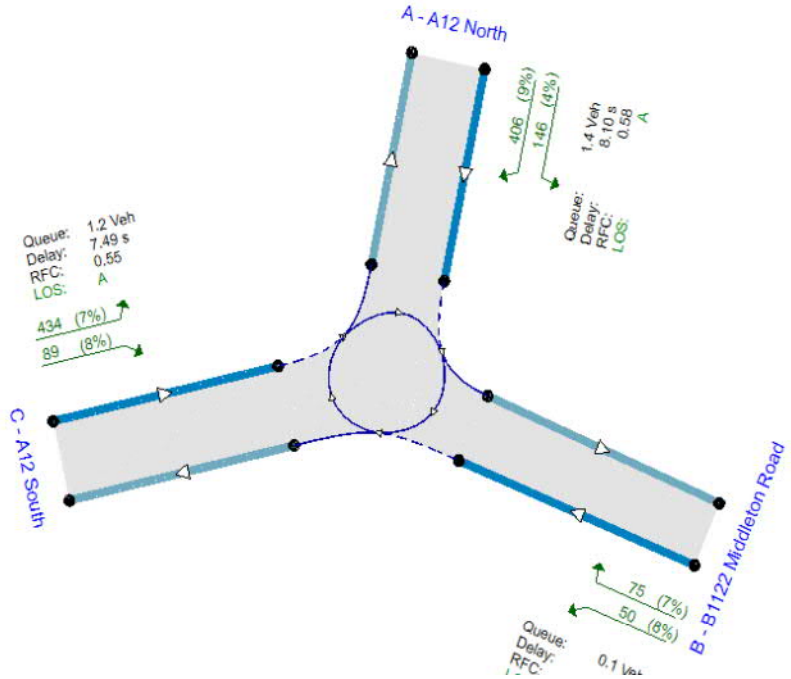
File summary

File Description

Title	A12 / B1122
Location	52.264371°, 1.513843°
Site number	13
Date	21/03/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	UKWSPGROUP\ukcxm014
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	mph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

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
D1	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D28	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AJ13	A12 / B1122	✓	100.000	100.000

A12 / B1122 - 2023 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	4.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A12 North	
B	B1122 Middleton Road	
C	A12 South	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A12 North	3.80	4.00	10.0	20.9	55.0	37.0	
B - B1122 Middleton Road	3.80	5.63	10.0	20.4	55.0	41.0	
C - A12 South	3.60	4.00	10.0	20.9	55.0	37.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A12 North	0.484	1182
B - B1122 Middleton Road	0.528	1445
C - A12 South	0.482	1172

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	375	100.000
B - B1122 Middleton Road		ONE HOUR	✓	72	100.000
C - A12 South		ONE HOUR	✓	205	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	122	253
	B - B1122 Middleton Road	41	0	31
	C - A12 South	143	62	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.33	0.67
	B - B1122 Middleton Road	0.57	0.00	0.43
	C - A12 South	0.70	0.30	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	1	6
	B - B1122 Middleton Road	7	0	0
	C - A12 South	17	0	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.008	1.059
	B - B1122 Middleton Road	1.073	1.000	1.000
	C - A12 South	1.168	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A12 North	282	294
	B - B1122 Middleton Road	54	56
	C - A12 South	154	172
06:00-06:15	A - A12 North	337	352
	B - B1122 Middleton Road	65	67
	C - A12 South	184	206
	A - A12 North	413	430

06:15-06:30	B - B1122 Middleton Road	79	83
	C - A12 South	226	252
06:30-06:45	A - A12 North	413	430
	B - B1122 Middleton Road	79	83
	C - A12 South	226	252
06:45-07:00	A - A12 North	337	352
	B - B1122 Middleton Road	65	67
	C - A12 South	184	206
07:00-07:15	A - A12 North	282	294
	B - B1122 Middleton Road	54	56
	C - A12 South	154	172

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.37	5.23	0.6	2.6	A	344	516
B - B1122 Middleton Road	0.06	3.11	0.1	0.5	A	66	99
C - A12 South	0.22	4.49	0.3	1.2	A	188	282

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	282	71	46	1112	0.254	281	138	0.0	0.3	4.327	A
B - B1122 Middleton Road	54	14	190	1286	0.042	54	138	0.0	0.0	2.922	A
C - A12 South	154	39	31	1035	0.149	154	213	0.0	0.2	4.080	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	337	84	56	1107	0.304	337	165	0.3	0.4	4.669	A
B - B1122 Middleton Road	65	16	227	1265	0.051	65	165	0.0	0.1	2.997	A
C - A12 South	184	46	37	1032	0.179	184	255	0.2	0.2	4.245	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	413	103	68	1102	0.375	412	202	0.4	0.6	5.218	A
B - B1122 Middleton Road	79	20	278	1238	0.064	79	202	0.1	0.1	3.105	A
C - A12 South	226	56	45	1028	0.220	225	312	0.2	0.3	4.485	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	413	103	68	1102	0.375	413	203	0.6	0.6	5.227	A
B - B1122 Middleton Road	79	20	279	1238	0.064	79	203	0.1	0.1	3.106	A
C - A12 South	226	56	45	1028	0.220	226	313	0.3	0.3	4.487	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	337	84	56	1107	0.304	338	166	0.6	0.4	4.683	A
B - B1122 Middleton Road	65	16	228	1265	0.051	65	166	0.1	0.1	2.998	A
C - A12 South	184	46	37	1032	0.179	185	256	0.3	0.2	4.251	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	282	71	47	1112	0.254	283	139	0.4	0.3	4.347	A
B - B1122 Middleton Road	54	14	191	1285	0.042	54	139	0.1	0.0	2.926	A
C - A12 South	154	39	31	1035	0.149	155	214	0.2	0.2	4.091	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.34	0.00	0.00	0.34	0.34			N/A	N/A
B - B1122 Middleton Road	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C - A12 South	0.17	0.00	0.00	0.17	0.17			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.43	0.00	0.00	0.43	0.43			N/A	N/A
B - B1122 Middleton Road	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	0.22	0.00	0.00	0.22	0.22			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.59	0.03	0.25	0.59	0.59			N/A	N/A
B - B1122 Middleton Road	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C - A12 South	0.28	0.03	0.25	0.46	0.48			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.60	0.03	0.29	1.12	2.63			N/A	N/A

B - B1122 Middleton Road	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A12 South	0.28	0.03	0.30	0.95	1.25			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.44	0.00	0.00	0.44	0.44			N/A	N/A
B - B1122 Middleton Road	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C - A12 South	0.22	0.00	0.00	0.22	0.22			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.34	0.00	0.00	0.34	0.34			N/A	N/A
B - B1122 Middleton Road	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C - A12 South	0.18	0.00	0.00	0.18	0.18			N/A	N/A

A12 / B1122 - 2023 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	7.37	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
D2	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	552	100.000
B - B1122 Middleton Road		ONE HOUR	✓	125	100.000
C - A12 South		ONE HOUR	✓	523	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	146	406
	B - B1122 Middleton Road	75	0	50
	C - A12 South	434	89	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.26	0.74
	B - B1122 Middleton Road	0.60	0.00	0.40
	C - A12 South	0.83	0.17	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	4	9
	B - B1122 Middleton Road	7	0	8
	C - A12 South	7	8	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.041	1.086
	B - B1122 Middleton Road	1.067	1.000	1.078
	C - A12 South	1.067	1.079	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A12 North	416	446
	B - B1122 Middleton Road	94	101
	C - A12 South	394	421
07:00-07:15	A - A12 North	496	533
	B - B1122 Middleton Road	112	120
	C - A12 South	470	503
07:15-07:30	A - A12 North	608	653
	B - B1122 Middleton Road	138	147
	C - A12 South	576	615
07:30-07:45	A - A12 North	608	653
	B - B1122 Middleton Road	138	147
	C - A12 South	576	615
07:45-08:00	A - A12 North	496	533
	B - B1122 Middleton Road	112	120
	C - A12 South	470	503
08:00-08:15	A - A12 North	416	446
	B - B1122 Middleton Road	94	101
	C - A12 South	394	421

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.58	8.10	1.4	1.5	A	507	760
B - B1122 Middleton Road	0.12	3.70	0.1	0.5	A	115	172
C - A12 South	0.55	7.49	1.2	1.5	A	480	720

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	416	104	67	1067	0.389	413	381	0.0	0.6	5.480	A
B - B1122 Middleton Road	94	24	304	1186	0.079	94	176	0.0	0.1	3.295	A
C - A12 South	394	98	56	1069	0.368	391	341	0.0	0.6	5.294	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	496	124	80	1061	0.468	495	457	0.6	0.9	6.353	A
B - B1122 Middleton Road	112	28	364	1154	0.097	112	211	0.1	0.1	3.455	A
C - A12 South	470	118	67	1064	0.442	469	409	0.6	0.8	6.047	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	608	152	98	1052	0.578	606	559	0.9	1.3	8.028	A
B - B1122 Middleton Road	138	34	446	1111	0.124	137	258	0.1	0.1	3.699	A
C - A12 South	576	144	82	1057	0.545	574	501	0.8	1.2	7.441	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	608	152	98	1052	0.578	608	560	1.3	1.4	8.095	A
B - B1122 Middleton Road	138	34	447	1110	0.124	138	259	0.1	0.1	3.702	A
C - A12 South	576	144	83	1056	0.545	576	502	1.2	1.2	7.489	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	496	124	80	1061	0.468	498	459	1.4	0.9	6.417	A
B - B1122 Middleton Road	112	28	366	1153	0.097	113	212	0.1	0.1	3.459	A
C - A12 South	470	118	68	1064	0.442	472	411	1.2	0.8	6.098	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	416	104	67	1067	0.389	417	384	0.9	0.6	5.540	A
B - B1122 Middleton Road	94	24	306	1185	0.079	94	177	0.1	0.1	3.299	A
C - A12 South	394	98	57	1069	0.368	395	344	0.8	0.6	5.344	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.63	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A12 South	0.58	0.55	1.00	1.40	1.45			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.87	0.11	0.90	1.50	1.53			N/A	N/A
B - B1122 Middleton Road	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A12 South	0.78	0.12	0.89	1.41	1.48			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.34	0.03	0.26	1.34	1.34			N/A	N/A
B - B1122 Middleton Road	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C - A12 South	1.18	0.03	0.26	1.18	1.18			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.35	0.03	0.27	1.35	1.41			N/A	N/A
B - B1122 Middleton Road	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	1.19	0.03	0.27	1.19	1.47			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.89	0.12	0.93	1.03	1.54			N/A	N/A
B - B1122 Middleton Road	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A12 South	0.80	0.15	0.91	1.41	1.48			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.64	0.06	0.63	1.39	1.48			N/A	N/A
B - B1122 Middleton Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A12 South	0.59	0.06	0.62	1.33	1.42			N/A	N/A

A12 / B1122 - 2023 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	8.59	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
D3	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	624	100.000
B - B1122 Middleton Road		ONE HOUR	✓	105	100.000
C - A12 South		ONE HOUR	✓	581	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	113	511
	B - B1122 Middleton Road	44	0	61
	C - A12 South	478	103	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.18	0.82
	B - B1122 Middleton Road	0.42	0.00	0.58
	C - A12 South	0.82	0.18	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	5	6
	B - B1122 Middleton Road	9	0	10
	C - A12 South	7	6	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.053	1.061
	B - B1122 Middleton Road	1.091	1.000	1.098
	C - A12 South	1.073	1.058	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A12 North	470	498
	B - B1122 Middleton Road	79	87
	C - A12 South	437	468
08:00-08:15	A - A12 North	561	594
	B - B1122 Middleton Road	94	103
	C - A12 South	522	559
08:15-08:30	A - A12 North	687	728
	B - B1122 Middleton Road	116	127
	C - A12 South	640	685
08:30-08:45	A - A12 North	687	728
	B - B1122 Middleton Road	116	127
	C - A12 South	640	685
08:45-09:00	A - A12 North	561	594
	B - B1122 Middleton Road	94	103
	C - A12 South	522	559
09:00-09:15	A - A12 North	470	498
	B - B1122 Middleton Road	79	87
	C - A12 South	437	468

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.65	9.63	1.8	3.2	A	573	859
B - B1122 Middleton Road	0.11	3.93	0.1	0.5	A	96	145
C - A12 South	0.60	8.35	1.5	1.8	A	533	800

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	470	117	77	1078	0.436	467	391	0.0	0.8	5.859	A
B - B1122 Middleton Road	79	20	382	1124	0.070	79	162	0.0	0.1	3.443	A
C - A12 South	437	109	33	1078	0.406	435	428	0.0	0.7	5.571	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	561	140	92	1071	0.524	560	468	0.8	1.1	7.025	A
B - B1122 Middleton Road	94	24	458	1085	0.087	94	194	0.1	0.1	3.632	A
C - A12 South	522	131	40	1075	0.486	521	513	0.7	0.9	6.489	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	687	172	113	1061	0.648	684	573	1.1	1.8	9.489	A
B - B1122 Middleton Road	116	29	560	1033	0.112	115	237	0.1	0.1	3.923	A
C - A12 South	640	160	48	1071	0.597	638	627	0.9	1.5	8.273	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	687	172	113	1061	0.648	687	575	1.8	1.8	9.627	A
B - B1122 Middleton Road	116	29	563	1032	0.112	116	238	0.1	0.1	3.928	A
C - A12 South	640	160	48	1071	0.597	640	630	1.5	1.5	8.350	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	561	140	93	1070	0.524	564	471	1.8	1.1	7.144	A
B - B1122 Middleton Road	94	24	462	1084	0.087	95	195	0.1	0.1	3.639	A
C - A12 South	522	131	40	1075	0.486	524	517	1.5	1.0	6.563	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	470	117	78	1078	0.436	471	394	1.1	0.8	5.948	A
B - B1122 Middleton Road	79	20	386	1122	0.070	79	163	0.1	0.1	3.452	A
C - A12 South	437	109	33	1078	0.406	438	432	1.0	0.7	5.636	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.76	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A12 South	0.68	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.08	0.08	0.95	1.86	2.49			N/A	N/A
B - B1122 Middleton Road	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	0.93	0.10	0.92	1.39	1.77			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.79	0.03	0.27	1.79	3.25			N/A	N/A
B - B1122 Middleton Road	0.13	0.03	0.26	0.46	0.49			N/A	N/A
C - A12 South	1.45	0.03	0.27	1.45	1.45			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.81	0.03	0.27	1.81	1.82			N/A	N/A
B - B1122 Middleton Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C - A12 South	1.47	0.03	0.27	1.47	1.47			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.12	0.08	0.96	1.92	2.62			N/A	N/A
B - B1122 Middleton Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A12 South	0.96	0.11	0.95	1.42	1.78			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.78	0.05	0.53	1.49	1.96			N/A	N/A
B - B1122 Middleton Road	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A12 South	0.69	0.06	0.63	1.36	1.36			N/A	N/A

A12 / B1122 - 2023 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	9.53	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
D4	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	600	100.000
B - B1122 Middleton Road		ONE HOUR	✓	199	100.000
C - A12 South		ONE HOUR	✓	690	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	59	541
	B - B1122 Middleton Road	97	0	102
	C - A12 South	615	75	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.10	0.90
	B - B1122 Middleton Road	0.49	0.00	0.51
	C - A12 South	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	8	6
	B - B1122 Middleton Road	8	0	10
	C - A12 South	4	8	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.085	1.061
	B - B1122 Middleton Road	1.082	1.000	1.098
	C - A12 South	1.042	1.079	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A12 North	452	480
	B - B1122 Middleton Road	150	163
	C - A12 South	519	544
15:00-15:15	A - A12 North	539	574
	B - B1122 Middleton Road	179	195
	C - A12 South	620	649
15:15-15:30	A - A12 North	661	702
	B - B1122 Middleton Road	219	239
	C - A12 South	760	795
15:30-15:45	A - A12 North	661	702
	B - B1122 Middleton Road	219	239
	C - A12 South	760	795
15:45-16:00	A - A12 North	539	574
	B - B1122 Middleton Road	179	195
	C - A12 South	620	649
16:00-16:15	A - A12 North	452	480
	B - B1122 Middleton Road	150	163
	C - A12 South	519	544

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.62	8.77	1.6	1.9	A	551	826
B - B1122 Middleton Road	0.21	4.50	0.3	1.2	A	183	274
C - A12 South	0.71	11.70	2.4	8.5	B	633	950

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	452	113	56	1084	0.417	449	532	0.0	0.7	5.647	A
B - B1122 Middleton Road	150	37	405	1118	0.134	149	100	0.0	0.2	3.716	A
C - A12 South	519	130	73	1084	0.479	516	481	0.0	0.9	6.301	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	539	135	67	1078	0.500	538	638	0.7	1.0	6.655	A
B - B1122 Middleton Road	179	45	485	1076	0.166	179	120	0.2	0.2	4.010	A
C - A12 South	620	155	87	1076	0.576	619	577	0.9	1.3	7.834	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	661	165	82	1071	0.617	658	780	1.0	1.6	8.675	A
B - B1122 Middleton Road	219	55	594	1021	0.215	219	147	0.2	0.3	4.489	A
C - A12 South	760	190	107	1067	0.712	756	706	1.3	2.4	11.416	B

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	661	165	83	1071	0.617	661	784	1.6	1.6	8.774	A
B - B1122 Middleton Road	219	55	596	1020	0.215	219	148	0.3	0.3	4.497	A
C - A12 South	760	190	107	1067	0.712	760	708	2.4	2.4	11.703	B

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	539	135	68	1078	0.500	542	644	1.6	1.0	6.742	A
B - B1122 Middleton Road	179	45	488	1075	0.166	179	121	0.3	0.2	4.023	A
C - A12 South	620	155	87	1076	0.576	624	580	2.4	1.4	8.038	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	452	113	57	1083	0.417	453	538	1.0	0.7	5.720	A
B - B1122 Middleton Road	150	37	408	1116	0.134	150	101	0.2	0.2	3.727	A
C - A12 South	519	130	73	1083	0.479	521	485	1.4	0.9	6.424	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.71	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C - A12 South	0.91	0.55	1.00	1.40	1.45			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.99	0.09	0.93	1.60	1.92			N/A	N/A
B - B1122 Middleton Road	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C - A12 South	1.33	0.07	0.95	2.78	3.83			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.57	0.03	0.27	1.57	1.60			N/A	N/A
B - B1122 Middleton Road	0.27	0.03	0.25	0.46	0.48			N/A	N/A
C - A12 South	2.37	0.03	0.29	2.37	8.47			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.59	0.03	0.27	1.59	1.59			N/A	N/A
B - B1122 Middleton Road	0.27	0.03	0.30	0.86	1.19			N/A	N/A
C - A12 South	2.42	0.03	0.27	2.42	3.67			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.02	0.10	0.96	1.63	1.94			N/A	N/A
B - B1122 Middleton Road	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C - A12 South	1.39	0.06	0.87	3.03	4.36			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.72	0.06	0.61	1.07	1.64			N/A	N/A
B - B1122 Middleton Road	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C - A12 South	0.93	0.04	0.44	2.13	3.36			N/A	N/A

A12 / B1122 - 2023 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	10.13	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	544	100.000
B - B1122 Middleton Road		ONE HOUR	✓	176	100.000
C - A12 South		ONE HOUR	✓	762	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	74	470
	B - B1122 Middleton Road	91	0	85
	C - A12 South	686	76	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.14	0.86
	B - B1122 Middleton Road	0.52	0.00	0.48
	C - A12 South	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	0	3
	B - B1122 Middleton Road	1	0	7
	C - A12 South	2	7	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.000	1.030
	B - B1122 Middleton Road	1.011	1.000	1.071
	C - A12 South	1.017	1.066	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A12 North	410	420
	B - B1122 Middleton Road	133	138
	C - A12 South	574	586
17:00-17:15	A - A12 North	489	502
	B - B1122 Middleton Road	158	165
	C - A12 South	685	700
17:15-17:30	A - A12 North	599	614
	B - B1122 Middleton Road	194	201
	C - A12 South	839	858
17:30-17:45	A - A12 North	599	614
	B - B1122 Middleton Road	194	201
	C - A12 South	839	858
17:45-18:00	A - A12 North	489	502
	B - B1122 Middleton Road	158	165
	C - A12 South	685	700
18:00-18:15	A - A12 North	410	420
	B - B1122 Middleton Road	133	138
	C - A12 South	574	586

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.54	7.05	1.2	1.5	A	499	749
B - B1122 Middleton Road	0.17	3.89	0.2	0.5	A	162	242
C - A12 South	0.76	13.81	3.1	14.1	B	699	1049

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	410	102	57	1123	0.365	407	581	0.0	0.6	5.011	A
B - B1122 Middleton Road	133	33	352	1206	0.110	132	112	0.0	0.1	3.350	A
C - A12 South	574	143	68	1114	0.515	569	416	0.0	1.0	6.568	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	489	122	68	1118	0.438	488	696	0.6	0.8	5.712	A
B - B1122 Middleton Road	158	40	422	1169	0.135	158	135	0.1	0.2	3.559	A
C - A12 South	685	171	82	1107	0.619	683	498	1.0	1.6	8.441	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	599	150	83	1110	0.540	597	850	0.8	1.2	7.000	A
B - B1122 Middleton Road	194	48	516	1120	0.173	194	164	0.2	0.2	3.884	A
C - A12 South	839	210	100	1098	0.764	833	610	1.6	3.1	13.278	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	599	150	84	1110	0.540	599	855	1.2	1.2	7.045	A
B - B1122 Middleton Road	194	48	517	1119	0.173	194	165	0.2	0.2	3.888	A
C - A12 South	839	210	100	1098	0.764	839	611	3.1	3.1	13.812	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	489	122	69	1117	0.438	491	704	1.2	0.8	5.759	A
B - B1122 Middleton Road	158	40	424	1168	0.135	158	136	0.2	0.2	3.564	A
C - A12 South	685	171	82	1107	0.619	691	500	3.1	1.7	8.769	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	410	102	57	1123	0.365	410	587	0.8	0.6	5.059	A
B - B1122 Middleton Road	133	33	355	1205	0.110	133	113	0.2	0.1	3.357	A
C - A12 South	574	143	69	1113	0.515	576	419	1.7	1.1	6.727	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.57	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C - A12 South	1.05	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.77	0.12	0.88	1.40	1.47			N/A	N/A
B - B1122 Middleton Road	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C - A12 South	1.59	0.06	0.91	3.69	5.29			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.15	0.03	0.26	1.15	1.15			N/A	N/A
B - B1122 Middleton Road	0.21	0.03	0.25	0.46	0.48			N/A	N/A
C - A12 South	3.05	0.03	0.30	3.27	14.09			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.16	0.03	0.27	1.16	1.38			N/A	N/A
B - B1122 Middleton Road	0.21	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	3.14	0.03	0.28	3.14	7.30			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.79	0.17	0.92	1.40	1.46			N/A	N/A
B - B1122 Middleton Road	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C - A12 South	1.66	0.05	0.68	4.15	6.28			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.58	0.06	0.62	1.33	1.42			N/A	N/A
B - B1122 Middleton Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C - A12 South	1.08	0.04	0.39	2.72	4.64			N/A	N/A

A12 / B1122 - 2023 Early Years , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	5.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	409	100.000
B - B1122 Middleton Road		ONE HOUR	✓	81	100.000
C - A12 South		ONE HOUR	✓	254	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	135	274
	B - B1122 Middleton Road	44	0	37
	C - A12 South	155	99	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.33	0.67
	B - B1122 Middleton Road	0.54	0.00	0.46
	C - A12 South	0.61	0.39	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	2	6
	B - B1122 Middleton Road	7	0	0
	C - A12 South	16	8	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.022	1.058
	B - B1122 Middleton Road	1.068	1.000	1.000
	C - A12 South	1.161	1.081	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A12 North	308	322
	B - B1122 Middleton Road	61	63
	C - A12 South	191	216
06:00-06:15	A - A12 North	368	385
	B - B1122 Middleton Road	73	76
	C - A12 South	228	258
06:15-06:30	A - A12 North	450	471
	B - B1122 Middleton Road	89	92
	C - A12 South	280	316
06:30-06:45	A - A12 North	450	471
	B - B1122 Middleton Road	89	92
	C - A12 South	280	316
06:45-07:00	A - A12 North	368	385
	B - B1122 Middleton Road	73	76
	C - A12 South	228	258
07:00-07:15	A - A12 North	308	322
	B - B1122 Middleton Road	61	63
	C - A12 South	191	216

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.42	5.77	0.7	2.6	A	375	563
B - B1122 Middleton Road	0.07	3.15	0.1	0.5	A	74	111
C - A12 South	0.28	4.90	0.4	1.4	A	233	350

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	308	77	74	1092	0.282	306	149	0.0	0.4	4.572	A
B - B1122 Middleton Road	61	15	205	1283	0.048	61	175	0.0	0.0	2.945	A
C - A12 South	191	48	33	1022	0.187	190	233	0.0	0.2	4.325	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	368	92	89	1085	0.339	367	179	0.4	0.5	5.014	A
B - B1122 Middleton Road	73	18	246	1261	0.058	73	210	0.0	0.1	3.028	A
C - A12 South	228	57	40	1019	0.224	228	279	0.2	0.3	4.551	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	450	113	109	1075	0.419	449	219	0.5	0.7	5.751	A
B - B1122 Middleton Road	89	22	301	1231	0.072	89	257	0.1	0.1	3.150	A
C - A12 South	280	70	48	1015	0.276	279	342	0.3	0.4	4.892	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	450	113	109	1075	0.419	450	219	0.7	0.7	5.765	A
B - B1122 Middleton Road	89	22	302	1231	0.072	89	258	0.1	0.1	3.151	A
C - A12 South	280	70	48	1015	0.276	280	342	0.4	0.4	4.896	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	368	92	89	1085	0.339	368	179	0.7	0.5	5.034	A
B - B1122 Middleton Road	73	18	247	1261	0.058	73	211	0.1	0.1	3.032	A
C - A12 South	228	57	40	1019	0.224	229	280	0.4	0.3	4.557	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	308	77	75	1092	0.282	308	150	0.5	0.4	4.597	A
B - B1122 Middleton Road	61	15	207	1282	0.048	61	176	0.1	0.1	2.947	A
C - A12 South	191	48	33	1022	0.187	191	234	0.3	0.2	4.336	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.39	0.00	0.00	0.39	0.39			N/A	N/A
B - B1122 Middleton Road	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C - A12 South	0.23	0.00	0.00	0.23	0.23			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.51	0.51	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	0.29	0.00	0.00	0.29	0.29			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.71	0.03	0.25	0.71	0.71			N/A	N/A
B - B1122 Middleton Road	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C - A12 South	0.38	0.03	0.25	0.46	0.48			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.72	0.03	0.28	0.72	2.58			N/A	N/A
B - B1122 Middleton Road	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A12 South	0.38	0.03	0.32	1.26	1.39			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.52	0.52	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C - A12 South	0.29	0.00	0.00	0.29	0.29			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.40	0.00	0.00	0.40	0.40			N/A	N/A
B - B1122 Middleton Road	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C - A12 South	0.23	0.00	0.00	0.23	0.23			N/A	N/A

A12 / B1122 - 2023 Early Years , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	12.02	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	677	100.000
B - B1122 Middleton Road		ONE HOUR	✓	158	100.000
C - A12 South		ONE HOUR	✓	648	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	178	499
	B - B1122 Middleton Road	85	0	73
	C - A12 South	481	167	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.26	0.74
	B - B1122 Middleton Road	0.54	0.00	0.46
	C - A12 South	0.74	0.26	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	8	8
	B - B1122 Middleton Road	6	0	7
	C - A12 South	6	19	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.079	1.082
	B - B1122 Middleton Road	1.059	1.000	1.068
	C - A12 South	1.064	1.186	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A12 North	510	551
	B - B1122 Middleton Road	119	126
	C - A12 South	488	535
07:00-07:15	A - A12 North	609	658
	B - B1122 Middleton Road	142	151
	C - A12 South	583	638
07:15-07:30	A - A12 North	745	806
	B - B1122 Middleton Road	174	185
	C - A12 South	713	782
07:30-07:45	A - A12 North	745	806
	B - B1122 Middleton Road	174	185
	C - A12 South	713	782
07:45-08:00	A - A12 North	609	658
	B - B1122 Middleton Road	142	151
	C - A12 South	583	638
08:00-08:15	A - A12 North	510	551
	B - B1122 Middleton Road	119	126
	C - A12 South	488	535

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.75	14.34	2.9	12.8	B	621	932
B - B1122 Middleton Road	0.16	4.04	0.2	0.5	A	145	217
C - A12 South	0.70	11.50	2.2	7.2	B	595	892

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	510	127	125	1027	0.497	506	423	0.0	1.0	6.863	A
B - B1122 Middleton Road	119	30	373	1159	0.103	118	258	0.0	0.1	3.457	A
C - A12 South	488	122	64	1040	0.469	484	428	0.0	0.9	6.444	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	609	152	150	1013	0.601	607	508	1.0	1.5	8.808	A
B - B1122 Middleton Road	142	36	447	1119	0.127	142	309	0.1	0.1	3.683	A
C - A12 South	583	146	76	1034	0.564	581	513	0.9	1.3	7.921	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	745	186	183	996	0.749	740	620	1.5	2.8	13.791	B
B - B1122 Middleton Road	174	43	545	1066	0.163	174	377	0.1	0.2	4.032	A
C - A12 South	713	178	93	1026	0.696	710	626	1.3	2.2	11.255	B

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	745	186	184	995	0.749	745	623	2.8	2.9	14.342	B
B - B1122 Middleton Road	174	43	549	1064	0.163	174	380	0.2	0.2	4.043	A
C - A12 South	713	178	94	1026	0.696	713	630	2.2	2.2	11.505	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	609	152	151	1013	0.601	614	512	2.9	1.5	9.150	A
B - B1122 Middleton Road	142	36	453	1116	0.127	142	313	0.2	0.1	3.696	A
C - A12 South	583	146	77	1034	0.564	586	518	2.2	1.3	8.110	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	510	127	126	1026	0.497	512	427	1.5	1.0	7.035	A
B - B1122 Middleton Road	119	30	377	1157	0.103	119	261	0.1	0.1	3.469	A
C - A12 South	488	122	64	1039	0.469	490	432	1.3	0.9	6.565	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.97	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A12 South	0.87	0.55	1.00	1.40	1.45			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.47	0.07	0.95	3.23	4.57			N/A	N/A
B - B1122 Middleton Road	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C - A12 South	1.27	0.08	0.97	2.53	3.41			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.81	0.03	0.30	2.86	12.84			N/A	N/A
B - B1122 Middleton Road	0.19	0.03	0.25	0.46	0.48			N/A	N/A
C - A12 South	2.20	0.03	0.28	2.20	7.19			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.89	0.03	0.28	2.89	6.98			N/A	N/A
B - B1122 Middleton Road	0.19	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	2.24	0.03	0.27	2.24	3.20			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.54	0.06	0.70	3.77	5.62			N/A	N/A
B - B1122 Middleton Road	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C - A12 South	1.32	0.07	0.90	2.80	3.88			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.00	0.04	0.39	2.50	4.16			N/A	N/A
B - B1122 Middleton Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C - A12 South	0.90	0.05	0.45	1.95	2.97			N/A	N/A

A12 / B1122 - 2023 Early Years , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	11.05	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	650	100.000
B - B1122 Middleton Road		ONE HOUR	✓	126	100.000
C - A12 South		ONE HOUR	✓	631	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	120	530
	B - B1122 Middleton Road	48	0	78
	C - A12 South	488	143	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.18	0.82
	B - B1122 Middleton Road	0.38	0.00	0.62
	C - A12 South	0.77	0.23	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	10	7
	B - B1122 Middleton Road	10	0	18
	C - A12 South	8	30	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.101	1.066
	B - B1122 Middleton Road	1.104	1.000	1.179
	C - A12 South	1.078	1.301	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A12 North	489	525
	B - B1122 Middleton Road	95	109
	C - A12 South	475	536
08:00-08:15	A - A12 North	584	627
	B - B1122 Middleton Road	113	130
	C - A12 South	567	640
08:15-08:30	A - A12 North	716	768
	B - B1122 Middleton Road	139	160
	C - A12 South	695	784
08:30-08:45	A - A12 North	716	768
	B - B1122 Middleton Road	139	160
	C - A12 South	695	784
08:45-09:00	A - A12 North	584	627
	B - B1122 Middleton Road	113	130
	C - A12 South	567	640
09:00-09:15	A - A12 North	489	525
	B - B1122 Middleton Road	95	109
	C - A12 South	475	536

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.71	12.23	2.4	8.6	B	596	895
B - B1122 Middleton Road	0.14	4.33	0.2	0.5	A	116	173
C - A12 South	0.69	11.28	2.1	6.4	B	579	869

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	489	122	107	1039	0.471	486	401	0.0	0.9	6.469	A
B - B1122 Middleton Road	95	24	396	1062	0.089	94	197	0.0	0.1	3.717	A
C - A12 South	475	119	36	1021	0.465	472	455	0.0	0.9	6.508	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	584	146	128	1026	0.569	583	481	0.9	1.3	8.080	A
B - B1122 Middleton Road	113	28	475	1024	0.111	113	236	0.1	0.1	3.954	A
C - A12 South	567	142	43	1018	0.557	566	545	0.9	1.2	7.932	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	716	179	157	1010	0.709	712	587	1.3	2.3	11.903	B
B - B1122 Middleton Road	139	35	580	972	0.143	139	288	0.1	0.2	4.317	A
C - A12 South	695	174	53	1013	0.686	691	666	1.2	2.1	11.051	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	716	179	157	1009	0.709	715	590	2.3	2.4	12.227	B
B - B1122 Middleton Road	139	35	583	971	0.143	139	289	0.2	0.2	4.327	A
C - A12 South	695	174	53	1013	0.686	695	669	2.1	2.1	11.275	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	584	146	129	1026	0.570	588	485	2.4	1.4	8.308	A
B - B1122 Middleton Road	113	28	480	1021	0.111	113	238	0.2	0.1	3.967	A
C - A12 South	567	142	43	1018	0.557	571	550	2.1	1.3	8.108	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	489	122	108	1038	0.471	491	405	1.4	0.9	6.600	A
B - B1122 Middleton Road	95	24	400	1060	0.089	95	199	0.1	0.1	3.732	A
C - A12 South	475	119	36	1021	0.465	477	459	1.3	0.9	6.631	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.88	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A12 South	0.86	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.30	0.07	0.95	2.65	3.62			N/A	N/A
B - B1122 Middleton Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C - A12 South	1.23	0.08	0.98	2.39	3.15			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.33	0.03	0.29	2.33	8.55			N/A	N/A
B - B1122 Middleton Road	0.17	0.03	0.26	0.46	0.49			N/A	N/A
C - A12 South	2.10	0.03	0.28	2.10	6.42			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.38	0.03	0.27	2.38	4.02			N/A	N/A
B - B1122 Middleton Road	0.17	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	2.14	0.03	0.27	2.14	2.87			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.35	0.06	0.86	2.94	4.21			N/A	N/A
B - B1122 Middleton Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C - A12 South	1.28	0.07	0.91	2.67	3.69			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.90	0.04	0.43	2.02	3.22			N/A	N/A
B - B1122 Middleton Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A12 South	0.88	0.05	0.46	1.89	2.84			N/A	N/A

A12 / B1122 - 2023 Early Years , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	10.23	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	598	100.000
B - B1122 Middleton Road		ONE HOUR	✓	244	100.000
C - A12 South		ONE HOUR	✓	698	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	62	536
	B - B1122 Middleton Road	102	0	142
	C - A12 South	610	88	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.10	0.90
	B - B1122 Middleton Road	0.42	0.00	0.58
	C - A12 South	0.87	0.13	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	13	7
	B - B1122 Middleton Road	12	0	20
	C - A12 South	5	18	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.129	1.071
	B - B1122 Middleton Road	1.118	1.000	1.197
	C - A12 South	1.046	1.182	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A12 North	450	485
	B - B1122 Middleton Road	184	214
	C - A12 South	525	559
15:00-15:15	A - A12 North	538	579
	B - B1122 Middleton Road	219	255
	C - A12 South	627	667
15:15-15:30	A - A12 North	658	709
	B - B1122 Middleton Road	269	313
	C - A12 South	769	817
15:30-15:45	A - A12 North	658	709
	B - B1122 Middleton Road	269	313
	C - A12 South	769	817
15:45-16:00	A - A12 North	538	579
	B - B1122 Middleton Road	219	255
	C - A12 South	627	667
16:00-16:15	A - A12 North	450	485
	B - B1122 Middleton Road	184	214
	C - A12 South	525	559

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.63	9.29	1.7	2.3	A	549	823
B - B1122 Middleton Road	0.28	5.24	0.4	1.4	A	224	336
C - A12 South	0.74	12.96	2.7	11.0	B	640	961

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	450	113	66	1062	0.424	447	532	0.0	0.7	5.828	A
B - B1122 Middleton Road	184	46	401	1047	0.175	183	112	0.0	0.2	4.163	A
C - A12 South	525	131	76	1063	0.494	522	507	0.0	1.0	6.599	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	538	134	79	1055	0.509	536	638	0.7	1.0	6.923	A
B - B1122 Middleton Road	219	55	481	1008	0.218	219	134	0.2	0.3	4.561	A
C - A12 South	627	157	92	1056	0.594	626	608	1.0	1.4	8.331	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	658	165	96	1046	0.629	656	780	1.0	1.7	9.167	A
B - B1122 Middleton Road	269	67	588	956	0.281	268	164	0.3	0.4	5.229	A
C - A12 South	769	192	112	1045	0.735	764	744	1.4	2.6	12.564	B

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	658	165	97	1046	0.630	658	784	1.7	1.7	9.287	A
B - B1122 Middleton Road	269	67	590	955	0.281	269	165	0.4	0.4	5.243	A
C - A12 South	769	192	112	1045	0.735	768	746	2.6	2.7	12.964	B

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	538	134	80	1055	0.510	540	644	1.7	1.1	7.029	A
B - B1122 Middleton Road	219	55	484	1007	0.218	220	136	0.4	0.3	4.579	A
C - A12 South	627	157	92	1056	0.594	632	612	2.7	1.5	8.598	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	450	113	67	1062	0.424	451	538	1.1	0.7	5.911	A
B - B1122 Middleton Road	184	46	405	1045	0.176	184	113	0.3	0.2	4.182	A
C - A12 South	525	131	77	1063	0.494	528	512	1.5	1.0	6.745	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.73	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C - A12 South	0.96	0.55	1.00	1.40	1.45			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.02	0.09	0.94	1.70	2.02			N/A	N/A
B - B1122 Middleton Road	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C - A12 South	1.43	0.07	0.95	3.09	4.38			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.65	0.03	0.27	1.65	2.30			N/A	N/A
B - B1122 Middleton Road	0.39	0.03	0.25	0.46	0.48			N/A	N/A
C - A12 South	2.64	0.03	0.29	2.64	11.03			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.68	0.03	0.27	1.68	1.68			N/A	N/A
B - B1122 Middleton Road	0.39	0.03	0.32	1.28	1.41			N/A	N/A
C - A12 South	2.71	0.03	0.28	2.71	5.24			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.06	0.09	0.96	1.76	2.20			N/A	N/A
B - B1122 Middleton Road	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C - A12 South	1.50	0.06	0.79	3.56	5.17			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.74	0.05	0.57	1.28	1.79			N/A	N/A
B - B1122 Middleton Road	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C - A12 South	0.99	0.04	0.41	2.42	3.89			N/A	N/A

A12 / B1122 - 2023 Early Years , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	15.68	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
D10	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	589	100.000
B - B1122 Middleton Road		ONE HOUR	✓	276	100.000
C - A12 South		ONE HOUR	✓	845	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	80	509
	B - B1122 Middleton Road	115	0	161
	C - A12 South	754	91	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.14	0.86
	B - B1122 Middleton Road	0.42	0.00	0.58
	C - A12 South	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	1	3
	B - B1122 Middleton Road	6	0	17
	C - A12 South	2	15	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.013	1.031
	B - B1122 Middleton Road	1.061	1.000	1.174
	C - A12 South	1.020	1.154	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A12 North	443	456
	B - B1122 Middleton Road	208	234
	C - A12 South	636	658
17:00-17:15	A - A12 North	529	545
	B - B1122 Middleton Road	248	280
	C - A12 South	760	786
17:15-17:30	A - A12 North	649	667
	B - B1122 Middleton Road	304	342
	C - A12 South	930	962
17:30-17:45	A - A12 North	649	667
	B - B1122 Middleton Road	304	342
	C - A12 South	930	962
17:45-18:00	A - A12 North	529	545
	B - B1122 Middleton Road	248	280
	C - A12 South	760	786
18:00-18:15	A - A12 North	443	456
	B - B1122 Middleton Road	208	234
	C - A12 South	636	658

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.59	8.07	1.4	1.7	A	540	811
B - B1122 Middleton Road	0.30	5.08	0.4	1.7	A	253	380
C - A12 South	0.87	24.73	6.1	31.2	C	775	1163

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	443	111	68	1112	0.399	441	649	0.0	0.7	5.347	A
B - B1122 Middleton Road	208	52	381	1099	0.189	207	128	0.0	0.2	4.033	A
C - A12 South	636	159	86	1090	0.584	631	502	0.0	1.4	7.746	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	530	132	81	1104	0.480	528	778	0.7	0.9	6.241	A
B - B1122 Middleton Road	248	62	457	1062	0.234	248	153	0.2	0.3	4.421	A
C - A12 South	760	190	103	1082	0.702	756	601	1.4	2.3	10.930	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	649	162	99	1095	0.592	646	945	0.9	1.4	7.991	A
B - B1122 Middleton Road	304	76	559	1013	0.300	303	187	0.3	0.4	5.072	A
C - A12 South	930	233	126	1070	0.869	917	736	2.3	5.6	21.755	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	649	162	100	1094	0.593	648	955	1.4	1.4	8.075	A
B - B1122 Middleton Road	304	76	560	1012	0.300	304	188	0.4	0.4	5.084	A
C - A12 South	930	233	127	1070	0.869	929	738	5.6	6.1	24.731	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	530	132	83	1103	0.480	532	794	1.4	0.9	6.319	A
B - B1122 Middleton Road	248	62	459	1061	0.234	249	156	0.4	0.3	4.435	A
C - A12 South	760	190	104	1082	0.702	774	604	6.1	2.5	12.210	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	443	111	69	1111	0.399	444	658	0.9	0.7	5.411	A
B - B1122 Middleton Road	208	52	384	1097	0.189	208	129	0.3	0.2	4.052	A
C - A12 South	636	159	87	1090	0.584	640	505	2.5	1.4	8.077	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.66	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C - A12 South	1.37	0.57	1.22	1.68	1.84			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.91	0.10	0.91	1.31	1.72			N/A	N/A
B - B1122 Middleton Road	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C - A12 South	2.27	0.06	0.94	5.86	8.79			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.42	0.03	0.27	1.42	1.42			N/A	N/A
B - B1122 Middleton Road	0.43	0.03	0.25	0.46	0.48			N/A	N/A
C - A12 South	5.63	0.04	0.41	15.15	30.26			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.44	0.03	0.27	1.44	1.44			N/A	N/A
B - B1122 Middleton Road	0.43	0.03	0.31	1.35	1.73			N/A	N/A
C - A12 South	6.06	0.03	0.33	9.69	31.16			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.94	0.12	0.95	1.30	1.70			N/A	N/A
B - B1122 Middleton Road	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C - A12 South	2.45	0.04	0.44	6.75	11.71			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.67	0.06	0.63	1.18	1.18			N/A	N/A
B - B1122 Middleton Road	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C - A12 South	1.43	0.03	0.33	3.19	7.35			N/A	N/A

A12 / B1122 - 2028 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	4.84	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
D11	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	386	100.000
B - B1122 Middleton Road		ONE HOUR	✓	73	100.000
C - A12 South		ONE HOUR	✓	214	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	123	263
	B - B1122 Middleton Road	41	0	32
	C - A12 South	151	63	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.32	0.68
	B - B1122 Middleton Road	0.56	0.00	0.44
	C - A12 South	0.71	0.29	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	1	6
	B - B1122 Middleton Road	7	0	0
	C - A12 South	17	0	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.008	1.061
	B - B1122 Middleton Road	1.073	1.000	1.000
	C - A12 South	1.166	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A12 North	291	303
	B - B1122 Middleton Road	55	57
	C - A12 South	161	180
06:00-06:15	A - A12 North	347	362
	B - B1122 Middleton Road	66	68
	C - A12 South	192	215
06:15-06:30	A - A12 North	425	444
	B - B1122 Middleton Road	80	84
	C - A12 South	236	263
06:30-06:45	A - A12 North	425	444
	B - B1122 Middleton Road	80	84
	C - A12 South	236	263
06:45-07:00	A - A12 North	347	362
	B - B1122 Middleton Road	66	68
	C - A12 South	192	215
07:00-07:15	A - A12 North	291	303
	B - B1122 Middleton Road	55	57
	C - A12 South	161	180

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.39	5.34	0.6	2.6	A	354	531
B - B1122 Middleton Road	0.07	3.12	0.1	0.5	A	67	100
C - A12 South	0.23	4.54	0.3	1.3	A	196	295

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	291	73	47	1110	0.262	289	144	0.0	0.4	4.380	A
B - B1122 Middleton Road	55	14	197	1282	0.043	55	139	0.0	0.0	2.932	A
C - A12 South	161	40	31	1035	0.156	160	221	0.0	0.2	4.113	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	347	87	57	1105	0.314	347	172	0.4	0.5	4.742	A
B - B1122 Middleton Road	66	16	236	1261	0.052	66	167	0.0	0.1	3.010	A
C - A12 South	192	48	37	1032	0.186	192	265	0.2	0.2	4.285	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	425	106	69	1100	0.387	424	211	0.5	0.6	5.325	A
B - B1122 Middleton Road	80	20	289	1233	0.065	80	204	0.1	0.1	3.123	A
C - A12 South	236	59	45	1028	0.229	235	324	0.2	0.3	4.539	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	425	106	69	1100	0.387	425	211	0.6	0.6	5.336	A
B - B1122 Middleton Road	80	20	290	1232	0.065	80	205	0.1	0.1	3.124	A
C - A12 South	236	59	45	1028	0.229	236	325	0.3	0.3	4.541	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	347	87	57	1105	0.314	348	173	0.6	0.5	4.756	A
B - B1122 Middleton Road	66	16	237	1261	0.052	66	167	0.1	0.1	3.014	A
C - A12 South	192	48	37	1032	0.186	193	266	0.3	0.2	4.289	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	291	73	47	1110	0.262	291	145	0.5	0.4	4.399	A
B - B1122 Middleton Road	55	14	198	1282	0.043	55	140	0.1	0.0	2.934	A
C - A12 South	161	40	31	1035	0.156	161	222	0.2	0.2	4.121	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.35	0.00	0.00	0.35	0.35			N/A	N/A
B - B1122 Middleton Road	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C - A12 South	0.18	0.00	0.00	0.18	0.18			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.45	0.00	0.00	0.45	0.45			N/A	N/A
B - B1122 Middleton Road	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	0.23	0.00	0.00	0.23	0.23			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.62	0.03	0.25	0.62	0.62			N/A	N/A
B - B1122 Middleton Road	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C - A12 South	0.30	0.03	0.25	0.46	0.48			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.63	0.03	0.29	1.01	2.63			N/A	N/A
B - B1122 Middleton Road	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A12 South	0.30	0.03	0.31	1.02	1.30			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.46	0.00	0.00	0.46	0.46			N/A	N/A
B - B1122 Middleton Road	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C - A12 South	0.23	0.00	0.00	0.23	0.23			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.36	0.00	0.00	0.36	0.36			N/A	N/A
B - B1122 Middleton Road	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C - A12 South	0.19	0.00	0.00	0.19	0.19			N/A	N/A

A12 / B1122 - 2028 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	7.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	553	100.000
B - B1122 Middleton Road		ONE HOUR	✓	126	100.000
C - A12 South		ONE HOUR	✓	558	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	149	404
	B - B1122 Middleton Road	75	0	51
	C - A12 South	464	94	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.27	0.73
	B - B1122 Middleton Road	0.60	0.00	0.40
	C - A12 South	0.83	0.17	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	5	9
	B - B1122 Middleton Road	7	0	8
	C - A12 South	6	7	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.047	1.089
	B - B1122 Middleton Road	1.067	1.000	1.078
	C - A12 South	1.065	1.074	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A12 North	416	449
	B - B1122 Middleton Road	95	102
	C - A12 South	420	448
07:00-07:15	A - A12 North	497	536
	B - B1122 Middleton Road	113	121
	C - A12 South	502	535
07:15-07:30	A - A12 North	609	656
	B - B1122 Middleton Road	139	149
	C - A12 South	614	655
07:30-07:45	A - A12 North	609	656
	B - B1122 Middleton Road	139	149
	C - A12 South	614	655
07:45-08:00	A - A12 North	497	536
	B - B1122 Middleton Road	113	121
	C - A12 South	502	535
08:00-08:15	A - A12 North	416	449
	B - B1122 Middleton Road	95	102
	C - A12 South	420	448

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.58	8.22	1.4	1.6	A	507	761
B - B1122 Middleton Road	0.12	3.70	0.1	0.5	A	116	173
C - A12 South	0.58	8.09	1.4	1.6	A	512	768

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	416	104	70	1062	0.392	414	403	0.0	0.6	5.530	A
B - B1122 Middleton Road	95	24	302	1187	0.080	95	182	0.0	0.1	3.296	A
C - A12 South	420	105	56	1072	0.392	418	341	0.0	0.6	5.483	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	497	124	84	1056	0.471	496	484	0.6	0.9	6.425	A
B - B1122 Middleton Road	113	28	362	1154	0.098	113	218	0.1	0.1	3.456	A
C - A12 South	502	125	67	1066	0.470	501	408	0.6	0.9	6.354	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	609	152	103	1047	0.582	607	592	0.9	1.4	8.153	A
B - B1122 Middleton Road	139	35	443	1111	0.125	139	267	0.1	0.1	3.701	A
C - A12 South	614	154	82	1059	0.580	612	499	0.9	1.4	8.026	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	609	152	103	1046	0.582	609	593	1.4	1.4	8.224	A
B - B1122 Middleton Road	139	35	445	1110	0.125	139	268	0.1	0.1	3.704	A
C - A12 South	614	154	83	1059	0.580	614	501	1.4	1.4	8.093	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	497	124	85	1055	0.471	499	486	1.4	0.9	6.494	A
B - B1122 Middleton Road	113	28	365	1153	0.098	113	219	0.1	0.1	3.461	A
C - A12 South	502	125	68	1066	0.470	503	410	1.4	0.9	6.420	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	416	104	71	1062	0.392	417	407	0.9	0.7	5.594	A
B - B1122 Middleton Road	95	24	305	1185	0.080	95	183	0.1	0.1	3.301	A
C - A12 South	420	105	57	1072	0.392	421	343	0.9	0.7	5.544	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.64	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A12 South	0.64	0.55	1.00	1.40	1.45			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.88	0.11	0.91	1.09	1.58			N/A	N/A
B - B1122 Middleton Road	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A12 South	0.88	0.11	0.91	1.07	1.57			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.36	0.03	0.27	1.36	1.36			N/A	N/A
B - B1122 Middleton Road	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C - A12 South	1.35	0.03	0.26	1.35	1.35			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.38	0.03	0.27	1.38	1.43			N/A	N/A
B - B1122 Middleton Road	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	1.37	0.03	0.27	1.37	1.37			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.90	0.12	0.93	1.13	1.60			N/A	N/A
B - B1122 Middleton Road	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A12 South	0.90	0.12	0.93	1.10	1.58			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.65	0.06	0.62	1.40	1.49			N/A	N/A
B - B1122 Middleton Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A12 South	0.65	0.06	0.63	1.39	1.49			N/A	N/A

A12 / B1122 - 2028 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	9.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	618	100.000
B - B1122 Middleton Road		ONE HOUR	✓	106	100.000
C - A12 South		ONE HOUR	✓	633	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	113	505
	B - B1122 Middleton Road	45	0	61
	C - A12 South	522	111	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.18	0.82
	B - B1122 Middleton Road	0.42	0.00	0.58
	C - A12 South	0.82	0.18	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	5	6
	B - B1122 Middleton Road	9	0	10
	C - A12 South	7	5	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.053	1.063
	B - B1122 Middleton Road	1.089	1.000	1.098
	C - A12 South	1.069	1.054	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A12 North	465	494
	B - B1122 Middleton Road	80	87
	C - A12 South	477	508
08:00-08:15	A - A12 North	556	590
	B - B1122 Middleton Road	95	104
	C - A12 South	569	607
08:15-08:30	A - A12 North	680	722
	B - B1122 Middleton Road	117	128
	C - A12 South	697	743
08:30-08:45	A - A12 North	680	722
	B - B1122 Middleton Road	117	128
	C - A12 South	697	743
08:45-09:00	A - A12 North	556	590
	B - B1122 Middleton Road	95	104
	C - A12 South	569	607
09:00-09:15	A - A12 North	465	494
	B - B1122 Middleton Road	80	87
	C - A12 South	477	508

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.65	9.62	1.8	3.1	A	567	851
B - B1122 Middleton Road	0.11	3.92	0.1	0.5	A	97	146
C - A12 South	0.65	9.53	1.8	3.2	A	581	871

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	465	116	83	1073	0.434	462	424	0.0	0.8	5.865	A
B - B1122 Middleton Road	80	20	378	1127	0.071	79	168	0.0	0.1	3.437	A
C - A12 South	477	119	34	1082	0.440	473	423	0.0	0.8	5.885	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	556	139	100	1065	0.522	554	509	0.8	1.1	7.029	A
B - B1122 Middleton Road	95	24	453	1088	0.088	95	201	0.1	0.1	3.624	A
C - A12 South	569	142	40	1079	0.527	568	508	0.8	1.1	7.024	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	680	170	122	1055	0.645	678	622	1.1	1.8	9.479	A
B - B1122 Middleton Road	117	29	554	1037	0.113	117	246	0.1	0.1	3.912	A
C - A12 South	697	174	49	1074	0.649	694	621	1.1	1.8	9.397	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	680	170	122	1054	0.645	680	624	1.8	1.8	9.617	A
B - B1122 Middleton Road	117	29	556	1036	0.113	117	247	0.1	0.1	3.917	A
C - A12 South	697	174	50	1074	0.649	697	623	1.8	1.8	9.528	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	556	139	100	1065	0.522	558	512	1.8	1.1	7.143	A
B - B1122 Middleton Road	95	24	456	1087	0.088	95	202	0.1	0.1	3.634	A
C - A12 South	569	142	41	1079	0.527	572	511	1.8	1.1	7.137	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	465	116	84	1073	0.434	467	428	1.1	0.8	5.953	A
B - B1122 Middleton Road	80	20	381	1125	0.071	80	169	0.1	0.1	3.446	A
C - A12 South	477	119	34	1082	0.440	478	427	1.1	0.8	5.971	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.76	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A12 South	0.78	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.07	0.09	0.94	1.84	2.43			N/A	N/A
B - B1122 Middleton Road	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	1.10	0.08	0.95	1.89	2.56			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.77	0.03	0.27	1.77	3.12			N/A	N/A
B - B1122 Middleton Road	0.13	0.03	0.26	0.46	0.49			N/A	N/A
C - A12 South	1.80	0.03	0.27	1.80	3.22			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.79	0.03	0.27	1.79	1.82			N/A	N/A
B - B1122 Middleton Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C - A12 South	1.82	0.03	0.27	1.82	1.82			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.11	0.09	0.96	1.90	2.57			N/A	N/A
B - B1122 Middleton Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A12 South	1.13	0.09	0.97	1.95	2.68			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.77	0.05	0.53	1.46	1.94			N/A	N/A
B - B1122 Middleton Road	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A12 South	0.80	0.05	0.55	1.52	1.99			N/A	N/A

A12 / B1122 - 2028 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	10.42	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	632	100.000
B - B1122 Middleton Road		ONE HOUR	✓	206	100.000
C - A12 South		ONE HOUR	✓	714	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	61	571
	B - B1122 Middleton Road	99	0	107
	C - A12 South	634	80	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.10	0.90
	B - B1122 Middleton Road	0.48	0.00	0.52
	C - A12 South	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	10	6
	B - B1122 Middleton Road	8	0	9
	C - A12 South	4	8	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.098	1.060
	B - B1122 Middleton Road	1.081	1.000	1.093
	C - A12 South	1.043	1.075	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A12 North	476	506
	B - B1122 Middleton Road	155	169
	C - A12 South	538	562
15:00-15:15	A - A12 North	568	604
	B - B1122 Middleton Road	185	201
	C - A12 South	642	672
15:15-15:30	A - A12 North	696	740
	B - B1122 Middleton Road	227	247
	C - A12 South	786	822
15:30-15:45	A - A12 North	696	740
	B - B1122 Middleton Road	227	247
	C - A12 South	786	822
15:45-16:00	A - A12 North	568	604
	B - B1122 Middleton Road	185	201
	C - A12 South	642	672
16:00-16:15	A - A12 North	476	506
	B - B1122 Middleton Road	155	169
	C - A12 South	538	562

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.65	9.66	1.8	3.4	A	580	870
B - B1122 Middleton Road	0.23	4.62	0.3	1.3	A	189	284
C - A12 South	0.74	12.84	2.7	11.2	B	655	983

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	476	119	60	1082	0.440	473	548	0.0	0.8	5.880	A
B - B1122 Middleton Road	155	39	427	1109	0.140	154	105	0.0	0.2	3.768	A
C - A12 South	538	134	74	1083	0.496	534	507	0.0	1.0	6.509	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	568	142	72	1076	0.528	567	657	0.8	1.1	7.050	A
B - B1122 Middleton Road	185	46	512	1066	0.174	185	126	0.2	0.2	4.086	A
C - A12 South	642	160	89	1076	0.597	640	608	1.0	1.4	8.226	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	696	174	88	1068	0.651	693	803	1.1	1.8	9.515	A
B - B1122 Middleton Road	227	57	626	1007	0.225	226	154	0.2	0.3	4.609	A
C - A12 South	786	197	109	1066	0.738	781	744	1.4	2.7	12.439	B

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	696	174	88	1068	0.651	696	807	1.8	1.8	9.660	A
B - B1122 Middleton Road	227	57	629	1006	0.225	227	155	0.3	0.3	4.620	A
C - A12 South	786	197	109	1066	0.738	786	746	2.7	2.7	12.838	B

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	568	142	72	1076	0.528	571	663	1.8	1.1	7.170	A
B - B1122 Middleton Road	185	46	516	1064	0.174	186	128	0.3	0.2	4.099	A
C - A12 South	642	160	89	1075	0.597	647	612	2.7	1.5	8.490	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	476	119	60	1082	0.440	477	554	1.1	0.8	5.971	A
B - B1122 Middleton Road	155	39	431	1107	0.140	155	107	0.2	0.2	3.780	A
C - A12 South	538	134	75	1083	0.496	540	512	1.5	1.0	6.652	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.78	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C - A12 South	0.97	0.55	1.00	1.40	1.45			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.10	0.08	0.95	1.90	2.58			N/A	N/A
B - B1122 Middleton Road	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C - A12 South	1.45	0.07	0.94	3.16	4.49			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.81	0.03	0.27	1.81	3.44			N/A	N/A
B - B1122 Middleton Road	0.29	0.03	0.25	0.46	0.48			N/A	N/A
C - A12 South	2.68	0.03	0.29	2.68	11.18			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.84	0.03	0.27	1.84	1.84			N/A	N/A
B - B1122 Middleton Road	0.29	0.03	0.31	0.97	1.26			N/A	N/A
C - A12 South	2.74	0.03	0.28	2.74	5.23			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.14	0.08	0.97	1.96	2.71			N/A	N/A
B - B1122 Middleton Road	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C - A12 South	1.51	0.06	0.79	3.61	5.25			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.79	0.05	0.53	1.54	2.02			N/A	N/A
B - B1122 Middleton Road	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C - A12 South	1.00	0.04	0.41	2.45	3.93			N/A	N/A

A12 / B1122 - 2028 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	11.37	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	574	100.000
B - B1122 Middleton Road		ONE HOUR	✓	182	100.000
C - A12 South		ONE HOUR	✓	790	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	75	499
	B - B1122 Middleton Road	91	0	91
	C - A12 South	707	83	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.13	0.87
	B - B1122 Middleton Road	0.50	0.00	0.50
	C - A12 South	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	0	3
	B - B1122 Middleton Road	1	0	4
	C - A12 South	2	8	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.000	1.028
	B - B1122 Middleton Road	1.011	1.000	1.044
	C - A12 South	1.018	1.084	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A12 North	432	443
	B - B1122 Middleton Road	137	141
	C - A12 South	595	610
17:00-17:15	A - A12 North	516	529
	B - B1122 Middleton Road	164	168
	C - A12 South	710	728
17:15-17:30	A - A12 North	632	647
	B - B1122 Middleton Road	200	206
	C - A12 South	870	892
17:30-17:45	A - A12 North	632	647
	B - B1122 Middleton Road	200	206
	C - A12 South	870	892
17:45-18:00	A - A12 North	516	529
	B - B1122 Middleton Road	164	168
	C - A12 South	710	728
18:00-18:15	A - A12 North	432	443
	B - B1122 Middleton Road	137	141
	C - A12 South	595	610

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.57	7.58	1.3	1.5	A	527	790
B - B1122 Middleton Road	0.18	3.93	0.2	0.5	A	167	251
C - A12 South	0.79	15.84	3.7	18.3	C	725	1087

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	432	108	62	1122	0.385	430	596	0.0	0.6	5.183	A
B - B1122 Middleton Road	137	34	374	1209	0.113	137	118	0.0	0.1	3.353	A
C - A12 South	595	149	68	1110	0.536	590	442	0.0	1.1	6.864	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	516	129	74	1115	0.463	515	715	0.6	0.9	5.998	A
B - B1122 Middleton Road	164	41	448	1170	0.140	163	142	0.1	0.2	3.575	A
C - A12 South	710	178	82	1104	0.643	708	530	1.1	1.8	9.028	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	632	158	91	1107	0.571	630	872	0.9	1.3	7.521	A
B - B1122 Middleton Road	200	50	548	1117	0.179	200	173	0.2	0.2	3.924	A
C - A12 South	870	217	100	1095	0.794	863	648	1.8	3.6	15.011	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	632	158	91	1107	0.571	632	878	1.3	1.3	7.580	A
B - B1122 Middleton Road	200	50	549	1116	0.179	200	174	0.2	0.2	3.929	A
C - A12 South	870	217	100	1095	0.794	869	650	3.6	3.7	15.844	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	516	129	75	1115	0.463	518	724	1.3	0.9	6.049	A
B - B1122 Middleton Road	164	41	450	1169	0.140	164	143	0.2	0.2	3.581	A
C - A12 South	710	178	82	1104	0.643	718	532	3.7	1.9	9.493	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	432	108	63	1121	0.385	433	603	0.9	0.6	5.240	A
B - B1122 Middleton Road	137	34	377	1208	0.113	137	119	0.2	0.1	3.362	A
C - A12 South	595	149	69	1110	0.536	597	445	1.9	1.2	7.058	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.62	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C - A12 South	1.13	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.85	0.11	0.90	1.46	1.46			N/A	N/A
B - B1122 Middleton Road	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C - A12 South	1.76	0.06	0.90	4.26	6.21			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.31	0.03	0.26	1.31	1.31			N/A	N/A
B - B1122 Middleton Road	0.22	0.03	0.25	0.46	0.48			N/A	N/A
C - A12 South	3.58	0.03	0.32	5.69	18.32			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.32	0.03	0.27	1.32	1.32			N/A	N/A
B - B1122 Middleton Road	0.22	0.03	0.26	0.46	0.49			N/A	N/A
C - A12 South	3.71	0.03	0.29	3.71	11.55			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.87	0.14	0.93	1.38	1.38			N/A	N/A
B - B1122 Middleton Road	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C - A12 South	1.85	0.05	0.50	4.87	7.67			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.63	0.06	0.64	1.37	1.46			N/A	N/A
B - B1122 Middleton Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C - A12 South	1.17	0.04	0.37	2.95	5.47			N/A	N/A

A12 / B1122 - 2028 Peak Construction, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	5.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	412	100.000
B - B1122 Middleton Road		ONE HOUR	✓	82	100.000
C - A12 South		ONE HOUR	✓	266	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	147	265
	B - B1122 Middleton Road	55	0	27
	C - A12 South	206	60	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.36	0.64
	B - B1122 Middleton Road	0.67	0.00	0.33
	C - A12 South	0.78	0.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	8	6
	B - B1122 Middleton Road	21	0	1
	C - A12 South	12	0	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.084	1.059
	B - B1122 Middleton Road	1.208	1.000	1.006
	C - A12 South	1.117	1.004	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A12 North	310	331
	B - B1122 Middleton Road	61	70
	C - A12 South	200	218
06:00-06:15	A - A12 North	370	396
	B - B1122 Middleton Road	73	84
	C - A12 South	239	261
06:15-06:30	A - A12 North	454	485
	B - B1122 Middleton Road	90	102
	C - A12 South	293	319
06:30-06:45	A - A12 North	454	485
	B - B1122 Middleton Road	90	102
	C - A12 South	293	319
06:45-07:00	A - A12 North	370	396
	B - B1122 Middleton Road	73	84
	C - A12 South	239	261
07:00-07:15	A - A12 North	310	331
	B - B1122 Middleton Road	61	70
	C - A12 South	200	218

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.42	5.78	0.7	2.5	A	378	567
B - B1122 Middleton Road	0.08	3.48	0.1	0.5	A	75	112
C - A12 South	0.28	4.81	0.4	1.5	A	244	366

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	310	78	45	1086	0.286	309	195	0.0	0.4	4.623	A
B - B1122 Middleton Road	61	15	198	1169	0.053	61	155	0.0	0.1	3.249	A
C - A12 South	200	50	41	1052	0.190	199	218	0.0	0.2	4.219	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	370	93	54	1082	0.342	370	234	0.4	0.5	5.054	A
B - B1122 Middleton Road	73	18	238	1150	0.064	73	186	0.1	0.1	3.344	A
C - A12 South	239	60	49	1047	0.228	239	262	0.2	0.3	4.451	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	454	113	66	1076	0.422	453	287	0.5	0.7	5.768	A
B - B1122 Middleton Road	90	22	291	1123	0.080	90	228	0.1	0.1	3.481	A
C - A12 South	293	73	60	1041	0.281	292	320	0.3	0.4	4.804	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	454	113	66	1076	0.422	454	287	0.7	0.7	5.782	A
B - B1122 Middleton Road	90	22	291	1123	0.080	90	228	0.1	0.1	3.482	A
C - A12 South	293	73	60	1041	0.281	293	321	0.4	0.4	4.808	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	370	93	54	1082	0.342	371	235	0.7	0.5	5.074	A
B - B1122 Middleton Road	73	18	238	1149	0.064	73	187	0.1	0.1	3.345	A
C - A12 South	239	60	49	1047	0.228	239	263	0.4	0.3	4.457	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	310	78	45	1086	0.286	311	197	0.5	0.4	4.648	A
B - B1122 Middleton Road	61	15	200	1168	0.053	61	156	0.1	0.1	3.254	A
C - A12 South	200	50	41	1051	0.190	200	220	0.3	0.2	4.232	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.40	0.00	0.00	0.40	0.40			N/A	N/A
B - B1122 Middleton Road	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C - A12 South	0.23	0.00	0.00	0.23	0.23			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.52	0.52	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	0.29	0.00	0.00	0.29	0.29			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.72	0.03	0.25	0.72	0.72			N/A	N/A
B - B1122 Middleton Road	0.09	0.03	0.26	0.47	0.49			N/A	N/A
C - A12 South	0.39	0.03	0.25	0.46	0.48			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.72	0.03	0.28	0.72	2.54			N/A	N/A
B - B1122 Middleton Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A12 South	0.39	0.03	0.32	1.28	1.48			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.53	0.53	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A12 South	0.30	0.00	0.00	0.30	0.30			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.40	0.00	0.00	0.40	0.40			N/A	N/A
B - B1122 Middleton Road	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C - A12 South	0.24	0.00	0.00	0.24	0.24			N/A	N/A

A12 / B1122 - 2028 Peak Construction, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	8.40	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
D17	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	592	100.000
B - B1122 Middleton Road		ONE HOUR	✓	134	100.000
C - A12 South		ONE HOUR	✓	571	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	183	409
	B - B1122 Middleton Road	94	0	40
	C - A12 South	493	77	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.31	0.69
	B - B1122 Middleton Road	0.70	0.00	0.30
	C - A12 South	0.86	0.14	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	14	8
	B - B1122 Middleton Road	15	0	1
	C - A12 South	6	3	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.138	1.085
	B - B1122 Middleton Road	1.148	1.000	1.007
	C - A12 South	1.059	1.034	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A12 North	446	491
	B - B1122 Middleton Road	101	112
	C - A12 South	430	453
07:00-07:15	A - A12 North	532	586
	B - B1122 Middleton Road	121	133
	C - A12 South	513	542
07:15-07:30	A - A12 North	652	718
	B - B1122 Middleton Road	148	163
	C - A12 South	628	663
07:30-07:45	A - A12 North	652	718
	B - B1122 Middleton Road	148	163
	C - A12 South	628	663
07:45-08:00	A - A12 North	532	586
	B - B1122 Middleton Road	121	133
	C - A12 South	513	542
08:00-08:15	A - A12 North	446	491
	B - B1122 Middleton Road	101	112
	C - A12 South	430	453

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.63	9.41	1.7	2.4	A	543	815
B - B1122 Middleton Road	0.14	3.89	0.2	0.5	A	123	185
C - A12 South	0.60	8.42	1.5	1.7	A	524	785

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	446	111	58	1047	0.426	443	440	0.0	0.7	5.934	A
B - B1122 Middleton Road	101	25	306	1148	0.088	101	195	0.0	0.1	3.437	A
C - A12 South	430	107	71	1073	0.400	427	336	0.0	0.7	5.552	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	532	133	69	1041	0.511	531	527	0.7	1.0	7.036	A
B - B1122 Middleton Road	121	30	367	1116	0.108	120	233	0.1	0.1	3.614	A
C - A12 South	513	128	85	1066	0.481	512	403	0.7	0.9	6.491	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	652	163	85	1034	0.630	649	645	1.0	1.7	9.288	A
B - B1122 Middleton Road	148	37	449	1074	0.138	148	285	0.1	0.2	3.886	A
C - A12 South	628	157	104	1056	0.595	626	493	0.9	1.4	8.342	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	652	163	85	1034	0.630	652	647	1.7	1.7	9.407	A
B - B1122 Middleton Road	148	37	450	1073	0.138	148	287	0.2	0.2	3.889	A
C - A12 South	628	157	104	1055	0.595	628	494	1.4	1.5	8.422	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	532	133	70	1041	0.511	535	530	1.7	1.1	7.141	A
B - B1122 Middleton Road	121	30	370	1115	0.108	121	235	0.2	0.1	3.623	A
C - A12 South	513	128	85	1065	0.481	515	405	1.5	0.9	6.566	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	446	111	58	1046	0.426	447	443	1.1	0.8	6.020	A
B - B1122 Middleton Road	101	25	309	1146	0.088	101	196	0.1	0.1	3.446	A
C - A12 South	430	107	71	1073	0.400	431	339	0.9	0.7	5.616	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.73	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A12 South	0.66	0.55	1.00	1.40	1.45			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.03	0.09	0.95	1.71	2.05			N/A	N/A
B - B1122 Middleton Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C - A12 South	0.92	0.10	0.91	1.33	1.73			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.66	0.03	0.27	1.66	2.42			N/A	N/A
B - B1122 Middleton Road	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C - A12 South	1.44	0.03	0.27	1.44	1.44			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.68	0.03	0.27	1.68	1.70			N/A	N/A
B - B1122 Middleton Road	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	1.45	0.03	0.27	1.45	1.45			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.06	0.09	0.96	1.78	2.27			N/A	N/A
B - B1122 Middleton Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C - A12 South	0.94	0.11	0.94	1.36	1.74			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.75	0.05	0.57	1.31	1.81			N/A	N/A
B - B1122 Middleton Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A12 South	0.67	0.06	0.62	1.29	1.29			N/A	N/A

A12 / B1122 - 2028 Peak Construction, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	9.31	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
D18	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	652	100.000
B - B1122 Middleton Road		ONE HOUR	✓	109	100.000
C - A12 South		ONE HOUR	✓	595	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	145	506
	B - B1122 Middleton Road	64	0	45
	C - A12 South	514	81	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.22	0.78
	B - B1122 Middleton Road	0.59	0.00	0.41
	C - A12 South	0.86	0.14	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	14	6
	B - B1122 Middleton Road	19	0	5
	C - A12 South	7	2	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.142	1.063
	B - B1122 Middleton Road	1.190	1.000	1.055
	C - A12 South	1.068	1.021	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A12 North	491	530
	B - B1122 Middleton Road	82	93
	C - A12 South	448	475
08:00-08:15	A - A12 North	586	633
	B - B1122 Middleton Road	98	111
	C - A12 South	534	568
08:15-08:30	A - A12 North	718	775
	B - B1122 Middleton Road	120	136
	C - A12 South	655	695
08:30-08:45	A - A12 North	718	775
	B - B1122 Middleton Road	120	136
	C - A12 South	655	695
08:45-09:00	A - A12 North	586	633
	B - B1122 Middleton Road	98	111
	C - A12 South	534	568
09:00-09:15	A - A12 North	491	530
	B - B1122 Middleton Road	82	93
	C - A12 South	448	475

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.68	10.71	2.1	5.7	B	598	897
B - B1122 Middleton Road	0.12	4.10	0.1	0.5	A	100	150
C - A12 South	0.61	8.76	1.6	1.9	A	546	818

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	491	123	61	1066	0.460	487	432	0.0	0.8	6.184	A
B - B1122 Middleton Road	82	20	379	1087	0.075	82	169	0.0	0.1	3.581	A
C - A12 South	448	112	48	1077	0.415	445	412	0.0	0.7	5.666	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	586	146	73	1061	0.552	584	518	0.8	1.2	7.535	A
B - B1122 Middleton Road	98	24	454	1049	0.093	98	203	0.1	0.1	3.781	A
C - A12 South	534	134	58	1072	0.498	533	494	0.7	1.0	6.667	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	718	179	89	1053	0.681	714	634	1.2	2.1	10.510	B
B - B1122 Middleton Road	120	30	555	1000	0.120	120	248	0.1	0.1	4.091	A
C - A12 South	655	164	71	1065	0.615	652	604	1.0	1.6	8.668	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	718	179	89	1053	0.681	717	636	2.1	2.1	10.713	B
B - B1122 Middleton Road	120	30	557	998	0.120	120	249	0.1	0.1	4.097	A
C - A12 South	655	164	71	1065	0.615	655	606	1.6	1.6	8.761	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	586	146	73	1060	0.553	589	522	2.1	1.3	7.696	A
B - B1122 Middleton Road	98	24	458	1048	0.093	98	204	0.1	0.1	3.793	A
C - A12 South	534	134	58	1072	0.499	537	498	1.6	1.0	6.753	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	491	123	61	1066	0.460	492	436	1.3	0.9	6.292	A
B - B1122 Middleton Road	82	20	382	1085	0.075	82	171	0.1	0.1	3.591	A
C - A12 South	448	112	48	1077	0.416	449	416	1.0	0.7	5.737	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.84	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A12 South	0.70	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.21	0.08	0.96	2.33	3.08			N/A	N/A
B - B1122 Middleton Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A12 South	0.98	0.09	0.93	1.58	1.90			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.07	0.03	0.28	2.07	5.75			N/A	N/A
B - B1122 Middleton Road	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C - A12 South	1.56	0.03	0.27	1.56	1.56			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.10	0.03	0.27	2.10	2.56			N/A	N/A
B - B1122 Middleton Road	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	1.57	0.03	0.27	1.57	1.57			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.26	0.07	0.94	2.55	3.48			N/A	N/A
B - B1122 Middleton Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A12 South	1.01	0.10	0.96	1.61	1.92			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.86	0.05	0.47	1.83	2.72			N/A	N/A
B - B1122 Middleton Road	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A12 South	0.72	0.06	0.61	1.03	1.61			N/A	N/A

A12 / B1122 - 2028 Peak Construction, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	10.65	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	670	100.000
B - B1122 Middleton Road		ONE HOUR	✓	217	100.000
C - A12 South		ONE HOUR	✓	691	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	84	586
	B - B1122 Middleton Road	120	0	96
	C - A12 South	631	61	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.13	0.87
	B - B1122 Middleton Road	0.55	0.00	0.45
	C - A12 South	0.91	0.09	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	22	6
	B - B1122 Middleton Road	16	0	6
	C - A12 South	4	4	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.217	1.057
	B - B1122 Middleton Road	1.158	1.000	1.056
	C - A12 South	1.042	1.037	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A12 North	505	544
	B - B1122 Middleton Road	163	182
	C - A12 South	521	542
15:00-15:15	A - A12 North	603	649
	B - B1122 Middleton Road	195	217
	C - A12 South	622	647
15:15-15:30	A - A12 North	738	795
	B - B1122 Middleton Road	239	265
	C - A12 South	761	793
15:30-15:45	A - A12 North	738	795
	B - B1122 Middleton Road	239	265
	C - A12 South	761	793
15:45-16:00	A - A12 North	603	649
	B - B1122 Middleton Road	195	217
	C - A12 South	622	647
16:00-16:15	A - A12 North	505	544
	B - B1122 Middleton Road	163	182
	C - A12 South	521	542

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.69	10.98	2.2	6.6	B	615	923
B - B1122 Middleton Road	0.24	4.89	0.3	1.4	A	199	298
C - A12 South	0.72	12.26	2.5	9.6	B	634	952

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	505	126	45	1076	0.469	501	561	0.0	0.9	6.232	A
B - B1122 Middleton Road	163	41	438	1079	0.151	162	108	0.0	0.2	3.925	A
C - A12 South	521	130	90	1077	0.483	517	511	0.0	0.9	6.388	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	603	151	55	1071	0.563	601	673	0.9	1.3	7.630	A
B - B1122 Middleton Road	195	49	526	1035	0.188	195	130	0.2	0.2	4.281	A
C - A12 South	622	155	108	1067	0.582	620	612	0.9	1.4	8.014	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	738	185	67	1066	0.693	734	822	1.3	2.2	10.748	B
B - B1122 Middleton Road	239	60	642	977	0.244	238	159	0.2	0.3	4.872	A
C - A12 South	761	190	132	1054	0.722	757	748	1.4	2.5	11.924	B

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	738	185	67	1066	0.693	738	826	2.2	2.2	10.975	B
B - B1122 Middleton Road	239	60	645	975	0.245	239	160	0.3	0.3	4.886	A
C - A12 South	761	190	132	1054	0.722	761	751	2.5	2.5	12.260	B

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	603	151	55	1071	0.563	606	679	2.2	1.3	7.804	A
B - B1122 Middleton Road	195	49	530	1033	0.189	195	131	0.3	0.2	4.300	A
C - A12 South	622	155	108	1067	0.583	626	617	2.5	1.4	8.245	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	505	126	46	1075	0.469	506	567	1.3	0.9	6.347	A
B - B1122 Middleton Road	163	41	443	1077	0.151	163	110	0.2	0.2	3.942	A
C - A12 South	521	130	91	1076	0.484	522	515	1.4	0.9	6.519	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.87	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C - A12 South	0.92	0.55	1.00	1.40	1.45			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.26	0.07	0.96	2.53	3.42			N/A	N/A
B - B1122 Middleton Road	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C - A12 South	1.37	0.07	0.94	2.88	3.98			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.17	0.03	0.28	2.17	6.63			N/A	N/A
B - B1122 Middleton Road	0.32	0.03	0.25	0.46	0.48			N/A	N/A
C - A12 South	2.48	0.03	0.29	2.48	9.58			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.21	0.03	0.27	2.21	2.81			N/A	N/A
B - B1122 Middleton Road	0.32	0.03	0.32	1.10	1.37			N/A	N/A
C - A12 South	2.54	0.03	0.27	2.54	4.34			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.31	0.07	0.92	2.75	3.79			N/A	N/A
B - B1122 Middleton Road	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C - A12 South	1.42	0.06	0.84	3.24	4.66			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.90	0.05	0.46	1.93	2.92			N/A	N/A
B - B1122 Middleton Road	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C - A12 South	0.95	0.04	0.42	2.24	3.57			N/A	N/A

A12 / B1122 - 2028 Peak Construction, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	10.32	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	606	100.000
B - B1122 Middleton Road		ONE HOUR	✓	189	100.000
C - A12 South		ONE HOUR	✓	749	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	92	513
	B - B1122 Middleton Road	119	0	70
	C - A12 South	689	60	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.15	0.85
	B - B1122 Middleton Road	0.63	0.00	0.37
	C - A12 South	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	7	2
	B - B1122 Middleton Road	10	0	0
	C - A12 South	2	2	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.069	1.023
	B - B1122 Middleton Road	1.102	1.000	1.002
	C - A12 South	1.017	1.019	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A12 North	456	470
	B - B1122 Middleton Road	143	152
	C - A12 South	564	573
17:00-17:15	A - A12 North	545	561
	B - B1122 Middleton Road	170	181
	C - A12 South	673	685
17:15-17:30	A - A12 North	667	687
	B - B1122 Middleton Road	209	222
	C - A12 South	825	838
17:30-17:45	A - A12 North	667	687
	B - B1122 Middleton Road	209	222
	C - A12 South	825	838
17:45-18:00	A - A12 North	545	561
	B - B1122 Middleton Road	170	181
	C - A12 South	673	685
18:00-18:15	A - A12 North	456	470
	B - B1122 Middleton Road	143	152
	C - A12 South	564	573

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.60	8.03	1.5	1.8	A	556	834
B - B1122 Middleton Road	0.19	4.18	0.2	0.9	A	174	261
C - A12 South	0.76	13.82	3.1	13.8	B	687	1031

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	456	114	45	1125	0.405	453	604	0.0	0.7	5.337	A
B - B1122 Middleton Road	143	36	384	1162	0.123	142	114	0.0	0.1	3.526	A
C - A12 South	564	141	89	1106	0.510	560	437	0.0	1.0	6.546	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	545	136	54	1121	0.486	544	724	0.7	0.9	6.224	A
B - B1122 Middleton Road	170	43	461	1124	0.152	170	137	0.1	0.2	3.775	A
C - A12 South	673	168	107	1096	0.614	671	524	1.0	1.6	8.421	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	667	167	66	1115	0.598	665	884	0.9	1.5	7.956	A
B - B1122 Middleton Road	209	52	563	1072	0.195	208	167	0.2	0.2	4.169	A
C - A12 South	825	206	131	1084	0.761	819	641	1.6	3.0	13.289	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	667	167	66	1115	0.598	667	889	1.5	1.5	8.032	A
B - B1122 Middleton Road	209	52	565	1071	0.195	209	168	0.2	0.2	4.175	A
C - A12 South	825	206	131	1084	0.761	824	643	3.0	3.1	13.816	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	545	136	55	1121	0.486	547	732	1.5	1.0	6.294	A
B - B1122 Middleton Road	170	43	463	1122	0.152	171	138	0.2	0.2	3.782	A
C - A12 South	673	168	107	1096	0.614	679	527	3.1	1.6	8.745	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	456	114	46	1125	0.405	457	610	1.0	0.7	5.401	A
B - B1122 Middleton Road	143	36	387	1161	0.123	143	115	0.2	0.1	3.538	A
C - A12 South	564	141	90	1105	0.510	566	440	1.6	1.1	6.704	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.67	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C - A12 South	1.03	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.93	0.10	0.92	1.42	1.79			N/A	N/A
B - B1122 Middleton Road	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C - A12 South	1.55	0.06	0.91	3.59	5.09			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.46	0.03	0.27	1.46	1.46			N/A	N/A
B - B1122 Middleton Road	0.24	0.03	0.25	0.46	0.48			N/A	N/A
C - A12 South	3.00	0.03	0.30	3.13	13.79			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.47	0.03	0.27	1.47	1.47			N/A	N/A
B - B1122 Middleton Road	0.24	0.03	0.27	0.49	0.86			N/A	N/A
C - A12 South	3.08	0.03	0.28	3.08	7.16			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.96	0.12	0.95	1.39	1.76			N/A	N/A
B - B1122 Middleton Road	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C - A12 South	1.63	0.05	0.69	4.02	6.07			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.69	0.06	0.64	1.32	1.32			N/A	N/A
B - B1122 Middleton Road	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C - A12 South	1.06	0.04	0.39	2.65	4.50			N/A	N/A

A12 / B1122 - 2034 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	4.93	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
D21	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	402	100.000
B - B1122 Middleton Road		ONE HOUR	✓	75	100.000
C - A12 South		ONE HOUR	✓	226	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	127	275
	B - B1122 Middleton Road	42	0	33
	C - A12 South	160	66	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.32	0.68
	B - B1122 Middleton Road	0.56	0.00	0.44
	C - A12 South	0.71	0.29	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	1	6
	B - B1122 Middleton Road	7	0	0
	C - A12 South	16	0	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.008	1.058
	B - B1122 Middleton Road	1.071	1.000	1.000
	C - A12 South	1.156	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A12 North	303	315
	B - B1122 Middleton Road	56	59
	C - A12 South	170	189
06:00-06:15	A - A12 North	361	377
	B - B1122 Middleton Road	67	70
	C - A12 South	203	226
06:15-06:30	A - A12 North	443	461
	B - B1122 Middleton Road	83	86
	C - A12 South	249	276
06:30-06:45	A - A12 North	443	461
	B - B1122 Middleton Road	83	86
	C - A12 South	249	276
06:45-07:00	A - A12 North	361	377
	B - B1122 Middleton Road	67	70
	C - A12 South	203	226
07:00-07:15	A - A12 North	303	315
	B - B1122 Middleton Road	56	59
	C - A12 South	170	189

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.40	5.48	0.7	2.6	A	369	553
B - B1122 Middleton Road	0.07	3.14	0.1	0.5	A	69	103
C - A12 South	0.24	4.59	0.3	1.4	A	207	311

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	303	76	49	1111	0.273	301	151	0.0	0.4	4.439	A
B - B1122 Middleton Road	56	14	206	1279	0.044	56	145	0.0	0.0	2.943	A
C - A12 South	170	43	32	1040	0.164	169	231	0.0	0.2	4.130	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	361	90	59	1106	0.327	361	181	0.4	0.5	4.828	A
B - B1122 Middleton Road	67	17	247	1257	0.054	67	173	0.0	0.1	3.025	A
C - A12 South	203	51	38	1037	0.196	203	277	0.2	0.2	4.313	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	443	111	73	1100	0.402	442	222	0.5	0.7	5.465	A
B - B1122 Middleton Road	83	21	302	1227	0.067	83	212	0.1	0.1	3.144	A
C - A12 South	249	62	46	1033	0.241	249	339	0.2	0.3	4.585	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	443	111	73	1100	0.402	443	222	0.7	0.7	5.476	A
B - B1122 Middleton Road	83	21	303	1227	0.067	83	212	0.1	0.1	3.144	A
C - A12 South	249	62	46	1033	0.241	249	339	0.3	0.3	4.587	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	361	90	59	1106	0.327	362	182	0.7	0.5	4.843	A
B - B1122 Middleton Road	67	17	248	1257	0.054	67	174	0.1	0.1	3.026	A
C - A12 South	203	51	38	1037	0.196	203	277	0.3	0.2	4.319	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	303	76	50	1111	0.273	303	152	0.5	0.4	4.460	A
B - B1122 Middleton Road	56	14	207	1278	0.044	57	145	0.1	0.0	2.948	A
C - A12 South	170	43	32	1040	0.164	170	232	0.2	0.2	4.140	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.37	0.00	0.00	0.37	0.37			N/A	N/A
B - B1122 Middleton Road	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C - A12 South	0.19	0.00	0.00	0.19	0.19			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.48	0.00	0.00	0.48	0.48			N/A	N/A
B - B1122 Middleton Road	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	0.24	0.00	0.00	0.24	0.24			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.67	0.03	0.25	0.67	0.67			N/A	N/A
B - B1122 Middleton Road	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C - A12 South	0.32	0.03	0.25	0.46	0.48			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.67	0.03	0.28	0.84	2.63			N/A	N/A
B - B1122 Middleton Road	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A12 South	0.32	0.03	0.32	1.09	1.37			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.49	0.00	0.00	0.49	0.49			N/A	N/A
B - B1122 Middleton Road	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C - A12 South	0.24	0.00	0.00	0.24	0.24			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.38	0.00	0.00	0.38	0.38			N/A	N/A
B - B1122 Middleton Road	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C - A12 South	0.20	0.00	0.00	0.20	0.20			N/A	N/A

A12 / B1122 - 2034 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	8.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	563	100.000
B - B1122 Middleton Road		ONE HOUR	✓	126	100.000
C - A12 South		ONE HOUR	✓	603	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	149	414
	B - B1122 Middleton Road	77	0	49
	C - A12 South	507	96	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.26	0.74
	B - B1122 Middleton Road	0.61	0.00	0.39
	C - A12 South	0.84	0.16	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	3	9
	B - B1122 Middleton Road	5	0	0
	C - A12 South	6	3	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.034	1.087
	B - B1122 Middleton Road	1.052	1.000	1.000
	C - A12 South	1.059	1.031	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A12 North	424	455
	B - B1122 Middleton Road	95	98
	C - A12 South	454	479
07:00-07:15	A - A12 North	506	543
	B - B1122 Middleton Road	113	117
	C - A12 South	542	572
07:15-07:30	A - A12 North	620	665
	B - B1122 Middleton Road	139	143
	C - A12 South	664	700
07:30-07:45	A - A12 North	620	665
	B - B1122 Middleton Road	139	143
	C - A12 South	664	700
07:45-08:00	A - A12 North	506	543
	B - B1122 Middleton Road	113	117
	C - A12 South	542	572
08:00-08:15	A - A12 North	424	455
	B - B1122 Middleton Road	95	98
	C - A12 South	454	479

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.59	8.32	1.4	1.7	A	517	775
B - B1122 Middleton Road	0.12	3.57	0.1	0.5	A	116	173
C - A12 South	0.62	8.86	1.6	2.0	A	553	830

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	424	106	72	1068	0.397	421	437	0.0	0.7	5.545	A
B - B1122 Middleton Road	95	24	310	1229	0.077	95	183	0.0	0.1	3.174	A
C - A12 South	454	113	58	1083	0.419	451	347	0.0	0.7	5.672	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	506	127	86	1061	0.477	505	524	0.7	0.9	6.461	A
B - B1122 Middleton Road	113	28	371	1194	0.095	113	220	0.1	0.1	3.329	A
C - A12 South	542	136	69	1078	0.503	541	415	0.7	1.0	6.692	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	620	155	105	1052	0.589	618	641	0.9	1.4	8.247	A
B - B1122 Middleton Road	139	35	454	1148	0.121	139	269	0.1	0.1	3.565	A
C - A12 South	664	166	85	1070	0.620	662	508	1.0	1.6	8.757	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	620	155	106	1052	0.589	620	643	1.4	1.4	8.323	A
B - B1122 Middleton Road	139	35	456	1147	0.121	139	270	0.1	0.1	3.568	A
C - A12 South	664	166	85	1070	0.620	664	510	1.6	1.6	8.857	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	506	127	87	1061	0.477	508	527	1.4	0.9	6.533	A
B - B1122 Middleton Road	113	28	374	1193	0.095	113	221	0.1	0.1	3.336	A
C - A12 South	542	136	69	1078	0.503	544	418	1.6	1.0	6.784	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	424	106	72	1068	0.397	425	441	0.9	0.7	5.611	A
B - B1122 Middleton Road	95	24	312	1227	0.077	95	185	0.1	0.1	3.181	A
C - A12 South	454	113	58	1083	0.419	455	349	1.0	0.7	5.744	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.65	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A12 South	0.71	0.55	1.00	1.40	1.45			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.90	0.10	0.91	1.23	1.67			N/A	N/A
B - B1122 Middleton Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A12 South	1.00	0.09	0.93	1.63	1.95			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.40	0.03	0.27	1.40	1.40			N/A	N/A
B - B1122 Middleton Road	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C - A12 South	1.59	0.03	0.27	1.59	1.75			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.42	0.03	0.27	1.42	1.42			N/A	N/A
B - B1122 Middleton Road	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C - A12 South	1.61	0.03	0.27	1.61	1.61			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.92	0.12	0.94	1.28	1.69			N/A	N/A
B - B1122 Middleton Road	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A12 South	1.03	0.10	0.96	1.67	1.97			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.67	0.06	0.62	1.16	1.16			N/A	N/A
B - B1122 Middleton Road	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A12 South	0.73	0.05	0.60	1.13	1.68			N/A	N/A

A12 / B1122 - 2034 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	10.12	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	636	100.000
B - B1122 Middleton Road		ONE HOUR	✓	110	100.000
C - A12 South		ONE HOUR	✓	691	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	114	522
	B - B1122 Middleton Road	47	0	63
	C - A12 South	575	116	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.18	0.82
	B - B1122 Middleton Road	0.43	0.00	0.57
	C - A12 South	0.83	0.17	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	4	6
	B - B1122 Middleton Road	6	0	3
	C - A12 South	6	2	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.044	1.063
	B - B1122 Middleton Road	1.064	1.000	1.032
	C - A12 South	1.064	1.017	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A12 North	479	507
	B - B1122 Middleton Road	83	87
	C - A12 South	520	550
08:00-08:15	A - A12 North	572	606
	B - B1122 Middleton Road	99	103
	C - A12 South	621	656
08:15-08:30	A - A12 North	700	742
	B - B1122 Middleton Road	121	127
	C - A12 South	761	804
08:30-08:45	A - A12 North	700	742
	B - B1122 Middleton Road	121	127
	C - A12 South	761	804
08:45-09:00	A - A12 North	572	606
	B - B1122 Middleton Road	99	103
	C - A12 South	621	656
09:00-09:15	A - A12 North	479	507
	B - B1122 Middleton Road	83	87
	C - A12 South	520	550

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.66	10.12	1.9	4.3	B	584	875
B - B1122 Middleton Road	0.11	3.78	0.1	0.5	A	101	151
C - A12 South	0.70	11.12	2.3	7.3	B	634	951

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	479	120	87	1075	0.446	476	465	0.0	0.8	5.979	A
B - B1122 Middleton Road	83	21	390	1173	0.071	83	172	0.0	0.1	3.301	A
C - A12 South	520	130	35	1092	0.476	517	438	0.0	0.9	6.219	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	572	143	104	1067	0.536	570	558	0.8	1.1	7.234	A
B - B1122 Middleton Road	99	25	468	1131	0.087	99	206	0.1	0.1	3.486	A
C - A12 South	621	155	42	1089	0.571	620	525	0.9	1.3	7.648	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	700	175	127	1056	0.663	697	682	1.1	1.9	9.947	A
B - B1122 Middleton Road	121	30	572	1075	0.113	121	252	0.1	0.1	3.771	A
C - A12 South	761	190	52	1084	0.702	757	641	1.3	2.3	10.878	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	700	175	128	1056	0.663	700	685	1.9	1.9	10.118	B
B - B1122 Middleton Road	121	30	575	1074	0.113	121	253	0.1	0.1	3.777	A
C - A12 South	761	190	52	1084	0.702	761	644	2.3	2.3	11.118	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	572	143	105	1066	0.536	575	562	1.9	1.2	7.370	A
B - B1122 Middleton Road	99	25	472	1129	0.088	99	208	0.1	0.1	3.496	A
C - A12 South	621	155	42	1089	0.571	625	528	2.3	1.4	7.830	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	479	120	88	1074	0.446	480	470	1.2	0.8	6.075	A
B - B1122 Middleton Road	83	21	394	1171	0.071	83	174	0.1	0.1	3.308	A
C - A12 South	520	130	35	1092	0.476	522	442	1.4	0.9	6.337	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.79	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A12 South	0.90	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.14	0.08	0.95	1.98	2.75			N/A	N/A
B - B1122 Middleton Road	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	1.30	0.07	0.95	2.68	3.67			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.91	0.03	0.28	1.91	4.32			N/A	N/A
B - B1122 Middleton Road	0.13	0.03	0.26	0.46	0.49			N/A	N/A
C - A12 South	2.27	0.03	0.28	2.27	7.34			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.94	0.03	0.27	1.94	2.11			N/A	N/A
B - B1122 Middleton Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C - A12 South	2.31	0.03	0.27	2.31	2.99			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.18	0.08	0.95	2.17	2.91			N/A	N/A
B - B1122 Middleton Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A12 South	1.35	0.07	0.91	2.89	4.01			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.81	0.05	0.49	1.65	2.32			N/A	N/A
B - B1122 Middleton Road	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A12 South	0.92	0.05	0.45	2.02	3.12			N/A	N/A

A12 / B1122 - 2034 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	12.35	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	684	100.000
B - B1122 Middleton Road		ONE HOUR	✓	218	100.000
C - A12 South		ONE HOUR	✓	769	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	64	620
	B - B1122 Middleton Road	104	0	114
	C - A12 South	684	85	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.09	0.91
	B - B1122 Middleton Road	0.48	0.00	0.52
	C - A12 South	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	6	5
	B - B1122 Middleton Road	6	0	5
	C - A12 South	4	2	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.063	1.053
	B - B1122 Middleton Road	1.058	1.000	1.053
	C - A12 South	1.038	1.024	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A12 North	515	543
	B - B1122 Middleton Road	164	173
	C - A12 South	579	600
15:00-15:15	A - A12 North	615	648
	B - B1122 Middleton Road	196	207
	C - A12 South	691	716
15:15-15:30	A - A12 North	753	794
	B - B1122 Middleton Road	240	253
	C - A12 South	847	878
15:30-15:45	A - A12 North	753	794
	B - B1122 Middleton Road	240	253
	C - A12 South	847	878
15:45-16:00	A - A12 North	615	648
	B - B1122 Middleton Road	196	207
	C - A12 South	691	716
16:00-16:15	A - A12 North	515	543
	B - B1122 Middleton Road	164	173
	C - A12 South	579	600

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.70	11.09	2.3	7.1	B	628	941
B - B1122 Middleton Road	0.24	4.67	0.3	1.3	A	200	300
C - A12 South	0.79	15.70	3.6	17.5	C	706	1058

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	515	129	64	1091	0.472	511	589	0.0	0.9	6.174	A
B - B1122 Middleton Road	164	41	464	1126	0.146	163	111	0.0	0.2	3.740	A
C - A12 South	579	145	78	1092	0.530	575	549	0.0	1.1	6.899	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	615	154	76	1085	0.567	613	706	0.9	1.3	7.604	A
B - B1122 Middleton Road	196	49	556	1077	0.182	196	134	0.2	0.2	4.084	A
C - A12 South	691	173	93	1085	0.637	689	658	1.1	1.7	9.042	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	753	188	93	1077	0.699	749	861	1.3	2.2	10.847	B
B - B1122 Middleton Road	240	60	679	1012	0.237	240	163	0.2	0.3	4.659	A
C - A12 South	847	212	114	1074	0.788	840	805	1.7	3.5	14.910	B

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	753	188	94	1077	0.699	753	867	2.2	2.3	11.093	B
B - B1122 Middleton Road	240	60	682	1010	0.238	240	164	0.3	0.3	4.673	A
C - A12 South	847	212	115	1074	0.788	846	808	3.5	3.6	15.702	C

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	615	154	77	1085	0.567	619	715	2.3	1.3	7.788	A
B - B1122 Middleton Road	196	49	561	1074	0.182	196	135	0.3	0.2	4.102	A
C - A12 South	691	173	94	1084	0.638	698	663	3.6	1.8	9.492	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	515	129	64	1091	0.472	517	596	1.3	0.9	6.289	A
B - B1122 Middleton Road	164	41	468	1123	0.146	164	113	0.2	0.2	3.757	A
C - A12 South	579	145	78	1092	0.530	582	554	1.8	1.1	7.092	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.88	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C - A12 South	1.11	0.55	1.00	1.40	1.45			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.28	0.07	0.95	2.62	3.57			N/A	N/A
B - B1122 Middleton Road	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C - A12 South	1.71	0.06	0.91	4.08	5.94			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.24	0.03	0.28	2.24	7.11			N/A	N/A
B - B1122 Middleton Road	0.31	0.03	0.25	0.46	0.48			N/A	N/A
C - A12 South	3.46	0.03	0.32	5.26	17.51			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.28	0.03	0.27	2.28	2.98			N/A	N/A
B - B1122 Middleton Road	0.31	0.03	0.31	1.06	1.32			N/A	N/A
C - A12 South	3.58	0.03	0.28	3.58	10.83			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.33	0.07	0.91	2.83	3.92			N/A	N/A
B - B1122 Middleton Road	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C - A12 South	1.81	0.05	0.53	4.72	7.36			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.91	0.05	0.45	1.97	3.00			N/A	N/A
B - B1122 Middleton Road	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C - A12 South	1.15	0.04	0.37	2.89	5.26			N/A	N/A

A12 / B1122 - 2034 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	11.85	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	641	100.000
B - B1122 Middleton Road		ONE HOUR	✓	186	100.000
C - A12 South		ONE HOUR	✓	803	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	77	564
	B - B1122 Middleton Road	92	0	94
	C - A12 South	719	84	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.12	0.88
	B - B1122 Middleton Road	0.49	0.00	0.51
	C - A12 South	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	0	2
	B - B1122 Middleton Road	1	0	0
	C - A12 South	2	1	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.000	1.023
	B - B1122 Middleton Road	1.011	1.000	1.000
	C - A12 South	1.015	1.012	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A12 North	483	492
	B - B1122 Middleton Road	140	141
	C - A12 South	605	614
17:00-17:15	A - A12 North	576	588
	B - B1122 Middleton Road	167	168
	C - A12 South	722	733
17:15-17:30	A - A12 North	706	720
	B - B1122 Middleton Road	205	206
	C - A12 South	884	897
17:30-17:45	A - A12 North	706	720
	B - B1122 Middleton Road	205	206
	C - A12 South	884	897
17:45-18:00	A - A12 North	576	588
	B - B1122 Middleton Road	167	168
	C - A12 South	722	733
18:00-18:15	A - A12 North	483	492
	B - B1122 Middleton Road	140	141
	C - A12 South	605	614

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.63	8.82	1.7	2.3	A	588	882
B - B1122 Middleton Road	0.19	4.00	0.2	0.5	A	171	256
C - A12 South	0.80	16.09	3.8	19.1	C	737	1105

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	483	121	63	1128	0.428	480	606	0.0	0.7	5.527	A
B - B1122 Middleton Road	140	35	422	1211	0.116	140	120	0.0	0.1	3.358	A
C - A12 South	605	151	69	1121	0.539	600	493	0.0	1.2	6.846	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	576	144	75	1122	0.514	575	727	0.7	1.0	6.567	A
B - B1122 Middleton Road	167	42	506	1166	0.143	167	144	0.1	0.2	3.604	A
C - A12 South	722	180	83	1115	0.648	719	590	1.2	1.8	9.045	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	706	176	92	1114	0.634	703	886	1.0	1.7	8.706	A
B - B1122 Middleton Road	205	51	619	1105	0.185	205	176	0.2	0.2	3.996	A
C - A12 South	884	221	101	1106	0.800	877	722	1.8	3.7	15.205	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	706	176	92	1114	0.634	706	892	1.7	1.7	8.817	A
B - B1122 Middleton Road	205	51	621	1104	0.185	205	177	0.2	0.2	4.003	A
C - A12 South	884	221	101	1106	0.800	884	724	3.7	3.8	16.094	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	576	144	76	1121	0.514	579	736	1.7	1.1	6.666	A
B - B1122 Middleton Road	167	42	509	1164	0.144	167	146	0.2	0.2	3.612	A
C - A12 South	722	180	83	1115	0.648	730	594	3.8	1.9	9.529	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	483	121	64	1128	0.428	484	613	1.1	0.8	5.602	A
B - B1122 Middleton Road	140	35	426	1209	0.116	140	122	0.2	0.1	3.368	A
C - A12 South	605	151	69	1121	0.539	607	497	1.9	1.2	7.043	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.74	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C - A12 South	1.15	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.04	0.09	0.93	1.77	2.25			N/A	N/A
B - B1122 Middleton Road	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C - A12 South	1.79	0.06	0.89	4.38	6.42			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.69	0.03	0.27	1.69	2.11			N/A	N/A
B - B1122 Middleton Road	0.23	0.03	0.25	0.46	0.48			N/A	N/A
C - A12 South	3.69	0.03	0.32	6.13	19.09			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.71	0.03	0.27	1.71	1.71			N/A	N/A
B - B1122 Middleton Road	0.23	0.03	0.26	0.47	0.49			N/A	N/A
C - A12 South	3.83	0.03	0.29	3.83	12.36			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.07	0.10	0.98	1.78	2.24			N/A	N/A
B - B1122 Middleton Road	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C - A12 South	1.89	0.05	0.50	4.97	7.88			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.76	0.05	0.59	1.30	1.80			N/A	N/A
B - B1122 Middleton Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C - A12 South	1.19	0.04	0.37	2.98	5.61			N/A	N/A

A12 / B1122 - 2034 Operational Led, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	4.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	407	100.000
B - B1122 Middleton Road		ONE HOUR	✓	75	100.000
C - A12 South		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	134	274
	B - B1122 Middleton Road	47	0	27
	C - A12 South	157	56	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.33	0.67
	B - B1122 Middleton Road	0.63	0.00	0.37
	C - A12 South	0.74	0.26	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	1	6
	B - B1122 Middleton Road	7	0	1
	C - A12 South	16	0	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.010	1.060
	B - B1122 Middleton Road	1.073	1.000	1.006
	C - A12 South	1.158	1.004	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A12 North	307	320
	B - B1122 Middleton Road	56	59
	C - A12 South	160	179
06:00-06:15	A - A12 North	366	382
	B - B1122 Middleton Road	67	70
	C - A12 South	192	214
06:15-06:30	A - A12 North	449	468
	B - B1122 Middleton Road	82	86
	C - A12 South	235	262
06:30-06:45	A - A12 North	449	468
	B - B1122 Middleton Road	82	86
	C - A12 South	235	262
06:45-07:00	A - A12 North	366	382
	B - B1122 Middleton Road	67	70
	C - A12 South	192	214
07:00-07:15	A - A12 North	307	320
	B - B1122 Middleton Road	56	59
	C - A12 South	160	179

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.41	5.50	0.7	2.6	A	374	561
B - B1122 Middleton Road	0.07	3.17	0.1	0.5	A	68	103
C - A12 South	0.23	4.56	0.3	1.3	A	195	293

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	307	77	42	1113	0.276	305	153	0.0	0.4	4.450	A
B - B1122 Middleton Road	56	14	205	1269	0.044	56	142	0.0	0.0	2.968	A
C - A12 South	160	40	35	1032	0.155	160	226	0.0	0.2	4.123	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	366	92	50	1109	0.330	366	184	0.4	0.5	4.842	A
B - B1122 Middleton Road	67	17	246	1247	0.054	67	170	0.0	0.1	3.050	A
C - A12 South	192	48	42	1029	0.186	191	271	0.2	0.2	4.297	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	449	112	61	1104	0.406	448	225	0.5	0.7	5.485	A
B - B1122 Middleton Road	82	21	301	1218	0.067	82	208	0.1	0.1	3.169	A
C - A12 South	235	59	52	1024	0.229	234	331	0.2	0.3	4.555	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	449	112	61	1104	0.406	449	225	0.7	0.7	5.495	A
B - B1122 Middleton Road	82	21	301	1217	0.067	82	208	0.1	0.1	3.170	A
C - A12 South	235	59	52	1024	0.229	235	332	0.3	0.3	4.557	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	366	92	50	1109	0.330	367	184	0.7	0.5	4.857	A
B - B1122 Middleton Road	67	17	247	1247	0.054	67	170	0.1	0.1	3.053	A
C - A12 South	192	48	42	1029	0.186	192	271	0.3	0.2	4.303	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	307	77	42	1113	0.276	307	154	0.5	0.4	4.472	A
B - B1122 Middleton Road	56	14	206	1268	0.044	56	143	0.1	0.0	2.972	A
C - A12 South	160	40	36	1032	0.155	161	227	0.2	0.2	4.131	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.38	0.00	0.00	0.38	0.38			N/A	N/A
B - B1122 Middleton Road	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C - A12 South	0.18	0.00	0.00	0.18	0.18			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.49	0.00	0.00	0.49	0.49			N/A	N/A
B - B1122 Middleton Road	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	0.23	0.00	0.00	0.23	0.23			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.68	0.03	0.25	0.68	0.68			N/A	N/A
B - B1122 Middleton Road	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C - A12 South	0.30	0.03	0.25	0.46	0.48			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.68	0.03	0.28	0.79	2.61			N/A	N/A
B - B1122 Middleton Road	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A12 South	0.30	0.03	0.31	1.02	1.30			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.50	0.00	0.00	0.50	0.50			N/A	N/A
B - B1122 Middleton Road	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C - A12 South	0.23	0.00	0.00	0.23	0.23			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.38	0.00	0.00	0.38	0.38			N/A	N/A
B - B1122 Middleton Road	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C - A12 South	0.18	0.00	0.00	0.18	0.18			N/A	N/A

A12 / B1122 - 2034 Operational Led, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	7.83	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	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	568	100.000
B - B1122 Middleton Road		ONE HOUR	✓	125	100.000
C - A12 South		ONE HOUR	✓	577	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	160	408
	B - B1122 Middleton Road	85	0	40
	C - A12 South	501	76	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.28	0.72
	B - B1122 Middleton Road	0.68	0.00	0.32
	C - A12 South	0.87	0.13	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	4	9
	B - B1122 Middleton Road	5	0	1
	C - A12 South	6	4	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.036	1.085
	B - B1122 Middleton Road	1.048	1.000	1.008
	C - A12 South	1.058	1.035	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A12 North	428	458
	B - B1122 Middleton Road	94	98
	C - A12 South	434	458
07:00-07:15	A - A12 North	511	547
	B - B1122 Middleton Road	113	117
	C - A12 South	519	547
07:15-07:30	A - A12 North	625	670
	B - B1122 Middleton Road	138	143
	C - A12 South	635	670
07:30-07:45	A - A12 North	625	670
	B - B1122 Middleton Road	138	143
	C - A12 South	635	670
07:45-08:00	A - A12 North	511	547
	B - B1122 Middleton Road	113	117
	C - A12 South	519	547
08:00-08:15	A - A12 North	428	458
	B - B1122 Middleton Road	94	98
	C - A12 South	434	458

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.59	8.20	1.4	1.7	A	521	782
B - B1122 Middleton Road	0.12	3.56	0.1	0.5	A	115	172
C - A12 South	0.60	8.37	1.5	1.8	A	529	794

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	428	107	57	1076	0.397	425	439	0.0	0.7	5.504	A
B - B1122 Middleton Road	94	24	305	1227	0.077	94	176	0.0	0.1	3.176	A
C - A12 South	434	109	64	1080	0.402	432	335	0.0	0.7	5.535	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	511	128	68	1071	0.477	510	527	0.7	0.9	6.399	A
B - B1122 Middleton Road	113	28	366	1194	0.094	112	211	0.1	0.1	3.329	A
C - A12 South	519	130	77	1073	0.483	518	402	0.7	0.9	6.465	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	625	156	83	1064	0.588	623	644	0.9	1.4	8.132	A
B - B1122 Middleton Road	138	34	448	1148	0.120	138	259	0.1	0.1	3.561	A
C - A12 South	635	159	94	1065	0.596	633	491	0.9	1.4	8.290	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	625	156	83	1064	0.588	625	646	1.4	1.4	8.204	A
B - B1122 Middleton Road	138	34	449	1148	0.120	138	259	0.1	0.1	3.564	A
C - A12 South	635	159	94	1065	0.596	635	493	1.4	1.5	8.369	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	511	128	68	1071	0.477	513	529	1.4	0.9	6.468	A
B - B1122 Middleton Road	113	28	368	1192	0.094	113	213	0.1	0.1	3.333	A
C - A12 South	519	130	77	1073	0.483	521	404	1.5	0.9	6.539	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	428	107	57	1076	0.397	429	443	0.9	0.7	5.570	A
B - B1122 Middleton Road	94	24	308	1226	0.077	94	178	0.1	0.1	3.184	A
C - A12 South	434	109	64	1079	0.402	435	338	0.9	0.7	5.599	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.65	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A12 South	0.67	0.55	1.00	1.40	1.45			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.90	0.10	0.91	1.23	1.66			N/A	N/A
B - B1122 Middleton Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A12 South	0.92	0.10	0.92	1.36	1.75			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.40	0.03	0.27	1.40	1.40			N/A	N/A
B - B1122 Middleton Road	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C - A12 South	1.45	0.03	0.27	1.45	1.45			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.41	0.03	0.27	1.41	1.41			N/A	N/A
B - B1122 Middleton Road	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C - A12 South	1.46	0.03	0.27	1.46	1.46			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.92	0.12	0.94	1.25	1.67			N/A	N/A
B - B1122 Middleton Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A12 South	0.95	0.11	0.94	1.38	1.75			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.67	0.06	0.63	1.12	1.12			N/A	N/A
B - B1122 Middleton Road	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A12 South	0.68	0.06	0.62	1.32	1.32			N/A	N/A

A12 / B1122 - 2034 Operational Led, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	9.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D28	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	646	100.000
B - B1122 Middleton Road		ONE HOUR	✓	101	100.000
C - A12 South		ONE HOUR	✓	648	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	129	517
	B - B1122 Middleton Road	54	0	46
	C - A12 South	573	75	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.20	0.80
	B - B1122 Middleton Road	0.54	0.00	0.46
	C - A12 South	0.88	0.12	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	4	6
	B - B1122 Middleton Road	8	0	5
	C - A12 South	6	2	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.036	1.064
	B - B1122 Middleton Road	1.080	1.000	1.053
	C - A12 South	1.063	1.023	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A12 North	486	515
	B - B1122 Middleton Road	76	81
	C - A12 South	488	517
08:00-08:15	A - A12 North	581	615
	B - B1122 Middleton Road	91	97
	C - A12 South	583	617
08:15-08:30	A - A12 North	711	753
	B - B1122 Middleton Road	111	118
	C - A12 South	714	756
08:30-08:45	A - A12 North	711	753
	B - B1122 Middleton Road	111	118
	C - A12 South	714	756
08:45-09:00	A - A12 North	581	615
	B - B1122 Middleton Road	91	97
	C - A12 South	583	617
09:00-09:15	A - A12 North	486	515
	B - B1122 Middleton Road	76	81
	C - A12 South	488	517

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.66	9.82	1.9	3.9	A	593	889
B - B1122 Middleton Road	0.11	3.81	0.1	0.5	A	92	139
C - A12 South	0.66	9.89	1.9	4.1	A	595	892

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	486	122	56	1090	0.446	483	469	0.0	0.8	5.902	A
B - B1122 Middleton Road	76	19	386	1151	0.066	76	153	0.0	0.1	3.348	A
C - A12 South	488	122	41	1087	0.449	485	421	0.0	0.8	5.953	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	581	145	68	1085	0.535	579	563	0.8	1.1	7.105	A
B - B1122 Middleton Road	91	23	463	1110	0.082	91	184	0.1	0.1	3.530	A
C - A12 South	583	146	49	1083	0.538	581	505	0.8	1.1	7.162	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	711	178	83	1078	0.660	708	688	1.1	1.9	9.664	A
B - B1122 Middleton Road	111	28	566	1056	0.105	111	225	0.1	0.1	3.808	A
C - A12 South	714	178	60	1077	0.663	711	617	1.1	1.9	9.741	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	711	178	83	1078	0.660	711	691	1.9	1.9	9.816	A
B - B1122 Middleton Road	111	28	569	1055	0.105	111	225	0.1	0.1	3.813	A
C - A12 South	714	178	60	1077	0.663	714	620	1.9	1.9	9.894	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	581	145	68	1084	0.535	584	567	1.9	1.2	7.229	A
B - B1122 Middleton Road	91	23	467	1108	0.082	91	185	0.1	0.1	3.539	A
C - A12 South	583	146	49	1083	0.538	586	509	1.9	1.2	7.289	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	486	122	57	1090	0.446	488	474	1.2	0.8	5.993	A
B - B1122 Middleton Road	76	19	390	1149	0.066	76	155	0.1	0.1	3.357	A
C - A12 South	488	122	41	1086	0.449	490	425	1.2	0.8	6.044	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.80	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A12 South	0.81	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.13	0.08	0.95	1.98	2.74			N/A	N/A
B - B1122 Middleton Road	0.09	0.03	0.26	0.47	0.50			N/A	N/A
C - A12 South	1.15	0.08	0.95	2.01	2.79			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.88	0.03	0.28	1.88	3.93			N/A	N/A
B - B1122 Middleton Road	0.12	0.03	0.26	0.46	0.49			N/A	N/A
C - A12 South	1.91	0.03	0.28	1.91	4.13			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.91	0.03	0.27	1.91	1.91			N/A	N/A
B - B1122 Middleton Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C - A12 South	1.93	0.03	0.27	1.93	1.93			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.17	0.08	0.96	2.12	2.86			N/A	N/A
B - B1122 Middleton Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A12 South	1.19	0.08	0.96	2.19	2.92			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.82	0.05	0.50	1.63	2.26			N/A	N/A
B - B1122 Middleton Road	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A12 South	0.83	0.05	0.50	1.66	2.33			N/A	N/A

A12 / B1122 - 2034 Operational Led, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	11.52	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D29	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	686	100.000
B - B1122 Middleton Road		ONE HOUR	✓	197	100.000
C - A12 South		ONE HOUR	✓	742	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	74	612
	B - B1122 Middleton Road	111	0	86
	C - A12 South	680	61	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.11	0.89
	B - B1122 Middleton Road	0.56	0.00	0.44
	C - A12 South	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	5	5
	B - B1122 Middleton Road	6	0	6
	C - A12 South	4	4	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.050	1.053
	B - B1122 Middleton Road	1.059	1.000	1.063
	C - A12 South	1.037	1.036	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A12 North	516	544
	B - B1122 Middleton Road	148	157
	C - A12 South	558	579
15:00-15:15	A - A12 North	617	649
	B - B1122 Middleton Road	177	188
	C - A12 South	667	692
15:15-15:30	A - A12 North	755	795
	B - B1122 Middleton Road	217	230
	C - A12 South	817	847
15:30-15:45	A - A12 North	755	795
	B - B1122 Middleton Road	217	230
	C - A12 South	817	847
15:45-16:00	A - A12 North	617	649
	B - B1122 Middleton Road	177	188
	C - A12 South	667	692
16:00-16:15	A - A12 North	516	544
	B - B1122 Middleton Road	148	157
	C - A12 South	558	579

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.69	10.74	2.2	6.5	B	629	944
B - B1122 Middleton Road	0.21	4.54	0.3	1.2	A	181	271
C - A12 South	0.76	14.16	3.1	14.2	B	681	1021

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	516	129	46	1100	0.469	513	592	0.0	0.9	6.095	A
B - B1122 Middleton Road	148	37	458	1123	0.132	148	101	0.0	0.2	3.690	A
C - A12 South	558	140	83	1089	0.513	554	522	0.0	1.0	6.686	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	617	154	55	1096	0.563	615	709	0.9	1.3	7.463	A
B - B1122 Middleton Road	177	44	549	1075	0.165	177	121	0.2	0.2	4.007	A
C - A12 South	667	167	99	1081	0.617	665	626	1.0	1.6	8.608	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	755	189	67	1090	0.693	752	866	1.3	2.2	10.516	B
B - B1122 Middleton Road	217	54	671	1011	0.215	217	148	0.2	0.3	4.531	A
C - A12 South	817	204	122	1070	0.763	811	765	1.6	3.0	13.598	B

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	755	189	67	1090	0.693	755	871	2.2	2.2	10.735	B
B - B1122 Middleton Road	217	54	674	1010	0.215	217	149	0.3	0.3	4.541	A
C - A12 South	817	204	122	1070	0.764	816	769	3.0	3.1	14.159	B

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	617	154	56	1096	0.563	620	717	2.2	1.3	7.632	A
B - B1122 Middleton Road	177	44	553	1073	0.165	177	122	0.3	0.2	4.023	A
C - A12 South	667	167	100	1080	0.617	673	631	3.1	1.7	8.952	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	516	129	46	1100	0.469	518	598	1.3	0.9	6.203	A
B - B1122 Middleton Road	148	37	462	1120	0.132	149	102	0.2	0.2	3.706	A
C - A12 South	558	140	83	1088	0.513	561	527	1.7	1.1	6.852	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.87	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C - A12 South	1.04	0.55	1.00	1.40	1.45			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.26	0.07	0.95	2.55	3.46			N/A	N/A
B - B1122 Middleton Road	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C - A12 South	1.57	0.06	0.92	3.64	5.17			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.17	0.03	0.28	2.17	6.45			N/A	N/A
B - B1122 Middleton Road	0.27	0.03	0.25	0.46	0.48			N/A	N/A
C - A12 South	3.04	0.03	0.30	3.40	14.19			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.21	0.03	0.27	2.21	2.68			N/A	N/A
B - B1122 Middleton Road	0.27	0.03	0.29	0.85	1.18			N/A	N/A
C - A12 South	3.13	0.03	0.28	3.13	7.59			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.31	0.07	0.93	2.73	3.77			N/A	N/A
B - B1122 Middleton Road	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C - A12 South	1.65	0.05	0.67	4.12	6.25			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.90	0.05	0.46	1.93	2.91			N/A	N/A
B - B1122 Middleton Road	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C - A12 South	1.07	0.04	0.39	2.69	4.61			N/A	N/A

A12 / B1122 - 2034 Operational Led, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J13	A12 / B1122	Standard Roundabout	A, B, C	10.58	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D30	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	642	100.000
B - B1122 Middleton Road		ONE HOUR	✓	171	100.000
C - A12 South		ONE HOUR	✓	763	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	90	552
	B - B1122 Middleton Road	106	0	65
	C - A12 South	707	56	0

Proportions

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0.00	0.14	0.86
	B - B1122 Middleton Road	0.62	0.00	0.38
	C - A12 South	0.93	0.07	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	0	0	2
	B - B1122 Middleton Road	1	0	0
	C - A12 South	1	2	0

Average PCU Per Veh

		To		
		A - A12 North	B - B1122 Middleton Road	C - A12 South
From	A - A12 North	1.000	1.000	1.019
	B - B1122 Middleton Road	1.009	1.000	1.002
	C - A12 South	1.014	1.022	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A12 North	483	491
	B - B1122 Middleton Road	129	129
	C - A12 South	575	583
17:00-17:15	A - A12 North	577	587
	B - B1122 Middleton Road	154	155
	C - A12 South	686	696
17:15-17:30	A - A12 North	707	719
	B - B1122 Middleton Road	188	189
	C - A12 South	840	853
17:30-17:45	A - A12 North	707	719
	B - B1122 Middleton Road	188	189
	C - A12 South	840	853
17:45-18:00	A - A12 North	577	587
	B - B1122 Middleton Road	154	155
	C - A12 South	686	696
18:00-18:15	A - A12 North	483	491
	B - B1122 Middleton Road	129	129
	C - A12 South	575	583

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.62	8.45	1.6	2.0	A	589	884
B - B1122 Middleton Road	0.17	3.90	0.2	0.5	A	157	235
C - A12 South	0.76	13.85	3.2	14.2	B	700	1051

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	483	121	42	1142	0.423	480	608	0.0	0.7	5.418	A
B - B1122 Middleton Road	129	32	413	1215	0.106	128	109	0.0	0.1	3.310	A
C - A12 South	575	144	79	1117	0.515	570	462	0.0	1.0	6.541	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	577	144	50	1138	0.507	576	729	0.7	1.0	6.393	A
B - B1122 Middleton Road	154	38	495	1171	0.131	153	131	0.1	0.2	3.537	A
C - A12 South	686	172	95	1109	0.619	684	554	1.0	1.6	8.423	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	707	177	61	1133	0.624	704	890	1.0	1.6	8.360	A
B - B1122 Middleton Road	188	47	606	1112	0.169	188	160	0.2	0.2	3.894	A
C - A12 South	840	210	116	1099	0.765	834	677	1.6	3.1	13.268	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	707	177	61	1132	0.624	707	895	1.6	1.6	8.455	A
B - B1122 Middleton Road	188	47	608	1111	0.169	188	160	0.2	0.2	3.901	A
C - A12 South	840	210	116	1099	0.765	840	679	3.1	3.2	13.854	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	577	144	51	1138	0.507	580	737	1.6	1.0	6.479	A
B - B1122 Middleton Road	154	38	498	1169	0.131	154	132	0.2	0.2	3.544	A
C - A12 South	686	172	95	1109	0.619	692	557	3.2	1.7	8.753	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	483	121	42	1142	0.423	485	614	1.0	0.7	5.489	A
B - B1122 Middleton Road	129	32	417	1213	0.106	129	110	0.2	0.1	3.319	A
C - A12 South	575	144	80	1117	0.515	577	466	1.7	1.1	6.702	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.73	0.55	1.00	1.40	1.45			N/A	N/A
B - B1122 Middleton Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C - A12 South	1.04	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.02	0.09	0.93	1.70	2.03			N/A	N/A
B - B1122 Middleton Road	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C - A12 South	1.58	0.06	0.91	3.70	5.30			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.62	0.03	0.27	1.62	1.62			N/A	N/A
B - B1122 Middleton Road	0.20	0.03	0.25	0.46	0.48			N/A	N/A
C - A12 South	3.06	0.03	0.30	3.32	14.20			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.64	0.03	0.27	1.64	1.64			N/A	N/A
B - B1122 Middleton Road	0.20	0.03	0.25	0.45	0.48			N/A	N/A
C - A12 South	3.15	0.03	0.28	3.15	7.41			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.04	0.10	0.98	1.69	1.98			N/A	N/A
B - B1122 Middleton Road	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C - A12 South	1.66	0.05	0.68	4.15	6.28			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.74	0.06	0.62	1.17	1.70			N/A	N/A
B - B1122 Middleton Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C - A12 South	1.08	0.04	0.39	2.71	4.64			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.09.22_J15_miti_Model_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\Mitigation Models\J15_miti\Model
Report generation date: 18/12/2020 12:30:19

»2023 Reference Case , 6-7 AM
»2023 Reference Case , 7-8 AM
»2023 Reference Case , 8-9 AM
»2023 Reference Case , 3-4 PM
»2023 Reference Case , 5-6 PM
»2023 Early Years , 6-7 AM
»2023 Early Years , 7-8 AM
»2023 Early Years , 8-9 AM
»2023 Early Years , 3-4 PM
»2023 Early Years , 5-6 PM
»2028 Reference Case , 6-7 AM
»2028 Reference Case , 7-8 AM
»2028 Reference Case , 8-9 AM
»2028 Reference Case , 3-4 PM
»2028 Reference Case , 5-6 PM
»2028 Peak Construction, 6-7 AM
»2028 Peak Construction, 7-8 AM
»2028 Peak Construction, 8-9 AM
»2028 Peak Construction, 3-4 PM
»2028 Peak Construction, 5-6 PM
»2034 Reference Case , 6-7 AM
»2034 Reference Case , 7-8 AM
»2034 Reference Case , 8-9 AM
»2034 Reference Case , 3-4 PM
»2034 Reference Case , 5-6 PM
»2034 Operational Led, 6-7 AM
»2034 Operational Led, 7-8 AM
»2034 Operational Led, 8-9 AM
»2034 Operational Led, 3-4 PM
»2034 Operational Led, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
2023 Reference Case																									
Stream B-C	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
Stream B-A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
Stream C-AB	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
2023 Early Years																									
Stream B-C	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	0.5	6.73	0.04	A
Stream B-A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.1	0.5	7.86	0.08	A
Stream C-AB	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
2028 Reference Case																									
Stream B-C	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
Stream B-A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
Stream C-AB	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
2028 Peak Construction																									
Stream B-C	0.0	0.5	10.26	0.02	B	0.0	0.5	12.93	0.02	B	0.0	0.5	10.92	0.02	B	0.0	0.5	11.87	0.02	B	0.0	0.5	12.26	0.01	B
Stream B-A	0.0	0.5	7.96	0.01	A	0.1	0.5	7.38	0.07	A	0.1	0.5	7.59	0.09	A	0.3	1.5	9.05	0.25	A	0.2	0.5	7.91	0.16	A
Stream C-AB	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
2034 Reference Case																									
Stream B-C	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
Stream B-A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
Stream C-AB	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
2034 Operational Led																									
Stream B-C	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
Stream B-A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A
Stream C-AB	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A

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

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

File summary

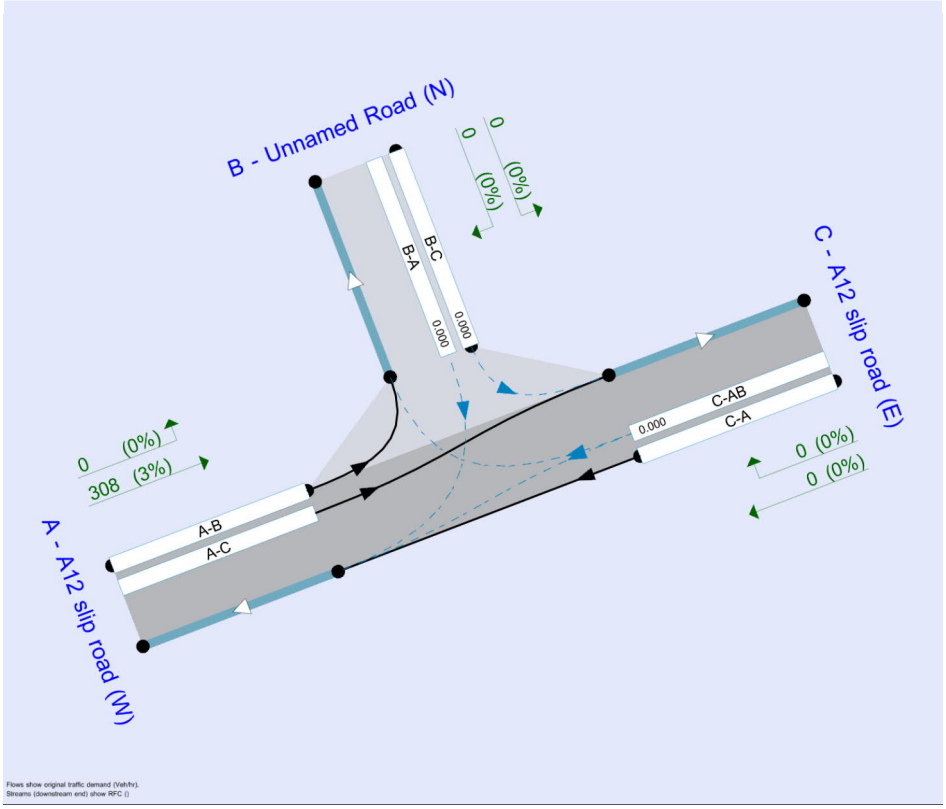
File Description

Title	Park and Ride (Wickham Market)
Location	52.162612°, 1.381759°
Site number	15
Date	01/08/2019
Version	

Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INAA02374
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	mph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

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
D1	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D28	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A12 slip road (W)		Major
B	Unnamed Road (N)		Minor
C	A12 slip road (E)		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 - A12 slip road (E)	7.40			139.0	✓	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	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 - Unnamed Road (N)	One lane plus flare	10.00	7.90	5.10	4.60	4.50	✓	3.00	24	131

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
J15	B-A	561	0.096	0.242	0.153	0.346
J15	B-C	721	0.104	0.262	-	-
J15	C-B	654	0.238	0.238	-	-

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	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	40	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	40
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	3

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.025

B - Unnamed Road (N)	0	0	0
C - A12 slip road (E)	0	0	0

B - Unnamed Road (N)	1.000	1.000	1.000
C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A12 slip road (W)	30	31
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:00-06:15	A - A12 slip road (W)	36	37
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:15-06:30	A - A12 slip road (W)	44	45
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:30-06:45	A - A12 slip road (W)	44	45
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:45-07:00	A - A12 slip road (W)	36	37
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:00-07:15	A - A12 slip road (W)	30	31
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						37	55

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	713	0.000	0	0.0	0.0	0.000	A
B-A	0	0	553	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	30	8			30				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	711	0.000	0	0.0	0.0	0.000	A
B-A	0	0	552	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	36	9			36				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	709	0.000	0	0.0	0.0	0.000	A
B-A	0	0	550	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	644	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	44	11			44				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	709	0.000	0	0.0	0.0	0.000	A
B-A	0	0	550	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	644	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	44	11			44				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	711	0.000	0	0.0	0.0	0.000	A
B-A	0	0	552	0.000	0	0.0	0.0	0.000	A

C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	36	9			36				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	713	0.000	0	0.0	0.0	0.000	A
B-A	0	0	553	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	30	8			30				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D2	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	96	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	96
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	7
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.073
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A12 slip road (W)	72	78
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:00-07:15	A - A12 slip road (W)	86	93
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:15-07:30	A - A12 slip road (W)	106	113
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:30-07:45	A - A12 slip road (W)	106	113
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:45-08:00	A - A12 slip road (W)	86	93
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:00-08:15	A - A12 slip road (W)	72	78
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						88	132

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	701	0.000	0	0.0	0.0	0.000	A
B-A	0	0	542	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	636	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	72	18			72				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	697	0.000	0	0.0	0.0	0.000	A
B-A	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	632	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	86	22			86				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	691	0.000	0	0.0	0.0	0.000	A
B-A	0	0	533	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	106	26			106				

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)	LOS
B-C	0	0	691	0.000	0	0.0	0.0	0.000	A
B-A	0	0	533	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	106	26			106				

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)	LOS
B-C	0	0	697	0.000	0	0.0	0.0	0.000	A
B-A	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	632	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	86	22			86				

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)	LOS
B-C	0	0	701	0.000	0	0.0	0.0	0.000	A
B-A	0	0	542	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	636	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	72	18			72				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	131	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	131
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	11
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.115
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A12 slip road (W)	99	110
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:00-08:15	A - A12 slip road (W)	118	131
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:15-08:30	A - A12 slip road (W)	144	161
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:30-08:45	A - A12 slip road (W)	144	161
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:45-09:00	A - A12 slip road (W)	118	131
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
09:00-09:15	A - A12 slip road (W)	99	110
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						120	180

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)	LOS
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	99	25			99				

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)	LOS
B-C	0	0	687	0.000	0	0.0	0.0	0.000	A
B-A	0	0	529	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	623	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	118	29			118				

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)	LOS
B-C	0	0	679	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	144	36			144				

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)	LOS
B-C	0	0	679	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	144	36			144				

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)	LOS
B-C	0	0	687	0.000	0	0.0	0.0	0.000	A
B-A	0	0	529	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	623	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	118	29			118				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	99	25			99				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D4	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	120	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	120
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	1	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	4
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.042
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A12 slip road (W)	90	94
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:00-15:15	A - A12 slip road (W)	108	112
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:15-15:30	A - A12 slip road (W)	132	138
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:30-15:45	A - A12 slip road (W)	132	138
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:45-16:00	A - A12 slip road (W)	108	112
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
16:00-16:15	A - A12 slip road (W)	90	94
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						110	165

Main Results for each time segment

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)	LOS
B-C	0	0	696	0.000	0	0.0	0.0	0.000	A
B-A	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	632	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	90	23			90				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	108	27			108				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	685	0.000	0	0.0	0.0	0.000	A
B-A	0	0	527	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	132	33			132				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	685	0.000	0	0.0	0.0	0.000	A
B-A	0	0	527	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	132	33			132				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	108	27			108				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	696	0.000	0	0.0	0.0	0.000	A
B-A	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	632	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	90	23			90				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D5	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	136	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	136
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	4
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.037
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A12 slip road (W)	102	106
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:00-17:15	A - A12 slip road (W)	122	127
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:15-17:30	A - A12 slip road (W)	150	155
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:30-17:45	A - A12 slip road (W)	150	155
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:45-18:00	A - A12 slip road (W)	122	127
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
18:00-18:15	A - A12 slip road (W)	102	106
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						125	187

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)	LOS
B-C	0	0	693	0.000	0	0.0	0.0	0.000	A
B-A	0	0	535	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	629	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	102	26			102				

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)	LOS
B-C	0	0	688	0.000	0	0.0	0.0	0.000	A
B-A	0	0	530	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	122	31			122				

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)	LOS
B-C	0	0	680	0.000	0	0.0	0.0	0.000	A
B-A	0	0	523	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	150	37			150				

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)	LOS
B-C	0	0	680	0.000	0	0.0	0.0	0.000	A
B-A	0	0	523	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	150	37			150				

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)	LOS
B-C	0	0	688	0.000	0	0.0	0.0	0.000	A
B-A	0	0	530	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	122	31			122				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	693	0.000	0	0.0	0.0	0.000	A
B-A	0	0	535	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	629	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	102	26			102				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Early Years , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D6	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	126	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	12	114
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.10	0.90
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	8	4
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.083	1.044
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A12 slip road (W)	95	99
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:00-06:15	A - A12 slip road (W)	113	119
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:15-06:30	A - A12 slip road (W)	139	145
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:30-06:45	A - A12 slip road (W)	139	145
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:45-07:00	A - A12 slip road (W)	113	119
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:00-07:15	A - A12 slip road (W)	95	99
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						11	17
A-C						105	157

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	696	0.000	0	0.0	0.0	0.000	A
B-A	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	631	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	9	2			9				
A-C	86	21			86				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	626	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	11	3			11				
A-C	102	26			102				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	685	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	620	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	13	3			13				
A-C	126	31			126				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	685	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	620	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	13	3			13				
A-C	126	31			126				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	626	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	11	3			11				
A-C	102	26			102				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	696	0.000	0	0.0	0.0	0.000	A
B-A	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	631	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	9	2			9				
A-C	86	21			86				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Early Years , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D7	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	288	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	67	221
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.23	0.77
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	4	6
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.045	1.059
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A12 slip road (W)	217	229
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:00-07:15	A - A12 slip road (W)	259	273
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:15-07:30	A - A12 slip road (W)	317	335
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:30-07:45	A - A12 slip road (W)	317	335
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:45-08:00	A - A12 slip road (W)	259	273
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:00-08:15	A - A12 slip road (W)	217	229
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						61	92
A-C						203	304

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	669	0.000	0	0.0	0.0	0.000	A
B-A	0	0	513	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	600	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	50	13			50				
A-C	166	42			166				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	659	0.000	0	0.0	0.0	0.000	A
B-A	0	0	504	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	589	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	60	15			60				
A-C	199	50			199				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	645	0.000	0	0.0	0.0	0.000	A
B-A	0	0	491	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	575	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	74	18			74				
A-C	243	61			243				

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)	LOS
B-C	0	0	645	0.000	0	0.0	0.0	0.000	A
B-A	0	0	491	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	575	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	74	18			74				
A-C	243	61			243				

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)	LOS
B-C	0	0	659	0.000	0	0.0	0.0	0.000	A
B-A	0	0	504	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	589	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	60	15			60				
A-C	199	50			199				

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)	LOS
B-C	0	0	669	0.000	0	0.0	0.0	0.000	A
B-A	0	0	513	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	600	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	50	13			50				
A-C	166	42			166				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Early Years , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	322	100.000
B - Unnamed Road (N)		ONE HOUR	✓	1	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	19	303
	B - Unnamed Road (N)	1	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.06	0.94
	B - Unnamed Road (N)	1.00	0.00	0.00
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	11	8
	B - Unnamed Road (N)	100	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.105	1.079
	B - Unnamed Road (N)	2.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A12 slip road (W)	242	262
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:00-08:15	A - A12 slip road (W)	289	313
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:15-08:30	A - A12 slip road (W)	355	383
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:30-08:45	A - A12 slip road (W)	355	383
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:45-09:00	A - A12 slip road (W)	289	313
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
09:00-09:15	A - A12 slip road (W)	242	262
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						17	26
A-C						278	417

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)	LOS
B-C	0	0	655	0.000	0	0.0	0.0	0.000	A
B-A	0	0	250	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	592	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	14	4			14				
A-C	228	57			228				

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)	LOS
B-C	0	0	642	0.000	0	0.0	0.0	0.000	A
B-A	0	0	244	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	580	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	17	4			17				
A-C	272	68			272				

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)	LOS
B-C	0	0	624	0.000	0	0.0	0.0	0.000	A
B-A	0	0	236	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	563	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	21	5			21				
A-C	334	83			334				

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)	LOS
B-C	0	0	624	0.000	0	0.0	0.0	0.000	A
B-A	0	0	236	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	563	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	21	5			21				
A-C	334	83			334				

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)	LOS
B-C	0	0	642	0.000	0	0.0	0.0	0.000	A
B-A	0	0	244	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	580	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	17	4			17				
A-C	272	68			272				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	655	0.000	0	0.0	0.0	0.000	A
B-A	0	0	250	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	592	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	14	4			14				
A-C	228	57			228				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Early Years , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D9	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	331	100.000
B - Unnamed Road (N)		ONE HOUR	✓	1	100.000
C - A12 slip road (E)		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	2	329
	B - Unnamed Road (N)	1	0	0
	C - A12 slip road (E)	1	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.01	0.99
	B - Unnamed Road (N)	1.00	0.00	0.00
	C - A12 slip road (E)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	100	2
	B - Unnamed Road (N)	100	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	2.000	1.024
	B - Unnamed Road (N)	2.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A12 slip road (W)	249	257
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:00-15:15	A - A12 slip road (W)	298	307
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:15-15:30	A - A12 slip road (W)	364	375
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:30-15:45	A - A12 slip road (W)	364	375
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:45-16:00	A - A12 slip road (W)	298	307
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
16:00-16:15	A - A12 slip road (W)	249	257
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						2	3
A-C						302	453

Main Results for each time segment

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)	LOS
B-C	0	0	654	0.000	0	0.0	0.0	0.000	A
B-A	0	0	250	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	593	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.38			2				
A-C	248	62			248				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	641	0.000	0	0.0	0.0	0.000	A
B-A	0	0	244	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.45			2				
A-C	296	74			296				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	623	0.000	0	0.0	0.0	0.000	A
B-A	0	0	235	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	1			2				
A-C	362	91			362				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	623	0.000	0	0.0	0.0	0.000	A
B-A	0	0	235	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	1			2				
A-C	362	91			362				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	641	0.000	0	0.0	0.0	0.000	A
B-A	0	0	244	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.45			2				
A-C	296	74			296				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	654	0.000	0	0.0	0.0	0.000	A
B-A	0	0	250	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	593	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.38			2				
A-C	248	62			248				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2023 Early Years , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	1.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	289	100.000
B - Unnamed Road (N)		ONE HOUR	✓	54	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	289
	B - Unnamed Road (N)	35	0	19
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.65	0.00	0.35
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	3
	B - Unnamed Road (N)	3	0	5
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.031
	B - Unnamed Road (N)	1.029	1.000	1.053
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A12 slip road (W)	218	224
	B - Unnamed Road (N)	41	42
	C - A12 slip road (E)	0	0
17:00-17:15	A - A12 slip road (W)	260	268
	B - Unnamed Road (N)	49	50
	C - A12 slip road (E)	0	0
17:15-17:30	A - A12 slip road (W)	318	328
	B - Unnamed Road (N)	59	62
	C - A12 slip road (E)	0	0
17:30-17:45	A - A12 slip road (W)	318	328
	B - Unnamed Road (N)	59	62
	C - A12 slip road (E)	0	0
17:45-18:00	A - A12 slip road (W)	260	268
	B - Unnamed Road (N)	49	50
	C - A12 slip road (E)	0	0
18:00-18:15	A - A12 slip road (W)	218	224
	B - Unnamed Road (N)	41	42
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.04	6.73	0.0	0.5	A	17	26
B-A	0.08	7.86	0.1	0.5	A	32	48
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						265	398

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)	LOS
B-C	14	4	584	0.025	14	0.0	0.0	6.322	A
B-A	26	7	522	0.050	26	0.0	0.1	7.254	A
C-AB	0	0	601	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	218	54			218				

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)	LOS
B-C	17	4	572	0.030	17	0.0	0.0	6.488	A
B-A	31	8	511	0.062	31	0.1	0.1	7.502	A
C-AB	0	0	591	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	260	65			260				

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)	LOS
B-C	21	5	556	0.038	21	0.0	0.0	6.731	A
B-A	39	10	496	0.078	38	0.1	0.1	7.864	A
C-AB	0	0	576	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	318	80			318				

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)	LOS
B-C	21	5	556	0.038	21	0.0	0.0	6.731	A
B-A	39	10	496	0.078	39	0.1	0.1	7.865	A
C-AB	0	0	576	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	318	80			318				

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)	LOS
B-C	17	4	572	0.030	17	0.0	0.0	6.492	A
B-A	31	8	511	0.062	32	0.1	0.1	7.507	A
C-AB	0	0	591	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	260	65			260				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	14	4	583	0.025	14	0.0	0.0	6.327	A
B-A	26	7	522	0.050	26	0.1	0.1	7.264	A
C-AB	0	0	601	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	218	54			218				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.08	0.03	0.26	0.47	0.49			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D11	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	40	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	40
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	3
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.025
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A12 slip road (W)	30	31
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:00-06:15	A - A12 slip road (W)	36	37
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:15-06:30	A - A12 slip road (W)	44	45
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:30-06:45	A - A12 slip road (W)	44	45
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:45-07:00	A - A12 slip road (W)	36	37
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:00-07:15	A - A12 slip road (W)	30	31
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						37	55

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	713	0.000	0	0.0	0.0	0.000	A
B-A	0	0	553	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	30	8			30				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	711	0.000	0	0.0	0.0	0.000	A
B-A	0	0	552	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	36	9			36				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	709	0.000	0	0.0	0.0	0.000	A
B-A	0	0	550	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	644	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	44	11			44				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	709	0.000	0	0.0	0.0	0.000	A
B-A	0	0	550	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	644	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	44	11			44				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	711	0.000	0	0.0	0.0	0.000	A
B-A	0	0	552	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	36	9			36				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	713	0.000	0	0.0	0.0	0.000	A
B-A	0	0	553	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	30	8			30				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D12	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	96	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	96
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	7
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.073
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A12 slip road (W)	72	78
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:00-07:15	A - A12 slip road (W)	86	93
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:15-07:30	A - A12 slip road (W)	106	113
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:30-07:45	A - A12 slip road (W)	106	113
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:45-08:00	A - A12 slip road (W)	86	93
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:00-08:15	A - A12 slip road (W)	72	78
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						88	132

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	701	0.000	0	0.0	0.0	0.000	A
B-A	0	0	542	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	636	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	72	18			72				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	697	0.000	0	0.0	0.0	0.000	A
B-A	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	632	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	86	22			86				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	691	0.000	0	0.0	0.0	0.000	A
B-A	0	0	533	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	106	26			106				

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)	LOS
B-C	0	0	691	0.000	0	0.0	0.0	0.000	A
B-A	0	0	533	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	106	26			106				

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)	LOS
B-C	0	0	697	0.000	0	0.0	0.0	0.000	A
B-A	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	632	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	86	22			86				

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)	LOS
B-C	0	0	701	0.000	0	0.0	0.0	0.000	A
B-A	0	0	542	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	636	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	72	18			72				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D13	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	131	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	131
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	11
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.115
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A12 slip road (W)	99	110
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:00-08:15	A - A12 slip road (W)	118	131
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:15-08:30	A - A12 slip road (W)	144	161
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:30-08:45	A - A12 slip road (W)	144	161
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:45-09:00	A - A12 slip road (W)	118	131
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
09:00-09:15	A - A12 slip road (W)	99	110
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						120	180

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)	LOS
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	99	25			99				

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)	LOS
B-C	0	0	687	0.000	0	0.0	0.0	0.000	A
B-A	0	0	529	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	623	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	118	29			118				

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)	LOS
B-C	0	0	679	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	144	36			144				

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)	LOS
B-C	0	0	679	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	144	36			144				

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)	LOS
B-C	0	0	687	0.000	0	0.0	0.0	0.000	A
B-A	0	0	529	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	623	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	118	29			118				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	99	25			99				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D14	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	120	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	120
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	1	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	4
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.042
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A12 slip road (W)	90	94
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:00-15:15	A - A12 slip road (W)	108	112
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:15-15:30	A - A12 slip road (W)	132	138
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:30-15:45	A - A12 slip road (W)	132	138
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:45-16:00	A - A12 slip road (W)	108	112
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
16:00-16:15	A - A12 slip road (W)	90	94
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						110	165

Main Results for each time segment

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)	LOS
B-C	0	0	696	0.000	0	0.0	0.0	0.000	A
B-A	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	632	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	90	23			90				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	108	27			108				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	685	0.000	0	0.0	0.0	0.000	A
B-A	0	0	527	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	132	33			132				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	685	0.000	0	0.0	0.0	0.000	A
B-A	0	0	527	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	132	33			132				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	108	27			108				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	696	0.000	0	0.0	0.0	0.000	A
B-A	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	632	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	90	23			90				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D15	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	136	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	136
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	4
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.037
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A12 slip road (W)	102	106
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:00-17:15	A - A12 slip road (W)	122	127
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:15-17:30	A - A12 slip road (W)	150	155
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:30-17:45	A - A12 slip road (W)	150	155
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:45-18:00	A - A12 slip road (W)	122	127
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
18:00-18:15	A - A12 slip road (W)	102	106
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						125	187

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)	LOS
B-C	0	0	693	0.000	0	0.0	0.0	0.000	A
B-A	0	0	535	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	629	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	102	26			102				

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)	LOS
B-C	0	0	688	0.000	0	0.0	0.0	0.000	A
B-A	0	0	530	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	122	31			122				

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)	LOS
B-C	0	0	680	0.000	0	0.0	0.0	0.000	A
B-A	0	0	523	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	150	37			150				

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)	LOS
B-C	0	0	680	0.000	0	0.0	0.0	0.000	A
B-A	0	0	523	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	150	37			150				

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)	LOS
B-C	0	0	688	0.000	0	0.0	0.0	0.000	A
B-A	0	0	530	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	122	31			122				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	693	0.000	0	0.0	0.0	0.000	A
B-A	0	0	535	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	629	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	102	26			102				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Peak Construction, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.37	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
D16	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	392	100.000
B - Unnamed Road (N)		ONE HOUR	✓	10	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	292	100
	B - Unnamed Road (N)	4	0	6
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.74	0.26
	B - Unnamed Road (N)	0.40	0.00	0.60
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	2	4
	B - Unnamed Road (N)	0	0	100
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.017	1.040
	B - Unnamed Road (N)	1.000	1.000	2.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A12 slip road (W)	295	302
	B - Unnamed Road (N)	8	12
	C - A12 slip road (E)	0	0
06:00-06:15	A - A12 slip road (W)	352	360
	B - Unnamed Road (N)	9	14
	C - A12 slip road (E)	0	0
06:15-06:30	A - A12 slip road (W)	432	442
	B - Unnamed Road (N)	11	18
	C - A12 slip road (E)	0	0
06:30-06:45	A - A12 slip road (W)	432	442
	B - Unnamed Road (N)	11	18
	C - A12 slip road (E)	0	0
06:45-07:00	A - A12 slip road (W)	352	360
	B - Unnamed Road (N)	9	14
	C - A12 slip road (E)	0	0
07:00-07:15	A - A12 slip road (W)	295	302
	B - Unnamed Road (N)	8	12
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.02	10.26	0.0	0.5	B	6	8
B-A	0.01	7.96	0.0	0.5	A	4	6
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						268	402
A-C						92	138

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	5	1	369	0.012	4	0.0	0.0	9.885	A
B-A	3	0.75	473	0.006	3	0.0	0.0	7.651	A
C-AB	0	0	583	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	220	55			220				
A-C	75	19			75				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	5	1	364	0.015	5	0.0	0.0	10.041	B
B-A	4	0.90	466	0.008	4	0.0	0.0	7.780	A
C-AB	0	0	569	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	263	66			263				
A-C	90	22			90				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	7	2	357	0.018	7	0.0	0.0	10.264	B
B-A	4	1	456	0.010	4	0.0	0.0	7.964	A
C-AB	0	0	549	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	321	80			321				
A-C	110	28			110				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	7	2	357	0.018	7	0.0	0.0	10.264	B
B-A	4	1	456	0.010	4	0.0	0.0	7.964	A
C-AB	0	0	549	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	321	80			321				
A-C	110	28			110				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	5	1	364	0.015	5	0.0	0.0	10.042	B
B-A	4	0.90	466	0.008	4	0.0	0.0	7.782	A
C-AB	0	0	569	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	263	66			263				
A-C	90	22			90				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	5	1	369	0.012	5	0.0	0.0	9.887	A
B-A	3	0.75	473	0.006	3	0.0	0.0	7.652	A
C-AB	0	0	583	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	220	55			220				
A-C	75	19			75				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Peak Construction, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.92	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	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	386	100.000
B - Unnamed Road (N)		ONE HOUR	✓	41	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	183	203
	B - Unnamed Road (N)	35	0	6
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.47	0.53
	B - Unnamed Road (N)	0.85	0.00	0.15
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	3	6
	B - Unnamed Road (N)	0	0	100
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.033	1.064
	B - Unnamed Road (N)	1.000	1.000	2.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A12 slip road (W)	291	305
	B - Unnamed Road (N)	31	35
	C - A12 slip road (E)	0	0
07:00-07:15	A - A12 slip road (W)	347	364
	B - Unnamed Road (N)	37	42
	C - A12 slip road (E)	0	0
07:15-07:30	A - A12 slip road (W)	425	446
	B - Unnamed Road (N)	45	52
	C - A12 slip road (E)	0	0
07:30-07:45	A - A12 slip road (W)	425	446
	B - Unnamed Road (N)	45	52
	C - A12 slip road (E)	0	0
07:45-08:00	A - A12 slip road (W)	347	364
	B - Unnamed Road (N)	37	42
	C - A12 slip road (E)	0	0
08:00-08:15	A - A12 slip road (W)	291	305
	B - Unnamed Road (N)	31	35
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.02	12.93	0.0	0.5	B	6	8
B-A	0.07	7.38	0.1	0.5	A	32	48
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						168	252
A-C						186	279

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	5	1	299	0.015	4	0.0	0.0	12.229	B
B-A	26	7	553	0.048	26	0.0	0.0	6.834	A
C-AB	0	0	582	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	138	34			138				
A-C	153	38			153				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	5	1	293	0.018	5	0.0	0.0	12.516	B
B-A	31	8	541	0.058	31	0.0	0.1	7.057	A
C-AB	0	0	568	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	165	41			165				
A-C	182	46			182				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	7	2	285	0.023	7	0.0	0.0	12.932	B
B-A	39	10	526	0.073	38	0.1	0.1	7.384	A
C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	201	50			201				
A-C	224	56			224				

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)	LOS
B-C	7	2	285	0.023	7	0.0	0.0	12.932	B
B-A	39	10	526	0.073	39	0.1	0.1	7.384	A
C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	201	50			201				
A-C	224	56			224				

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)	LOS
B-C	5	1	293	0.018	5	0.0	0.0	12.517	B
B-A	31	8	541	0.058	32	0.1	0.1	7.060	A
C-AB	0	0	568	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	165	41			165				
A-C	182	46			182				

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)	LOS
B-C	5	1	299	0.015	5	0.0	0.0	12.234	B
B-A	26	7	553	0.048	26	0.1	0.1	6.843	A
C-AB	0	0	582	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	138	34			138				
A-C	153	38			153				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.02	0.25	0.45	0.48			N/A	N/A
B-A	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.08	0.03	0.26	0.47	0.49			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Peak Construction, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.91	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
D18	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	353	100.000
B - Unnamed Road (N)		ONE HOUR	✓	45	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	35	318
	B - Unnamed Road (N)	40	0	5
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.10	0.90
	B - Unnamed Road (N)	0.89	0.00	0.11
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	11	8
	B - Unnamed Road (N)	0	0	60
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.114	1.075
	B - Unnamed Road (N)	1.000	1.000	1.600
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A12 slip road (W)	266	287
	B - Unnamed Road (N)	34	36
	C - A12 slip road (E)	0	0
08:00-08:15	A - A12 slip road (W)	317	343
	B - Unnamed Road (N)	40	43
	C - A12 slip road (E)	0	0
08:15-08:30	A - A12 slip road (W)	389	419
	B - Unnamed Road (N)	50	53
	C - A12 slip road (E)	0	0
08:30-08:45	A - A12 slip road (W)	389	419
	B - Unnamed Road (N)	50	53
	C - A12 slip road (E)	0	0
08:45-09:00	A - A12 slip road (W)	317	343
	B - Unnamed Road (N)	40	43
	C - A12 slip road (E)	0	0
09:00-09:15	A - A12 slip road (W)	266	287
	B - Unnamed Road (N)	34	36
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.02	10.92	0.0	0.5	B	5	7
B-A	0.09	7.59	0.1	0.5	A	37	55
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						32	48
A-C						292	438

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)	LOS
B-C	4	1	355	0.011	4	0.0	0.0	10.233	B
B-A	30	8	552	0.055	30	0.0	0.1	6.894	A
C-AB	0	0	586	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	26	7			26				
A-C	239	60			239				

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)	LOS
B-C	4	1	347	0.013	4	0.0	0.0	10.513	B
B-A	36	9	538	0.067	36	0.1	0.1	7.174	A
C-AB	0	0	573	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	31	8			31				
A-C	286	71			286				

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)	LOS
B-C	6	1	335	0.016	5	0.0	0.0	10.924	B
B-A	44	11	518	0.085	44	0.1	0.1	7.591	A
C-AB	0	0	555	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	39	10			39				
A-C	350	88			350				

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)	LOS
B-C	6	1	335	0.016	6	0.0	0.0	10.925	B
B-A	44	11	518	0.085	44	0.1	0.1	7.592	A
C-AB	0	0	555	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	39	10			39				
A-C	350	88			350				

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)	LOS
B-C	4	1	347	0.013	5	0.0	0.0	10.513	B
B-A	36	9	538	0.067	36	0.1	0.1	7.177	A
C-AB	0	0	573	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	31	8			31				
A-C	286	71			286				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	1	355	0.011	4	0.0	0.0	10.235	B
B-A	30	8	552	0.055	30	0.1	0.1	6.902	A
C-AB	0	0	586	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	26	7			26				
A-C	239	60			239				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.09	0.03	0.26	0.47	0.49			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Peak Construction, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	2.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	353	100.000
B - Unnamed Road (N)		ONE HOUR	✓	127	100.000
C - A12 slip road (E)		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	11	342
	B - Unnamed Road (N)	122	0	5
	C - A12 slip road (E)	1	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.03	0.97
	B - Unnamed Road (N)	0.96	0.00	0.04
	C - A12 slip road (E)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	36	2
	B - Unnamed Road (N)	0	0	60
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.364	1.023
	B - Unnamed Road (N)	1.000	1.000	1.600
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A12 slip road (W)	266	275
	B - Unnamed Road (N)	96	98
	C - A12 slip road (E)	0	0
15:00-15:15	A - A12 slip road (W)	317	328
	B - Unnamed Road (N)	114	117
	C - A12 slip road (E)	0	0
15:15-15:30	A - A12 slip road (W)	389	402
	B - Unnamed Road (N)	140	143
	C - A12 slip road (E)	0	0
15:30-15:45	A - A12 slip road (W)	389	402
	B - Unnamed Road (N)	140	143
	C - A12 slip road (E)	0	0
15:45-16:00	A - A12 slip road (W)	317	328
	B - Unnamed Road (N)	114	117
	C - A12 slip road (E)	0	0
16:00-16:15	A - A12 slip road (W)	266	275
	B - Unnamed Road (N)	96	98
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.02	11.87	0.0	0.5	B	5	7
B-A	0.25	9.05	0.3	1.5	A	112	168
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						10	15
A-C						314	471

Main Results for each time segment

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)	LOS
B-C	4	1	334	0.011	4	0.0	0.0	10.890	B
B-A	92	23	567	0.162	91	0.0	0.2	7.557	A
C-AB	0	0	589	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	8	2			8				
A-C	257	64			257				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	1	324	0.014	4	0.0	0.0	11.277	B
B-A	110	27	552	0.199	109	0.2	0.2	8.126	A
C-AB	0	0	576	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	10	2			10				
A-C	307	77			307				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	1	309	0.018	5	0.0	0.0	11.870	B
B-A	134	34	532	0.252	134	0.2	0.3	9.029	A
C-AB	0	0	559	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	12	3			12				
A-C	377	94			377				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	1	309	0.018	6	0.0	0.0	11.872	B
B-A	134	34	532	0.252	134	0.3	0.3	9.045	A
C-AB	0	0	559	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	12	3			12				
A-C	377	94			377				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	1	324	0.014	5	0.0	0.0	11.283	B
B-A	110	27	552	0.199	110	0.3	0.3	8.149	A
C-AB	0	0	576	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	10	2			10				
A-C	307	77			307				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4	1	334	0.011	4	0.0	0.0	10.899	B
B-A	92	23	567	0.162	92	0.3	0.2	7.589	A
C-AB	0	0	589	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	8	2			8				
A-C	257	64			257				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.33	0.03	0.26	0.46	0.49			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.34	0.03	0.31	1.16	1.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2028 Peak Construction, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	1.79	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	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	304	100.000
B - Unnamed Road (N)		ONE HOUR	✓	84	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	3	301
	B - Unnamed Road (N)	80	0	4
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.01	0.99
	B - Unnamed Road (N)	0.95	0.00	0.05
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	100	3
	B - Unnamed Road (N)	0	0	75
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	2.000	1.027
	B - Unnamed Road (N)	1.000	1.000	1.750
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A12 slip road (W)	229	237
	B - Unnamed Road (N)	63	65
	C - A12 slip road (E)	0	0
17:00-17:15	A - A12 slip road (W)	273	283
	B - Unnamed Road (N)	76	78
	C - A12 slip road (E)	0	0
17:15-17:30	A - A12 slip road (W)	335	347
	B - Unnamed Road (N)	92	96
	C - A12 slip road (E)	0	0
17:30-17:45	A - A12 slip road (W)	335	347
	B - Unnamed Road (N)	92	96
	C - A12 slip road (E)	0	0
17:45-18:00	A - A12 slip road (W)	273	283
	B - Unnamed Road (N)	76	78
	C - A12 slip road (E)	0	0
18:00-18:15	A - A12 slip road (W)	229	237
	B - Unnamed Road (N)	63	65
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.01	12.26	0.0	0.5	B	4	6
B-A	0.16	7.91	0.2	0.5	A	73	110
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						3	4
A-C						276	414

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)	LOS
B-C	3	1	316	0.010	3	0.0	0.0	11.482	B
B-A	60	15	573	0.105	60	0.0	0.1	7.005	A
C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	1			2				
A-C	227	57			227				

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)	LOS
B-C	4	1	309	0.012	4	0.0	0.0	11.795	B
B-A	72	18	561	0.128	72	0.1	0.1	7.361	A
C-AB	0	0	587	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	3	1			3				
A-C	271	68			271				

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)	LOS
B-C	4	1	298	0.015	4	0.0	0.0	12.258	B
B-A	88	22	543	0.162	88	0.1	0.2	7.901	A
C-AB	0	0	572	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	3	1			3				
A-C	331	83			331				

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)	LOS
B-C	4	1	298	0.015	4	0.0	0.0	12.259	B
B-A	88	22	543	0.162	88	0.2	0.2	7.907	A
C-AB	0	0	572	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	3	1			3				
A-C	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)	LOS
B-C	4	1	309	0.012	4	0.0	0.0	11.800	B
B-A	72	18	561	0.128	72	0.2	0.1	7.370	A
C-AB	0	0	587	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	3	1			3				
A-C	271	68			271				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	3	1	316	0.010	3	0.0	0.0	11.488	B
B-A	60	15	573	0.105	60	0.1	0.1	7.020	A
C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	1			2				
A-C	227	57			227				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.19	0.03	0.26	0.46	0.49			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.19	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Reference Case , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D21	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	40	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	40
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	3
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.025
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A12 slip road (W)	30	31
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:00-06:15	A - A12 slip road (W)	36	37
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:15-06:30	A - A12 slip road (W)	44	45
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:30-06:45	A - A12 slip road (W)	44	45
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:45-07:00	A - A12 slip road (W)	36	37
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:00-07:15	A - A12 slip road (W)	30	31
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						37	55

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	713	0.000	0	0.0	0.0	0.000	A
B-A	0	0	553	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	30	8			30				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	711	0.000	0	0.0	0.0	0.000	A
B-A	0	0	552	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	36	9			36				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	709	0.000	0	0.0	0.0	0.000	A
B-A	0	0	550	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	644	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	44	11			44				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	709	0.000	0	0.0	0.0	0.000	A
B-A	0	0	550	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	644	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	44	11			44				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	711	0.000	0	0.0	0.0	0.000	A
B-A	0	0	552	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	36	9			36				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	713	0.000	0	0.0	0.0	0.000	A
B-A	0	0	553	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	30	8			30				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Reference Case , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D22	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	96	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	96
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	7
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.073
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A12 slip road (W)	72	78
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:00-07:15	A - A12 slip road (W)	86	93
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:15-07:30	A - A12 slip road (W)	106	113
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:30-07:45	A - A12 slip road (W)	106	113
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:45-08:00	A - A12 slip road (W)	86	93
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:00-08:15	A - A12 slip road (W)	72	78
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						88	132

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	701	0.000	0	0.0	0.0	0.000	A
B-A	0	0	542	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	636	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	72	18			72				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	697	0.000	0	0.0	0.0	0.000	A
B-A	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	632	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	86	22			86				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	691	0.000	0	0.0	0.0	0.000	A
B-A	0	0	533	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	106	26			106				

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)	LOS
B-C	0	0	691	0.000	0	0.0	0.0	0.000	A
B-A	0	0	533	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	106	26			106				

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)	LOS
B-C	0	0	697	0.000	0	0.0	0.0	0.000	A
B-A	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	632	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	86	22			86				

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)	LOS
B-C	0	0	701	0.000	0	0.0	0.0	0.000	A
B-A	0	0	542	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	636	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	72	18			72				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Reference Case , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D23	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	131	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	131
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	11
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.115
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A12 slip road (W)	99	110
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:00-08:15	A - A12 slip road (W)	118	131
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:15-08:30	A - A12 slip road (W)	144	161
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:30-08:45	A - A12 slip road (W)	144	161
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:45-09:00	A - A12 slip road (W)	118	131
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
09:00-09:15	A - A12 slip road (W)	99	110
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						120	180

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)	LOS
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	99	25			99				

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)	LOS
B-C	0	0	687	0.000	0	0.0	0.0	0.000	A
B-A	0	0	529	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	623	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	118	29			118				

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)	LOS
B-C	0	0	679	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	144	36			144				

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)	LOS
B-C	0	0	679	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	144	36			144				

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)	LOS
B-C	0	0	687	0.000	0	0.0	0.0	0.000	A
B-A	0	0	529	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	623	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	118	29			118				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	99	25			99				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Reference Case , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D24	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	120	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	120
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	1	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	4
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.042
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A12 slip road (W)	90	94
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:00-15:15	A - A12 slip road (W)	108	112
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:15-15:30	A - A12 slip road (W)	132	138
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:30-15:45	A - A12 slip road (W)	132	138
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:45-16:00	A - A12 slip road (W)	108	112
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
16:00-16:15	A - A12 slip road (W)	90	94
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						110	165

Main Results for each time segment

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)	LOS
B-C	0	0	696	0.000	0	0.0	0.0	0.000	A
B-A	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	632	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	90	23			90				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	108	27			108				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	685	0.000	0	0.0	0.0	0.000	A
B-A	0	0	527	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	132	33			132				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	685	0.000	0	0.0	0.0	0.000	A
B-A	0	0	527	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	132	33			132				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	108	27			108				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	696	0.000	0	0.0	0.0	0.000	A
B-A	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	632	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	90	23			90				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Reference Case , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D25	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	136	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	136
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	4
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.037
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A12 slip road (W)	102	106
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:00-17:15	A - A12 slip road (W)	122	127
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:15-17:30	A - A12 slip road (W)	150	155
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:30-17:45	A - A12 slip road (W)	150	155
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:45-18:00	A - A12 slip road (W)	122	127
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
18:00-18:15	A - A12 slip road (W)	102	106
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						125	187

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)	LOS
B-C	0	0	693	0.000	0	0.0	0.0	0.000	A
B-A	0	0	535	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	629	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	102	26			102				

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)	LOS
B-C	0	0	688	0.000	0	0.0	0.0	0.000	A
B-A	0	0	530	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	122	31			122				

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)	LOS
B-C	0	0	680	0.000	0	0.0	0.0	0.000	A
B-A	0	0	523	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	150	37			150				

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)	LOS
B-C	0	0	680	0.000	0	0.0	0.0	0.000	A
B-A	0	0	523	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	150	37			150				

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)	LOS
B-C	0	0	688	0.000	0	0.0	0.0	0.000	A
B-A	0	0	530	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	122	31			122				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	693	0.000	0	0.0	0.0	0.000	A
B-A	0	0	535	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	629	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	102	26			102				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Operational Led, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D26	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	102	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	102
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	6
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.059
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A12 slip road (W)	77	81
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:00-06:15	A - A12 slip road (W)	92	97
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:15-06:30	A - A12 slip road (W)	112	119
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:30-06:45	A - A12 slip road (W)	112	119
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
06:45-07:00	A - A12 slip road (W)	92	97
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:00-07:15	A - A12 slip road (W)	77	81
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						94	140

Main Results for each time segment

05:45 - 06:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	700	0.000	0	0.0	0.0	0.000	A
B-A	0	0	541	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	635	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	77	19			77				

06:00 - 06:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	696	0.000	0	0.0	0.0	0.000	A
B-A	0	0	537	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	631	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	92	23			92				

06:15 - 06:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	690	0.000	0	0.0	0.0	0.000	A
B-A	0	0	532	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	626	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	112	28			112				

06:30 - 06:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	690	0.000	0	0.0	0.0	0.000	A
B-A	0	0	532	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	626	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	112	28			112				

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	696	0.000	0	0.0	0.0	0.000	A
B-A	0	0	537	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	631	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	92	23			92				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	700	0.000	0	0.0	0.0	0.000	A
B-A	0	0	541	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	635	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	77	19			77				

Queue Variation Results for each time segment

05:45 - 06:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Operational Led, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D27	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	224	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	224
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	6
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.058
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A12 slip road (W)	169	178
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:00-07:15	A - A12 slip road (W)	201	213
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:15-07:30	A - A12 slip road (W)	247	261
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:30-07:45	A - A12 slip road (W)	247	261
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
07:45-08:00	A - A12 slip road (W)	201	213
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:00-08:15	A - A12 slip road (W)	169	178
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						206	308

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	674	0.000	0	0.0	0.0	0.000	A
B-A	0	0	518	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	169	42			169				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	665	0.000	0	0.0	0.0	0.000	A
B-A	0	0	509	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	201	50			201				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	653	0.000	0	0.0	0.0	0.000	A
B-A	0	0	498	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	592	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	247	62			247				

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)	LOS
B-C	0	0	653	0.000	0	0.0	0.0	0.000	A
B-A	0	0	498	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	592	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	247	62			247				

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)	LOS
B-C	0	0	665	0.000	0	0.0	0.0	0.000	A
B-A	0	0	509	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	201	50			201				

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)	LOS
B-C	0	0	674	0.000	0	0.0	0.0	0.000	A
B-A	0	0	518	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	169	42			169				

Queue Variation Results for each time segment

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Operational Led, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D28	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	320	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	320
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	8
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.078
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A12 slip road (W)	241	260
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:00-08:15	A - A12 slip road (W)	288	310
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:15-08:30	A - A12 slip road (W)	352	380
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:30-08:45	A - A12 slip road (W)	352	380
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
08:45-09:00	A - A12 slip road (W)	288	310
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
09:00-09:15	A - A12 slip road (W)	241	260
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						294	440

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)	LOS
B-C	0	0	653	0.000	0	0.0	0.0	0.000	A
B-A	0	0	498	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	593	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	241	60			241				

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)	LOS
B-C	0	0	640	0.000	0	0.0	0.0	0.000	A
B-A	0	0	486	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	288	72			288				

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)	LOS
B-C	0	0	621	0.000	0	0.0	0.0	0.000	A
B-A	0	0	469	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	352	88			352				

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)	LOS
B-C	0	0	621	0.000	0	0.0	0.0	0.000	A
B-A	0	0	469	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	352	88			352				

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)	LOS
B-C	0	0	640	0.000	0	0.0	0.0	0.000	A
B-A	0	0	486	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	288	72			288				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	653	0.000	0	0.0	0.0	0.000	A
B-A	0	0	498	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	593	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	241	60			241				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Operational Led, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	332	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	332
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	1	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	2
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.024
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A12 slip road (W)	250	256
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:00-15:15	A - A12 slip road (W)	298	306
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:15-15:30	A - A12 slip road (W)	366	374
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:30-15:45	A - A12 slip road (W)	366	374
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
15:45-16:00	A - A12 slip road (W)	298	306
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
16:00-16:15	A - A12 slip road (W)	250	256
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						305	457

Main Results for each time segment

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)	LOS
B-C	0	0	654	0.000	0	0.0	0.0	0.000	A
B-A	0	0	499	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	594	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	250	62			250				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	641	0.000	0	0.0	0.0	0.000	A
B-A	0	0	487	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	582	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	298	75			298				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	623	0.000	0	0.0	0.0	0.000	A
B-A	0	0	470	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	366	91			366				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	623	0.000	0	0.0	0.0	0.000	A
B-A	0	0	470	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	366	91			366				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	641	0.000	0	0.0	0.0	0.000	A
B-A	0	0	487	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	582	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	298	75			298				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	654	0.000	0	0.0	0.0	0.000	A
B-A	0	0	499	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	594	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	250	62			250				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2034 Operational Led, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.00	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
D30	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 slip road (W)		ONE HOUR	✓	308	100.000
B - Unnamed Road (N)		ONE HOUR	✓	0	100.000
C - A12 slip road (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	308
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	3
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.029
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A12 slip road (W)	232	239
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:00-17:15	A - A12 slip road (W)	277	285
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:15-17:30	A - A12 slip road (W)	339	349
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:30-17:45	A - A12 slip road (W)	339	349
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
17:45-18:00	A - A12 slip road (W)	277	285
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0
18:00-18:15	A - A12 slip road (W)	232	239
	B - Unnamed Road (N)	0	0
	C - A12 slip road (E)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

				(Veh)			
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						0	0
A-B						0	0
A-C						283	424

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)	LOS
B-C	0	0	658	0.000	0	0.0	0.0	0.000	A
B-A	0	0	503	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	232	58			232				

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)	LOS
B-C	0	0	646	0.000	0	0.0	0.0	0.000	A
B-A	0	0	492	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	587	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	277	69			277				

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)	LOS
B-C	0	0	629	0.000	0	0.0	0.0	0.000	A
B-A	0	0	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	339	85			339				

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)	LOS
B-C	0	0	629	0.000	0	0.0	0.0	0.000	A
B-A	0	0	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	339	85			339				

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)	LOS
B-C	0	0	646	0.000	0	0.0	0.0	0.000	A
B-A	0	0	492	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	587	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	277	69			277				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0	0	658	0.000	0	0.0	0.0	0.000	A
B-A	0	0	503	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	232	58			232				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.09.22_J15_miti_Model_v16_peaky_HPC_profile.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\TN04 Peaky Models\J15_miti
Report generation date: 18/12/2020 14:03:11

»2028 Peak Construction, 6-7 AM peaky
»2028 Peak Construction, 7-8 AM peaky
»2028 Peak Construction, 8-9 AM peaky
»2028 Peak Construction, 3-4 PM peaky
»2028 Peak Construction, 5-6 PM peaky

Summary of junction performance

	6-7 AM peaky					7-8 AM peaky					8-9 AM peaky					3-4 PM peaky					5-6 PM peaky				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
	2028 Peak Construction																								
Stream B-C	0.0	~1	11.21	0.04	B	0.0	~1	13.98	0.04	B	0.1	~1	16.08	0.07	C	0.0	~1	12.38	0.02	B	0.0	~1	12.99	0.02	B
Stream B-A	0.0	~1	8.73	0.02	A	0.1	~1	8.28	0.13	A	0.6	~1	14.60	0.37	B	0.4	~1	9.91	0.30	A	0.3	~1	9.02	0.24	A
Stream C-AB	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A

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

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

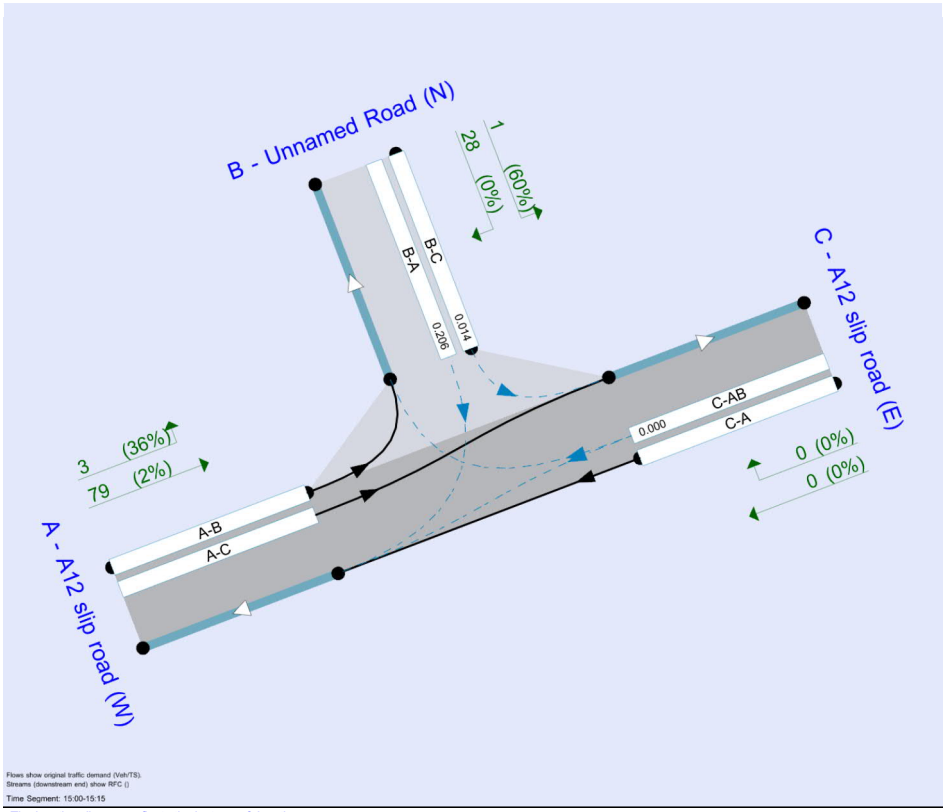
File summary

File Description

Title	Park and Ride (Wickham Market)
Location	52.162612°, 1.381759°
Site number	15
Date	01/08/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INAA02374
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	mph	Veh	Veh	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

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	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15		15	
D2	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15		15	
D3	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15		15	
D4	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15		15	
D5	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15		15	
D6	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15		15	
D7	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15		15	
D8	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15		15	
D9	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15		15	
D10	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15		15	
D11	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15		15	
D12	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15		15	
D13	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15		15	
D14	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15		15	
D15	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15		15	
D16	2028 Peak Construction	6-7 AM peaky	DIRECT	06:00	07:00	60	15	✓
D17	2028 Peak Construction	7-8 AM peaky	DIRECT	07:00	08:00	60	15	✓
D18	2028 Peak Construction	8-9 AM peaky	DIRECT	08:00	09:00	60	15	✓
D19	2028 Peak Construction	3-4 PM peaky	DIRECT	15:00	16:00	60	15	✓
D20	2028 Peak Construction	5-6 PM peaky	DIRECT	17:00	18:00	60	15	✓
D21	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15		15	
D22	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15		15	
D23	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15		15	
D24	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15		15	
D25	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15		15	
D26	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15		15	
D27	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15		15	
D28	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15		15	
D29	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15		15	
D30	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15		15	

Analysis Set Details

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

2028 Peak Construction, 6-7 AM peaky

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	0.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A12 slip road (W)		Major
B	Unnamed Road (N)		Minor
C	A12 slip road (E)		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 - A12 slip road (E)	7.40			139.0	✓	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	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 - Unnamed Road (N)	One lane plus flare	10.00	7.90	5.10	4.60	4.50	✓	3.00	24	131

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
J15	B-A	127.565	0.087	0.221	0.139	0.315
J15	B-C	196.511	0.113	0.286	-	-
J15	C-B	163.615	0.238	0.238	-	-

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
D16	2028 Peak Construction	6-7 AM peaky	DIRECT	06:00	07:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A12 slip road (W)		DIRECT	✓	100.000
B - Unnamed Road (N)		DIRECT	✓	100.000
C - A12 slip road (E)		DIRECT	✓	100.000

Origin-Destination Data

06:00 - 06:15

Demand (Veh/TS)

From \ To	A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
A - A12 slip road (W)	0.00	18.11	12.71
B - Unnamed Road (N)	0.25	0.00	0.37
C - A12 slip road (E)	0.00	0.00	0.00

Proportions

From \ To	A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
A - A12 slip road (W)	0.00	0.59	0.41
B - Unnamed Road (N)	0.40	0.00	0.60
C - A12 slip road (E)	0.33	0.33	0.33

06:15 - 06:30

Demand (Veh/TS)

From \ To	A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
A - A12 slip road (W)	0.00	62.88	23.93
B - Unnamed Road (N)	0.86	0.00	1.29

Proportions

From \ To	A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
A - A12 slip road (W)	0.00	0.72	0.28
B - Unnamed Road (N)	0.40	0.00	0.60

	C - A12 slip road (E)	0.00	0.00	0.00

	C - A12 slip road (E)	0.33	0.33	0.33

06:30 - 06:45

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	61.56	23.66
	B - Unnamed Road (N)	0.84	0.00	1.27
	C - A12 slip road (E)	0.00	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.72	0.28
	B - Unnamed Road (N)	0.40	0.00	0.60
	C - A12 slip road (E)	0.33	0.33	0.33

06:45 - 07:00

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	149.45	39.70
	B - Unnamed Road (N)	2.05	0.00	3.07
	C - A12 slip road (E)	0.00	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.79	0.21
	B - Unnamed Road (N)	0.40	0.00	0.60
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

06:00 - 06:15

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	2	3
	B - Unnamed Road (N)	0	0	100
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.017	1.032
	B - Unnamed Road (N)	1.000	1.000	2.000
	C - A12 slip road (E)	1.000	1.000	1.000

06:15 - 06:30

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	2	4
	B - Unnamed Road (N)	0	0	100
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.017	1.038
	B - Unnamed Road (N)	1.000	1.000	2.000
	C - A12 slip road (E)	1.000	1.000	1.000

06:30 - 06:45

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	2	4
	B - Unnamed Road (N)	0	0	100
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.017	1.038
	B - Unnamed Road (N)	1.000	1.000	2.000
	C - A12 slip road (E)	1.000	1.000	1.000

06:45 - 07:00

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	2	4
	B - Unnamed Road (N)	0	0	100
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.017	1.044
	B - Unnamed Road (N)	1.000	1.000	2.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
06:00-06:15	A - A12 slip road (W)	30.83	31.55
	B - Unnamed Road (N)	0.62	0.99
	C - A12 slip road (E)	0.00	0.00
06:15-06:30	A - A12 slip road (W)	86.81	88.80
	B - Unnamed Road (N)	2.15	3.45
	C - A12 slip road (E)	0.00	0.00
06:30-06:45	A - A12 slip road (W)	85.22	87.19
	B - Unnamed Road (N)	2.11	3.37
	C - A12 slip road (E)	0.00	0.00
06:45-07:00	A - A12 slip road (W)	189.14	193.46
	B - Unnamed Road (N)	5.12	8.19
	C - A12 slip road (E)	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.04	11.21	0.0	~1	B	1.50	6.00
B-A	0.02	8.73	0.0	~1	A	1.00	4.00
C-AB	0.00	0.00	0.0	~1	A	0.00	0.00
C-A						0.00	0.00
A-B						73.00	292.00
A-C						25.00	100.00

Main Results for each time segment

06:00 - 06:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.37	0.37	95.29	0.004	0.37	0.0	0.0	9.481	A

B-A	0.25	0.25	123.06	0.002	0.25	0.0	0.0	7.327	A
C-AB	0.00	0.00	156.10	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	18.11	18.11			18.11				
A-C	12.71	12.71			12.71				

06:15 - 06:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	1.29	1.29	90.92	0.014	1.28	0.0	0.0	10.039	B
B-A	0.86	0.86	116.50	0.007	0.86	0.0	0.0	7.782	A
C-AB	0.00	0.00	142.47	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	62.88	62.88			62.88				
A-C	23.93	23.93			23.93				

06:30 - 06:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	1.27	1.27	91.04	0.014	1.27	0.0	0.0	10.024	B
B-A	0.84	0.84	116.66	0.007	0.84	0.0	0.0	7.770	A
C-AB	0.00	0.00	142.85	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	61.56	61.56			61.56				
A-C	23.66	23.66			23.66				

06:45 - 07:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	3.07	3.07	83.32	0.037	3.05	0.0	0.0	11.209	B
B-A	2.05	2.05	105.15	0.019	2.03	0.0	0.0	8.727	A
C-AB	0.00	0.00	117.55	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	149.45	149.45			149.45				
A-C	39.70	39.70			39.70				

Queue Variation Results for each time segment

06:00 - 06:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

06:15 - 06:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

06:30 - 06:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

06:45 - 07:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

2028 Peak Construction, 7-8 AM peaky

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	1.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D17	2028 Peak Construction	7-8 AM peaky	DIRECT	07:00	08:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A12 slip road (W)		DIRECT	✓	100.000
B - Unnamed Road (N)		DIRECT	✓	100.000
C - A12 slip road (E)		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	82.61	69.88
	B - Unnamed Road (N)	15.80	0.00	2.71
	C - A12 slip road (E)	0.00	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.54	0.46
	B - Unnamed Road (N)	0.85	0.00	0.15
	C - A12 slip road (E)	0.33	0.33	0.33

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	41.36	50.61
	B - Unnamed Road (N)	7.91	0.00	1.36
	C - A12 slip road (E)	0.00	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.45	0.55
	B - Unnamed Road (N)	0.85	0.00	0.15
	C - A12 slip road (E)	0.33	0.33	0.33

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	45.69	53.14
	B - Unnamed Road (N)	8.74	0.00	1.50
	C - A12 slip road (E)	0.00	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.46	0.54
	B - Unnamed Road (N)	0.85	0.00	0.15
	C - A12 slip road (E)	0.33	0.33	0.33

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	13.35	29.38
	B - Unnamed Road (N)	2.55	0.00	0.44
	C - A12 slip road (E)	0.00	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.31	0.69
	B - Unnamed Road (N)	0.85	0.00	0.15
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	3	6
	B - Unnamed Road (N)	0	0	100
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.033	1.061
	B - Unnamed Road (N)	1.000	1.000	2.000
	C - A12 slip road (E)	1.000	1.000	1.000

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	3	6
	B - Unnamed Road (N)	0	0	100
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.033	1.065
	B - Unnamed Road (N)	1.000	1.000	2.000
	C - A12 slip road (E)	1.000	1.000	1.000

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	3	6
	B - Unnamed Road (N)	0	0	100
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.033	1.064
	B - Unnamed Road (N)	1.000	1.000	2.000
	C - A12 slip road (E)	1.000	1.000	1.000

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	3	7
	B - Unnamed Road (N)	0	0	100
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.033	1.068
	B - Unnamed Road (N)	1.000	1.000	2.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
07:00-07:15	A - A12 slip road (W)	152.49	159.48
	B - Unnamed Road (N)	18.51	21.22
	C - A12 slip road (E)	0.00	0.00
07:15-07:30	A - A12 slip road (W)	91.96	96.60
	B - Unnamed Road (N)	9.27	10.62
	C - A12 slip road (E)	0.00	0.00
07:30-07:45	A - A12 slip road (W)	98.82	103.74
	B - Unnamed Road (N)	10.24	11.73
	C - A12 slip road (E)	0.00	0.00
07:45-08:00	A - A12 slip road (W)	42.72	45.17
	B - Unnamed Road (N)	2.99	3.43
	C - A12 slip road (E)	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.04	13.98	0.0	~1	B	1.50	6.00
B-A	0.13	8.28	0.1	~1	A	8.75	35.00
C-AB	0.00	0.00	0.0	~1	A	0.00	0.00
C-A						0.00	0.00
A-B						45.75	183.00
A-C						50.75	203.00

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	2.71	2.71	66.99	0.040	2.67	0.0	0.0	13.984	B
B-A	15.80	15.80	124.16	0.127	15.66	0.0	0.1	8.284	A
C-AB	0.00	0.00	125.64	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	82.61	82.61			82.61				
A-C	69.88	69.88			69.88				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	1.36	1.36	72.61	0.019	1.38	0.0	0.0	12.638	B
B-A	7.91	7.91	133.89	0.059	7.99	0.1	0.1	7.152	A
C-AB	0.00	0.00	140.61	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	41.36	41.36			41.36				
A-C	50.61	50.61			50.61				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	1.50	1.50	71.94	0.021	1.50	0.0	0.0	12.775	B
B-A	8.74	8.74	132.76	0.066	8.73	0.1	0.1	7.255	A
C-AB	0.00	0.00	138.91	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	45.68	45.68			45.68				
A-C	53.14	53.14			53.14				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.44	0.44	77.46	0.006	0.45	0.0	0.0	11.689	B
B-A	2.55	2.55	142.79	0.018	2.60	0.1	0.0	6.424	A
C-AB	0.00	0.00	152.86	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	13.35	13.35			13.35				
A-C	29.38	29.38			29.38				

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	~1	~1	~1	~1			N/A	N/A
B-A	0.14	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.06	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.07	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

2028 Peak Construction, 8-9 AM peaky

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	1.66	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	2028 Peak Construction	8-9 AM peaky	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A12 slip road (W)		DIRECT	✓	100.000
B - Unnamed Road (N)		DIRECT	✓	100.000
C - A12 slip road (E)		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	31.27	196.52
	B - Unnamed Road (N)	35.74	0.00	4.47
	C - A12 slip road (E)	0.00	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.14	0.86
	B - Unnamed Road (N)	0.89	0.00	0.11
	C - A12 slip road (E)	0.33	0.33	0.33

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	3.73	55.98
	B - Unnamed Road (N)	4.26	0.00	0.53
	C - A12 slip road (E)	0.00	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.06	0.94
	B - Unnamed Road (N)	0.89	0.00	0.11
	C - A12 slip road (E)	0.33	0.33	0.33

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	36.06
	B - Unnamed Road (N)	0.00	0.00	0.00
	C - A12 slip road (E)	0.00	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	29.44
	B - Unnamed Road (N)	0.00	0.00	0.00
	C - A12 slip road (E)	0.00	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.00	1.00
	B - Unnamed Road (N)	0.33	0.33	0.33
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	11	6
	B - Unnamed Road (N)	0	0	60
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.114	1.058
	B - Unnamed Road (N)	1.000	1.000	1.600
	C - A12 slip road (E)	1.000	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	11	9
	B - Unnamed Road (N)	0	0	60
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.114	1.091
	B - Unnamed Road (N)	1.000	1.000	1.600
	C - A12 slip road (E)	1.000	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	11
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.115
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	0	11
	B - Unnamed Road (N)	0	0	0
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.000	1.115
	B - Unnamed Road (N)	1.000	1.000	1.000
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - A12 slip road (W)	227.79	242.77
	B - Unnamed Road (N)	40.20	42.89
	C - A12 slip road (E)	0.00	0.00
08:15-08:30	A - A12 slip road (W)	59.71	65.23
	B - Unnamed Road (N)	4.80	5.11
	C - A12 slip road (E)	0.00	0.00
08:30-08:45	A - A12 slip road (W)	36.06	40.19
	B - Unnamed Road (N)	0.00	0.00
	C - A12 slip road (E)	0.00	0.00
08:45-09:00	A - A12 slip road (W)	29.44	32.81
	B - Unnamed Road (N)	0.00	0.00
	C - A12 slip road (E)	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.07	16.08	0.1	~1	C	1.25	5.00
B-A	0.37	14.60	0.6	~1	B	10.00	40.00
C-AB	0.00	0.00	0.0	~1	A	0.00	0.00
C-A						0.00	0.00
A-B						8.75	35.00
A-C						79.50	318.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	4.47	4.47	60.28	0.074	4.39	0.0	0.1	16.081	C
B-A	35.74	35.74	96.24	0.371	35.16	0.0	0.6	14.603	B
C-AB	0.00	0.00	105.80	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	31.27	31.27			31.27				
A-C	196.52	196.52			196.52				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.53	0.53	90.02	0.006	0.61	0.1	0.0	10.075	B
B-A	4.26	4.26	139.13	0.031	4.81	0.6	0.0	6.728	A
C-AB	0.00	0.00	148.08	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	3.73	3.73			3.73				
A-C	55.98	55.98			55.98				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	95.93	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	142.93	0.000	0.03	0.0	0.0	0.000	A
C-AB	0.00	0.00	154.05	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	36.06	36.06			36.06				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	149.25	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	132.26	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	155.80	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	29.44	29.44			29.44				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	~1	~1	~1	~1			N/A	N/A
B-A	0.58	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.03	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

2028 Peak Construction, 3-4 PM peaky

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	2.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D19	2028 Peak Construction	3-4 PM peaky	DIRECT	15:00	16:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A12 slip road (W)		DIRECT	✓	100.000
B - Unnamed Road (N)		DIRECT	✓	100.000
C - A12 slip road (E)		DIRECT	✓	100.000

Origin-Destination Data

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	2.56	78.63
	B - Unnamed Road (N)	28.39	0.00	1.16
	C - A12 slip road (E)	0.22	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.03	0.97
	B - Unnamed Road (N)	0.96	0.00	0.04
	C - A12 slip road (E)	1.00	0.00	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	2.53	84.04
	B - Unnamed Road (N)	28.03	0.00	1.15
	C - A12 slip road (E)	0.28	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.03	0.97
	B - Unnamed Road (N)	0.96	0.00	0.04
	C - A12 slip road (E)	1.00	0.00	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	3.56	104.87
	B - Unnamed Road (N)	39.48	0.00	1.62
	C - A12 slip road (E)	0.28	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.03	0.97
	B - Unnamed Road (N)	0.96	0.00	0.04
	C - A12 slip road (E)	1.00	0.00	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	2.35	74.46
	B - Unnamed Road (N)	26.10	0.00	1.07
	C - A12 slip road (E)	0.22	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.03	0.97
	B - Unnamed Road (N)	0.96	0.00	0.04
	C - A12 slip road (E)	1.00	0.00	0.00

Vehicle Mix

15:00 - 15:15

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	36	2
	B - Unnamed Road (N)	0	0	60
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.364	1.023
	B - Unnamed Road (N)	1.000	1.000	1.600
	C - A12 slip road (E)	1.000	1.000	1.000

15:15 - 15:30

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	36	2
	B - Unnamed Road (N)	0	0	60
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.364	1.025
	B - Unnamed Road (N)	1.000	1.000	1.600
	C - A12 slip road (E)	1.000	1.000	1.000

15:30 - 15:45

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	36	2
	B - Unnamed Road (N)	0	0	60
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.364	1.022
	B - Unnamed Road (N)	1.000	1.000	1.600
	C - A12 slip road (E)	1.000	1.000	1.000

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	36	2
	B - Unnamed Road (N)	0	0	60
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	1.364	1.024
	B - Unnamed Road (N)	1.000	1.000	1.600
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
15:00-15:15	A - A12 slip road (W)	81.19	83.94
	B - Unnamed Road (N)	29.55	30.25
	C - A12 slip road (E)	0.22	0.22
15:15-15:30	A - A12 slip road (W)	86.57	89.56
	B - Unnamed Road (N)	29.18	29.87
	C - A12 slip road (E)	0.28	0.28
15:30-15:45	A - A12 slip road (W)	108.43	112.07
	B - Unnamed Road (N)	41.10	42.07
	C - A12 slip road (E)	0.28	0.28
15:45-16:00	A - A12 slip road (W)	76.81	79.43
	B - Unnamed Road (N)	27.17	27.81
	C - A12 slip road (E)	0.22	0.22

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.02	12.38	0.0	~1	B	1.25	5.00
B-A	0.30	9.91	0.4	~1	A	30.50	122.00
C-AB	0.00	0.00	0.0	~1	A	0.00	0.00
C-A						0.25	1.00
A-B						2.75	11.00
A-C						85.50	342.00

Main Results for each time segment

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	1.16	1.16	80.52	0.014	1.15	0.0	0.0	11.338	B
B-A	28.39	28.39	137.51	0.206	28.13	0.0	0.3	8.210	A
C-AB	0.00	0.00	143.63	0.000	0.00	0.0	0.0	0.000	A
C-A	0.22	0.22			0.22				
A-B	2.56	2.56			2.56				
A-C	78.63	78.63			78.63				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	1.15	1.15	79.74	0.014	1.15	0.0	0.0	11.451	B
B-A	28.03	28.03	135.93	0.206	28.03	0.3	0.3	8.340	A
C-AB	0.00	0.00	142.29	0.000	0.00	0.0	0.0	0.000	A
C-A	0.28	0.28			0.28				
A-B	2.53	2.53			2.53				
A-C	84.04	84.04			84.04				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	1.62	1.62	74.32	0.022	1.61	0.0	0.0	12.375	B
B-A	39.48	39.48	129.93	0.304	39.31	0.3	0.4	9.912	A
C-AB	0.00	0.00	136.93	0.000	0.00	0.0	0.0	0.000	A
C-A	0.28	0.28			0.28				
A-B	3.56	3.56			3.56				
A-C	104.87	104.87			104.87				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	1.07	1.07	81.47	0.013	1.08	0.0	0.0	11.195	B
B-A	26.10	26.10	138.70	0.188	26.29	0.4	0.2	8.021	A
C-AB	0.00	0.00	144.70	0.000	0.00	0.0	0.0	0.000	A
C-A	0.22	0.22			0.22				
A-B	2.35	2.35			2.35				
A-C	74.46	74.46			74.46				

Queue Variation Results for each time segment

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.26	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.26	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.43	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.23	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

2028 Peak Construction, 5-6 PM peaky

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
J15	Park and Ride (Wickham Market) A12 / A144 A12 / A144 A12/A144	T-Junction	Two-way	2.02	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	2028 Peak Construction	5-6 PM peaky	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A12 slip road (W)		DIRECT	✓	100.000
B - Unnamed Road (N)		DIRECT	✓	100.000
C - A12 slip road (E)		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.26	45.06
	B - Unnamed Road (N)	7.03	0.00	0.35
	C - A12 slip road (E)	0.00	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.01	0.99
	B - Unnamed Road (N)	0.95	0.00	0.05
	C - A12 slip road (E)	0.33	0.33	0.33

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.56	68.45
	B - Unnamed Road (N)	15.04	0.00	0.75
	C - A12 slip road (E)	0.00	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.01	0.99
	B - Unnamed Road (N)	0.95	0.00	0.05
	C - A12 slip road (E)	0.33	0.33	0.33

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.97	90.55
	B - Unnamed Road (N)	25.76	0.00	1.29
	C - A12 slip road (E)	0.00	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.01	0.99
	B - Unnamed Road (N)	0.95	0.00	0.05
	C - A12 slip road (E)	0.33	0.33	0.33

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	1.21	96.93
	B - Unnamed Road (N)	32.18	0.00	1.61
	C - A12 slip road (E)	0.00	0.00	0.00

Proportions

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0.00	0.01	0.99
	B - Unnamed Road (N)	0.95	0.00	0.05
	C - A12 slip road (E)	0.33	0.33	0.33

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	100	3
	B - Unnamed Road (N)	0	0	75
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	2.000	1.031
	B - Unnamed Road (N)	1.000	1.000	1.750
	C - A12 slip road (E)	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	100	3
	B - Unnamed Road (N)	0	0	75
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	2.000	1.028
	B - Unnamed Road (N)	1.000	1.000	1.750
	C - A12 slip road (E)	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	100	3
	B - Unnamed Road (N)	0	0	75
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	2.000	1.026
	B - Unnamed Road (N)	1.000	1.000	1.750
	C - A12 slip road (E)	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	0	100	2
	B - Unnamed Road (N)	0	0	75
	C - A12 slip road (E)	0	0	0

Average PCU Per Veh

		To		
		A - A12 slip road (W)	B - Unnamed Road (N)	C - A12 slip road (E)
From	A - A12 slip road (W)	1.000	2.000	1.024
	B - Unnamed Road (N)	1.000	1.000	1.750
	C - A12 slip road (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - A12 slip road (W)	45.33	46.98
	B - Unnamed Road (N)	7.38	7.64
	C - A12 slip road (E)	0.00	0.00
17:15-17:30	A - A12 slip road (W)	69.01	71.52
	B - Unnamed Road (N)	15.79	16.35
	C - A12 slip road (E)	0.00	0.00
17:30-17:45	A - A12 slip road (W)	91.52	94.83
	B - Unnamed Road (N)	27.04	28.01
	C - A12 slip road (E)	0.00	0.00
17:45-18:00	A - A12 slip road (W)	98.14	101.68
	B - Unnamed Road (N)	33.79	34.99
	C - A12 slip road (E)	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.02	12.99	0.0	~1	B	1.00	4.00
B-A	0.24	9.02	0.3	~1	A	20.00	80.00
C-AB	0.00	0.00	0.0	~1	A	0.00	0.00
C-A						0.00	0.00
A-B						0.75	3.00
A-C						75.25	301.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.35	0.35	81.82	0.004	0.35	0.0	0.0	11.046	B
B-A	7.03	7.03	146.61	0.048	6.98	0.0	0.0	6.444	A
C-AB	0.00	0.00	152.43	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	0.26	0.26			0.26				
A-C	45.06	45.06			45.06				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	0.75	0.75	77.52	0.010	0.75	0.0	0.0	11.722	B
B-A	15.04	15.04	139.94	0.107	14.97	0.0	0.1	7.199	A
C-AB	0.00	0.00	146.58	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	0.56	0.56			0.56				
A-C	68.45	68.45			68.45				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	1.29	1.29	72.88	0.018	1.28	0.0	0.0	12.568	B
B-A	25.76	25.76	133.64	0.193	25.64	0.1	0.2	8.323	A
C-AB	0.00	0.00	141.03	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	0.97	0.97			0.97				
A-C	90.55	90.55			90.55				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	1.61	1.61	70.87	0.023	1.60	0.0	0.0	12.992	B
B-A	32.18	32.18	131.83	0.244	32.10	0.2	0.3	9.016	A
C-AB	0.00	0.00	139.40	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	1.21	1.21			1.21				
A-C	96.93	96.93			96.93				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.05	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.12	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.24	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.32	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.10.13_J17_Miti_Model_EY_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\Mitigation Models\J17_miti\Model
Report generation date: 18/12/2020 12:35:15

»A12 / B1122 - 2023 Early Years , 6-7 AM
»A12 / B1122 - 2023 Early Years , 7-8 AM
»A12 / B1122 - 2023 Early Years , 8-9 AM
»A12 / B1122 - 2023 Early Years , 3-4 PM
»A12 / B1122 - 2023 Early Years , 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
	A12 / B1122 - 2023 Early Years																								
A - A12 North	0.6	2.6	5.01	0.39	A	1.9	3.3	9.06	0.66	A	1.4	1.7	7.39	0.59	A	1.2	1.5	6.83	0.54	A	1.1	1.5	6.62	0.53	A
B - A12 South	0.2	0.5	3.60	0.18	A	1.0	1.5	6.10	0.51	A	1.0	1.5	5.89	0.50	A	1.7	2.4	8.06	0.63	A	2.8	10.9	11.53	0.74	B
C - Park & Ride access	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.1	0.5	5.46	0.10	A

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

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

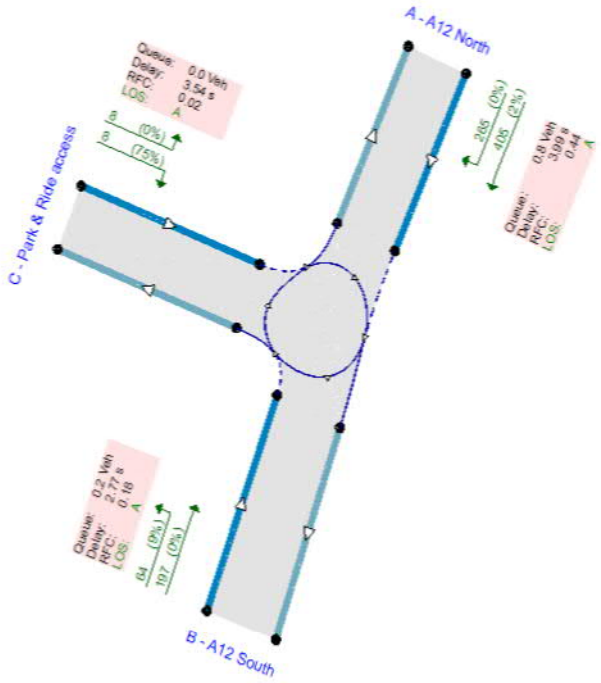
File summary

File Description

Title	Park and Ride (Darsham)
Location	52.281784°, 1.534037°
Site number	17
Date	21/03/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	UKWSPGROUP\ukcxm014
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	mph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

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
D1	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D28	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
AJ13	A12 / B1122	✓	✓	D6,D7,D8,D9,D10	100.000	100.000

A12 / B1122 - 2023 Early Years , 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J17	Park and Ride (Darsham)	Standard Roundabout	A, B, C	4.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A12 North	
B	A12 South	
C	Park & Ride access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A12 North	3.70	4.00	10.0	20.0	54.0	33.0	
B - A12 South	3.60	4.00	10.0	30.0	54.0	28.0	
C - Park & Ride access	3.60	4.00	10.0	32.5	54.0	32.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A12 North	0.493	1192
B - A12 South	0.509	1226
C - Park & Ride access	0.503	1212

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	415	100.000
B - A12 South		ONE HOUR	✓	198	100.000
C - Park & Ride access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	411	4
	B - A12 South	186	0	12
	C - Park & Ride access	0	0	0

Proportions

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0.00	0.99	0.01
	B - A12 South	0.94	0.00	0.06
	C - Park & Ride access	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	1	0
	B - A12 South	0	0	8
	C - Park & Ride access	0	0	0

Average PCU Per Veh

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	1.000	1.014	1.000
	B - A12 South	1.000	1.000	1.083
	C - Park & Ride access	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A12 North	312	317
	B - A12 South	149	150
	C - Park & Ride access	0	0
06:00-06:15	A - A12 North	373	378
	B - A12 South	178	179
	C - Park & Ride access	0	0

06:15-06:30	A - A12 North	457	463
	B - A12 South	218	219
	C - Park & Ride access	0	0
06:30-06:45	A - A12 North	457	463
	B - A12 South	218	219
	C - Park & Ride access	0	0
06:45-07:00	A - A12 North	373	378
	B - A12 South	178	179
	C - Park & Ride access	0	0
07:00-07:15	A - A12 North	312	317
	B - A12 South	149	150
	C - Park & Ride access	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.39	5.01	0.6	2.6	A	381	571
B - A12 South	0.18	3.60	0.2	0.5	A	182	273
C - Park & Ride access	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	312	78	0	1175	0.266	311	140	0.0	0.4	4.159	A
B - A12 South	149	37	3	1218	0.122	149	308	0.0	0.1	3.363	A
C - Park & Ride access	0	0	140	1142	0.000	0	12	0.0	0.0	0.000	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	373	93	0	1175	0.317	373	167	0.4	0.5	4.484	A
B - A12 South	178	44	4	1218	0.146	178	369	0.1	0.2	3.460	A
C - Park & Ride access	0	0	167	1128	0.000	0	14	0.0	0.0	0.000	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	457	114	0	1175	0.389	456	205	0.5	0.6	5.004	A
B - A12 South	218	55	4	1218	0.179	218	452	0.2	0.2	3.600	A
C - Park & Ride access	0	0	205	1109	0.000	0	18	0.0	0.0	0.000	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	457	114	0	1175	0.389	457	205	0.6	0.6	5.012	A
B - A12 South	218	55	4	1218	0.179	218	453	0.2	0.2	3.600	A
C - Park & Ride access	0	0	205	1109	0.000	0	18	0.0	0.0	0.000	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	373	93	0	1175	0.317	374	167	0.6	0.5	4.495	A
B - A12 South	178	44	4	1218	0.146	178	370	0.2	0.2	3.464	A
C - Park & Ride access	0	0	167	1128	0.000	0	14	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	312	78	0	1175	0.266	313	140	0.5	0.4	4.176	A
B - A12 South	149	37	3	1218	0.122	149	310	0.2	0.1	3.369	A
C - Park & Ride access	0	0	140	1142	0.000	0	12	0.0	0.0	0.000	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.36	0.00	0.00	0.36	0.36			N/A	N/A
B - A12 South	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.46	0.00	0.00	0.46	0.46			N/A	N/A
B - A12 South	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.63	0.03	0.25	0.63	0.63			N/A	N/A
B - A12 South	0.22	0.03	0.25	0.46	0.48			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.63	0.03	0.28	0.96	2.61			N/A	N/A
B - A12 South	0.22	0.03	0.26	0.46	0.49			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.47	0.00	0.00	0.47	0.47			N/A	N/A
B - A12 South	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.36	0.00	0.00	0.36	0.36			N/A	N/A
B - A12 South	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / B1122 - 2023 Early Years , 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J17	Park and Ride (Darsham)	Standard Roundabout	A, B, C	7.75	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
D7	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	693	100.000
B - A12 South		ONE HOUR	✓	560	100.000
C - Park & Ride access		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	667	26
	B - A12 South	500	0	60
	C - Park & Ride access	0	2	0

Proportions

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0.00	0.96	0.04
	B - A12 South	0.89	0.00	0.11
	C - Park & Ride access	0.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	3	4
	B - A12 South	0	0	3
	C - Park & Ride access	0	100	0

Average PCU Per Veh

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	1.000	1.027	1.038
	B - A12 South	1.000	1.000	1.033
	C - Park & Ride access	1.000	2.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A12 North	522	536
	B - A12 South	422	423
	C - Park & Ride access	0	0
07:00-07:15	A - A12 North	623	640
	B - A12 South	503	505
	C - Park & Ride access	0	0
07:15-07:30	A - A12 North	763	784
	B - A12 South	617	619
	C - Park & Ride access	0	0
07:30-07:45	A - A12 North	763	784
	B - A12 South	617	619
	C - Park & Ride access	0	0
07:45-08:00	A - A12 North	623	640
	B - A12 South	503	505
	C - Park & Ride access	0	0
08:00-08:15	A - A12 North	522	536
	B - A12 South	422	423
	C - Park & Ride access	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.66	9.06	1.9	3.3	A	636	954
B - A12 South	0.51	6.10	1.0	1.5	A	514	771
C - Park & Ride access	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	522	130	0	1160	0.450	518	375	0.0	0.8	5.584	A
B - A12 South	422	105	19	1211	0.348	419	499	0.0	0.5	4.534	A
C - Park & Ride access	0	0	375	512	0.000	0	64	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	623	156	0	1160	0.537	622	449	0.8	1.1	6.671	A
B - A12 South	503	126	23	1209	0.416	503	598	0.5	0.7	5.088	A
C - Park & Ride access	0	0	449	493	0.000	0	77	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	763	191	0	1160	0.658	760	549	1.1	1.9	8.936	A
B - A12 South	617	154	29	1207	0.511	615	732	0.7	1.0	6.073	A
C - Park & Ride access	0	0	549	468	0.000	0	94	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	763	191	0	1160	0.658	763	550	1.9	1.9	9.058	A
B - A12 South	617	154	29	1207	0.511	617	734	1.0	1.0	6.100	A
C - Park & Ride access	0	0	550	468	0.000	0	95	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	623	156	0	1160	0.537	626	451	1.9	1.2	6.777	A
B - A12 South	503	126	23	1209	0.416	505	602	1.0	0.7	5.117	A
C - Park & Ride access	0	0	451	493	0.000	0	78	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	522	130	0	1160	0.450	523	377	1.2	0.8	5.664	A
B - A12 South	422	105	20	1211	0.348	422	504	0.7	0.5	4.568	A
C - Park & Ride access	0	0	377	511	0.000	0	65	0.0	0.0	0.000	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.81	0.55	1.00	1.40	1.45			N/A	N/A
B - A12 South	0.53	0.53	1.00	1.40	1.45			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.14	0.08	0.94	2.02	2.81			N/A	N/A
B - A12 South	0.71	0.13	0.88	1.38	1.44			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.87	0.03	0.27	1.87	3.26			N/A	N/A
B - A12 South	1.03	0.03	0.26	1.03	1.03			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.89	0.03	0.27	1.89	1.89			N/A	N/A
B - A12 South	1.04	0.03	0.27	1.04	1.39			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.18	0.09	0.99	2.05	2.80			N/A	N/A
B - A12 South	0.72	0.24	0.94	1.39	1.45			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.83	0.05	0.56	1.61	2.17			N/A	N/A
B - A12 South	0.54	0.06	0.59	1.32	1.41			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / B1122 - 2023 Early Years , 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J17	Park and Ride (Darsham)	Standard Roundabout	A, B, C	6.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	628	100.000
B - A12 South		ONE HOUR	✓	551	100.000
C - Park & Ride access		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	621	7
	B - A12 South	536	0	15
	C - Park & Ride access	0	1	0

Proportions

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0.00	0.99	0.01
	B - A12 South	0.97	0.00	0.03
	C - Park & Ride access	0.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	1	0
	B - A12 South	0	0	13
	C - Park & Ride access	0	100	0

Average PCU Per Veh

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	1.000	1.011	1.000
	B - A12 South	1.000	1.000	1.133
	C - Park & Ride access	1.000	2.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A12 North	473	478
	B - A12 South	415	416
	C - Park & Ride access	0	0
08:00-08:15	A - A12 North	565	571
	B - A12 South	495	497
	C - Park & Ride access	0	0
08:15-08:30	A - A12 North	691	699
	B - A12 South	607	609
	C - Park & Ride access	0	0
08:30-08:45	A - A12 North	691	699
	B - A12 South	607	609
	C - Park & Ride access	0	0
08:45-09:00	A - A12 North	565	571
	B - A12 South	495	497
	C - Park & Ride access	0	0
09:00-09:15	A - A12 North	473	478
	B - A12 South	415	416
	C - Park & Ride access	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.59	7.39	1.4	1.7	A	576	864
B - A12 South	0.50	5.89	1.0	1.5	A	506	758
C - Park & Ride access	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	473	118	0	1178	0.401	470	402	0.0	0.7	5.065	A
B - A12 South	415	104	5	1219	0.340	413	465	0.0	0.5	4.455	A
C - Park & Ride access	0	0	402	505	0.000	0	16	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	565	141	0	1178	0.479	564	481	0.7	0.9	5.845	A
B - A12 South	495	124	6	1218	0.407	495	557	0.5	0.7	4.970	A
C - Park & Ride access	0	0	481	485	0.000	0	20	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	691	173	0	1178	0.587	689	589	0.9	1.4	7.334	A
B - A12 South	607	152	8	1218	0.498	605	682	0.7	1.0	5.867	A
C - Park & Ride access	0	0	589	458	0.000	0	24	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	691	173	0	1178	0.587	691	590	1.4	1.4	7.389	A
B - A12 South	607	152	8	1218	0.498	607	684	1.0	1.0	5.890	A
C - Park & Ride access	0	0	590	458	0.000	0	24	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	565	141	0	1178	0.479	566	483	1.4	0.9	5.902	A
B - A12 South	495	124	6	1218	0.407	497	560	1.0	0.7	4.996	A
C - Park & Ride access	0	0	483	485	0.000	0	20	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	473	118	0	1178	0.401	474	404	0.9	0.7	5.118	A
B - A12 South	415	104	5	1219	0.340	416	469	0.7	0.5	4.484	A
C - Park & Ride access	0	0	404	504	0.000	0	17	0.0	0.0	0.000	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.66	0.55	1.00	1.40	1.45			N/A	N/A
B - A12 South	0.51	0.51	1.00	1.40	1.45			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.91	0.10	0.91	1.32	1.72			N/A	N/A
B - A12 South	0.68	0.13	0.88	1.38	1.44			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.39	0.03	0.26	1.39	1.39			N/A	N/A
B - A12 South	0.98	0.03	0.26	0.98	0.98			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.41	0.03	0.27	1.41	1.45			N/A	N/A
B - A12 South	0.99	0.03	0.27	0.99	1.51			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.93	0.14	0.96	1.19	1.63			N/A	N/A
B - A12 South	0.69	0.26	0.95	1.39	1.44			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.68	0.06	0.67	1.41	1.50			N/A	N/A
B - A12 South	0.52	0.05	0.54	1.31	1.40			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / B1122 - 2023 Early Years , 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J17	Park and Ride (Darsham)	Standard Roundabout	A, B, C	7.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	571	100.000
B - A12 South		ONE HOUR	✓	699	100.000
C - Park & Ride access		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	570	1
	B - A12 South	698	0	1
	C - Park & Ride access	0	1	0

Proportions

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0.00	1.00	0.00
	B - A12 South	1.00	0.00	0.00
	C - Park & Ride access	0.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	3	100
	B - A12 South	1	0	100
	C - Park & Ride access	0	100	0

Average PCU Per Veh

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	1.000	1.029	2.000
	B - A12 South	1.006	1.000	2.000
	C - Park & Ride access	1.000	2.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A12 North	430	443
	B - A12 South	526	530
	C - Park & Ride access	0	0
15:00-15:15	A - A12 North	513	529
	B - A12 South	628	633
	C - Park & Ride access	0	0
15:15-15:30	A - A12 North	629	648
	B - A12 South	770	775
	C - Park & Ride access	0	0
15:30-15:45	A - A12 North	629	648
	B - A12 South	770	775
	C - Park & Ride access	0	0
15:45-16:00	A - A12 North	513	529
	B - A12 South	628	633
	C - Park & Ride access	0	0
16:00-16:15	A - A12 North	430	443
	B - A12 South	526	530
	C - Park & Ride access	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.54	6.83	1.2	1.5	A	524	786
B - A12 South	0.63	8.06	1.7	2.4	A	641	962
C - Park & Ride access	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	430	107	0	1156	0.372	428	522	0.0	0.6	4.929	A
B - A12 South	526	132	1	1216	0.433	523	427	0.0	0.8	5.173	A
C - Park & Ride access	0	0	522	474	0.000	0	1	0.0	0.0	0.000	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	513	128	0	1156	0.444	513	626	0.6	0.8	5.591	A
B - A12 South	628	157	1	1216	0.517	627	512	0.8	1.1	6.098	A
C - Park & Ride access	0	0	626	448	0.000	0	2	0.0	0.0	0.000	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	629	157	0	1156	0.544	627	766	0.8	1.2	6.791	A
B - A12 South	770	192	1	1216	0.633	767	626	1.1	1.7	7.972	A
C - Park & Ride access	0	0	766	412	0.000	0	2	0.0	0.0	0.000	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	629	157	0	1156	0.544	629	768	1.2	1.2	6.831	A
B - A12 South	770	192	1	1216	0.633	770	628	1.7	1.7	8.057	A
C - Park & Ride access	0	0	768	412	0.000	0	2	0.0	0.0	0.000	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	513	128	0	1156	0.444	515	630	1.2	0.8	5.632	A
B - A12 South	628	157	1	1216	0.517	631	514	1.7	1.1	6.176	A
C - Park & Ride access	0	0	630	447	0.000	0	2	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	430	107	0	1156	0.372	431	527	0.8	0.6	4.971	A
B - A12 South	526	132	1	1216	0.433	528	430	1.1	0.8	5.236	A
C - Park & Ride access	0	0	527	473	0.000	0	2	0.0	0.0	0.000	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.59	0.55	1.00	1.40	1.45			N/A	N/A
B - A12 South	0.75	0.55	1.00	1.40	1.45			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.79	0.12	0.89	1.42	1.49			N/A	N/A
B - A12 South	1.05	0.08	0.92	1.82	2.40			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.17	0.03	0.26	1.17	1.17			N/A	N/A
B - A12 South	1.68	0.03	0.27	1.68	1.68			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.18	0.03	0.27	1.18	1.18			N/A	N/A
B - A12 South	1.70	0.03	0.27	1.70	1.70			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.81	0.18	0.93	1.41	1.47			N/A	N/A
B - A12 South	1.08	0.11	1.00	1.76	2.15			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.60	0.06	0.66	1.34	1.42			N/A	N/A
B - A12 South	0.77	0.06	0.64	1.29	1.78			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / B1122 - 2023 Early Years , 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J17	Park and Ride (Darsham)	Standard Roundabout	A, B, C	9.36	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
D10	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	553	100.000
B - A12 South		ONE HOUR	✓	823	100.000
C - Park & Ride access		ONE HOUR	✓	68	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	553	0
	B - A12 South	821	0	2
	C - Park & Ride access	21	47	0

Proportions

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0.00	1.00	0.00
	B - A12 South	1.00	0.00	0.00
	C - Park & Ride access	0.31	0.69	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	1	0
	B - A12 South	0	0	100
	C - Park & Ride access	5	2	0

Average PCU Per Veh

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	1.000	1.011	1.000
	B - A12 South	1.005	1.000	2.000
	C - Park & Ride access	1.048	1.021	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A12 North	416	421
	B - A12 South	620	624
	C - Park & Ride access	51	53
17:00-17:15	A - A12 North	497	503
	B - A12 South	740	745
	C - Park & Ride access	61	63
17:15-17:30	A - A12 North	609	616
	B - A12 South	906	913
	C - Park & Ride access	75	77
17:30-17:45	A - A12 North	609	616
	B - A12 South	906	913
	C - Park & Ride access	75	77
17:45-18:00	A - A12 North	497	503
	B - A12 South	740	745
	C - Park & Ride access	61	63
18:00-18:15	A - A12 North	416	421
	B - A12 South	620	624
	C - Park & Ride access	51	53

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.53	6.62	1.1	1.5	A	507	761
B - A12 South	0.74	11.53	2.8	10.9	B	755	1133
C - Park & Ride access	0.10	5.46	0.1	0.5	A	62	94

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	416	104	35	1161	0.359	414	630	0.0	0.6	4.806	A
B - A12 South	620	155	0	1217	0.509	616	449	0.0	1.0	5.941	A
C - Park & Ride access	51	13	614	876	0.058	51	1	0.0	0.1	4.361	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	497	124	42	1157	0.430	496	755	0.6	0.7	5.437	A
B - A12 South	740	185	0	1217	0.608	738	539	1.0	1.5	7.475	A
C - Park & Ride access	61	15	736	816	0.075	61	2	0.1	0.1	4.767	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	609	152	52	1153	0.528	607	922	0.7	1.1	6.584	A
B - A12 South	906	227	0	1217	0.744	901	659	1.5	2.8	11.200	B
C - Park & Ride access	75	19	899	736	0.102	75	2	0.1	0.1	5.443	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	609	152	52	1153	0.528	609	927	1.1	1.1	6.619	A
B - A12 South	906	227	0	1217	0.744	906	661	2.8	2.8	11.530	B
C - Park & Ride access	75	19	904	734	0.102	75	2	0.1	0.1	5.462	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	497	124	42	1157	0.430	499	762	1.1	0.8	5.477	A
B - A12 South	740	185	0	1217	0.608	745	541	2.8	1.6	7.699	A
C - Park & Ride access	61	15	743	813	0.075	61	2	0.1	0.1	4.790	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	416	104	35	1161	0.359	417	636	0.8	0.6	4.845	A
B - A12 South	620	155	0	1217	0.509	622	453	1.6	1.1	6.066	A
C - Park & Ride access	51	13	620	873	0.059	51	2	0.1	0.1	4.382	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.55	0.55	1.00	1.40	1.45			N/A	N/A
B - A12 South	1.02	0.55	1.00	1.40	1.45			N/A	N/A
C - Park & Ride access	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.75	0.12	0.88	1.39	1.46			N/A	N/A
B - A12 South	1.52	0.06	0.88	3.52	4.99			N/A	N/A
C - Park & Ride access	0.08	0.03	0.26	0.47	0.49			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.10	0.03	0.26	1.10	1.10			N/A	N/A
B - A12 South	2.78	0.03	0.29	2.78	10.93			N/A	N/A
C - Park & Ride access	0.11	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.11	0.03	0.27	1.11	1.34			N/A	N/A
B - A12 South	2.84	0.03	0.27	2.84	4.32			N/A	N/A
C - Park & Ride access	0.11	0.00	0.00	0.11	0.11			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.76	0.19	0.93	1.39	1.45			N/A	N/A
B - A12 South	1.58	0.06	0.84	3.76	5.48			N/A	N/A
C - Park & Ride access	0.08	0.00	0.00	0.08	0.08			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.56	0.06	0.62	1.33	1.41			N/A	N/A
B - A12 South	1.05	0.04	0.42	2.59	4.13			N/A	N/A
C - Park & Ride access	0.06	0.00	0.00	0.06	0.06			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.10.13_J17_Miti_Model_OP_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\Mitigation Models\J17_miti\Model
Report generation date: 18/12/2020 12:38:30

»A12 / B1122 - 2034 Operational Led, 6-7 AM
»A12 / B1122 - 2034 Operational Led, 7-8 AM
»A12 / B1122 - 2034 Operational Led, 8-9 AM
»A12 / B1122 - 2034 Operational Led, 3-4 PM
»A12 / B1122 - 2034 Operational Led, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
	A12 / B1122 - 2034 Operational Led																								
A - A12 North	0.6	2.6	4.93	0.38	A	1.1	1.5	6.45	0.53	A	1.3	1.5	7.01	0.57	A	1.6	2.0	7.94	0.62	A	1.5	1.9	7.76	0.61	A
B - A12 South	0.2	0.5	3.59	0.18	A	1.1	1.5	6.13	0.52	A	1.3	1.6	6.92	0.58	A	2.3	6.0	9.76	0.70	A	2.2	5.1	9.42	0.69	A
C - Park & Ride access	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A	0.0	~1	0.00	0.00	A

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

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

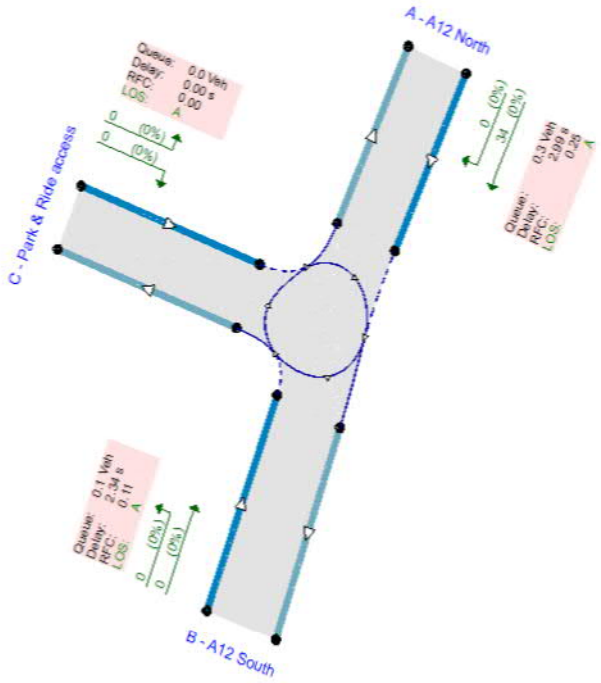
File summary

File Description

Title	Park and Ride (Darsham)
Location	52.281784°, 1.534037°
Site number	17
Date	21/03/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	UKWSPGROUP\ukcxm014
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	mph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

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
D1	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D28	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
AJ13	A12 / B1122	✓	✓	D26,D27,D28,D29,D30	100.000	100.000

A12 / B1122 - 2034 Operational Led, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J17	Park and Ride (Darsham)	Standard Roundabout	A, B, C	4.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A12 North	
B	A12 South	
C	Park & Ride access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A12 North	3.70	4.00	10.0	20.0	54.0	33.0	
B - A12 South	3.60	4.00	10.0	30.0	54.0	28.0	
C - Park & Ride access	3.60	7.20	13.2	32.5	54.0	32.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A12 North	0.493	1192
B - A12 South	0.509	1226
C - Park & Ride access	0.592	1693

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	409	100.000
B - A12 South		ONE HOUR	✓	204	100.000
C - Park & Ride access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	409	0
	B - A12 South	204	0	0
	C - Park & Ride access	0	0	0

Proportions

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0.00	1.00	0.00
	B - A12 South	1.00	0.00	0.00
	C - Park & Ride access	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	1	0
	B - A12 South	0	0	0
	C - Park & Ride access	0	0	0

Average PCU Per Veh

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	1.000	1.009	1.000
	B - A12 South	1.000	1.000	1.000
	C - Park & Ride access	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A12 North	308	311
	B - A12 South	154	154
	C - Park & Ride access	0	0
06:00-06:15	A - A12 North	368	371
	B - A12 South	183	183
	C - Park & Ride access	0	0

06:15-06:30	A - A12 North	450	454
	B - A12 South	225	225
	C - Park & Ride access	0	0
06:30-06:45	A - A12 North	450	454
	B - A12 South	225	225
	C - Park & Ride access	0	0
06:45-07:00	A - A12 North	368	371
	B - A12 South	183	183
	C - Park & Ride access	0	0
07:00-07:15	A - A12 North	308	311
	B - A12 South	154	154
	C - Park & Ride access	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.38	4.93	0.6	2.6	A	375	563
B - A12 South	0.18	3.59	0.2	0.5	A	187	281
C - Park & Ride access	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	308	77	0	1181	0.261	307	153	0.0	0.4	4.112	A
B - A12 South	154	38	0	1226	0.125	153	307	0.0	0.1	3.353	A
C - Park & Ride access	0	0	153	1603	0.000	0	0	0.0	0.0	0.000	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	368	92	0	1181	0.311	367	183	0.4	0.4	4.424	A
B - A12 South	183	46	0	1226	0.150	183	367	0.1	0.2	3.451	A
C - Park & Ride access	0	0	183	1585	0.000	0	0	0.0	0.0	0.000	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	450	113	0	1181	0.381	450	224	0.4	0.6	4.921	A
B - A12 South	225	56	0	1226	0.183	224	450	0.2	0.2	3.593	A
C - Park & Ride access	0	0	224	1560	0.000	0	0	0.0	0.0	0.000	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	450	113	0	1181	0.381	450	225	0.6	0.6	4.929	A
B - A12 South	225	56	0	1226	0.183	225	450	0.2	0.2	3.593	A
C - Park & Ride access	0	0	225	1560	0.000	0	0	0.0	0.0	0.000	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	368	92	0	1181	0.311	368	184	0.6	0.5	4.437	A
B - A12 South	183	46	0	1226	0.150	184	368	0.2	0.2	3.455	A
C - Park & Ride access	0	0	184	1585	0.000	0	0	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	308	77	0	1181	0.261	308	154	0.5	0.4	4.130	A
B - A12 South	154	38	0	1226	0.125	154	308	0.2	0.1	3.356	A
C - Park & Ride access	0	0	154	1602	0.000	0	0	0.0	0.0	0.000	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.35	0.00	0.00	0.35	0.35			N/A	N/A
B - A12 South	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.45	0.00	0.00	0.45	0.45			N/A	N/A
B - A12 South	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.61	0.03	0.25	0.61	0.61			N/A	N/A
B - A12 South	0.22	0.03	0.25	0.46	0.48			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.61	0.03	0.29	1.03	2.61			N/A	N/A
B - A12 South	0.22	0.03	0.26	0.47	0.49			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.46	0.00	0.00	0.46	0.46			N/A	N/A
B - A12 South	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.36	0.00	0.00	0.36	0.36			N/A	N/A
B - A12 South	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / B1122 - 2034 Operational Led, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J17	Park and Ride (Darsham)	Standard Roundabout	A, B, C	6.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D27	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	562	100.000
B - A12 South		ONE HOUR	✓	580	100.000
C - Park & Ride access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	562	0
	B - A12 South	580	0	0
	C - Park & Ride access	0	0	0

Proportions

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0.00	1.00	0.00
	B - A12 South	1.00	0.00	0.00
	C - Park & Ride access	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	1	0
	B - A12 South	0	0	0
	C - Park & Ride access	0	0	0

Average PCU Per Veh

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	1.000	1.012	1.000
	B - A12 South	1.000	1.000	1.000
	C - Park & Ride access	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A12 North	423	428
	B - A12 South	437	437
	C - Park & Ride access	0	0
07:00-07:15	A - A12 North	505	511
	B - A12 South	521	521
	C - Park & Ride access	0	0
07:15-07:30	A - A12 North	619	626
	B - A12 South	639	639
	C - Park & Ride access	0	0
07:30-07:45	A - A12 North	619	626
	B - A12 South	639	639
	C - Park & Ride access	0	0
07:45-08:00	A - A12 North	505	511
	B - A12 South	521	521
	C - Park & Ride access	0	0
08:00-08:15	A - A12 North	423	428
	B - A12 South	437	437
	C - Park & Ride access	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.53	6.45	1.1	1.5	A	516	774
B - A12 South	0.52	6.13	1.1	1.5	A	532	798
C - Park & Ride access	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	423	106	0	1177	0.359	421	434	0.0	0.6	4.747	A
B - A12 South	437	109	0	1226	0.356	434	421	0.0	0.5	4.534	A
C - Park & Ride access	0	0	434	1436	0.000	0	0	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	505	126	0	1177	0.429	504	521	0.6	0.7	5.346	A
B - A12 South	521	130	0	1226	0.425	521	504	0.5	0.7	5.098	A
C - Park & Ride access	0	0	521	1385	0.000	0	0	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	619	155	0	1177	0.526	617	637	0.7	1.1	6.415	A
B - A12 South	639	160	0	1226	0.521	637	617	0.7	1.1	6.100	A
C - Park & Ride access	0	0	637	1316	0.000	0	0	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	619	155	0	1177	0.526	619	639	1.1	1.1	6.445	A
B - A12 South	639	160	0	1226	0.521	639	619	1.1	1.1	6.126	A
C - Park & Ride access	0	0	639	1315	0.000	0	0	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	505	126	0	1177	0.429	507	523	1.1	0.8	5.378	A
B - A12 South	521	130	0	1226	0.425	523	507	1.1	0.7	5.129	A
C - Park & Ride access	0	0	523	1384	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	423	106	0	1177	0.359	424	437	0.8	0.6	4.783	A
B - A12 South	437	109	0	1226	0.356	437	424	0.7	0.6	4.570	A
C - Park & Ride access	0	0	437	1434	0.000	0	0	0.0	0.0	0.000	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.56	0.55	1.00	1.40	1.45			N/A	N/A
B - A12 South	0.55	0.55	1.00	1.40	1.45			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.74	0.12	0.88	1.39	1.45			N/A	N/A
B - A12 South	0.73	0.12	0.88	1.39	1.45			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.09	0.03	0.26	1.09	1.09			N/A	N/A
B - A12 South	1.07	0.03	0.26	1.07	1.07			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.10	0.03	0.27	1.10	1.26			N/A	N/A
B - A12 South	1.08	0.03	0.27	1.08	1.22			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.76	0.21	0.93	1.39	1.45			N/A	N/A
B - A12 South	0.75	0.24	0.94	1.39	1.45			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.57	0.06	0.64	1.33	1.42			N/A	N/A
B - A12 South	0.56	0.06	0.64	1.33	1.41			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / B1122 - 2034 Operational Led, 8-9 AM

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.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J17	Park and Ride (Darsham)	Standard Roundabout	A, B, C	6.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D28	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	616	100.000
B - A12 South		ONE HOUR	✓	641	100.000
C - Park & Ride access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	616	0
	B - A12 South	641	0	0
	C - Park & Ride access	0	0	0

Proportions

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0.00	1.00	0.00
	B - A12 South	1.00	0.00	0.00
	C - Park & Ride access	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	0	0
	B - A12 South	0	0	0
	C - Park & Ride access	0	0	0

Average PCU Per Veh

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	1.000	1.000	1.000
	B - A12 South	1.000	1.000	1.000
	C - Park & Ride access	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A12 North	464	464
	B - A12 South	483	483
	C - Park & Ride access	0	0
08:00-08:15	A - A12 North	554	554
	B - A12 South	576	576
	C - Park & Ride access	0	0
08:15-08:30	A - A12 North	678	678
	B - A12 South	706	706
	C - Park & Ride access	0	0
08:30-08:45	A - A12 North	678	678
	B - A12 South	706	706
	C - Park & Ride access	0	0
08:45-09:00	A - A12 North	554	554
	B - A12 South	576	576
	C - Park & Ride access	0	0
09:00-09:15	A - A12 North	464	464
	B - A12 South	483	483
	C - Park & Ride access	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.57	7.01	1.3	1.5	A	565	848
B - A12 South	0.58	6.92	1.3	1.6	A	588	882
C - Park & Ride access	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	464	116	0	1192	0.389	461	480	0.0	0.6	4.913	A
B - A12 South	483	121	0	1226	0.394	480	461	0.0	0.6	4.809	A
C - Park & Ride access	0	0	480	1409	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	554	138	0	1192	0.465	553	575	0.6	0.9	5.628	A
B - A12 South	576	144	0	1226	0.470	575	553	0.6	0.9	5.524	A
C - Park & Ride access	0	0	575	1353	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	678	170	0	1192	0.569	676	704	0.9	1.3	6.966	A
B - A12 South	706	176	0	1226	0.576	704	676	0.9	1.3	6.869	A
C - Park & Ride access	0	0	704	1277	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	678	170	0	1192	0.569	678	706	1.3	1.3	7.012	A
B - A12 South	706	176	0	1226	0.576	706	678	1.3	1.3	6.917	A
C - Park & Ride access	0	0	706	1276	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	554	138	0	1192	0.465	555	578	1.3	0.9	5.675	A
B - A12 South	576	144	0	1226	0.470	578	555	1.3	0.9	5.569	A
C - Park & Ride access	0	0	578	1351	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	464	116	0	1192	0.389	465	484	0.9	0.6	4.959	A
B - A12 South	483	121	0	1226	0.394	484	465	0.9	0.7	4.856	A
C - Park & Ride access	0	0	484	1407	0.000	0	0	0.0	0.0	0.000	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.63	0.55	1.00	1.40	1.45			N/A	N/A
B - A12 South	0.64	0.55	1.00	1.40	1.45			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.86	0.11	0.89	1.50	1.52			N/A	N/A
B - A12 South	0.88	0.10	0.90	1.15	1.62			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.30	0.03	0.26	1.30	1.30			N/A	N/A
B - A12 South	1.33	0.03	0.26	1.33	1.33			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.31	0.03	0.27	1.31	1.45			N/A	N/A
B - A12 South	1.34	0.03	0.27	1.34	1.39			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.88	0.16	0.94	1.31	1.31			N/A	N/A
B - A12 South	0.90	0.16	0.95	1.42	1.42			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.64	0.06	0.68	1.37	1.45			N/A	N/A
B - A12 South	0.65	0.06	0.69	1.38	1.46			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / B1122 - 2034 Operational Led, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J17	Park and Ride (Darsham)	Standard Roundabout	A, B, C	8.92	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	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	658	100.000
B - A12 South		ONE HOUR	✓	779	100.000
C - Park & Ride access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	658	0
	B - A12 South	779	0	0
	C - Park & Ride access	0	0	0

Proportions

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0.00	1.00	0.00
	B - A12 South	1.00	0.00	0.00
	C - Park & Ride access	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	1	0
	B - A12 South	0	0	0
	C - Park & Ride access	0	0	0

Average PCU Per Veh

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	1.000	1.012	1.000
	B - A12 South	1.000	1.000	1.000
	C - Park & Ride access	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A12 North	495	501
	B - A12 South	586	586
	C - Park & Ride access	0	0
15:00-15:15	A - A12 North	592	598
	B - A12 South	700	700
	C - Park & Ride access	0	0
15:15-15:30	A - A12 North	724	733
	B - A12 South	858	858
	C - Park & Ride access	0	0
15:30-15:45	A - A12 North	724	733
	B - A12 South	858	858
	C - Park & Ride access	0	0
15:45-16:00	A - A12 North	592	598
	B - A12 South	700	700
	C - Park & Ride access	0	0
16:00-16:15	A - A12 North	495	501
	B - A12 South	586	586
	C - Park & Ride access	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.62	7.94	1.6	2.0	A	604	906
B - A12 South	0.70	9.76	2.3	6.0	A	715	1072
C - Park & Ride access	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	495	124	0	1178	0.421	492	583	0.0	0.7	5.232	A
B - A12 South	586	147	0	1226	0.478	583	492	0.0	0.9	5.566	A
C - Park & Ride access	0	0	583	1348	0.000	0	0	0.0	0.0	0.000	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	592	148	0	1178	0.502	590	699	0.7	1.0	6.119	A
B - A12 South	700	175	0	1226	0.571	699	590	0.9	1.3	6.805	A
C - Park & Ride access	0	0	699	1280	0.000	0	0	0.0	0.0	0.000	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	724	181	0	1178	0.615	722	854	1.0	1.6	7.864	A
B - A12 South	858	214	0	1226	0.700	854	722	1.3	2.3	9.574	A
C - Park & Ride access	0	0	854	1188	0.000	0	0	0.0	0.0	0.000	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	724	181	0	1178	0.615	724	858	1.6	1.6	7.940	A
B - A12 South	858	214	0	1226	0.700	858	724	2.3	2.3	9.764	A
C - Park & Ride access	0	0	858	1186	0.000	0	0	0.0	0.0	0.000	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	592	148	0	1178	0.502	594	704	1.6	1.0	6.188	A
B - A12 South	700	175	0	1226	0.571	704	594	2.3	1.4	6.943	A
C - Park & Ride access	0	0	704	1277	0.000	0	0	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	495	124	0	1178	0.421	497	588	1.0	0.7	5.293	A
B - A12 South	586	147	0	1226	0.478	588	497	1.4	0.9	5.657	A
C - Park & Ride access	0	0	588	1345	0.000	0	0	0.0	0.0	0.000	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.72	0.55	1.00	1.40	1.45			N/A	N/A
B - A12 South	0.91	0.55	1.00	1.40	1.45			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.00	0.09	0.92	1.65	1.96			N/A	N/A
B - A12 South	1.31	0.07	0.91	2.76	3.82			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.56	0.03	0.27	1.56	1.56			N/A	N/A
B - A12 South	2.25	0.03	0.28	2.25	6.04			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.58	0.03	0.27	1.58	1.58			N/A	N/A
B - A12 South	2.29	0.03	0.27	2.29	2.29			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.02	0.11	0.98	1.60	1.90			N/A	N/A
B - A12 South	1.35	0.07	0.97	2.80	3.84			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.73	0.06	0.65	1.01	1.59			N/A	N/A
B - A12 South	0.93	0.05	0.47	1.98	2.97			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

A12 / B1122 - 2034 Operational Led, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J17	Park and Ride (Darsham)	Standard Roundabout	A, B, C	8.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D30	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	656	100.000
B - A12 South		ONE HOUR	✓	767	100.000
C - Park & Ride access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	656	0
	B - A12 South	767	0	0
	C - Park & Ride access	0	0	0

Proportions

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0.00	1.00	0.00
	B - A12 South	1.00	0.00	0.00
	C - Park & Ride access	0.33	0.33	0.33

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	0	0
	B - A12 South	0	0	0
	C - Park & Ride access	0	0	0

Average PCU Per Veh

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	1.000	1.005	1.000
	B - A12 South	1.000	1.000	1.000
	C - Park & Ride access	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A12 North	494	496
	B - A12 South	577	577
	C - Park & Ride access	0	0
17:00-17:15	A - A12 North	590	593
	B - A12 South	690	690
	C - Park & Ride access	0	0
17:15-17:30	A - A12 North	722	726
	B - A12 South	844	844
	C - Park & Ride access	0	0
17:30-17:45	A - A12 North	722	726
	B - A12 South	844	844
	C - Park & Ride access	0	0
17:45-18:00	A - A12 North	590	593
	B - A12 South	690	690
	C - Park & Ride access	0	0
18:00-18:15	A - A12 North	494	496
	B - A12 South	577	577
	C - Park & Ride access	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.61	7.76	1.5	1.9	A	602	903
B - A12 South	0.69	9.42	2.2	5.1	A	704	1056
C - Park & Ride access	0.00	0.00	0.0	~1	A	0	0

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	494	123	0	1186	0.416	491	574	0.0	0.7	5.161	A
B - A12 South	577	144	0	1226	0.471	574	491	0.0	0.9	5.490	A
C - Park & Ride access	0	0	574	1354	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	590	147	0	1186	0.497	589	688	0.7	1.0	6.016	A
B - A12 South	690	172	0	1226	0.562	688	589	0.9	1.3	6.671	A
C - Park & Ride access	0	0	688	1286	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	722	181	0	1186	0.609	720	841	1.0	1.5	7.692	A
B - A12 South	844	211	0	1226	0.689	841	720	1.3	2.1	9.261	A
C - Park & Ride access	0	0	841	1196	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	722	181	0	1186	0.609	722	844	1.5	1.5	7.762	A
B - A12 South	844	211	0	1226	0.689	844	722	2.1	2.2	9.422	A
C - Park & Ride access	0	0	844	1194	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	590	147	0	1186	0.497	592	693	1.5	1.0	6.082	A
B - A12 South	690	172	0	1226	0.562	693	592	2.2	1.3	6.795	A
C - Park & Ride access	0	0	693	1283	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	494	123	0	1186	0.416	495	579	1.0	0.7	5.218	A
B - A12 South	577	144	0	1226	0.471	579	495	1.3	0.9	5.579	A
C - Park & Ride access	0	0	579	1351	0.000	0	0	0.0	0.0	0.000	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.71	0.55	1.00	1.40	1.45			N/A	N/A
B - A12 South	0.88	0.55	1.00	1.40	1.45			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.98	0.09	0.92	1.59	1.92			N/A	N/A
B - A12 South	1.26	0.07	0.92	2.61	3.59			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.53	0.03	0.27	1.53	1.53			N/A	N/A
B - A12 South	2.14	0.03	0.28	2.14	5.10			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.54	0.03	0.27	1.54	1.54			N/A	N/A
B - A12 South	2.18	0.03	0.27	2.18	2.18			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.00	0.12	0.98	1.53	1.84			N/A	N/A
B - A12 South	1.31	0.08	0.99	2.63	3.56			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.72	0.06	0.66	1.48	1.49			N/A	N/A
B - A12 South	0.90	0.05	0.49	1.88	2.79			N/A	N/A
C - Park & Ride access	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.10.13_J17_Miti_Model_PC_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\Mitigation Models\J17_miti\Model
Report generation date: 18/12/2020 12:41:47

»A12 / B1122 - 2028 Peak Construction, 6-7 AM
»A12 / B1122 - 2028 Peak Construction, 7-8 AM
»A12 / B1122 - 2028 Peak Construction, 8-9 AM
»A12 / B1122 - 2028 Peak Construction, 3-4 PM
»A12 / B1122 - 2028 Peak Construction, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
	A12 / B1122 - 2028 Peak Construction																								
A - A12 North	1.7	2.3	8.32	0.63	A	2.6	9.3	11.36	0.73	B	1.5	1.8	7.66	0.60	A	1.5	1.8	7.79	0.59	A	1.3	1.5	7.16	0.56	A
B - A12 South	0.4	1.3	4.70	0.27	A	1.3	1.5	7.68	0.58	A	1.2	1.5	6.50	0.54	A	2.1	4.2	9.21	0.68	A	2.2	5.6	9.69	0.69	A
C - Park & Ride access	0.0	0.5	3.77	0.02	A	0.1	0.5	3.77	0.05	A	0.0	0.5	3.78	0.03	A	0.2	0.5	4.42	0.18	A	0.2	0.5	4.38	0.15	A

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

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

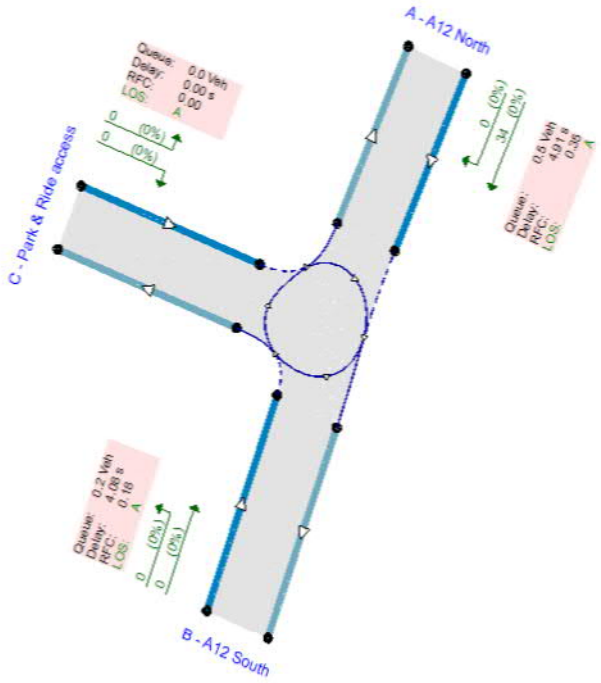
File summary

File Description

Title	Park and Ride (Darsham)
Location	52.281784°, 1.534037°
Site number	17
Date	21/03/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	UKWSPGROUP\ukcxm014
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	mph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

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
D1	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D24	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Operational Led	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Operational Led	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D28	2034 Operational Led	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Operational Led	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Operational Led	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
AJ13	A12 / B1122	✓	✓	D16,D17,D18,D19,D20	100.000	100.000

A12 / B1122 - 2028 Peak Construction, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J17	Park and Ride (Darsham)	Standard Roundabout	A, B, C	7.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A12 North	
B	A12 South	
C	Park & Ride access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A12 North	3.70	4.00	10.0	20.0	54.0	33.0	
B - A12 South	3.60	4.00	10.0	30.0	54.0	28.0	
C - Park & Ride access	3.60	5.40	10.0	32.5	54.0	32.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A12 North	0.493	1192
B - A12 South	0.509	1226
C - Park & Ride access	0.548	1454

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	670	100.000
B - A12 South		ONE HOUR	✓	261	100.000
C - Park & Ride access		ONE HOUR	✓	16	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	405	265
	B - A12 South	197	0	64
	C - Park & Ride access	8	8	0

Proportions

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0.00	0.60	0.40
	B - A12 South	0.75	0.00	0.25
	C - Park & Ride access	0.50	0.50	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	2	0
	B - A12 South	0	0	9
	C - Park & Ride access	0	75	0

Average PCU Per Veh

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	1.000	1.019	1.000
	B - A12 South	1.000	1.000	1.094
	C - Park & Ride access	1.000	1.750	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
05:45-06:00	A - A12 North	504	510
	B - A12 South	196	201
	C - Park & Ride access	12	17
06:00-06:15	A - A12 North	602	609
	B - A12 South	235	240
	C - Park & Ride access	14	20

06:15-06:30	A - A12 North	738	746
	B - A12 South	287	294
	C - Park & Ride access	18	24
06:30-06:45	A - A12 North	738	746
	B - A12 South	287	294
	C - Park & Ride access	18	24
06:45-07:00	A - A12 North	602	609
	B - A12 South	235	240
	C - Park & Ride access	14	20
07:00-07:15	A - A12 North	504	510
	B - A12 South	196	201
	C - Park & Ride access	12	17

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.63	8.32	1.7	2.3	A	615	922
B - A12 South	0.27	4.70	0.4	1.3	A	239	359
C - Park & Ride access	0.02	3.77	0.0	0.5	A	15	22

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	504	126	6	1173	0.430	501	154	0.0	0.7	5.340	A
B - A12 South	196	49	198	1100	0.179	196	309	0.0	0.2	3.978	A
C - Park & Ride access	12	3	148	999	0.012	12	246	0.0	0.0	3.648	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	602	151	7	1172	0.514	601	184	0.7	1.0	6.297	A
B - A12 South	235	59	238	1080	0.217	234	371	0.2	0.3	4.255	A
C - Park & Ride access	14	4	177	987	0.015	14	295	0.0	0.0	3.700	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	738	184	9	1170	0.630	735	225	1.0	1.7	8.225	A
B - A12 South	287	72	291	1054	0.273	287	453	0.3	0.4	4.692	A
C - Park & Ride access	18	4	217	971	0.018	18	361	0.0	0.0	3.774	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	738	184	9	1170	0.630	738	226	1.7	1.7	8.316	A
B - A12 South	287	72	292	1053	0.273	287	455	0.4	0.4	4.699	A
C - Park & Ride access	18	4	217	971	0.018	18	362	0.0	0.0	3.775	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	602	151	7	1172	0.514	605	185	1.7	1.1	6.376	A
B - A12 South	235	59	239	1080	0.217	235	373	0.4	0.3	4.266	A
C - Park & Ride access	14	4	177	987	0.015	14	297	0.0	0.0	3.701	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	504	126	6	1173	0.430	506	155	1.1	0.8	5.408	A
B - A12 South	196	49	200	1099	0.179	197	312	0.3	0.2	3.992	A
C - Park & Ride access	12	3	148	998	0.012	12	248	0.0	0.0	3.649	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.75	0.55	1.00	1.40	1.45			N/A	N/A
B - A12 South	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C - Park & Ride access	0.01	0.00	0.00	0.01	0.01			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.04	0.08	0.93	1.78	2.29			N/A	N/A
B - A12 South	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C - Park & Ride access	0.01	0.01	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.67	0.03	0.27	1.67	1.71			N/A	N/A
B - A12 South	0.37	0.03	0.25	0.46	0.48			N/A	N/A
C - Park & Ride access	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.68	0.03	0.27	1.68	1.68			N/A	N/A
B - A12 South	0.37	0.03	0.32	1.25	1.27			N/A	N/A
C - Park & Ride access	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.07	0.10	0.99	1.75	2.12			N/A	N/A
B - A12 South	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C - Park & Ride access	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.76	0.06	0.63	1.27	1.77			N/A	N/A
B - A12 South	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C - Park & Ride access	0.01	0.00	0.00	0.01	0.01			N/A	N/A

A12 / B1122 - 2028 Peak Construction, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J17	Park and Ride (Darsham)	Standard Roundabout	A, B, C	9.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	762	100.000
B - A12 South		ONE HOUR	✓	580	100.000
C - Park & Ride access		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	570	192
	B - A12 South	528	0	52
	C - Park & Ride access	33	14	0

Proportions

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0.00	0.75	0.25
	B - A12 South	0.91	0.00	0.09
	C - Park & Ride access	0.70	0.30	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	3	0
	B - A12 South	0	0	12
	C - Park & Ride access	0	43	0

Average PCU Per Veh

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	1.000	1.029	1.000
	B - A12 South	1.000	1.000	1.115
	C - Park & Ride access	1.000	1.429	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A - A12 North	574	586
	B - A12 South	437	441
	C - Park & Ride access	35	40
07:00-07:15	A - A12 North	685	700
	B - A12 South	521	527
	C - Park & Ride access	42	48
07:15-07:30	A - A12 North	839	857
	B - A12 South	639	645
	C - Park & Ride access	52	58
07:30-07:45	A - A12 North	839	857
	B - A12 South	639	645
	C - Park & Ride access	52	58
07:45-08:00	A - A12 North	685	700
	B - A12 South	521	527
	C - Park & Ride access	42	48
08:00-08:15	A - A12 North	574	586
	B - A12 South	437	441
	C - Park & Ride access	35	40

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.73	11.36	2.6	9.3	B	699	1049
B - A12 South	0.58	7.68	1.3	1.5	A	532	798
C - Park & Ride access	0.05	3.77	0.1	0.5	A	43	65

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	574	143	11	1159	0.495	570	420	0.0	1.0	6.075	A
B - A12 South	437	109	144	1141	0.383	434	437	0.0	0.6	5.075	A
C - Park & Ride access	35	9	395	1097	0.032	35	183	0.0	0.0	3.389	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	685	171	13	1157	0.592	683	503	1.0	1.4	7.568	A
B - A12 South	521	130	172	1127	0.463	520	524	0.6	0.9	5.927	A
C - Park & Ride access	42	11	474	1059	0.040	42	219	0.0	0.0	3.539	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	839	210	15	1155	0.726	834	616	1.4	2.5	11.069	B
B - A12 South	639	160	210	1108	0.577	637	640	0.9	1.3	7.611	A
C - Park & Ride access	52	13	580	1008	0.051	52	267	0.0	0.1	3.764	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	839	210	15	1155	0.726	839	618	2.5	2.6	11.356	B
B - A12 South	639	160	211	1107	0.577	639	643	1.3	1.3	7.681	A
C - Park & Ride access	52	13	581	1007	0.051	52	269	0.1	0.1	3.767	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	685	171	13	1157	0.592	689	506	2.6	1.5	7.771	A
B - A12 South	521	130	174	1126	0.463	523	528	1.3	0.9	5.993	A
C - Park & Ride access	42	11	476	1058	0.040	42	221	0.1	0.0	3.543	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	574	143	11	1159	0.495	576	423	1.5	1.0	6.198	A
B - A12 South	437	109	145	1140	0.383	438	441	0.9	0.6	5.130	A
C - Park & Ride access	35	9	398	1096	0.032	35	184	0.0	0.0	3.394	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.97	0.55	1.00	1.40	1.45			N/A	N/A
B - A12 South	0.61	0.55	1.00	1.40	1.45			N/A	N/A
C - Park & Ride access	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.42	0.07	0.92	3.09	4.41			N/A	N/A
B - A12 South	0.85	0.10	0.89	1.49	1.50			N/A	N/A
C - Park & Ride access	0.04	0.03	0.25	0.45	0.48			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.54	0.03	0.29	2.54	9.29			N/A	N/A
B - A12 South	1.34	0.03	0.26	1.34	1.34			N/A	N/A
C - Park & Ride access	0.05	0.03	0.26	0.46	0.49			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.60	0.03	0.27	2.60	3.66			N/A	N/A
B - A12 South	1.35	0.03	0.27	1.35	1.35			N/A	N/A
C - Park & Ride access	0.05	0.00	0.00	0.05	0.05			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.48	0.06	0.88	3.39	4.83			N/A	N/A
B - A12 South	0.87	0.13	0.93	1.42	1.42			N/A	N/A
C - Park & Ride access	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.99	0.04	0.43	2.37	3.72			N/A	N/A
B - A12 South	0.63	0.06	0.62	1.37	1.46			N/A	N/A
C - Park & Ride access	0.03	0.00	0.00	0.03	0.03			N/A	N/A

A12 / B1122 - 2028 Peak Construction, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J17	Park and Ride (Darsham)	Standard Roundabout	A, B, C	7.03	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	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	633	100.000
B - A12 South		ONE HOUR	✓	593	100.000
C - Park & Ride access		ONE HOUR	✓	24	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	616	17
	B - A12 South	585	0	8
	C - Park & Ride access	18	6	0

Proportions

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0.00	0.97	0.03
	B - A12 South	0.99	0.00	0.01
	C - Park & Ride access	0.75	0.25	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	2	0
	B - A12 South	0	0	38
	C - Park & Ride access	0	50	0

Average PCU Per Veh

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	1.000	1.018	1.000
	B - A12 South	1.003	1.000	1.375
	C - Park & Ride access	1.000	1.500	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A12 North	477	485
	B - A12 South	446	450
	C - Park & Ride access	18	20
08:00-08:15	A - A12 North	569	579
	B - A12 South	533	538
	C - Park & Ride access	22	24
08:15-08:30	A - A12 North	697	709
	B - A12 South	653	658
	C - Park & Ride access	26	30
08:30-08:45	A - A12 North	697	709
	B - A12 South	653	658
	C - Park & Ride access	26	30
08:45-09:00	A - A12 North	569	579
	B - A12 South	533	538
	C - Park & Ride access	22	24
09:00-09:15	A - A12 North	477	485
	B - A12 South	446	450
	C - Park & Ride access	18	20

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.60	7.66	1.5	1.8	A	581	871
B - A12 South	0.54	6.50	1.2	1.5	A	544	816
C - Park & Ride access	0.03	3.78	0.0	0.5	A	22	33

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	477	119	5	1168	0.408	474	452	0.0	0.7	5.168	A
B - A12 South	446	112	13	1209	0.369	444	466	0.0	0.6	4.689	A
C - Park & Ride access	18	5	438	1078	0.017	18	19	0.0	0.0	3.394	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	569	142	5	1167	0.488	568	541	0.7	0.9	5.998	A
B - A12 South	533	133	15	1208	0.441	532	558	0.6	0.8	5.319	A
C - Park & Ride access	22	5	525	1036	0.021	22	22	0.0	0.0	3.548	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	697	174	7	1166	0.598	695	662	0.9	1.5	7.601	A
B - A12 South	653	163	19	1206	0.541	651	683	0.8	1.2	6.466	A
C - Park & Ride access	26	7	643	978	0.027	26	27	0.0	0.0	3.780	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	697	174	7	1166	0.598	697	664	1.5	1.5	7.664	A
B - A12 South	653	163	19	1206	0.541	653	685	1.2	1.2	6.502	A
C - Park & Ride access	26	7	644	978	0.027	26	28	0.0	0.0	3.783	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	569	142	5	1167	0.488	571	544	1.5	1.0	6.058	A
B - A12 South	533	133	15	1208	0.441	535	561	1.2	0.8	5.356	A
C - Park & Ride access	22	5	527	1035	0.021	22	23	0.0	0.0	3.555	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	477	119	5	1168	0.408	478	455	1.0	0.7	5.225	A
B - A12 South	446	112	13	1209	0.369	447	469	0.8	0.6	4.730	A
C - Park & Ride access	18	5	441	1077	0.017	18	19	0.0	0.0	3.402	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.68	0.55	1.00	1.40	1.45			N/A	N/A
B - A12 South	0.58	0.55	1.00	1.40	1.45			N/A	N/A
C - Park & Ride access	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.94	0.10	0.91	1.45	1.81			N/A	N/A
B - A12 South	0.78	0.12	0.88	1.42	1.48			N/A	N/A
C - Park & Ride access	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.46	0.03	0.27	1.46	1.46			N/A	N/A
B - A12 South	1.16	0.03	0.26	1.16	1.16			N/A	N/A
C - Park & Ride access	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.47	0.03	0.27	1.47	1.48			N/A	N/A
B - A12 South	1.17	0.03	0.27	1.17	1.17			N/A	N/A
C - Park & Ride access	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.96	0.13	0.96	1.38	1.75			N/A	N/A
B - A12 South	0.80	0.20	0.94	1.40	1.46			N/A	N/A
C - Park & Ride access	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.70	0.06	0.66	1.30	1.30			N/A	N/A
B - A12 South	0.59	0.06	0.66	1.34	1.42			N/A	N/A
C - Park & Ride access	0.02	0.00	0.00	0.02	0.02			N/A	N/A

A12 / B1122 - 2028 Peak Construction, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J17	Park and Ride (Darsham)	Standard Roundabout	A, B, C	8.13	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
D19	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	615	100.000
B - A12 South		ONE HOUR	✓	739	100.000
C - Park & Ride access		ONE HOUR	✓	158	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	608	7
	B - A12 South	734	0	5
	C - Park & Ride access	125	33	0

Proportions

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0.00	0.99	0.01
	B - A12 South	0.99	0.00	0.01
	C - Park & Ride access	0.79	0.21	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	3	0
	B - A12 South	1	0	60
	C - Park & Ride access	0	9	0

Average PCU Per Veh

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	1.000	1.029	1.000
	B - A12 South	1.011	1.000	1.600
	C - Park & Ride access	1.000	1.091	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	A - A12 North	463	476
	B - A12 South	556	565
	C - Park & Ride access	119	121
15:00-15:15	A - A12 North	553	569
	B - A12 South	664	674
	C - Park & Ride access	142	145
15:15-15:30	A - A12 North	677	697
	B - A12 South	814	826
	C - Park & Ride access	174	177
15:30-15:45	A - A12 North	677	697
	B - A12 South	814	826
	C - Park & Ride access	174	177
15:45-16:00	A - A12 North	553	569
	B - A12 South	664	674
	C - Park & Ride access	142	145
16:00-16:15	A - A12 North	463	476
	B - A12 South	556	565
	C - Park & Ride access	119	121

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.59	7.79	1.5	1.8	A	564	847
B - A12 South	0.68	9.21	2.1	4.2	A	678	1017
C - Park & Ride access	0.18	4.42	0.2	0.5	A	145	217

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	463	116	25	1145	0.404	460	643	0.0	0.7	5.237	A
B - A12 South	556	139	5	1205	0.462	553	480	0.0	0.8	5.490	A
C - Park & Ride access	119	30	549	1128	0.105	118	9	0.0	0.1	3.562	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	553	138	30	1143	0.484	552	771	0.7	0.9	6.084	A
B - A12 South	664	166	6	1205	0.551	663	575	0.8	1.2	6.626	A
C - Park & Ride access	142	36	658	1069	0.133	142	11	0.1	0.2	3.883	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	677	169	36	1139	0.594	675	942	0.9	1.4	7.723	A
B - A12 South	814	203	8	1204	0.676	810	704	1.2	2.0	9.068	A
C - Park & Ride access	174	43	805	989	0.176	174	13	0.2	0.2	4.412	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	677	169	36	1139	0.594	677	946	1.4	1.5	7.789	A
B - A12 South	814	203	8	1204	0.676	814	706	2.0	2.1	9.212	A
C - Park & Ride access	174	43	808	988	0.176	174	13	0.2	0.2	4.423	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	553	138	30	1143	0.484	555	776	1.5	0.9	6.145	A
B - A12 South	664	166	6	1205	0.551	668	578	2.1	1.2	6.739	A
C - Park & Ride access	142	36	663	1067	0.133	142	11	0.2	0.2	3.897	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	463	116	25	1145	0.404	464	648	0.9	0.7	5.295	A
B - A12 South	556	139	5	1205	0.462	558	484	1.2	0.9	5.573	A
C - Park & Ride access	119	30	554	1126	0.106	119	9	0.2	0.1	3.578	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.67	0.55	1.00	1.40	1.45			N/A	N/A
B - A12 South	0.85	0.55	1.00	1.40	1.45			N/A	N/A
C - Park & Ride access	0.12	0.00	0.00	0.12	0.12			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.93	0.10	0.91	1.39	1.77			N/A	N/A
B - A12 South	1.21	0.07	0.93	2.39	3.22			N/A	N/A
C - Park & Ride access	0.15	0.00	0.00	0.15	0.15			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.44	0.03	0.27	1.44	1.44			N/A	N/A
B - A12 South	2.02	0.03	0.28	2.02	4.22			N/A	N/A
C - Park & Ride access	0.21	0.03	0.25	0.46	0.48			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.45	0.03	0.27	1.45	1.45			N/A	N/A
B - A12 South	2.05	0.03	0.27	2.05	2.05			N/A	N/A
C - Park & Ride access	0.21	0.03	0.25	0.46	0.48			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.95	0.12	0.96	1.34	1.72			N/A	N/A
B - A12 South	1.25	0.08	0.99	2.40	3.16			N/A	N/A
C - Park & Ride access	0.15	0.00	0.00	0.15	0.15			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.69	0.06	0.65	1.24	1.24			N/A	N/A
B - A12 South	0.87	0.05	0.51	1.77	2.55			N/A	N/A
C - Park & Ride access	0.12	0.00	0.00	0.12	0.12			N/A	N/A

A12 / B1122 - 2028 Peak Construction, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J17	Park and Ride (Darsham)	Standard Roundabout	A, B, C	8.20	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
D20	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	593	100.000
B - A12 South		ONE HOUR	✓	763	100.000
C - Park & Ride access		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	591	2
	B - A12 South	759	0	4
	C - Park & Ride access	106	30	0

Proportions

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0.00	1.00	0.00
	B - A12 South	0.99	0.00	0.01
	C - Park & Ride access	0.78	0.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	0	2	0
	B - A12 South	1	0	75
	C - Park & Ride access	0	10	0

Average PCU Per Veh

		To		
		A - A12 North	B - A12 South	C - Park & Ride access
From	A - A12 North	1.000	1.015	1.000
	B - A12 South	1.008	1.000	1.750
	C - Park & Ride access	1.000	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A12 North	446	453
	B - A12 South	574	581
	C - Park & Ride access	102	105
17:00-17:15	A - A12 North	533	541
	B - A12 South	686	694
	C - Park & Ride access	122	125
17:15-17:30	A - A12 North	653	663
	B - A12 South	840	850
	C - Park & Ride access	150	153
17:30-17:45	A - A12 North	653	663
	B - A12 South	840	850
	C - Park & Ride access	150	153
17:45-18:00	A - A12 North	533	541
	B - A12 South	686	694
	C - Park & Ride access	122	125
18:00-18:15	A - A12 North	446	453
	B - A12 South	574	581
	C - Park & Ride access	102	105

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.56	7.16	1.3	1.5	A	544	816
B - A12 South	0.69	9.69	2.2	5.6	A	700	1050
C - Park & Ride access	0.15	4.38	0.2	0.5	A	125	187

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	446	112	22	1161	0.384	444	647	0.0	0.6	5.001	A
B - A12 South	574	144	1	1211	0.474	571	465	0.0	0.9	5.587	A
C - Park & Ride access	102	26	568	1116	0.092	102	4	0.0	0.1	3.548	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	533	133	27	1159	0.460	532	776	0.6	0.8	5.734	A
B - A12 South	686	171	2	1211	0.566	684	557	0.9	1.3	6.813	A
C - Park & Ride access	122	31	681	1055	0.116	122	5	0.1	0.1	3.859	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	653	163	33	1156	0.565	651	949	0.8	1.3	7.109	A
B - A12 South	840	210	2	1211	0.694	836	682	1.3	2.2	9.519	A
C - Park & Ride access	150	37	832	973	0.154	150	7	0.1	0.2	4.369	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	653	163	33	1156	0.565	653	952	1.3	1.3	7.157	A
B - A12 South	840	210	2	1211	0.694	840	684	2.2	2.2	9.694	A
C - Park & Ride access	150	37	836	971	0.154	150	7	0.2	0.2	4.381	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	533	133	27	1159	0.460	535	781	1.3	0.9	5.782	A
B - A12 South	686	171	2	1211	0.566	690	560	2.2	1.3	6.947	A
C - Park & Ride access	122	31	686	1052	0.116	122	5	0.2	0.1	3.872	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	446	112	23	1161	0.384	447	653	0.9	0.6	5.050	A
B - A12 South	574	144	2	1211	0.474	576	468	1.3	0.9	5.684	A
C - Park & Ride access	102	26	573	1113	0.092	103	5	0.1	0.1	3.564	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.62	0.55	1.00	1.40	1.45			N/A	N/A
B - A12 South	0.89	0.55	1.00	1.40	1.45			N/A	N/A
C - Park & Ride access	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.84	0.11	0.89	1.41	1.41			N/A	N/A
B - A12 South	1.28	0.07	0.92	2.67	3.68			N/A	N/A
C - Park & Ride access	0.13	0.00	0.00	0.13	0.13			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.28	0.03	0.26	1.28	1.28			N/A	N/A
B - A12 South	2.19	0.03	0.28	2.19	5.65			N/A	N/A
C - Park & Ride access	0.18	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.29	0.03	0.27	1.29	1.29			N/A	N/A
B - A12 South	2.23	0.03	0.27	2.23	2.23			N/A	N/A
C - Park & Ride access	0.18	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.86	0.16	0.94	1.20	1.20			N/A	N/A
B - A12 South	1.33	0.07	0.98	2.72	3.71			N/A	N/A
C - Park & Ride access	0.13	0.00	0.00	0.13	0.13			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.63	0.06	0.66	1.36	1.45			N/A	N/A
B - A12 South	0.91	0.05	0.48	1.93	2.88			N/A	N/A
C - Park & Ride access	0.10	0.00	0.00	0.10	0.10			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 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: 2020.07.23_J21_Model_CV_Cap Adjusted_v16.j9
Path: C:\Users\UKVXG007\Desktop\SZC\v16 Core Assessment\J21\Model
Report generation date: 18/12/2020 10:21:43

»2019 Base Year, 6-7 AM
»2019 Base Year, 7-8 AM
»2019 Base Year, 8-9 AM
»2019 Base Year, 3-4 PM
»2019 Base Year, 5-6 PM
»2023 Reference Case, 6-7 AM
»2023 Reference Case, 7-8 AM
»2023 Reference Case, 8-9 AM
»2023 Reference Case, 3-4 PM
»2023 Reference Case, 5-6 PM
»2023 Early Years, 6-7 AM
»2023 Early Years, 7-8 AM
»2023 Early Years, 8-9 AM
»2023 Early Years, 3-4 PM
»2023 Early Years, 5-6 PM
»2028 Reference Case, 6-7 AM
»2028 Reference Case, 7-8 AM
»2028 Reference Case, 8-9 AM
»2028 Reference Case, 3-4 PM
»2028 Reference Case, 5-6 PM
»2028 Peak Construction, 6-7 AM
»2028 Peak Construction, 7-8 AM
»2028 Peak Construction, 8-9 AM
»2028 Peak Construction, 3-4 PM
»2028 Peak Construction, 5-6 PM
»2034 Reference Case, 6-7 AM
»2034 Reference Case, 7-8 AM
»2034 Reference Case, 8-9 AM
»2034 Reference Case, 3-4 PM
»2034 Reference Case, 5-6 PM
»2034 Operational Forecast, 6-7 AM
»2034 Operational Forecast, 7-8 AM
»2034 Operational Forecast, 8-9 AM
»2034 Operational Forecast, 3-4 PM
»2034 Operational Forecast, 5-6 PM

Summary of junction performance

	6-7 AM					7-8 AM					8-9 AM					3-4 PM					5-6 PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS
2019 Base Year																									
A - A12 North	0.5	2.5	2.13	0.35	A	1.9	3.5	4.14	0.65	A	4.2	14.9	8.06	0.81	A	1.9	3.8	4.12	0.66	A	2.3	4.7	4.65	0.70	A
B - A14 North-West	0.0	0.5	3.82	0.02	A	0.1	0.5	4.29	0.10	A	0.2	0.5	5.10	0.17	A	0.1	0.5	4.62	0.10	A	0.2	0.5	4.51	0.13	A
C - A1156 South-West	0.1	0.5	2.85	0.13	A	0.9	4.0	8.32	0.48	A	3.5	16.8	22.18	0.79	C	1.5	4.3	9.82	0.60	A	1.3	4.0	8.93	0.57	A
D - A14 South-East	0.2	0.5	2.67	0.16	A	1.6	4.2	9.60	0.61	A	5.3	29.2	31.92	0.86	D	1.5	4.0	9.23	0.60	A	2.2	6.3	11.55	0.69	B
E - Unnamed Road North-East	0.0	0.5	4.02	0.03	A	0.1	0.5	10.22	0.12	B	0.6	2.1	26.36	0.38	D	0.1	0.5	9.71	0.09	A	0.1	0.5	11.08	0.07	B
2023 Reference Case																									
A - A12 North	0.6	2.7	2.16	0.37	A	2.1	4.3	4.60	0.68	A	5.0	21.4	9.44	0.84	A	2.3	4.8	4.69	0.70	A	2.7	5.8	5.37	0.73	A
B - A14 North-West	0.0	0.5	3.74	0.02	A	0.1	0.5	4.40	0.11	A	0.2	0.5	5.42	0.18	A	0.1	0.5	4.93	0.11	A	0.2	0.5	4.77	0.14	A
C - A1156 South-West	0.2	0.5	2.99	0.14	A	1.2	4.6	10.08	0.55	B	8.5	43.3	49.59	0.92	E	2.1	6.9	12.99	0.69	B	2.0	6.3	12.41	0.68	B
D - A14 South-East	0.2	0.5	2.79	0.17	A	1.7	5.0	10.89	0.64	B	7.0	37.8	39.28	0.89	E	2.1	6.6	12.15	0.69	B	3.2	14.9	15.80	0.77	C
E - Unnamed Road North-East	0.0	0.5	4.20	0.03	A	0.2	0.5	12.25	0.15	B	0.8	3.4	32.25	0.45	D	0.1	0.5	10.94	0.11	B	0.1	0.5	12.32	0.08	B
2023 Early Years																									
A - A12 North	0.6	2.8	2.18	0.37	A	2.3	4.8	4.91	0.70	A	6.2	30.2	11.55	0.87	B	2.5	5.3	5.08	0.71	A	3.2	6.8	6.26	0.77	A
B - A14 North-West	0.0	0.5	3.81	0.03	A	0.1	0.5	4.61	0.12	A	0.2	0.6	5.72	0.19	A	0.1	0.5	5.06	0.12	A	0.2	0.5	4.97	0.15	A
C - A1156 South-West	0.2	0.5	3.03	0.14	A	1.3	5.0	10.88	0.56	B	14.5	56.7	78.48	0.98	F	2.4	9.4	14.66	0.71	B	3.3	15.8	18.77	0.78	C
D - A14 South-East	0.2	0.5	2.88	0.18	A	2.4	9.5	14.53	0.71	B	12.7	54.7	68.27	0.97	F	2.5	9.5	13.82	0.72	B	4.5	22.9	22.42	0.83	C
E - Unnamed Road North-East	0.0	0.5	4.26	0.03	A	0.2	0.5	13.10	0.16	B	1.0	4.7	42.86	0.53	E	0.1	0.5	11.67	0.11	B	0.1	0.5	14.67	0.10	B
2028 Reference Case																									
A - A12 North	0.6	2.6	1.99	0.36	A	2.0	4.1	4.29	0.67	A	5.9	28.0	10.32	0.86	B	2.4	5.4	4.80	0.71	A	3.4	7.3	6.32	0.78	A
B - A14 North-West	0.0	0.5	3.44	0.02	A	0.1	0.5	4.20	0.11	A	0.2	0.5	4.85	0.16	A	0.1	0.5	4.87	0.11	A	0.2	0.5	4.75	0.14	A
C - A1156 South-West	0.0	0.5	2.70	0.03	A	0.8	3.9	8.68	0.45	A	3.3	16.0	23.15	0.78	C	1.7	5.3	11.36	0.63	B	2.0	6.4	12.57	0.67	B
D - A14 South-East	0.2	0.5	2.86	0.18	A	2.1	6.4	12.46	0.68	B	30.3	74.4	142.22	1.06	F	3.4	16.7	17.93	0.78	C	4.7	24.1	23.87	0.84	C
E - Unnamed Road North-East	0.0	0.5	3.83	0.03	A	0.2	0.5	10.98	0.14	B	1.0	4.7	39.98	0.52	E	0.1	0.5	11.10	0.11	B	0.1	0.5	14.32	0.10	B
2028 Peak Construction																									
A - A12 North	0.6	2.8	2.13	0.37	A	2.4	4.9	4.95	0.70	A	6.9	35.0	12.03	0.88	B	3.0	6.6	5.80	0.75	A	3.8	10.9	7.12	0.80	A
B - A14 North-West	0.1	0.5	5.06	0.10	A	0.3	1.2	6.52	0.22	A	0.3	1.4	6.54	0.24	A	0.2	0.5	6.27	0.16	A	0.2	0.5	5.10	0.15	A
C - A1156 South-West	0.1	0.5	3.80	0.07	A	1.5	5.8	13.68	0.60	B	6.6	35.4	46.11	0.89	E	3.4	16.8	21.33	0.78	C	2.7	11.9	16.70	0.74	C
D - A14 South-East	0.2	0.5	3.13	0.20	A	3.0	14.3	18.04	0.76	C	48.9	92.0	220.81	1.14	F	4.5	23.1	24.26	0.83	C	5.9	32.3	29.38	0.87	D
E - Unnamed Road North-East	0.0	0.5	4.16	0.04	A	0.2	0.5	12.98	0.17	B	1.2	5.7	48.28	0.57	E	0.1	0.5	12.82	0.13	B	0.1	0.5	15.38	0.11	C
2034 Reference Case																									
A - A12 North	0.6	2.7	2.03	0.37	A	2.5	5.3	4.95	0.71	A	11.4	62.2	19.04	0.93	C	3.7	9.4	6.66	0.79	A	6.9	34.5	11.57	0.88	B
B - A14 North-West	0.0	0.5	3.44	0.02	A	0.1	0.5	4.37	0.11	A	0.2	0.5	4.85	0.16	A	0.1	0.5	5.45	0.13	A	0.2	0.5	4.92	0.15	A
C - A1156 South-West	0.0	0.5	2.78	0.03	A	1.1	4.7	10.53	0.52	B	4.2	22.0	27.99	0.82	D	3.6	17.2	21.29	0.79	C	4.5	23.9	27.29	0.83	D
D - A14 South-East	0.2	0.5	2.95	0.18	A	2.8	12.9	16.36	0.75	C	68.1	111.8	295.87	1.22	F	17.5	65.5	78.96	0.99	F	43.5	91.2	168.69	1.10	F
E - Unnamed Road North-East	0.0	0.5	3.97	0.04	A	0.2	0.5	12.93	0.17	B	2.0	9.1	79.81	0.71	F	0.2	0.5	14.73	0.15	B	0.2	0.7	22.01	0.15	C
2034 Operational Forecast																									
A - A12 North	0.6	2.7	2.03	0.37	A	2.5	5.4	4.99	0.72	A	12.9	71.6	21.37	0.94	C	3.7	9.1	6.62	0.79	A	7.1	36.2	12.00	0.88	B
B - A14 North-West	0.0	0.5	3.44	0.02	A	0.1	0.5	4.39	0.11	A	0.2	0.5	4.81	0.16	A	0.1	0.5	5.46	0.13	A	0.2	0.5	4.89	0.15	A

C - A1156 South-West	0.0	0.5	2.78	0.03	A	1.1	4.8	10.61	0.53	B	4.2	22.1	28.08	0.82	D	3.5	16.9	20.88	0.79	C	4.4	23.1	26.90	0.83	D
D - A14 South-East	0.2	0.5	2.95	0.18	A	2.9	13.0	16.43	0.75	C	76.6	120.2	335.56	1.26	F	16.7	64.5	75.69	0.99	F	44.8	92.5	173.52	1.10	F
E - Unnamed Road North-East	0.0	0.5	3.97	0.04	A	0.2	0.5	13.04	0.17	B	2.7	11.3	105.86	0.78	F	0.2	0.5	14.65	0.15	B	0.2	0.8	22.53	0.16	C

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.

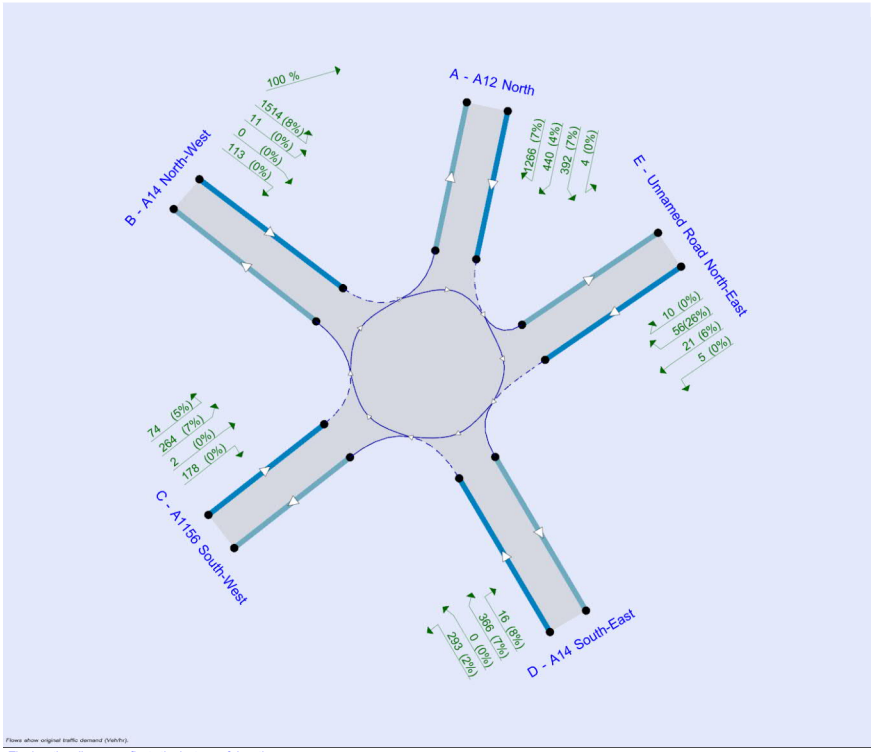
File summary

File Description

Title	A12 / A14 / A1156 Seven Hills Interchange
Location	52.026165, 1.254641
Site number	21
Date	01/04/2019
Version	
Status	Skeleton Model
Identifier	
Client	
Jobnumber	
Enumerator	JV
Description	The entry to exit separation has been calculated for Arm C and Arm E, as it is the major arm with significant separation. Arm E (A14 North-West) has bypass for left turn movement. The circulating flow shall be added after receiving the flows.

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

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
D1	2019 Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D2	2019 Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D3	2019 Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D4	2019 Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D5	2019 Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D6	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D7	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D8	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D13	2023 Early Years	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D14	2023 Early Years	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D15	2023 Early Years	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D16	2028 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D17	2028 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D18	2028 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D19	2028 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D20	2028 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D21	2028 Peak Construction	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D22	2028 Peak Construction	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D23	2028 Peak Construction	8-9 AM	ONE HOUR	07:45	09:15	15	

							✓
D24	2028 Peak Construction	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D25	2028 Peak Construction	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D26	2034 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D27	2034 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D28	2034 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D29	2034 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D30	2034 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓
D31	2034 Operational Forecast	6-7 AM	ONE HOUR	05:45	07:15	15	✓
D32	2034 Operational Forecast	7-8 AM	ONE HOUR	06:45	08:15	15	✓
D33	2034 Operational Forecast	8-9 AM	ONE HOUR	07:45	09:15	15	✓
D34	2034 Operational Forecast	3-4 PM	ONE HOUR	14:45	16:15	15	✓
D35	2034 Operational Forecast	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2019 Base Year, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A14 South-East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21	A12/ A14 / A1156 Seven Hills Interchange	Large Roundabout	A, E, D, C, B	2.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A12 North	
B	A14 North-West	
C	A1156 South-West	
D	A14 South-East	
E	Unnamed Road North-East	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A12 North	7.40	9.60	5.5	24.5	160.0	41.0	
B - A14 North-West	2.80	4.80	5.1	40.4	160.0	36.0	
C - A1156 South-West	3.50	8.90	21.4	45.4	163.3	34.0	
D - A14 South-East	5.70	7.20	41.1	44.6	163.3	35.0	
E - Unnamed Road North-East	2.50	4.50	10.2	29.9	160.0	16.0	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A - A12 North	179	75.10
B - A14 North-West	362	128.00
C - A1156 South-West	844	80.70
D - A14 South-East	745	131.50
E - Unnamed Road North-East	1073	37.20

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
A - A12 North		
B - A14 North-West	✓	100
C - A1156 South-West		
D - A14 South-East		
E - Unnamed Road North-East		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - A12 North	Direct	Please refer column "V" in "modelled vs Observed" worksheet in "Queue validation" spreadsheet	-100
B - A14 North-West	None		
C - A1156 South-West	Direct	Please refer column "V" in "modelled vs Observed" worksheet in "Queue validation" spreadsheet	-200
D - A14 South-East	Direct	Please refer column "V" in "modelled vs Observed" worksheet in "Queue validation" spreadsheet	-150
E - Unnamed Road North-East	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A12 North	1.129	3028
B - A14 North-West	0.733	1626
C - A1156 South-West	0.888	2291
D - A14 South-East	0.947	2417
E - Unnamed Road North-East	0.675	1739

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base Year	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	833	100.000
B - A14 North-West		ONE HOUR	✓	533	100.000
C - A1156 South-West		ONE HOUR	✓	170	100.000
D - A14 South-East		ONE HOUR	✓	228	100.000
E - Unnamed Road North-East		ONE HOUR	✓	25	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	577	65	190	1
	B - A14 North-West	513	8	3	0	9
	C - A1156 South-West	30	7	0	132	1
	D - A14 South-East	148	0	70	0	10
	E - Unnamed Road North-East	8	16	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	7	6	9	0
	B - A14 North-West	12	88	0	0	11
	C - A1156 South-West	0	0	0	2	100
	D - A14 South-East	5	0	0	0	0
	E - Unnamed Road North-East	0	6	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.35	2.13	0.5	2.5	A	764	1147
B - A14 North-West	0.02	3.82	0.0	0.5	A	395	28
C - A1156 South-West	0.13	2.85	0.1	0.5	A	156	234
D - A14 South-East	0.16	2.67	0.2	0.5	A	209	314
E - Unnamed Road North-East	0.03	4.02	0.0	0.5	A	23	34

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	627	627	157	0	386	122	2674	0.235	626	140	0.0	0.3	1.757	A
B - A14 North-West	324	15	4	386	0	247	1028	0.015	15	457	0.0	0.0	3.554	A
C - A1156 South-West	128	128	32	0	0	576	1701	0.075	128	104	0.0	0.1	2.288	A
D - A14 South-East	172	172	43	0	0	509	1833	0.094	171	243	0.0	0.1	2.166	A
E - Unnamed Road North-East	19	19	5	0	0	733	1161	0.016	19	16	0.0	0.0	3.151	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	749	749	187	0	461	146	2647	0.283	748	167	0.3	0.4	1.895	A
B - A14 North-West	387	18	4	461	0	296	1001	0.018	18	546	0.0	0.0	3.659	A
C - A1156 South-West	153	153	38	0	0	689	1595	0.096	153	124	0.1	0.1	2.495	A
D - A14 South-East	205	205	51	0	0	608	1734	0.118	205	290	0.1	0.1	2.353	A
E - Unnamed Road North-East	22	22	6	0	0	876	1061	0.021	22	19	0.0	0.0	3.466	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	917	917	229	0	565	179	2610	0.351	917	205	0.4	0.5	2.126	A
B - A14 North-West	473	22	6	565	0	362	965	0.023	22	669	0.0	0.0	3.815	A
C - A1156 South-West	187	187	47	0	0	844	1451	0.129	187	152	0.1	0.1	2.848	A
D - A14 South-East	251	251	63	0	0	745	1600	0.157	251	355	0.1	0.2	2.669	A
E - Unnamed Road North-East	28	28	7	0	0	1073	924	0.030	27	23	0.0	0.0	4.017	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	917	917	229	0	565	179	2610	0.351	917	205	0.5	0.5	2.126	A
B - A14 North-West	473	22	6	565	0	362	965	0.023	22	669	0.0	0.0	3.815	A
C - A1156 South-West	187	187	47	0	0	844	1450	0.129	187	152	0.1	0.1	2.849	A
D - A14 South-East	251	251	63	0	0	745	1599	0.157	251	356	0.2	0.2	2.670	A
E - Unnamed Road North-East	28	28	7	0	0	1073	923	0.030	28	23	0.0	0.0	4.019	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	749	749	187	0	461	147	2647	0.283	749	167	0.5	0.4	1.897	A
B - A14 North-West	387	18	4	461	0	296	1001	0.018	18	547	0.0	0.0	3.663	A
C - A1156 South-West	153	153	38	0	0	690	1594	0.096	153	124	0.1	0.1	2.499	A
D - A14 South-East	205	205	51	0	0	609	1734	0.118	205	291	0.2	0.1	2.357	A
E - Unnamed Road North-East	22	22	6	0	0	877	1060	0.021	23	19	0.0	0.0	3.471	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	627	627	157	0	386	123	2673	0.235	627	140	0.4	0.3	1.761	A
B - A14 North-West	324	15	4	386	0	248	1027	0.015	15	458	0.0	0.0	3.558	A
C - A1156 South-West	128	128	32	0	0	578	1699	0.075	128	104	0.1	0.1	2.293	A
D - A14 South-East	172	172	43	0	0	510	1832	0.094	172	243	0.1	0.1	2.170	A
E - Unnamed Road North-East	19	19	5	0	0	734	1160	0.016	19	16	0.0	0.0	3.154	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.31	0.00	0.00	0.31	0.31			N/A	N/A
B - A14 North-West	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C - A1156 South-West	0.08	0.00	0.00	0.08	0.08			N/A	N/A
D - A14 South-East	0.10	0.00	0.00	0.10	0.10			N/A	N/A
E - Unnamed Road North-East	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.39	0.00	0.00	0.39	0.39			N/A	N/A
B - A14 North-West	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C - A1156 South-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
D - A14 South-East	0.13	0.00	0.00	0.13	0.13			N/A	N/A
E - Unnamed Road North-East	0.02	0.02	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.54	0.03	0.25	0.54	0.54			N/A	N/A
B - A14 North-West	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C - A1156 South-West	0.15	0.03	0.26	0.46	0.49			N/A	N/A
D - A14 South-East	0.19	0.03	0.25	0.46	0.48			N/A	N/A
E - Unnamed Road North-East	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.54	0.03	0.30	1.43	2.50			N/A	N/A
B - A14 North-West	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C - A1156 South-West	0.15	0.00	0.00	0.15	0.15			N/A	N/A
D - A14 South-East	0.19	0.03	0.25	0.45	0.48			N/A	N/A
E - Unnamed Road North-East	0.03	0.00	0.00	0.03	0.03			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.40	0.00	0.00	0.40	0.40			N/A	N/A
B - A14 North-West	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C - A1156 South-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
D - A14 South-East	0.13	0.00	0.00	0.13	0.13			N/A	N/A
E - Unnamed Road North-East	0.02	0.00	0.00	0.02	0.02			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.31	0.00	0.00	0.31	0.31			N/A	N/A
B - A14 North-West	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C - A1156 South-West	0.08	0.00	0.00	0.08	0.08			N/A	N/A
D - A14 South-East	0.10	0.00	0.00	0.10	0.10			N/A	N/A
E - Unnamed Road North-East	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2019 Base Year, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A14 South-East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21	A12/ A14 / A1156 Seven Hills Interchange	Large Roundabout	A, E, D, C, B	5.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A - A12 North	282	75.10
B - A14 North-West	705	128.00
C - A1156 South-West	1553	80.70
D - A14 South-East	1450	131.50
E - Unnamed Road North-East	1850	37.20

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

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 Base Year	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	1474	100.000
B - A14 North-West		ONE HOUR	✓	1201	100.000
C - A1156 South-West		ONE HOUR	✓	358	100.000
D - A14 South-East		ONE HOUR	✓	540	100.000
E - Unnamed Road North-East		ONE HOUR	✓	43	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	1035	179	257	3
	B - A14 North-West	1112	2	60	0	27
	C - A1156 South-West	152	52	0	149	5
	D - A14 South-East	320	3	204	0	13
	E - Unnamed Road North-East	2	37	3	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	7	3	9	33
	B - A14 North-West	10	100	5	0	19
	C - A1156 South-West	3	12	0	3	100
	D - A14 South-East	4	33	1	0	0
	E - Unnamed Road North-East	0	14	33	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.65	4.14	1.9	3.5	A	1353	2029

B - A14 North-West	0.10	4.29	0.1	0.5	A	1090	123
C - A1156 South-West	0.48	8.32	0.9	4.0	A	329	493
D - A14 South-East	0.61	9.60	1.6	4.2	A	496	743
E - Unnamed Road North-East	0.12	10.22	0.1	0.5	B	39	59

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1110	1110	277	0	837	192	2592	0.428	1107	355	0.0	0.7	2.419	A
B - A14 North-West	894	67	17	837	0	481	1082	0.062	67	848	0.0	0.1	3.546	A
C - A1156 South-West	270	270	67	0	0	1060	1204	0.224	268	335	0.0	0.3	3.841	A
D - A14 South-East	407	407	102	0	0	989	1356	0.300	405	305	0.0	0.4	3.778	A
E - Unnamed Road North-East	32	32	8	0	0	1263	708	0.046	32	36	0.0	0.0	5.328	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1325	1325	331	0	1000	230	2550	0.520	1324	425	0.7	1.1	2.934	A
B - A14 North-West	1068	80	20	1000	0	575	1021	0.078	80	1014	0.1	0.1	3.824	A
C - A1156 South-West	322	322	80	0	0	1268	1046	0.308	321	400	0.3	0.4	4.966	A
D - A14 South-East	485	485	121	0	0	1184	1193	0.407	484	365	0.4	0.7	5.071	A
E - Unnamed Road North-East	39	39	10	0	0	1510	578	0.067	39	43	0.0	0.1	6.672	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1623	1623	406	0	1224	281	2493	0.651	1620	519	1.1	1.8	4.110	A
B - A14 North-West	1308	98	24	1224	0	702	940	0.104	98	1240	0.1	0.1	4.277	A
C - A1156 South-West	394	394	99	0	0	1550	830	0.475	392	489	0.4	0.9	8.198	A
D - A14 South-East	595	595	149	0	0	1448	972	0.612	591	447	0.7	1.5	9.381	A
E - Unnamed Road North-East	47	47	12	0	0	1848	402	0.118	47	53	0.1	0.1	10.149	B

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1623	1623	406	0	1224	282	2492	0.651	1623	522	1.8	1.9	4.144	A
B - A14 North-West	1308	98	24	1224	0	706	937	0.105	98	1243	0.1	0.1	4.289	A
C - A1156 South-West	394	394	99	0	0	1555	826	0.477	394	491	0.9	0.9	8.324	A
D - A14 South-East	595	595	149	0	0	1451	969	0.613	594	448	1.5	1.6	9.600	A
E - Unnamed Road North-East	47	47	12	0	0	1852	400	0.119	47	53	0.1	0.1	10.221	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1325	1325	331	0	1000	231	2548	0.520	1328	429	1.9	1.1	2.959	A
B - A14 North-West	1068	80	20	1000	0	580	1018	0.079	80	1018	0.1	0.1	3.837	A
C - A1156 South-West	322	322	80	0	0	1274	1041	0.309	324	403	0.9	0.5	5.031	A
D - A14 South-East	485	485	121	0	0	1188	1190	0.408	489	367	1.6	0.7	5.162	A
E - Unnamed Road North-East	39	39	10	0	0	1516	575	0.067	39	43	0.1	0.1	6.714	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1110	1110	277	0	837	193	2590	0.428	1111	358	1.1	0.8	2.435	A
B - A14 North-West	894	67	17	837	0	484	1080	0.062	67	851	0.1	0.1	3.554	A
C - A1156 South-West	270	270	67	0	0	1065	1201	0.224	270	336	0.5	0.3	3.871	A
D - A14 South-East	407	407	102	0	0	994	1353	0.301	408	307	0.7	0.4	3.815	A
E - Unnamed Road North-East	32	32	8	0	0	1268	705	0.046	32	36	0.1	0.0	5.355	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.75	0.55	1.00	1.40	1.45			N/A	N/A
B - A14 North-West	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A1156 South-West	0.29	0.00	0.00	0.29	0.29			N/A	N/A
D - A14 South-East	0.43	0.00	0.00	0.43	0.43			N/A	N/A
E - Unnamed Road North-East	0.05	0.00	0.00	0.05	0.05			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.07	0.05	0.55	2.41	3.54			N/A	N/A
B - A14 North-West	0.08	0.03	0.26	0.47	0.50			N/A	N/A
C - A1156 South-West	0.44	0.00	0.00	0.44	0.44			N/A	N/A
D - A14 South-East	0.68	0.06	0.70	1.40	1.49			N/A	N/A
E - Unnamed Road North-East	0.07	0.03	0.26	0.46	0.49			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.84	0.03	0.26	1.84	1.84			N/A	N/A
B - A14 North-West	0.12	0.03	0.26	0.46	0.49			N/A	N/A
C - A1156 South-West	0.89	0.03	0.26	0.89	0.89			N/A	N/A
D - A14 South-East	1.54	0.03	0.27	1.54	1.54			N/A	N/A
E - Unnamed Road North-East	0.13	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.86	0.03	0.26	1.86	1.86			N/A	N/A
B - A14 North-West	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C - A1156 South-West	0.90	0.03	0.29	1.33	3.95			N/A	N/A

D - A14 South-East	1.56	0.03	0.28	1.56	4.20			N/A	N/A
E - Unnamed Road North-East	0.13	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.09	0.33	1.07	1.47	1.77			N/A	N/A
B - A14 North-West	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A1156 South-West	0.45	0.00	0.00	0.45	0.45			N/A	N/A
D - A14 South-East	0.70	0.08	0.76	1.39	1.47			N/A	N/A
E - Unnamed Road North-East	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.75	0.08	0.79	1.25	1.25			N/A	N/A
B - A14 North-West	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A1156 South-West	0.29	0.03	0.25	0.45	0.48			N/A	N/A
D - A14 South-East	0.43	0.04	0.37	1.22	1.38			N/A	N/A
E - Unnamed Road North-East	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2019 Base Year, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A14 South-East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21	A12/ A14 / A1156 Seven Hills Interchange	Large Roundabout	A, E, D, C, B	12.10	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A - A12 North	394	75.10
B - A14 North-West	910	128.00
C - A1156 South-West	1661	80.70
D - A14 South-East	1726	131.50
E - Unnamed Road North-East	2284	37.20

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

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 Base Year	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	1745	100.000
B - A14 North-West		ONE HOUR	✓	1507	100.000
C - A1156 South-West		ONE HOUR	✓	534	100.000
D - A14 South-East		ONE HOUR	✓	583	100.000
E - Unnamed Road North-East		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	1091	288	363	3
	B - A14 North-West	1379	6	113	0	9
	C - A1156 South-West	243	74	0	215	2
	D - A14 South-East	346	0	224	0	13
	E - Unnamed Road North-East	8	46	17	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	8	6	8	0
	B - A14 North-West	9	67	0	0	0
	C - A1156 South-West	7	5	0	0	0
	D - A14 South-East	7	0	3	0	8
	E - Unnamed Road North-East	0	26	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.81	8.06	4.2	14.9	A	1601	2402

B - A14 North-West	0.17	5.10	0.2	0.5	A	1456	176
C - A1156 South-West	0.79	22.18	3.5	16.8	C	490	735
D - A14 South-East	0.86	31.92	5.3	29.2	D	535	802
E - Unnamed Road North-East	0.38	26.36	0.6	2.1	D	69	103

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1314	1314	328	0	1038	268	2495	0.527	1309	447	0.0	1.1	3.025	A
B - A14 North-West	1194	96	24	1038	0	619	1039	0.093	96	913	0.0	0.1	3.813	A
C - A1156 South-West	402	402	101	0	0	1132	1150	0.350	400	481	0.0	0.5	4.784	A
D - A14 South-East	439	439	110	0	0	1177	1173	0.374	437	436	0.0	0.6	4.873	A
E - Unnamed Road North-East	56	56	14	0	0	1557	545	0.104	56	20	0.0	0.1	7.358	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1569	1569	392	0	1240	321	2441	0.643	1566	535	1.1	1.8	4.103	A
B - A14 North-West	1426	115	29	1240	0	741	958	0.120	115	1092	0.1	0.1	4.269	A
C - A1156 South-West	480	480	120	0	0	1354	981	0.490	478	576	0.5	0.9	7.144	A
D - A14 South-East	524	524	131	0	0	1408	994	0.527	522	522	0.6	1.1	7.592	A
E - Unnamed Road North-East	67	67	17	0	0	1863	408	0.165	67	24	0.1	0.2	10.552	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1921	1921	480	0	1518	390	2370	0.811	1912	644	1.8	4.1	7.706	A
B - A14 North-West	1747	141	35	1518	0	894	856	0.165	141	1332	0.1	0.2	5.033	A
C - A1156 South-West	588	588	147	0	0	1647	757	0.776	579	699	0.9	3.2	19.309	C
D - A14 South-East	642	642	160	0	0	1719	754	0.851	627	635	1.1	4.8	25.890	D
E - Unnamed Road North-East	83	83	21	0	0	2273	224	0.368	81	29	0.2	0.6	24.913	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1921	1921	480	0	1518	394	2366	0.812	1921	655	4.1	4.2	8.059	A
B - A14 North-West	1747	141	35	1518	0	908	846	0.167	141	1339	0.2	0.2	5.103	A
C - A1156 South-West	588	588	147	0	0	1661	747	0.787	587	706	3.2	3.5	22.182	C
D - A14 South-East	642	642	160	0	0	1727	748	0.859	640	640	4.8	5.3	31.916	D
E - Unnamed Road North-East	83	83	21	0	0	2285	219	0.377	82	30	0.6	0.6	26.358	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1569	1569	392	0	1240	326	2435	0.644	1578	551	4.2	1.8	4.245	A
B - A14 North-West	1426	115	29	1240	0	762	944	0.122	115	1102	0.2	0.1	4.348	A
C - A1156 South-West	480	480	120	0	0	1375	965	0.497	490	586	3.5	1.0	7.727	A
D - A14 South-East	524	524	131	0	0	1420	985	0.532	541	529	5.3	1.2	8.398	A
E - Unnamed Road North-East	67	67	17	0	0	1880	400	0.168	69	25	0.6	0.2	10.911	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1314	1314	328	0	1038	270	2493	0.527	1317	452	1.8	1.1	3.070	A
B - A14 North-West	1194	96	24	1038	0	626	1035	0.093	97	918	0.1	0.1	3.834	A
C - A1156 South-West	402	402	101	0	0	1140	1144	0.351	404	485	1.0	0.5	4.876	A
D - A14 South-East	439	439	110	0	0	1184	1167	0.376	441	440	1.2	0.6	4.972	A
E - Unnamed Road North-East	56	56	14	0	0	1567	541	0.104	57	20	0.2	0.1	7.443	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.10	0.55	1.00	1.40	1.45			N/A	N/A
B - A14 North-West	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A1156 South-West	0.53	0.53	1.00	1.40	1.45			N/A	N/A
D - A14 South-East	0.59	0.55	1.00	1.40	1.45			N/A	N/A
E - Unnamed Road North-East	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.78	0.04	0.41	4.75	8.37			N/A	N/A
B - A14 North-West	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C - A1156 South-West	0.94	0.05	0.53	1.95	2.87			N/A	N/A
D - A14 South-East	1.10	0.05	0.45	2.66	4.09			N/A	N/A
E - Unnamed Road North-East	0.20	0.00	0.00	0.20	0.20			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	4.10	0.03	0.29	4.10	14.89			N/A	N/A
B - A14 North-West	0.20	0.03	0.26	0.46	0.49			N/A	N/A
C - A1156 South-West	3.16	0.03	0.33	6.06	16.82			N/A	N/A
D - A14 South-East	4.75	0.04	0.42	13.04	24.97			N/A	N/A
E - Unnamed Road North-East	0.56	0.03	0.26	0.56	0.89			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	4.21	0.03	0.27	4.21	4.21			N/A	N/A
B - A14 North-West	0.20	0.03	0.25	0.45	0.48			N/A	N/A
C - A1156 South-West	3.46	0.03	0.31	4.36	16.65			N/A	N/A

D - A14 South-East	5.35	0.04	0.36	11.99	29.23			N/A	N/A
E - Unnamed Road North-East	0.59	0.04	0.36	1.27	2.14			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.83	0.06	0.95	4.46	6.48			N/A	N/A
B - A14 North-West	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C - A1156 South-West	1.01	0.05	0.46	2.32	3.53			N/A	N/A
D - A14 South-East	1.16	0.04	0.39	2.93	5.04			N/A	N/A
E - Unnamed Road North-East	0.21	0.00	0.00	0.21	0.21			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.12	0.04	0.39	2.84	4.87			N/A	N/A
B - A14 North-West	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A1156 South-West	0.55	0.03	0.32	1.09	2.39			N/A	N/A
D - A14 South-East	0.61	0.03	0.30	1.39	2.86			N/A	N/A
E - Unnamed Road North-East	0.12	0.03	0.25	0.45	0.48			N/A	N/A

2019 Base Year, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A14 South-East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21	A12/ A14 / A1156 Seven Hills Interchange	Large Roundabout	A, E, D, C, B	5.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A - A12 North	250	75.10
B - A14 North-West	845	128.00
C - A1156 South-West	1464	80.70
D - A14 South-East	1448	131.50
E - Unnamed Road North-East	1893	37.20

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

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 Base Year	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	1536	100.000
B - A14 North-West		ONE HOUR	✓	1167	100.000
C - A1156 South-West		ONE HOUR	✓	504	100.000
D - A14 South-East		ONE HOUR	✓	522	100.000
E - Unnamed Road North-East		ONE HOUR	✓	32	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	1	962	274	296	3
	B - A14 North-West	1087	4	42	0	34
	C - A1156 South-West	279	79	4	138	4
	D - A14 South-East	336	0	185	0	1
	E - Unnamed Road North-East	5	22	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	7	5	4	33
	B - A14 North-West	6	0	5	0	12
	C - A1156 South-West	3	3	0	1	0
	D - A14 South-East	6	0	2	0	0
	E - Unnamed Road North-East	0	14	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.66	4.12	1.9	3.8	A	1409	2114

B - A14 North-West	0.10	4.62	0.1	0.5	A	1060	110
C - A1156 South-West	0.60	9.82	1.5	4.3	A	462	694
D - A14 South-East	0.60	9.23	1.5	4.0	A	479	718
E - Unnamed Road North-East	0.09	9.71	0.1	0.5	A	29	44

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1156	1156	289	0	818	170	2652	0.436	1153	466	0.0	0.8	2.397	A
B - A14 North-West	870	60	15	818	0	576	1040	0.058	60	801	0.0	0.1	3.673	A
C - A1156 South-West	379	379	95	0	0	999	1298	0.292	378	380	0.0	0.4	3.904	A
D - A14 South-East	393	393	98	0	0	988	1346	0.292	391	328	0.0	0.4	3.766	A
E - Unnamed Road North-East	24	24	6	0	0	1292	727	0.033	24	31	0.0	0.0	5.118	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1381	1381	345	0	977	204	2616	0.528	1379	557	0.8	1.1	2.910	A
B - A14 North-West	1039	72	18	977	0	689	967	0.074	72	958	0.1	0.1	4.019	A
C - A1156 South-West	453	453	113	0	0	1195	1140	0.398	452	455	0.4	0.7	5.228	A
D - A14 South-East	469	469	117	0	0	1182	1185	0.396	468	392	0.4	0.6	5.016	A
E - Unnamed Road North-East	29	29	7	0	0	1545	592	0.049	29	38	0.0	0.1	6.388	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1691	1691	423	0	1197	249	2567	0.659	1688	680	1.1	1.9	4.082	A
B - A14 North-West	1272	88	22	1197	0	841	870	0.101	88	1172	0.1	0.1	4.602	A
C - A1156 South-West	555	555	139	0	0	1461	924	0.600	552	556	0.7	1.5	9.575	A
D - A14 South-East	575	575	144	0	0	1446	967	0.595	572	480	0.6	1.4	9.044	A
E - Unnamed Road North-East	35	35	9	0	0	1891	408	0.086	35	46	0.1	0.1	9.645	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1691	1691	423	0	1197	250	2566	0.659	1691	684	1.9	1.9	4.116	A
B - A14 North-West	1272	88	22	1197	0	845	867	0.102	88	1175	0.1	0.1	4.619	A
C - A1156 South-West	555	555	139	0	0	1465	921	0.602	555	558	1.5	1.5	9.818	A
D - A14 South-East	575	575	144	0	0	1449	964	0.596	575	481	1.4	1.5	9.234	A
E - Unnamed Road North-East	35	35	9	0	0	1895	406	0.087	35	46	0.1	0.1	9.709	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1381	1381	345	0	977	205	2614	0.528	1384	562	1.9	1.1	2.933	A
B - A14 North-West	1039	72	18	977	0	695	963	0.075	72	962	0.1	0.1	4.040	A
C - A1156 South-West	453	453	113	0	0	1201	1135	0.399	456	458	1.5	0.7	5.331	A
D - A14 South-East	469	469	117	0	0	1186	1182	0.397	472	394	1.5	0.7	5.098	A
E - Unnamed Road North-East	29	29	7	0	0	1551	589	0.049	29	38	0.1	0.1	6.430	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1156	1156	289	0	818	171	2651	0.436	1158	469	1.1	0.8	2.415	A
B - A14 North-West	870	60	15	818	0	580	1037	0.058	60	804	0.1	0.1	3.686	A
C - A1156 South-West	379	379	95	0	0	1004	1294	0.293	380	382	0.7	0.4	3.943	A
D - A14 South-East	393	393	98	0	0	992	1342	0.293	394	330	0.7	0.4	3.802	A
E - Unnamed Road North-East	24	24	6	0	0	1297	725	0.033	24	32	0.1	0.0	5.142	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.77	0.55	1.00	1.40	1.45			N/A	N/A
B - A14 North-West	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C - A1156 South-West	0.41	0.00	0.00	0.41	0.41			N/A	N/A
D - A14 South-East	0.41	0.00	0.00	0.41	0.41			N/A	N/A
E - Unnamed Road North-East	0.03	0.00	0.00	0.03	0.03			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.11	0.05	0.50	2.57	3.80			N/A	N/A
B - A14 North-West	0.08	0.03	0.26	0.46	0.49			N/A	N/A
C - A1156 South-West	0.65	0.07	0.70	1.37	1.46			N/A	N/A
D - A14 South-East	0.65	0.07	0.70	1.37	1.45			N/A	N/A
E - Unnamed Road North-East	0.05	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.91	0.03	0.26	1.91	1.91			N/A	N/A
B - A14 North-West	0.11	0.03	0.26	0.47	0.49			N/A	N/A
C - A1156 South-West	1.46	0.03	0.27	1.46	1.46			N/A	N/A
D - A14 South-East	1.43	0.03	0.27	1.43	1.43			N/A	N/A
E - Unnamed Road North-East	0.09	0.03	0.26	0.47	0.50			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.92	0.03	0.26	1.92	1.92			N/A	N/A
B - A14 North-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A1156 South-West	1.49	0.03	0.28	1.49	4.35			N/A	N/A

D - A14 South-East	1.46	0.03	0.28	1.46	4.02			N/A	N/A
E - Unnamed Road North-East	0.09	0.00	0.00	0.09	0.09			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.13	0.31	1.09	1.57	1.83			N/A	N/A
B - A14 North-West	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A1156 South-West	0.67	0.07	0.75	1.37	1.45			N/A	N/A
D - A14 South-East	0.66	0.08	0.76	1.37	1.44			N/A	N/A
E - Unnamed Road North-East	0.05	0.00	0.00	0.05	0.05			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.78	0.08	0.80	1.42	1.42			N/A	N/A
B - A14 North-West	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C - A1156 South-West	0.42	0.04	0.36	1.19	1.36			N/A	N/A
D - A14 South-East	0.42	0.04	0.36	1.19	1.35			N/A	N/A
E - Unnamed Road North-East	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2019 Base Year, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A14 South-East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21	A12/ A14 / A1156 Seven Hills Interchange	Large Roundabout	A, E, D, C, B	6.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A - A12 North	348	75.10
B - A14 North-West	843	128.00
C - A1156 South-West	1518	80.70
D - A14 South-East	1476	131.50
E - Unnamed Road North-East	2068	37.20

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

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 Base Year	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	1607	100.000
B - A14 North-West		ONE HOUR	✓	1382	100.000
C - A1156 South-West		ONE HOUR	✓	484	100.000
D - A14 South-East		ONE HOUR	✓	625	100.000
E - Unnamed Road North-East		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	1	1002	226	377	1
	B - A14 North-West	1272	3	89	0	18
	C - A1156 South-West	201	77	0	182	24
	D - A14 South-East	358	0	267	0	0
	E - Unnamed Road North-East	0	16	5	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	3	3	1	0
	B - A14 North-West	3	33	0	0	11
	C - A1156 South-West	0	0	0	1	0
	D - A14 South-East	4	0	1	0	0
	E - Unnamed Road North-East	0	19	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.70	4.65	2.3	4.7	A	1475	2212

B - A14 North-West	0.13	4.51	0.2	0.5	A	1270	151
C - A1156 South-West	0.57	8.93	1.3	4.0	A	444	666
D - A14 South-East	0.69	11.55	2.2	6.3	B	574	860
E - Unnamed Road North-East	0.07	11.08	0.1	0.5	B	20	30

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1210	1210	302	0	958	237	2663	0.454	1207	420	0.0	0.8	2.466	A
B - A14 North-West	1042	83	21	958	0	574	1096	0.076	82	824	0.0	0.1	3.552	A
C - A1156 South-West	364	364	91	0	0	1036	1316	0.277	363	440	0.0	0.4	3.769	A
D - A14 South-East	471	471	118	0	0	1007	1378	0.341	468	420	0.0	0.5	3.947	A
E - Unnamed Road North-East	17	17	4	0	0	1411	660	0.025	16	32	0.0	0.0	5.590	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1445	1445	361	0	1143	284	2613	0.553	1443	502	0.8	1.2	3.074	A
B - A14 North-West	1244	99	25	1143	0	687	1021	0.097	99	986	0.1	0.1	3.901	A
C - A1156 South-West	435	435	109	0	0	1239	1156	0.376	434	527	0.4	0.6	4.979	A
D - A14 South-East	562	562	140	0	0	1205	1219	0.461	561	503	0.5	0.8	5.457	A
E - Unnamed Road North-East	20	20	5	0	0	1688	530	0.037	20	39	0.0	0.0	7.060	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1769	1769	442	0	1400	347	2545	0.695	1765	613	1.2	2.2	4.596	A
B - A14 North-West	1524	121	30	1400	0	838	922	0.131	121	1206	0.1	0.2	4.493	A
C - A1156 South-West	533	533	133	0	0	1514	940	0.567	530	643	0.6	1.3	8.724	A
D - A14 South-East	688	688	172	0	0	1474	1002	0.687	683	615	0.8	2.1	11.127	B
E - Unnamed Road North-East	24	24	6	0	0	2065	352	0.069	24	47	0.0	0.1	10.987	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1769	1769	442	0	1400	348	2543	0.696	1769	616	2.2	2.3	4.650	A
B - A14 North-West	1524	121	30	1400	0	843	919	0.132	121	1209	0.2	0.2	4.514	A
C - A1156 South-West	533	533	133	0	0	1519	936	0.569	533	646	1.3	1.3	8.926	A
D - A14 South-East	688	688	172	0	0	1477	999	0.689	688	617	2.1	2.2	11.553	B
E - Unnamed Road North-East	24	24	6	0	0	2070	349	0.069	24	47	0.1	0.1	11.077	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1445	1445	361	0	1143	285	2611	0.553	1449	508	2.3	1.2	3.110	A
B - A14 North-West	1244	99	25	1143	0	694	1017	0.097	99	990	0.2	0.1	3.924	A
C - A1156 South-West	435	435	109	0	0	1246	1151	0.378	438	531	1.3	0.6	5.072	A
D - A14 South-East	562	562	140	0	0	1210	1215	0.462	567	505	2.2	0.9	5.598	A
E - Unnamed Road North-East	20	20	5	0	0	1695	526	0.038	20	39	0.1	0.0	7.112	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1210	1210	302	0	958	238	2662	0.455	1211	423	1.2	0.8	2.484	A
B - A14 North-West	1042	83	21	958	0	578	1093	0.076	83	828	0.1	0.1	3.562	A
C - A1156 South-West	364	364	91	0	0	1041	1312	0.278	365	443	0.6	0.4	3.808	A
D - A14 South-East	471	471	118	0	0	1012	1375	0.342	472	422	0.9	0.5	3.992	A
E - Unnamed Road North-East	17	17	4	0	0	1417	658	0.025	17	32	0.0	0.0	5.617	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.83	0.55	1.00	1.40	1.45			N/A	N/A
B - A14 North-West	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A1156 South-West	0.38	0.00	0.00	0.38	0.38			N/A	N/A
D - A14 South-East	0.51	0.51	1.00	1.40	1.45			N/A	N/A
E - Unnamed Road North-East	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.23	0.05	0.46	2.99	4.74			N/A	N/A
B - A14 North-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A1156 South-West	0.60	0.06	0.68	1.34	1.42			N/A	N/A
D - A14 South-East	0.85	0.06	0.66	1.57	1.99			N/A	N/A
E - Unnamed Road North-East	0.04	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.25	0.03	0.26	2.25	2.25			N/A	N/A
B - A14 North-West	0.15	0.03	0.26	0.46	0.49			N/A	N/A
C - A1156 South-West	1.28	0.03	0.26	1.28	1.28			N/A	N/A
D - A14 South-East	2.11	0.03	0.28	2.11	6.28			N/A	N/A
E - Unnamed Road North-East	0.07	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.27	0.03	0.26	2.27	2.27			N/A	N/A
B - A14 North-West	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C - A1156 South-West	1.30	0.03	0.28	1.30	4.03			N/A	N/A

D - A14 South-East	2.17	0.03	0.28	2.17	5.74			N/A	N/A
E - Unnamed Road North-East	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.25	0.17	1.15	1.88	2.38			N/A	N/A
B - A14 North-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A1156 South-West	0.61	0.07	0.75	1.35	1.43			N/A	N/A
D - A14 South-East	0.87	0.06	0.75	1.53	1.93			N/A	N/A
E - Unnamed Road North-East	0.04	0.00	0.00	0.04	0.04			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.84	0.06	0.73	1.44	1.87			N/A	N/A
B - A14 North-West	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A1156 South-West	0.39	0.03	0.33	1.10	1.30			N/A	N/A
D - A14 South-East	0.52	0.04	0.38	1.44	1.57			N/A	N/A
E - Unnamed Road North-East	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2023 Reference Case, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A14 South-East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21	A12/ A14 / A1156 Seven Hills Interchange	Large Roundabout	A, E, D, C, B	2.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A - A12 North	37	75.10
B - A14 North-West	222	128.00
C - A1156 South-West	857	80.70
D - A14 South-East	778	131.50
E - Unnamed Road North-East	968	37.20

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2023 Reference Case	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	886	100.000
B - A14 North-West		ONE HOUR	✓	564	100.000
C - A1156 South-West		ONE HOUR	✓	177	100.000
D - A14 South-East		ONE HOUR	✓	238	100.000
E - Unnamed Road North-East		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	624	65	196	1
	B - A14 North-West	543	8	3	0	10
	C - A1156 South-West	30	7	0	139	1
	D - A14 South-East	153	0	75	0	11
	E - Unnamed Road North-East	9	18	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	6	6	9	0
	B - A14 North-West	10	88	0	0	11
	C - A1156 South-West	0	0	0	2	100
	D - A14 South-East	5	0	0	0	0
	E - Unnamed Road North-East	0	6	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.37	2.16	0.6	2.7	A	813	1220

B - A14 North-West	0.02	3.74	0.0	0.5	A	416	29
C - A1156 South-West	0.14	2.99	0.2	0.5	A	162	243
D - A14 South-East	0.17	2.79	0.2	0.5	A	219	328
E - Unnamed Road North-East	0.03	4.20	0.0	0.5	A	25	38

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	667	667	167	0	409	129	2715	0.246	666	144	0.0	0.3	1.757	A
B - A14 North-West	341	16	4	409	0	257	1052	0.015	16	494	0.0	0.0	3.473	A
C - A1156 South-West	133	133	33	0	0	618	1664	0.080	133	107	0.0	0.1	2.351	A
D - A14 South-East	179	179	45	0	0	546	1800	0.100	179	252	0.0	0.1	2.221	A
E - Unnamed Road North-East	21	21	5	0	0	778	1144	0.018	21	18	0.0	0.0	3.204	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	797	797	199	0	488	154	2685	0.297	797	172	0.3	0.4	1.905	A
B - A14 North-West	408	19	5	488	0	308	1024	0.018	19	590	0.0	0.0	3.581	A
C - A1156 South-West	159	159	40	0	0	739	1552	0.102	159	128	0.1	0.1	2.583	A
D - A14 South-East	214	214	54	0	0	653	1695	0.126	214	302	0.1	0.1	2.430	A
E - Unnamed Road North-East	25	25	6	0	0	930	1036	0.024	25	21	0.0	0.0	3.559	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	976	976	244	0	598	189	2645	0.369	975	211	0.4	0.6	2.156	A
B - A14 North-West	499	23	6	598	0	377	985	0.023	23	723	0.0	0.0	3.742	A
C - A1156 South-West	195	195	49	0	0	905	1399	0.139	194	157	0.1	0.2	2.988	A
D - A14 South-East	262	262	66	0	0	800	1553	0.169	262	370	0.1	0.2	2.789	A
E - Unnamed Road North-East	31	31	8	0	0	1139	888	0.034	31	26	0.0	0.0	4.198	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	976	976	244	0	598	189	2645	0.369	976	211	0.6	0.6	2.157	A
B - A14 North-West	499	23	6	598	0	377	985	0.023	23	723	0.0	0.0	3.743	A
C - A1156 South-West	195	195	49	0	0	906	1398	0.139	195	157	0.2	0.2	2.990	A
D - A14 South-East	262	262	66	0	0	800	1552	0.169	262	370	0.2	0.2	2.790	A
E - Unnamed Road North-East	31	31	8	0	0	1140	887	0.034	31	26	0.0	0.0	4.201	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	797	797	199	0	488	155	2685	0.297	798	172	0.6	0.4	1.910	A
B - A14 North-West	408	19	5	488	0	308	1023	0.018	19	591	0.0	0.0	3.585	A
C - A1156 South-West	159	159	40	0	0	740	1551	0.102	159	128	0.2	0.1	2.588	A
D - A14 South-East	214	214	54	0	0	654	1695	0.126	214	302	0.2	0.1	2.432	A
E - Unnamed Road North-East	25	25	6	0	0	931	1035	0.024	25	21	0.0	0.0	3.565	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	667	667	167	0	409	130	2714	0.246	668	144	0.4	0.3	1.758	A
B - A14 North-West	341	16	4	409	0	258	1052	0.015	16	495	0.0	0.0	3.477	A
C - A1156 South-West	133	133	33	0	0	620	1662	0.080	133	107	0.1	0.1	2.356	A
D - A14 South-East	179	179	45	0	0	548	1798	0.100	180	253	0.1	0.1	2.223	A
E - Unnamed Road North-East	21	21	5	0	0	780	1143	0.018	21	18	0.0	0.0	3.208	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.33	0.00	0.00	0.33	0.33			N/A	N/A
B - A14 North-West	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C - A1156 South-West	0.09	0.00	0.00	0.09	0.09			N/A	N/A
D - A14 South-East	0.11	0.00	0.00	0.11	0.11			N/A	N/A
E - Unnamed Road North-East	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.42	0.00	0.00	0.42	0.42			N/A	N/A
B - A14 North-West	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C - A1156 South-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
D - A14 South-East	0.14	0.00	0.00	0.14	0.14			N/A	N/A
E - Unnamed Road North-East	0.02	0.02	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.58	0.03	0.25	0.58	0.58			N/A	N/A
B - A14 North-West	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C - A1156 South-West	0.16	0.03	0.26	0.46	0.49			N/A	N/A
D - A14 South-East	0.20	0.03	0.25	0.46	0.48			N/A	N/A
E - Unnamed Road North-East	0.04	0.00	0.00	0.04	0.04			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.58	0.03	0.30	1.35	2.74			N/A	N/A
B - A14 North-West	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C - A1156 South-West	0.16	0.00	0.00	0.16	0.16			N/A	N/A

D - A14 South-East	0.20	0.03	0.25	0.45	0.48			N/A	N/A
E - Unnamed Road North-East	0.04	0.00	0.00	0.04	0.04			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.42	0.00	0.00	0.42	0.42			N/A	N/A
B - A14 North-West	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C - A1156 South-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
D - A14 South-East	0.15	0.00	0.00	0.15	0.15			N/A	N/A
E - Unnamed Road North-East	0.02	0.00	0.00	0.02	0.02			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.33	0.00	0.00	0.33	0.33			N/A	N/A
B - A14 North-West	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C - A1156 South-West	0.09	0.00	0.00	0.09	0.09			N/A	N/A
D - A14 South-East	0.11	0.00	0.00	0.11	0.11			N/A	N/A
E - Unnamed Road North-East	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2023 Reference Case, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A14 South-East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21	A12/ A14 / A1156 Seven Hills Interchange	Large Roundabout	A, E, D, C, B	6.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A - A12 North	123	75.10
B - A14 North-West	572	128.00
C - A1156 South-West	1637	80.70
D - A14 South-East	1563	131.50
E - Unnamed Road North-East	1813	37.20

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2023 Reference Case	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	1534	100.000
B - A14 North-West		ONE HOUR	✓	1252	100.000
C - A1156 South-West		ONE HOUR	✓	390	100.000
D - A14 South-East		ONE HOUR	✓	531	100.000
E - Unnamed Road North-East		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	1072	193	266	3
	B - A14 North-West	1160	2	60	0	30
	C - A1156 South-West	162	52	0	171	6
	D - A14 South-East	329	3	185	0	14
	E - Unnamed Road North-East	2	41	3	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	8	3	10	33
	B - A14 North-West	10	100	5	0	19
	C - A1156 South-West	2	12	0	2	100
	D - A14 South-East	5	33	2	0	0
	E - Unnamed Road North-East	0	14	33	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.68	4.60	2.1	4.3	A	1408	2112

B - A14 North-West	0.11	4.40	0.1	0.5	A	1136	127
C - A1156 South-West	0.55	10.08	1.2	4.6	B	358	537
D - A14 South-East	0.64	10.89	1.7	5.0	B	487	730
E - Unnamed Road North-East	0.15	12.25	0.2	0.5	B	44	66

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1155	1155	289	0	873	212	2585	0.447	1152	369	0.0	0.8	2.508	A
B - A14 North-West	932	69	17	873	0	512	1078	0.064	69	879	0.0	0.1	3.567	A
C - A1156 South-West	293	293	73	0	0	1099	1174	0.250	292	331	0.0	0.3	4.076	A
D - A14 South-East	400	400	100	0	0	1031	1306	0.306	398	328	0.0	0.4	3.955	A
E - Unnamed Road North-East	36	36	9	0	0	1324	674	0.053	36	40	0.0	0.1	5.640	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1379	1379	345	0	1043	254	2537	0.544	1378	442	0.8	1.2	3.101	A
B - A14 North-West	1113	83	21	1043	0	613	1012	0.082	83	1051	0.1	0.1	3.874	A
C - A1156 South-West	350	350	88	0	0	1314	1011	0.347	350	396	0.3	0.5	5.436	A
D - A14 South-East	477	477	119	0	0	1234	1142	0.418	476	393	0.4	0.7	5.400	A
E - Unnamed Road North-East	43	43	11	0	0	1583	536	0.080	43	48	0.1	0.1	7.294	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1689	1689	422	0	1277	310	2473	0.683	1686	539	1.2	2.1	4.548	A
B - A14 North-West	1363	101	25	1277	0	747	923	0.110	101	1285	0.1	0.1	4.380	A
C - A1156 South-West	429	429	107	0	0	1606	790	0.543	427	483	0.5	1.2	9.843	A
D - A14 South-East	584	584	146	0	0	1509	917	0.637	580	480	0.7	1.7	10.565	B
E - Unnamed Road North-East	53	53	13	0	0	1937	349	0.151	52	58	0.1	0.2	12.118	B

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1689	1689	422	0	1277	311	2472	0.683	1689	542	2.1	2.1	4.600	A
B - A14 North-West	1363	101	25	1277	0	752	920	0.110	101	1289	0.1	0.1	4.396	A
C - A1156 South-West	429	429	107	0	0	1612	786	0.546	429	485	1.2	1.2	10.084	B
D - A14 South-East	584	584	146	0	0	1513	914	0.639	584	482	1.7	1.7	10.888	B
E - Unnamed Road North-East	53	53	13	0	0	1942	346	0.152	53	59	0.2	0.2	12.252	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1379	1379	345	0	1043	255	2535	0.544	1383	447	2.1	1.2	3.137	A
B - A14 North-West	1113	83	21	1043	0	619	1008	0.082	83	1056	0.1	0.1	3.894	A
C - A1156 South-West	350	350	88	0	0	1322	1005	0.349	353	398	1.2	0.5	5.541	A
D - A14 South-East	477	477	119	0	0	1239	1137	0.419	481	395	1.7	0.7	5.519	A
E - Unnamed Road North-East	43	43	11	0	0	1590	533	0.081	43	48	0.2	0.1	7.361	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1155	1155	289	0	873	213	2583	0.447	1157	372	1.2	0.8	2.528	A
B - A14 North-West	932	69	17	873	0	516	1076	0.064	69	883	0.1	0.1	3.579	A
C - A1156 South-West	293	293	73	0	0	1104	1170	0.251	294	332	0.5	0.3	4.116	A
D - A14 South-East	400	400	100	0	0	1036	1303	0.307	401	330	0.7	0.4	3.995	A
E - Unnamed Road North-East	36	36	9	0	0	1330	671	0.054	36	40	0.1	0.1	5.672	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.80	0.55	1.00	1.40	1.45			N/A	N/A
B - A14 North-West	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A1156 South-West	0.33	0.00	0.00	0.33	0.33			N/A	N/A
D - A14 South-East	0.44	0.00	0.00	0.44	0.44			N/A	N/A
E - Unnamed Road North-East	0.06	0.00	0.00	0.06	0.06			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.18	0.05	0.48	2.83	4.35			N/A	N/A
B - A14 North-West	0.09	0.03	0.25	0.46	0.48			N/A	N/A
C - A1156 South-West	0.53	0.05	0.55	1.31	1.41			N/A	N/A
D - A14 South-East	0.71	0.06	0.69	1.34	1.34			N/A	N/A
E - Unnamed Road North-East	0.09	0.00	0.00	0.09	0.09			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.12	0.03	0.26	2.12	2.12			N/A	N/A
B - A14 North-West	0.12	0.03	0.26	0.46	0.49			N/A	N/A
C - A1156 South-West	1.16	0.03	0.26	1.16	1.16			N/A	N/A
D - A14 South-East	1.70	0.03	0.27	1.70	3.06			N/A	N/A
E - Unnamed Road North-East	0.17	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.14	0.03	0.26	2.14	2.14			N/A	N/A
B - A14 North-West	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C - A1156 South-West	1.19	0.03	0.29	1.19	4.64			N/A	N/A

D - A14 South-East	1.74	0.03	0.28	1.74	5.03			N/A	N/A
E - Unnamed Road North-East	0.18	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.20	0.19	1.13	1.79	2.05			N/A	N/A
B - A14 North-West	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A1156 South-West	0.54	0.06	0.59	1.32	1.41			N/A	N/A
D - A14 South-East	0.73	0.07	0.74	1.29	1.29			N/A	N/A
E - Unnamed Road North-East	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.81	0.07	0.74	1.29	1.75			N/A	N/A
B - A14 North-West	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A1156 South-West	0.34	0.03	0.30	0.86	1.18			N/A	N/A
D - A14 South-East	0.45	0.04	0.37	1.27	1.44			N/A	N/A
E - Unnamed Road North-East	0.06	0.00	0.00	0.06	0.06			N/A	N/A

2023 Reference Case, 8-9 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A14 South-East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21	A12/ A14 / A1156 Seven Hills Interchange	Large Roundabout	A, E, D, C, B	17.32	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A - A12 North	161	75.10
B - A14 North-West	797	128.00
C - A1156 South-West	1897	80.70
D - A14 South-East	2135	131.50
E - Unnamed Road North-East	2473	37.20

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2023 Reference Case	8-9 AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	1781	100.000
B - A14 North-West		ONE HOUR	✓	1593	100.000
C - A1156 South-West		ONE HOUR	✓	596	100.000
D - A14 South-East		ONE HOUR	✓	621	100.000
E - Unnamed Road North-East		ONE HOUR	✓	83	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	1147	263	368	3
	B - A14 North-West	1464	6	113	0	10
	C - A1156 South-West	264	74	0	256	2
	D - A14 South-East	357	0	249	0	14
	E - Unnamed Road North-East	9	51	19	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	8	6	9	0
	B - A14 North-West	9	67	0	0	0
	C - A1156 South-West	7	5	0	0	0
	D - A14 South-East	7	0	2	0	8
	E - Unnamed Road North-East	0	26	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.84	9.44	5.0	21.4	A	1634	2452

B - A14 North-West	0.18	5.42	0.2	0.5	A	1537	178
C - A1156 South-West	0.92	49.59	8.5	43.3	E	547	820
D - A14 South-East	0.89	39.28	7.0	37.8	E	570	855
E - Unnamed Road North-East	0.45	32.25	0.8	3.4	D	76	115

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1341	1341	335	0	1102	300	2486	0.539	1336	472	0.0	1.2	3.118	A
B - A14 North-West	1261	97	24	1102	0	675	1018	0.095	97	958	0.0	0.1	3.906	A
C - A1156 South-West	449	449	112	0	0	1188	1113	0.403	446	483	0.0	0.7	5.375	A
D - A14 South-East	467	467	117	0	0	1206	1155	0.405	465	470	0.0	0.7	5.192	A
E - Unnamed Road North-East	63	63	16	0	0	1614	521	0.120	62	22	0.0	0.1	7.834	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1601	1601	400	0	1316	359	2424	0.661	1598	564	1.2	1.9	4.346	A
B - A14 North-West	1506	116	29	1316	0	808	927	0.125	116	1146	0.1	0.1	4.435	A
C - A1156 South-West	536	536	134	0	0	1421	944	0.567	533	578	0.7	1.3	8.709	A
D - A14 South-East	558	558	140	0	0	1443	991	0.563	556	562	0.7	1.3	8.224	A
E - Unnamed Road North-East	75	75	19	0	0	1931	387	0.193	74	27	0.1	0.2	11.496	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1961	1961	490	0	1612	432	2347	0.836	1950	673	1.9	4.8	8.816	A
B - A14 North-West	1844	142	36	1612	0	963	821	0.173	142	1396	0.1	0.2	5.299	A
C - A1156 South-West	656	656	164	0	0	1725	724	0.906	634	700	1.3	6.7	34.318	D
D - A14 South-East	684	684	171	0	0	1759	771	0.886	665	679	1.3	5.9	29.803	D
E - Unnamed Road North-East	92	92	23	0	0	2349	210	0.437	90	32	0.2	0.7	29.507	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1961	1961	490	0	1612	439	2340	0.838	1960	688	4.8	5.0	9.444	A
B - A14 North-West	1844	142	36	1612	0	985	806	0.176	142	1406	0.2	0.2	5.419	A
C - A1156 South-West	656	656	164	0	0	1742	712	0.922	649	708	6.7	8.5	49.589	E
D - A14 South-East	684	684	171	0	0	1770	764	0.895	679	688	5.9	7.0	39.276	E
E - Unnamed Road North-East	92	92	23	0	0	2366	203	0.452	91	33	0.7	0.8	32.253	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1601	1601	400	0	1316	374	2409	0.665	1613	592	5.0	2.0	4.591	A
B - A14 North-West	1506	116	29	1316	0	850	899	0.129	116	1161	0.2	0.1	4.600	A
C - A1156 South-West	536	536	134	0	0	1447	925	0.579	564	591	8.5	1.4	10.721	B
D - A14 South-East	558	558	140	0	0	1457	981	0.569	581	579	7.0	1.4	9.484	A
E - Unnamed Road North-East	75	75	19	0	0	1959	375	0.199	77	28	0.8	0.3	12.146	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1341	1341	335	0	1102	304	2483	0.540	1344	477	2.0	1.2	3.172	A
B - A14 North-West	1261	97	24	1102	0	684	1012	0.096	97	965	0.1	0.1	3.934	A
C - A1156 South-West	449	449	112	0	0	1197	1106	0.405	451	487	1.4	0.7	5.522	A
D - A14 South-East	467	467	117	0	0	1214	1150	0.406	470	474	1.4	0.7	5.316	A
E - Unnamed Road North-East	63	63	16	0	0	1625	517	0.121	63	23	0.3	0.1	7.945	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.16	0.55	1.05	1.48	1.48			N/A	N/A
B - A14 North-West	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A1156 South-West	0.67	0.39	0.97	1.39	1.45			N/A	N/A
D - A14 South-East	0.67	0.55	1.00	1.40	1.45			N/A	N/A
E - Unnamed Road North-East	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.92	0.04	0.40	5.15	9.29			N/A	N/A
B - A14 North-West	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C - A1156 South-West	1.28	0.04	0.44	3.25	5.24			N/A	N/A
D - A14 South-East	1.26	0.04	0.44	3.17	5.07			N/A	N/A
E - Unnamed Road North-East	0.24	0.00	0.00	0.24	0.24			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	4.80	0.03	0.30	4.80	21.40			N/A	N/A
B - A14 North-West	0.21	0.03	0.26	0.46	0.49			N/A	N/A
C - A1156 South-West	6.69	0.06	1.34	19.26	30.85			N/A	N/A
D - A14 South-East	5.94	0.05	0.66	17.09	29.20			N/A	N/A
E - Unnamed Road North-East	0.73	0.03	0.27	0.73	1.08			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	5.00	0.03	0.28	5.00	8.97			N/A	N/A
B - A14 North-West	0.21	0.03	0.25	0.46	0.48			N/A	N/A
C - A1156 South-West	8.45	0.05	0.64	24.45	43.28			N/A	N/A

D - A14 South-East	6.96	0.04	0.41	18.54	37.79			N/A	N/A
E - Unnamed Road North-East	0.79	0.04	0.36	1.87	3.42			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.01	0.06	0.83	5.14	7.74			N/A	N/A
B - A14 North-West	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C - A1156 South-West	1.41	0.04	0.37	3.64	6.81			N/A	N/A
D - A14 South-East	1.35	0.04	0.38	3.50	6.38			N/A	N/A
E - Unnamed Road North-East	0.25	0.03	0.25	0.45	0.48			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.18	0.04	0.37	2.96	5.60			N/A	N/A
B - A14 North-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A1156 South-West	0.69	0.03	0.29	1.05	2.88			N/A	N/A
D - A14 South-East	0.69	0.03	0.29	1.27	3.11			N/A	N/A
E - Unnamed Road North-East	0.14	0.03	0.25	0.45	0.48			N/A	N/A

2023 Reference Case, 3-4 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A14 South-East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21	A12/ A14 / A1156 Seven Hills Interchange	Large Roundabout	A, E, D, C, B	6.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A - A12 North	103	75.10
B - A14 North-West	800	128.00
C - A1156 South-West	1613	80.70
D - A14 South-East	1887	131.50
E - Unnamed Road North-East	2213	37.20

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

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
D9	2023 Reference Case	3-4 PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	1604	100.000
B - A14 North-West		ONE HOUR	✓	1269	100.000
C - A1156 South-West		ONE HOUR	✓	552	100.000
D - A14 South-East		ONE HOUR	✓	590	100.000
E - Unnamed Road North-East		ONE HOUR	✓	36	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	1	987	304	308	3
	B - A14 North-West	1185	4	42	0	38
	C - A1156 South-West	292	79	4	172	4
	D - A14 South-East	357	0	232	0	1
	E - Unnamed Road North-East	6	24	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	8	4	5	33
	B - A14 North-West	6	0	5	0	12
	C - A1156 South-West	2	3	0	0	0
	D - A14 South-East	6	0	1	0	0
	E - Unnamed Road North-East	0	14	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.70	4.69	2.3	4.8	A	1471	2207

B - A14 North-West	0.11	4.93	0.1	0.5	A	1147	115
C - A1156 South-West	0.69	12.99	2.1	6.9	B	506	759
D - A14 South-East	0.69	12.15	2.1	6.6	B	541	812
E - Unnamed Road North-East	0.11	10.94	0.1	0.5	B	33	49

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1207	1207	302	0	892	199	2635	0.458	1204	491	0.0	0.8	2.511	A
B - A14 North-West	941	63	16	892	0	627	1012	0.062	63	821	0.0	0.1	3.794	A
C - A1156 South-West	415	415	104	0	0	1035	1264	0.329	413	438	0.0	0.5	4.224	A
D - A14 South-East	444	444	111	0	0	1032	1304	0.340	442	363	0.0	0.5	4.165	A
E - Unnamed Road North-East	27	27	7	0	0	1368	680	0.039	27	35	0.0	0.0	5.507	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1442	1442	360	0	1066	238	2592	0.556	1440	588	0.8	1.2	3.121	A
B - A14 North-West	1124	75	19	1066	0	751	932	0.081	75	982	0.1	0.1	4.201	A
C - A1156 South-West	496	496	124	0	0	1239	1104	0.449	495	524	0.5	0.8	5.896	A
D - A14 South-East	530	530	133	0	0	1234	1153	0.460	529	434	0.5	0.8	5.755	A
E - Unnamed Road North-East	32	32	8	0	0	1636	549	0.058	32	42	0.0	0.1	6.961	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1766	1766	441	0	1305	291	2534	0.697	1761	716	1.2	2.3	4.635	A
B - A14 North-West	1376	92	23	1305	0	915	827	0.112	92	1201	0.1	0.1	4.899	A
C - A1156 South-West	607	607	152	0	0	1513	888	0.684	602	640	0.8	2.1	12.390	B
D - A14 South-East	649	649	162	0	0	1509	948	0.685	644	531	0.8	2.1	11.684	B
E - Unnamed Road North-East	39	39	10	0	0	2001	371	0.106	39	51	0.1	0.1	10.836	B

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1766	1766	441	0	1305	293	2532	0.697	1765	721	2.3	2.3	4.693	A
B - A14 North-West	1376	92	23	1305	0	922	822	0.112	92	1205	0.1	0.1	4.931	A
C - A1156 South-West	607	607	152	0	0	1519	884	0.687	607	643	2.1	2.1	12.991	B
D - A14 South-East	649	649	162	0	0	1513	945	0.687	649	533	2.1	2.1	12.147	B
E - Unnamed Road North-East	39	39	10	0	0	2007	368	0.106	39	51	0.1	0.1	10.938	B

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1442	1442	360	0	1066	241	2589	0.557	1446	595	2.3	1.3	3.160	A
B - A14 North-West	1124	75	19	1066	0	760	926	0.081	76	987	0.1	0.1	4.233	A
C - A1156 South-West	496	496	124	0	0	1246	1098	0.452	501	528	2.1	0.8	6.084	A
D - A14 South-East	530	530	133	0	0	1239	1149	0.461	535	438	2.1	0.9	5.911	A
E - Unnamed Road North-East	32	32	8	0	0	1644	545	0.059	32	42	0.1	0.1	7.019	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1207	1207	302	0	892	201	2633	0.458	1209	495	1.3	0.9	2.531	A
B - A14 North-West	941	63	16	892	0	632	1008	0.063	63	825	0.1	0.1	3.807	A
C - A1156 South-West	415	415	104	0	0	1041	1260	0.330	417	441	0.8	0.5	4.277	A
D - A14 South-East	444	444	111	0	0	1036	1301	0.341	445	365	0.9	0.5	4.216	A
E - Unnamed Road North-East	27	27	7	0	0	1374	677	0.040	27	35	0.1	0.0	5.538	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.84	0.55	1.00	1.40	1.45			N/A	N/A
B - A14 North-West	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A1156 South-West	0.49	0.00	0.00	0.49	0.49			N/A	N/A
D - A14 South-East	0.51	0.51	1.00	1.40	1.45			N/A	N/A
E - Unnamed Road North-East	0.04	0.00	0.00	0.04	0.04			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.24	0.05	0.46	3.04	4.80			N/A	N/A
B - A14 North-West	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C - A1156 South-West	0.81	0.06	0.67	1.40	1.85			N/A	N/A
D - A14 South-East	0.84	0.06	0.68	1.53	1.95			N/A	N/A
E - Unnamed Road North-East	0.06	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.26	0.03	0.26	2.26	2.26			N/A	N/A
B - A14 North-West	0.12	0.03	0.26	0.46	0.49			N/A	N/A
C - A1156 South-West	2.08	0.03	0.28	2.08	6.88			N/A	N/A
D - A14 South-East	2.09	0.03	0.28	2.09	6.57			N/A	N/A
E - Unnamed Road North-East	0.12	0.03	0.26	0.47	0.50			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.28	0.03	0.26	2.28	2.28			N/A	N/A
B - A14 North-West	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C - A1156 South-West	2.14	0.03	0.28	2.14	6.79			N/A	N/A

D - A14 South-East	2.15	0.03	0.28	2.15	6.03			N/A	N/A
E - Unnamed Road North-East	0.12	0.03	0.25	0.45	0.48			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.27	0.17	1.15	1.91	2.47			N/A	N/A
B - A14 North-West	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A1156 South-West	0.83	0.06	0.70	1.47	1.89			N/A	N/A
D - A14 South-East	0.87	0.06	0.74	1.54	1.94			N/A	N/A
E - Unnamed Road North-East	0.06	0.00	0.00	0.06	0.06			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.85	0.06	0.73	1.49	1.90			N/A	N/A
B - A14 North-West	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A1156 South-West	0.50	0.04	0.37	1.41	1.51			N/A	N/A
D - A14 South-East	0.52	0.04	0.38	1.44	1.58			N/A	N/A
E - Unnamed Road North-East	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2023 Reference Case, 5-6 PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A14 South-East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21	A12/ A14 / A1156 Seven Hills Interchange	Large Roundabout	A, E, D, C, B	7.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A - A12 North	153	75.10
B - A14 North-West	695	128.00
C - A1156 South-West	1621	80.70
D - A14 South-East	1944	131.50
E - Unnamed Road North-East	2358	37.20

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

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
D10	2023 Reference Case	5-6 PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	1674	100.000
B - A14 North-West		ONE HOUR	✓	1397	100.000
C - A1156 South-West		ONE HOUR	✓	551	100.000
D - A14 South-East		ONE HOUR	✓	682	100.000
E - Unnamed Road North-East		ONE HOUR	✓	24	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	1	1037	244	390	1
	B - A14 North-West	1285	3	89	0	20
	C - A1156 South-West	234	77	0	213	27
	D - A14 South-East	364	0	318	0	0
	E - Unnamed Road North-East	0	18	6	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	4	2	1	0
	B - A14 North-West	4	33	0	0	11
	C - A1156 South-West	0	0	0	1	0
	D - A14 South-East	4	0	1	0	0
	E - Unnamed Road North-East	0	19	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.73	5.37	2.7	5.8	A	1536	2305

B - A14 North-West	0.14	4.77	0.2	0.5	A	1294	154
C - A1156 South-West	0.68	12.41	2.0	6.3	B	505	758
D - A14 South-East	0.77	15.80	3.2	14.9	C	626	939
E - Unnamed Road North-East	0.08	12.32	0.1	0.5	B	22	34

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1261	1261	315	0	968	263	2651	0.475	1257	449	0.0	0.9	2.576	A
B - A14 North-West	1062	84	21	968	0	629	1078	0.078	84	852	0.0	0.1	3.620	A
C - A1156 South-West	415	415	104	0	0	1068	1281	0.324	413	492	0.0	0.5	4.136	A
D - A14 South-East	513	513	128	0	0	1050	1330	0.386	511	453	0.0	0.6	4.384	A
E - Unnamed Road North-East	18	18	5	0	0	1485	621	0.030	18	36	0.0	0.0	5.970	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1505	1505	376	0	1155	315	2593	0.580	1503	537	0.9	1.4	3.297	A
B - A14 North-West	1268	101	25	1155	0	752	994	0.101	101	1019	0.1	0.1	4.028	A
C - A1156 South-West	495	495	124	0	0	1277	1119	0.442	494	589	0.5	0.8	5.745	A
D - A14 South-East	613	613	153	0	0	1255	1181	0.519	611	542	0.6	1.1	6.296	A
E - Unnamed Road North-East	22	22	6	0	0	1776	494	0.045	22	43	0.0	0.0	7.622	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1843	1843	461	0	1415	385	2516	0.733	1838	654	1.4	2.7	5.270	A
B - A14 North-West	1553	123	31	1415	0	915	883	0.140	123	1246	0.1	0.2	4.734	A
C - A1156 South-West	606	606	152	0	0	1559	901	0.673	602	718	0.8	2.0	11.835	B
D - A14 South-East	751	751	188	0	0	1535	980	0.766	743	662	1.1	3.1	14.715	B
E - Unnamed Road North-East	27	27	7	0	0	2171	322	0.084	27	52	0.0	0.1	12.180	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1843	1843	461	0	1415	387	2514	0.733	1843	660	2.7	2.7	5.369	A
B - A14 North-West	1553	123	31	1415	0	923	878	0.140	123	1250	0.2	0.2	4.770	A
C - A1156 South-West	606	606	152	0	0	1567	896	0.677	606	723	2.0	2.0	12.414	B
D - A14 South-East	751	751	188	0	0	1539	977	0.769	750	665	3.1	3.2	15.801	C
E - Unnamed Road North-East	27	27	7	0	0	2178	319	0.084	27	53	0.1	0.1	12.323	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1505	1505	376	0	1155	318	2590	0.581	1510	546	2.7	1.4	3.349	A
B - A14 North-West	1268	101	25	1155	0	763	987	0.102	101	1025	0.2	0.1	4.063	A
C - A1156 South-West	495	495	124	0	0	1287	1112	0.446	500	595	2.0	0.8	5.936	A
D - A14 South-East	613	613	153	0	0	1261	1177	0.521	621	546	3.2	1.1	6.572	A
E - Unnamed Road North-East	22	22	6	0	0	1786	490	0.045	22	43	0.1	0.0	7.698	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1261	1261	315	0	968	265	2649	0.476	1262	453	1.4	0.9	2.599	A
B - A14 North-West	1062	84	21	968	0	634	1075	0.078	84	856	0.1	0.1	3.637	A
C - A1156 South-West	415	415	104	0	0	1074	1277	0.325	416	496	0.8	0.5	4.190	A
D - A14 South-East	513	513	128	0	0	1054	1326	0.387	515	456	1.1	0.6	4.451	A
E - Unnamed Road North-East	18	18	5	0	0	1492	618	0.030	18	36	0.0	0.0	6.004	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.90	0.55	1.00	1.40	1.45			N/A	N/A
B - A14 North-West	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A1156 South-West	0.48	0.00	0.00	0.48	0.48			N/A	N/A
D - A14 South-East	0.62	0.55	1.00	1.40	1.45			N/A	N/A
E - Unnamed Road North-East	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.37	0.04	0.43	3.56	5.80			N/A	N/A
B - A14 North-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A1156 South-West	0.78	0.06	0.68	1.28	1.77			N/A	N/A
D - A14 South-East	1.06	0.05	0.53	2.39	3.52			N/A	N/A
E - Unnamed Road North-East	0.05	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.68	0.03	0.27	2.68	2.68			N/A	N/A
B - A14 North-West	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C - A1156 South-West	1.98	0.03	0.28	1.98	5.83			N/A	N/A
D - A14 South-East	3.06	0.03	0.31	3.98	14.86			N/A	N/A
E - Unnamed Road North-East	0.09	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.72	0.03	0.26	2.72	2.72			N/A	N/A
B - A14 North-West	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C - A1156 South-West	2.05	0.03	0.28	2.05	6.31			N/A	N/A

D - A14 South-East	3.19	0.03	0.29	3.19	11.72			N/A	N/A
E - Unnamed Road North-East	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.40	0.11	1.17	2.54	3.25			N/A	N/A
B - A14 North-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A1156 South-West	0.81	0.06	0.72	1.33	1.79			N/A	N/A
D - A14 South-East	1.10	0.05	0.53	2.53	3.72			N/A	N/A
E - Unnamed Road North-East	0.05	0.00	0.00	0.05	0.05			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.91	0.05	0.58	1.84	2.65			N/A	N/A
B - A14 North-West	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A1156 South-West	0.48	0.04	0.37	1.35	1.35			N/A	N/A
D - A14 South-East	0.64	0.03	0.34	1.45	2.68			N/A	N/A
E - Unnamed Road North-East	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2023 Early Years, 6-7 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A14 South-East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21	A12/ A14 / A1156 Seven Hills Interchange	Large Roundabout	A, E, D, C, B	2.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A - A12 North	39	75.10
B - A14 North-West	231	128.00
C - A1156 South-West	870	80.70
D - A14 South-East	793	131.50
E - Unnamed Road North-East	982	37.20

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

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
D11	2023 Early Years	6-7 AM	ONE HOUR	05:45	07:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	898	100.000
B - A14 North-West		ONE HOUR	✓	631	100.000
C - A1156 South-West		ONE HOUR	✓	177	100.000
D - A14 South-East		ONE HOUR	✓	246	100.000
E - Unnamed Road North-East		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	628	73	196	1
	B - A14 North-West	608	8	5	0	10
	C - A1156 South-West	30	7	0	139	1
	D - A14 South-East	161	0	75	0	11
	E - Unnamed Road North-East	9	18	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	6	5	9	0
	B - A14 North-West	13	88	20	0	11
	C - A1156 South-West	0	0	0	2	100
	D - A14 South-East	7	0	0	0	0
	E - Unnamed Road North-East	0	6	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.37	2.18	0.6	2.8	A	824	1237

B - A14 North-West	0.03	3.81	0.0	0.5	A	471	32
C - A1156 South-West	0.14	3.03	0.2	0.5	A	162	243
D - A14 South-East	0.18	2.88	0.2	0.5	A	226	339
E - Unnamed Road North-East	0.03	4.26	0.0	0.5	A	25	38

Main Results for each time segment

05:45 - 06:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	676	676	169	0	458	131	2714	0.249	675	150	0.0	0.3	1.765	A
B - A14 North-West	386	17	4	458	0	263	1039	0.017	17	497	0.0	0.0	3.522	A
C - A1156 South-West	133	133	33	0	0	627	1653	0.081	133	115	0.0	0.1	2.368	A
D - A14 South-East	185	185	46	0	0	557	1769	0.105	185	252	0.0	0.1	2.273	A
E - Unnamed Road North-East	21	21	5	0	0	788	1135	0.018	21	18	0.0	0.0	3.229	A

06:00 - 06:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	808	808	202	0	547	156	2684	0.301	807	179	0.3	0.4	1.917	A
B - A14 North-West	461	21	5	547	0	315	1010	0.020	21	594	0.0	0.0	3.638	A
C - A1156 South-West	159	159	40	0	0	750	1539	0.103	159	137	0.1	0.1	2.607	A
D - A14 South-East	221	221	55	0	0	666	1664	0.133	221	302	0.1	0.2	2.495	A
E - Unnamed Road North-East	25	25	6	0	0	943	1026	0.024	25	21	0.0	0.0	3.595	A

06:15 - 06:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	989	989	247	0	670	191	2643	0.374	989	219	0.4	0.6	2.174	A
B - A14 North-West	565	25	6	670	0	385	970	0.026	25	727	0.0	0.0	3.808	A
C - A1156 South-West	195	195	49	0	0	918	1384	0.141	194	168	0.1	0.2	3.025	A
D - A14 South-East	271	271	68	0	0	815	1520	0.178	271	370	0.2	0.2	2.881	A
E - Unnamed Road North-East	31	31	8	0	0	1154	876	0.035	31	26	0.0	0.0	4.255	A

06:30 - 06:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	989	989	247	0	670	191	2643	0.374	989	220	0.6	0.6	2.176	A
B - A14 North-West	565	25	6	670	0	386	970	0.026	25	728	0.0	0.0	3.809	A
C - A1156 South-West	195	195	49	0	0	919	1383	0.141	195	168	0.2	0.2	3.027	A
D - A14 South-East	271	271	68	0	0	816	1520	0.178	271	370	0.2	0.2	2.882	A
E - Unnamed Road North-East	31	31	8	0	0	1155	876	0.035	31	26	0.0	0.0	4.258	A

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	808	808	202	0	547	156	2684	0.301	808	180	0.6	0.4	1.920	A
B - A14 North-West	461	21	5	547	0	315	1010	0.020	21	595	0.0	0.0	3.642	A
C - A1156 South-West	159	159	40	0	0	751	1538	0.103	159	137	0.2	0.1	2.612	A
D - A14 South-East	221	221	55	0	0	667	1663	0.133	222	302	0.2	0.2	2.497	A
E - Unnamed Road North-East	25	25	6	0	0	944	1025	0.024	25	21	0.0	0.0	3.598	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	676	676	169	0	458	131	2713	0.249	677	150	0.4	0.3	1.767	A
B - A14 North-West	386	17	4	458	0	264	1038	0.017	17	498	0.0	0.0	3.524	A
C - A1156 South-West	133	133	33	0	0	629	1651	0.081	133	115	0.1	0.1	2.373	A
D - A14 South-East	185	185	46	0	0	558	1767	0.105	186	253	0.2	0.1	2.277	A
E - Unnamed Road North-East	21	21	5	0	0	790	1134	0.018	21	18	0.0	0.0	3.236	A

Queue Variation Results for each time segment

05:45 - 06:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.33	0.00	0.00	0.33	0.33			N/A	N/A
B - A14 North-West	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C - A1156 South-West	0.09	0.00	0.00	0.09	0.09			N/A	N/A
D - A14 South-East	0.12	0.00	0.00	0.12	0.12			N/A	N/A
E - Unnamed Road North-East	0.02	0.00	0.00	0.02	0.02			N/A	N/A

06:00 - 06:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.43	0.00	0.00	0.43	0.43			N/A	N/A
B - A14 North-West	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C - A1156 South-West	0.11	0.00	0.00	0.11	0.11			N/A	N/A
D - A14 South-East	0.15	0.00	0.00	0.15	0.15			N/A	N/A
E - Unnamed Road North-East	0.02	0.02	0.25	0.45	0.48			N/A	N/A

06:15 - 06:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.60	0.03	0.25	0.60	0.60			N/A	N/A
B - A14 North-West	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C - A1156 South-West	0.16	0.03	0.26	0.46	0.49			N/A	N/A
D - A14 South-East	0.22	0.03	0.25	0.46	0.48			N/A	N/A
E - Unnamed Road North-East	0.04	0.00	0.00	0.04	0.04			N/A	N/A

06:30 - 06:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.60	0.03	0.29	1.31	2.77			N/A	N/A
B - A14 North-West	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C - A1156 South-West	0.16	0.00	0.00	0.16	0.16			N/A	N/A

D - A14 South-East	0.22	0.03	0.25	0.45	0.48			N/A	N/A
E - Unnamed Road North-East	0.04	0.00	0.00	0.04	0.04			N/A	N/A

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.43	0.00	0.00	0.43	0.43			N/A	N/A
B - A14 North-West	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C - A1156 South-West	0.12	0.00	0.00	0.12	0.12			N/A	N/A
D - A14 South-East	0.15	0.00	0.00	0.15	0.15			N/A	N/A
E - Unnamed Road North-East	0.03	0.00	0.00	0.03	0.03			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.33	0.00	0.00	0.33	0.33			N/A	N/A
B - A14 North-West	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C - A1156 South-West	0.09	0.00	0.00	0.09	0.09			N/A	N/A
D - A14 South-East	0.12	0.00	0.00	0.12	0.12			N/A	N/A
E - Unnamed Road North-East	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2023 Early Years, 7-8 AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A14 South-East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
J21	A12/ A14 / A1156 Seven Hills Interchange	Large Roundabout	A, E, D, C, B	6.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A - A12 North	144	75.10
B - A14 North-West	610	128.00
C - A1156 South-West	1662	80.70
D - A14 South-East	1609	131.50
E - Unnamed Road North-East	1877	37.20

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

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
D12	2023 Early Years	7-8 AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a 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 - A12 North		ONE HOUR	✓	1569	100.000
B - A14 North-West		ONE HOUR	✓	1333	100.000
C - A1156 South-West		ONE HOUR	✓	390	100.000
D - A14 South-East		ONE HOUR	✓	558	100.000
E - Unnamed Road North-East		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	1071	235	260	3
	B - A14 North-West	1236	2	65	0	30
	C - A1156 South-West	162	52	0	171	6
	D - A14 South-East	353	3	188	0	14
	E - Unnamed Road North-East	2	41	3	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A12 North	B - A14 North-West	C - A1156 South-West	D - A14 South-East	E - Unnamed Road North-East
From	A - A12 North	0	8	3	10	33
	B - A14 North-West	13	100	6	0	19
	C - A1156 South-West	2	12	0	2	100
	D - A14 South-East	8	33	2	0	0
	E - Unnamed Road North-East	0	14	33	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A12 North	0.70	4.91	2.3	4.8	A	1440	2160

B - A14 North-West	0.12	4.61	0.1	0.5	A	1237	133
C - A1156 South-West	0.56	10.88	1.3	5.0	B	358	537
D - A14 South-East	0.71	14.53	2.4	9.5	B	512	768
E - Unnamed Road North-East	0.16	13.10	0.2	0.5	B	44	66

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1181	1181	295	0	930	215	2576	0.459	1178	387	0.0	0.8	2.569	A
B - A14 North-West	1015	73	18	930	0	530	1052	0.069	73	878	0.0	0.1	3.677	A
C - A1156 South-West	293	293	73	0	0	1116	1155	0.254	292	368	0.0	0.3	4.174	A
D - A14 South-East	420	420	105	0	0	1066	1254	0.335	418	324	0.0	0.5	4.295	A
E - Unnamed Road North-East	36	36	9	0	0	1354	657	0.055	36	40	0.0	0.1	5.795	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1411	1411	353	0	1111	258	2528	0.558	1409	463	0.8	1.3	3.215	A
B - A14 North-West	1212	87	22	1111	0	634	983	0.089	87	1050	0.1	0.1	4.018	A
C - A1156 South-West	350	350	88	0	0	1335	989	0.354	350	440	0.3	0.5	5.626	A
D - A14 South-East	501	501	125	0	0	1275	1089	0.461	500	387	0.5	0.8	6.107	A
E - Unnamed Road North-East	43	43	11	0	0	1619	518	0.083	43	48	0.1	0.1	7.569	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1728	1728	432	0	1361	315	2463	0.702	1724	564	1.3	2.3	4.842	A
B - A14 North-West	1484	107	27	1361	0	772	892	0.120	107	1284	0.1	0.1	4.584	A
C - A1156 South-West	429	429	107	0	0	1630	765	0.561	426	537	0.5	1.2	10.548	B
D - A14 South-East	614	614	153	0	0	1559	864	0.711	608	473	0.8	2.3	13.773	B
E - Unnamed Road North-East	53	53	13	0	0	1980	330	0.159	52	58	0.1	0.2	12.936	B

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1728	1728	432	0	1361	316	2461	0.702	1728	569	2.3	2.3	4.906	A
B - A14 North-West	1484	107	27	1361	0	778	888	0.120	107	1288	0.1	0.1	4.609	A
C - A1156 South-West	429	429	107	0	0	1637	760	0.565	429	540	1.2	1.3	10.879	B
D - A14 South-East	614	614	153	0	0	1563	861	0.713	614	475	2.3	2.4	14.534	B
E - Unnamed Road North-East	53	53	13	0	0	1986	327	0.161	53	59	0.2	0.2	13.104	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1411	1411	353	0	1111	260	2525	0.559	1415	470	2.3	1.3	3.256	A
B - A14 North-West	1212	87	22	1111	0	642	978	0.089	87	1055	0.1	0.1	4.044	A
C - A1156 South-West	350	350	88	0	0	1344	982	0.357	353	444	1.3	0.6	5.757	A
D - A14 South-East	501	501	125	0	0	1281	1084	0.462	508	390	2.4	0.9	6.307	A
E - Unnamed Road North-East	43	43	11	0	0	1627	514	0.083	43	48	0.2	0.1	7.651	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A12 North	1181	1181	295	0	930	217	2574	0.459	1183	390	1.3	0.9	2.591	A
B - A14 North-West	1015	73	18	930	0	534	1049	0.070	73	882	0.1	0.1	3.691	A
C - A1156 South-West	293	293	73	0	0	1122	1150	0.255	294	370	0.6	0.3	4.212	A
D - A14 South-East	420	420	105	0	0	1071	1250	0.336	421	325	0.9	0.5	4.352	A
E - Unnamed Road North-East	36	36	9	0	0	1360	654	0.055	36	40	0.1	0.1	5.831	A

Queue Variation Results for each time segment

06:45 - 07:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.84	0.55	1.00	1.40	1.45			N/A	N/A
B - A14 North-West	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A1156 South-West	0.34	0.00	0.00	0.34	0.34			N/A	N/A
D - A14 South-East	0.50	0.00	0.00	0.50	0.50			N/A	N/A
E - Unnamed Road North-East	0.06	0.00	0.00	0.06	0.06			N/A	N/A

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.25	0.05	0.46	3.08	4.85			N/A	N/A
B - A14 North-West	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C - A1156 South-West	0.54	0.06	0.59	1.32	1.41			N/A	N/A
D - A14 South-East	0.84	0.06	0.63	1.60	2.07			N/A	N/A
E - Unnamed Road North-East	0.09	0.00	0.00	0.09	0.09			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.31	0.03	0.27	2.31	2.31			N/A	N/A
B - A14 North-West	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C - A1156 South-West	1.25	0.03	0.27	1.25	1.25			N/A	N/A
D - A14 South-East	2.34	0.03	0.29	2.34	9.53			N/A	N/A
E - Unnamed Road North-East	0.19	0.03	0.26	0.47	0.50			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	2.33	0.03	0.26	2.33	2.33			N/A	N/A
B - A14 North-West	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C - A1156 South-West	1.28	0.03	0.29	1.28	4.97			N/A	N/A

D - A14 South-East	2.42	0.03	0.29	2.42	8.50			N/A	N/A
E - Unnamed Road North-East	0.19	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	1.28	0.15	1.15	1.96	2.59			N/A	N/A
B - A14 North-West	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A1156 South-West	0.56	0.06	0.61	1.32	1.41			N/A	N/A
D - A14 South-East	0.87	0.06	0.63	1.68	2.29			N/A	N/A
E - Unnamed Road North-East	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A12 North	0.85	0.06	0.70	1.54	1.96			N/A	N/A
B - A14 North-West	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C - A1156 South-West	0.34	0.03	0.31	0.99	1.24			N/A	N/A
D - A14 South-East	0.51	0.04	0.35	1.47	1.75			N/A	N/A
E - Unnamed Road North-East	0.06	0.00	0.00	0.06	0.06			N/A	N/A