RWE Renewables UK Dogger Bank South (West) Limited

RWE Renewables UK Dogger Bank South (East) Limited

Dogger Bank South Offshore Wind Farms

Environmental Statement

Volume 7

Appendix 24-2 Transport Assessment (Revision 2)

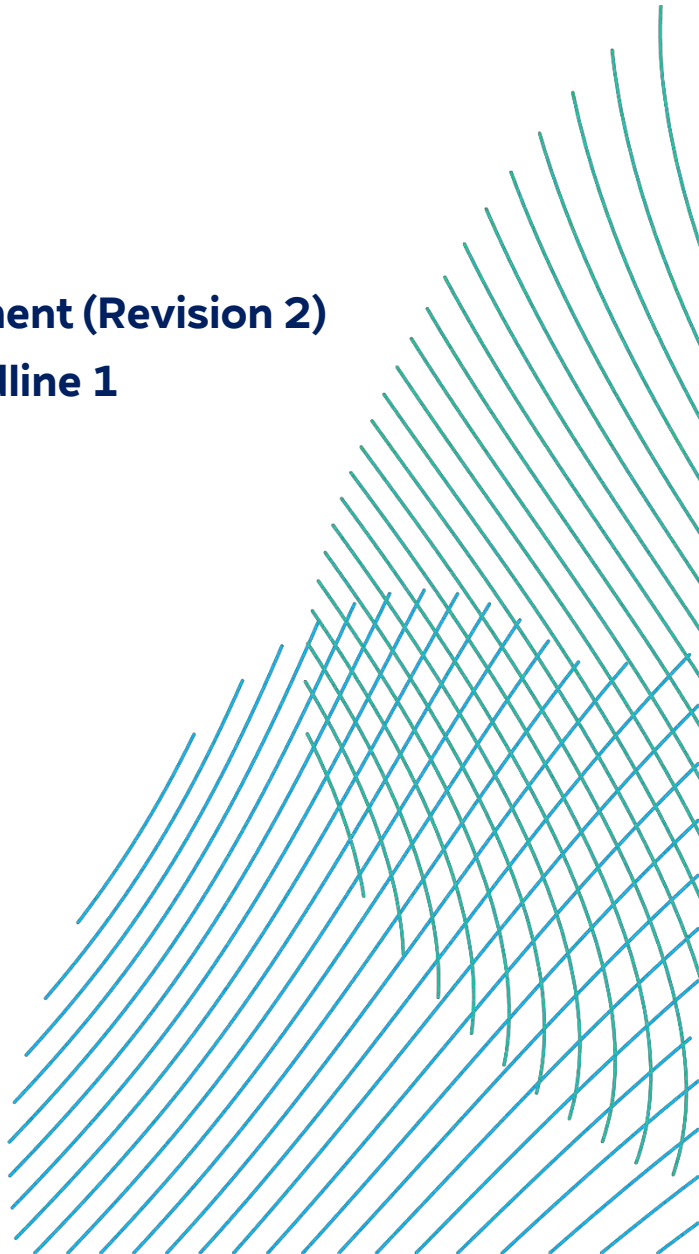
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02	N/A	Annex 20	Annex 20 'Outline Access Designs' has been updated to orientate the plans in the direction of north as requested in the Rule 6 Letter

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Glossary

Term	Definition
Dogger Bank South (DBS) Offshore Wind Farms	The collective name for the two Projects, DBS East and DBS West.
Heavy Goods Vehicle (HGV)	HGV is the term for any vehicle with a Gross Weight over 3.5 tonnes. This is also used as a proxy for HGVs and buses / coaches recognising the similar size and environmental characteristics of the respective vehicle types.
Landfall	The point on the coastline at which the Offshore Export Cables are brought onshore, connecting to the onshore cables at the Transition Joint Bay (TJB) above mean high water.
Light Vehicle (LV)	The term 'light vehicle' is used to describe the range of vehicles that would be used by construction employees, i.e. cars, vans, pick-ups, minibuses, etc.
Movement	A single trip (i.e. the arrival or departure from site) for the transfer of employees or delivery of goods.
Onshore Export Cable Corridor	This is the area which includes cable trenches, haul roads, spoil storage areas, and limits of deviation for micro-siting. For assessment purposes, the cable corridor does not include the Onshore Converter Stations, Transition Joint Bays or temporary access routes; but includes Temporary Construction Compounds (purely for the cable route).
Onshore Export Cables	Onshore Export Cables take the electric from the Transition Joint Bay to the Onshore Converter Stations.
Onshore Substation Zone	Parcel of land within the Onshore Development Area where the Onshore Converter Station infrastructure (including the haul roads, Temporary Construction Compounds and associated cable routeing) would be located.

Term	Definition
Relevant Highway Authorities	The term relevant highway authorities for the Projects includes all highway authorities within the traffic and transport study area, namely, East Riding of Yorkshire Council, Hull City Council and National Highways.
Serious collision	A collision resulting in serious injury for which a person is detained in hospital as an 'in-patient', or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.
Slight collision	A collision resulting in a slight injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.
The Applicants	The Applicants for the Projects are RWE Renewables UK Dogger Bank South (East) Limited and RWE Renewables UK Dogger Bank South (West) Limited. The Applicants are themselves jointly owned by the RWE Group of companies (51% stake) and Masdar (49% stake).
The Projects	DBS East and DBS West (collectively referred to as the Dogger Bank South offshore wind farms).
Traffic and Transport Study Area (TTSA)	Area where potential impacts from the Projects could occur, as defined for the traffic and transport EIA topic.
Vehicle (HGV, Traffic) trips	A vehicle movement (i.e. the arrival or departure from site) for the transfer of employees or delivery of goods.

Acronyms

Term	Definition
AADT	Annual Average Daily Traffic
AAWT	Annual Average Weekday Traffic
AC	Access
ATC	Automatic Traffic Count
CR	Crossing Point
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DMRB	Design Manual for Roads and Bridges
EIA	Environmental Impact Assessment
ES	Environmental Statement
ETG	Expert Topic Group
GEART	Guidelines for the Environmental Assessment of Road Traffic
HGV	Heavy Goods Vehicle
HVAC	High Voltage Alternating Current
HVDC	High Volage Direct Current
LV	Light Vehicle
OCTMP	Outline Construction Traffic Management Plan
PEIR	Preliminary Environmental Information Report
PPG	Planning Practice Guidance

Term	Definition
TA	Transport Assessment
TEMPro	Trip End Model Presentation Programme
TTSA	Traffic and Transport Study Area
UK	United Kingdom

24.2 Transport Assessment

24.2.1 Introduction

1. This Transport Assessment (TA) is provided as **Appendix 24-2** to **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** of the Environmental Statement (ES) for Dogger Bank South (DBS) East and DBS West offshore wind farms, collectively known as DBS offshore wind farms (herein 'the Projects').

2. Following the introductory sections, the TA is structured as follows:

- Section 24.2.2 provides detail of the derivation of baseline and future year traffic flows;
- Section 24.2.3 provides the baseline road safety data;
- Section 24.2.4 provides details of the derivation of construction traffic demand and the assignment of this demand to the traffic and transport study area;
- Section 24.2.5 provides details of the driver delay (capacity) and modelling summaries for junctions;
- Section 24.2.6 provides details of the proposed access strategy including the design of new points of access to the highway network; and
- Section 24.2.7 provides a summary.

24.2.1.1 Background

3. The following section provides a brief overview of the Projects, further detail is provided within **Volume 7, Chapter 5 Project Description (application ref: 7.5)**.

4. The proposed onshore construction works consist of installation of buried onshore export cables, from a landfall on East Riding of Yorkshire coastline near Skipsea to (up to) two newly constructed Onshore Converter Stations, located to the southwest of Beverley. Onward onshore cable routeing would transfer power from the Projects' Onshore Converter Stations to a proposed new National Grid substation (located near to the existing National Grid Creyke Beck substation), known as the proposed Birkhill Wood National Grid Substation.

24.2.1.2 Transport Assessment Scope

5. It was agreed with East Riding of Yorkshire Council (at a meeting on the 23/11/2022) and Hull City Council and National Highways (at a meeting on the 21/11/2022) that **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** should be supported by a Transport Assessment (TA). **Volume 7, Appendix 24-1 (application ref: 7.24.24.1)** provides a summary of the consultation responses received to date relevant to traffic and transport and details how the comments have been addressed within this TA and **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)**.

6. The TA constitutes an abridged document providing the technical inputs informing the impact assessments contained in **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)**. This includes establishing baseline traffic flows, baseline road safety data, the derivation and distribution of construction traffic, junction capacity modelling and the access strategy.

7. For the purpose of assessing the impact of the Projects on the highway network, the relevant Planning Practice Guidance is 'Travel Plans, Transport Assessment and Statements' (the Transport PPG) (Department for Levelling Up, Housing and Communities, March 2014).

8. The Transport PPG key principles have shaped the development of the TA which has in turn, informed the impact assessment contained in **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)**. In this context, **Table 24-2-1** provides a summary of the requirements of the transport assessment process and where they are considered.

Table 24-2-1 Document Map

Transport Assessment Requirements	Where Considered
Review of salient policy and guidance	**Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** section 24.4.1
Details of stakeholder consultation	**Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** section 24.2
Review of baseline highway conditions	**Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** section 24.5

Transport Assessment Requirements	Where Considered
Derivation of baseline traffic flows	TA section 24.2.2
Derivation of future year traffic flows	TA section 24.2.2.2
Review of baseline road safety conditions	TA section 24.2.3
Derivation of construction traffic demand	TA section 24.2.4
Distribution of construction traffic	TA section 24.2.4.4
Access Strategy	TA section 24.2.4.4
Impact Assessment: • Severance; • Amenity; • Road Safety; • Driver Delay; and • Abnormal Loads.	**Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** section 24.6
The approach to consideration of cumulative effects	**Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** section 24.8

9. **Volume 7, Chapter 5 Project Description (application ref: 7.5)** outlines that whilst DBS East and DBS West will be the subject of a single Development Consent Order (DCO) application (with a combined Environmental Impact Assessment (EIA) process), the assessment considered both DBS East and DBS West being developed in isolation, sequentially and concurrently, so that mitigation is specific to each Development Scenario.

10. The terms heavy goods vehicles (HGVs) and light vehicles (LVs) are used throughout this TA and are defined as follows:

    - HGV is the term for any vehicle with a Gross Weight over 3.5 tonnes, this TA also uses the term HGV as a proxy for buses / coaches recognising the similar size and environmental characteristics of the respective vehicle types.
    - LV is used as a term to refer to employee vehicle trips and for light commercial vehicles (LCVs) deliveries to the Projects and describes the

range of vehicle types that could be used (e.g. cars, vans, pick-ups, minibuses, etc).

24.2.1.3 Consultation

11. Consultation with regard to traffic and transport has been undertaken in line with the general process described in **Volume 7, Chapter 7 Consultation (application ref: 7.7)** and the **Consultation Report (Volume 5, application ref: 5.1)**. The key elements were scoping, the Evidence Plan Process and the Preliminary Environmental Information Report (PEIR).

12. The feedback received throughout the consultation process has been considered in **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)**. This TA has been developed following in consideration of the consultation feedback to produce the final assessment submitted within the Development Consent Order (DCO) application. **Volume 7, Appendix 24-1 Consultation Responses (application ref: 7.24.42.1)** provides a summary of the consultation responses received to date relevant to traffic and details of how these have been considered in preparing the TA and ES.

24.2.2 Baseline Traffic Flows

24.2.2.1 Baseline Traffic Data Collection

13. **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)**, is underpinned by the Environmental Assessment of Traffic and Movement (EATM) guidelines (Institute of Environmental Management and Assessment, 2023) for the purpose of establishing the potential impacts associated with changes in traffic from the Project. EATM sets out broad thresholds for where changes in total daily traffic flows and HGVs may be considered significant, for the EIA impacts of:

- Severance;
- Amenity;
- Road Safety; and
- Driver Delay.

14. In the context of EATM thresholds, it is necessary to establish the following baseline traffic flows for all links within the traffic and transport study area (TTSA):

- Annual average daily traffic flows (AADT) (including HGV component);
- Annual average weekday traffic flows (AAWT) (including HGV component); and
- Peak hour traffic flows (including HGV component).

15. The extent of the TTSA is shown on Figure 24-1 of **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)**. The TTSA is divided into 66 separate highway sections known as links, which are sections of road with similar characteristics and traffic flows. The 66 links (comprising 150km of highway network) are notated 1 to 76, noting that some links have been omitted during the development of the Projects.

16. Traffic flow data has been captured for all 66 links forming the TTSA. The datasets that are used in the assessment are summarised in **Table 24-2-2** and are presented graphically on **Figure 24-2-1**.

Table 24-2-2 Traffic Flow Data Sources

Data Set	Source	Spatial Coverage	Dates	Notes
Traffic Flows	Road Traffic Statistics (Department for Transport, 2019 and 2022)	46 of the 66 links within the TTSA, comprising links: 1, 2, 3, 9, 12 – 35, 37, 38, 40, 45, 50 – 57, 60, 61, 63, 66, 74, 75	Annual average daily traffic flows were obtained from the Department for Transport for two years 2019 and 2022. It was agreed with National Highways and Hull City Council **(Volume 7, Appendix 24-1 Consultation Responses (application ref: 7.24.24.1)** to use 2019 data for all links within their network as, whilst more recent data is available, this would either include periods where traffic flows were impacted due to the Covid-19 pandemic or where traffic has reassigned due to construction works associated with the A63 Castle Street improvement scheme in Hull. Annual average daily traffic flows for roads within the administration area of East Riding of Yorkshire Council were drawn from surveys undertaken in 2022 (where available) or 2019 where data for 2022 was not available.	National road traffic statistics provides a summary of traffic flows and vehicle composition (e.g. HGV, car, motorcycle) for a range of motorways, 'A' road and minor roads across the UK.

Data Set	Source	Spatial Coverage	Dates	Notes
Traffic Flows and Vehicle Speeds	Commissioned Automatic Traffic Counts (ATCs)	20 of the 66 links within the TTSA, comprising links: 4 – 8, 10, 11, 36, 39, 46, 49, 58, 59, 62, 64, 65, 68 – 73 and 76	Traffic flows and vehicle speeds were obtained for 24 hours a day for seven days between the 01/11/2022 and 07/11/2022 for all links except 39, 58 and 76 which were collected for 24 hours a day for seven days between 07/11/2023 and 13/11/2023.	Traffic counts commissioned by the Applicants which provide classified hourly and daily count and speed data. A summary of the ATC survey results are provided as **Annex 1** of this TA.
Turning counts	Commissioned manually Classified Turning Counts (MCTCs)	Three junctions within the TTSA, comprising: Junction 14 Swinemoor Lane Roundabout, Junction 16 Killingwoldgraves Roundabout, and Junction 17 Dunswell Roundabout	Traffic flows were obtained over three neutral weekdays in November 2023 between 06:30 – 09:30 and 16:00 – 19:00	Traffic counts commissioned by the Applicants provide classified hourly turning counts and queues. A summary of the MCTC survey results are provided as **Annex 1** of this TA.

24.2.2.2 Future Year Traffic Flows

17. It is estimated that the earliest date that construction could commence would be 2026.

18. In order to consider a worst case scenario, a reference year for background traffic of 2026 has been derived. The rationale for this is, later years could result in potentially higher background traffic flows and therefore a lesser magnitude of change for environmental impacts.

19. To take account of sub-regional growth in housing and employment, a proportionate approach to forecasting future traffic growth for the 2026 reference year has been agreed with the relevant highway authorities (**Volume 7, Appendix 24-1 Consultation Responses (application ref: 7.24.24.1)** refers).

20. It was agreed that the baseline flows should be factored to the future year baseline traffic demand using the growth factors derived from the Trip End Model Presentation Programme (known as TEMPro) Version 7.2.

21. Recognising the different baseline highway characteristics between roads within Hull City Council administration area and roads within East Riding of Yorkshire Council it was also agreed to utilise separate growth factors for the respective areas, namely:

    - TEMPro data set 72 for the Kingston upon Hull area and factoring the growth rate using the National Traffic Model Dataset AF15 all areas (a combination of urban and rural area types); and
    - TEMPro data set 72 for the East Riding of Yorkshire area and factoring the growth rate using the National Traffic Model Dataset AF15 all areas.

22. Details of the growth factors that have been applied are provided within **Annex 2**.

24.2.2.3 Summary of Baseline Traffic Flows

23. **Annex 3** provides a summary of the forecast future year 2026 traffic flows (including HGV component) for each of the links within the TTSA.

24.2.3 Baseline Road Safety

24.2.3.1 Introduction

24. To assess whether the Projects would have a significant effect on road safety, it is necessary to establish a baseline and identify any inherent road safety issues within the TTSA.

25. This review utilises historic collision data obtained from East Riding of Yorkshire Council and Hull City Council (known as STATS19 data). STATS19 includes accidents on the public highway that are reported to or by the police and which involve injury or death. These data reported to or by the police are captured on a document known as a STATS19 form. The form collects a wide variety of information about accidents (such as time, date, location, road conditions).

26. STATS19 collision data has been obtained from East Riding of Yorkshire Council for the period, 01/01/2017 to 31/12/2021 inclusive and Hull City Council for the period 31/10/2017 to 31/10/2022 inclusive. The collision data has been sourced for a five-year period as there can be significant variations in trends from year to year.

27. The scope of the road safety assessment has been agreed with the relevant highway authorities (**Appendix 24-1**) to consist of:

- Examining the rate of collisions per length of road in miles (known as collision rates); and
- Reviewing the types of collisions at defined clusters to understand any patterns or trends, especially those involving HGVs and vulnerable road users (namely cyclists, pedestrians and motorcyclists).

24.2.3.2 Collision Rates

28. Collision rates have been calculated in billion vehicle miles to enable direct comparison with national road safety statistics provided within Road Casualties Great Britain (Department for Transport, 2023). The following formula has been utilised to calculate the collision rate,

$$Collision\ rate\ (PIC) = \frac{Number\ of\ recorded\ collisions\ \times 10^9}{1{,}825\ \times AADT\ \times Length\ of\ road\ (miles)}$$

where 1,825 is the sample size in number of days over which the collision data has been sourced for the data from East Riding of Yorkshire Council (i.e. there are 1,825 days between 1 January 2017 to 31 December 2021). Similarly for the links in Hull City Council's area a sample size of 1,826 days has been used (i.e. 31 October 2017 to 31 October 2022).

29. A summary of the analysis is presented in **Table 24-2-3**, details of the derivation are included as **Annex 4** of this TA.

Table 24-2-3 Baseline Collision Rates per Link

Links	Link Description	Calculated Collision Rate (Collisions per Billion Vehicle Miles)	National Average Collision Rate (Collisions per Billion Vehicle Miles)
1	A165 Carnaby to Lissett	188	188
2	A165 Lissett to Beeford	156	188
3	A165 Beeford to Brandesburton	151	188
4	B1242 Lissett to Skipsea	597	324
5	Beeford Road	739	324
6	B1242 Skipsea to End	605	324
7	Dunnington Lane	0	324
8	Catfoss Road	1,719	324
9	A165 Brandesburton to Leven	348	188
10	A1035 Leven to Catwick	270	188
11	Catwick Stub	0	324
12	A1035 Leven to A165	166	188
13	A165 from A1035 to Skirlaugh	182	188
14	A165 through Skirlaugh	215	188
15	A165 from Skirlaugh to Coniston	273	188
16	A165 from Coniston to Holderness Road	355	188
17	A165/Holderness Road	826	695

Links	Link Description	Calculated Collision Rate (Collisions per Billion Vehicle Miles)	National Average Collision Rate (Collisions per Billion Vehicle Miles)
18	A165/Holderness Road	3,332	695
19	Mount Pleasant/A1033	870	695
20	A1033 Slip Road	726	695
21	A1033/Hedon Road	274	695
22	A1033/Hedon Road	332	695
23	A63	217	695
24	A63	482	695
25	A63	260	695
26	A63	54	188
27	A63	168	188
28	A15/Boothferry Road	236	188
29	Humber Bridge	393	188
30	A164	317	188
31	A164	138	188
32	A164	320	188
33	A164	138	188
34	A164	128	188
35	A164	314	188
36	Dunflat Road off A164	573	324

Links	Link Description	Calculated Collision Rate (Collisions per Billion Vehicle Miles)	National Average Collision Rate (Collisions per Billion Vehicle Miles)
37	Coppleflat Lane	626	324
38	A164	608	188
39	B1248	0	324
40	A1033/Thomas Clarkson Way	559	695
45	A1033	720	695
46	A1174	364	188
49	A1174	330	188
50	A164/ Woodmansey	186	188
51	A164/Woodmansey	447	188
52	A1174/A164	114	695
53	A1174/A164/Swinemoor Lane	512	695
54	A1035	186	188
55	A1035	218	188
56	A1035	140	188
57	A1035/A164	255	188
58	Stub off A1035	0	324
59	A164/Driffield Road	710	188
60	A1035	319	188
61	A1035/Dog Kennel Lane	398	188

Links	Link Description	Calculated Collision Rate (Collisions per Billion Vehicle Miles)	National Average Collision Rate (Collisions per Billion Vehicle Miles)
62	A1174	298	188
63	A1079	94	188
64	Killingwoldgraves Lane	294	324
65	A1079/Bishop Burton	278	188
66	A1079	115	188
68	Coppleflat Lane	110	324
71	Broadgate/B1230	298	324
73	Eske Lane	0	324
74	Mount Pleasant/A1033 and Stoneferry Rd/A1165	608	695
75	Sutton Road/A1033	895	695
76	Marfleet Lane/Maybury Road	1,512	649
	Links with a collision rate equal to or higher than the national average for comparable roads.		

30. It is evident from **Table 24-2-3** that 35 links have a collision rate that is higher than the national average for comparable road types and may be particularly sensitive to changes in traffic flow/type. The remaining links have collision rates below the national average and are therefore not considered further.

31. Section 24.2.3.4 provides a review of the types of collisions occurring along the 37 sensitive links to understand any emerging patterns or trends that could potentially be exacerbated by an increase in traffic.

24.2.3.3 Collision Clusters

32. During consultation with the relevant highway authorities, it was agreed (**Appendix 24-1**) that the road safety review should also examine the baseline collision data to identify any areas where there are concentrations of collisions (known as collision clusters).

33. A definition for a collision cluster was provided to the Applicants by Hull City Council, as:

- Areas where there have been more than four collisions in four years; or
- Three collisions in one year.

34. It is considered that Hull City Council's definition would be equally appropriate for determining potential clusters for roads within the administration areas of East Riding of Yorkshire Council and National Highways (where no definition exists).

35. A review of the STATS19 data has identified a total of 35 collision clusters within the TTSA, these are summarised in **Table 24-2-4**. Section 24.2.3.4 provides a review of the types of collisions occurring at these 35 cluster sites to understand any emerging patterns or trends that could potentially be exacerbated by an increase in traffic. The extent of each of the links referenced in **Table 24-2-4** is shown on Figure 24-1 of **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)**.

Table 24-2-4 Collision Clusters

Cluster ID	Location description	Numbers of collisions
1	Located on Link 1 at the junction between Link 1 and the Manor Farm access track.	Five collisions; one serious and four slight collisions.
2	Located on Link 2 at the junction between Link 2 and Main Street	Five collisions; one serious and four slight collisions.
3	Located at Level Roundabout between links 9, 10, 12 and the Hornsea Road.	Six collisions; one serious and five slight collisions.
4	Located on Link 10 at the junction between Link 10 and Catwick Lane.	Four collisions; one serious and three slight collisions.

Cluster ID	Location description	Numbers of collisions
5	Located at the White Cross roundabout between links 12, 13 and 14.	11 collisions; six serious and five slight collisions.
6	Located at the roundabout junction between Link 66 and Link 17.	Nine collisions; four serious and five slight collisions.
7	Omitted as no longer within the TTSA.	
8		
9	Located at the junction between links 18, 19 and 74.	23 collisions; four serious and 19 slight collisions.
10	Located at Mount Pleasant North roundabout junction.	Eight collisions; three serious and five slight collisions.
11	Located at the Southcoates Roundabout junction.	18 collisions; six serious and 12 serious collisions.
12	Located at the roundabout junction between Link 24 and the A1165.	22 collisions; four serious and 18 slight collisions.
13	Located at the junction between Link 24, Market Place and Queen Street.	Five collisions; one serious and four slight collisions.
14	Located at the junction between Link 24 and Dagger Lane.	Nine collisions, five serious and four slight collisions.
15	Located at the roundabout junction between links 24, 25 and Mytongate.	13 collisions; one serious and 12 slight collisions.
16	Located 2km of the junction between Link 26 and the A15.	Four collisions; one fatal, one serious and two slight collisions.
17	Located at the toll booths on the Humber Bridge/A15	13 collisions; two serious and 11 slight collisions.
18	Located at the Wingfield Farm roundabout	Eight slight collisions.

Cluster ID	Location description	Numbers of collisions
19	Located at the Willerby Hill roundabout junction.	Four collision; three serious and one slight.
20	Located at the roundabout junction between Link 32 and Castle Road	Five slight collisions.
21	Located at the junction between Link 35 and the A1079.	Seven collisions; two serious and five slight collisions.
22	Located at the roundabout junction between Link 38 and Link 51.	Five slight collisions.
23	Located at the roundabout junction between links 40 and 75.	Seven collisions; one serious and six slight collisions.
24	Located at the roundabout junction between links 40 and 45.	11 collisions; one serious and ten slight collisions.
25	Located at the roundabout junction between links 45, 46 and 63	18 slight collisions.
26	Located at the roundabout junction between links 58, 59 and 69.	Six collisions; three serious and three slight collisions.
27	Located 600m of the Dog Kennel Lane roundabout junction on Link 61.	Four collisions; one serious and three slight collisions.
28	Located at the roundabout junction between links 61, 62, 63, 64 and 65.	10 collisions; two serious and eight slight collisions.
29	Located at the roundabout junction between Link 74 and Ferry Lane.	21 collisions; two serious and 19 slight collisions;
30	Located the roundabout junction between Link 74, West Carr Lane and the B1237.	Seven collisions; three serious and four slight collisions.
31	Located at the roundabout junction between links 74 and 75.	16 collisions; three serious and 13 slight collisions.

Cluster ID	Location description	Numbers of collisions
32	Located at the roundabout junction between the Link 17/B1237/Diadem Grove.	15 collisions; four serious and 11 slight collisions.
33	Located at the junction between Link 17, Link 18, Bellfield Avenue and Link 76.	21 collisions; two serious and 19 slight collisions.
34	Located at the junction between links 21, 22 and 76.	Five collisions; one serious and four slight collisions.
35	Located at the junction between Link 76 and Preston Road.	12 collisions; one serious and 11 slight collisions.
36	Located at the junction between Link 76 and Staveley Road.	Six collisions; one serious and five slight collisions.
37	Located at the junction between Link 76 and Hopewell Road.	Four collisions; one serious and three slight collisions.

24.2.3.4 Collision Analysis

36. Section 24.2.3.2 identifies 35 links with a collision rate that is higher than the national average and section 24.2.3.3 identifies 35 collision clusters. These locations are considered to be particularly sensitive to changes in traffic flow / type and the following section presents a review of the types of collisions occurring at these locations to understand any emerging patterns or trends that could potentially be exacerbated by an increase in traffic.

37. An assessment of the Project's construction traffic upon these links is presented within section 24.6.1 of **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** a detailed description of the baseline road safety environment follows.

24.2.3.4.1 Link 1 – A165 (Carnaby to Lissett)

38. Link 1 consists of the A165 between Wilsthorpe roundabout and Lissett. It is a rural A-road and is four miles in length and has a collision rate below the national average. A cluster of collisions (Cluster 1) is however identified at the junction between Link 1 and the Manor Farm access track.

39. There have been five collisions at Cluster 1 during the study period comprising of four slight collisions and one serious collision; no fatalities were recorded. The collisions included:

- A rear-end shunt type collision between one car turning left into the access track and the car behind; and
- Four rear-end shunt type collisions between cars turning right into the access track and cars behind, one being a serious collision.

40. To summarise, there have been five collisions at Cluster 1, all of which were rear-end shunt type collisions. It is concluded, there is an emerging pattern of rear-end shunt type collisions.

24.2.3.4.2 Link 2 – A165 (Lissett to Beeford)

41. Link 2 consists of the A165 between Lissett and Beeford. It is a rural A-road and is 2.9 miles in length and has a collision rate below the national average. A cluster of collisions (Cluster 2) is however identified at the junction between Link 2 and Main Street (south of Lissett).

42. There have been five collisions recorded at Cluster 2 during the study period comprising of four slight collisions and one serious collision; no fatalities were recorded. The collisions included:

- A rear-end shunt type collision on the eastern approach to the junction on the A165;
- A loss of control by a car driver causing a serious collision with a car in the oncoming lane on the eastern approach to the junction on the A165;
- A rear-end shunt type collision between three cars at the junction on the eastern approach on the A165;
- A loss of control by a car driver led to a collision on entry to Main Street with another car, waiting to exit Main Street; and
- A rear-end shunt between two cars on the western approach to the junction on the A165.

43. In summary, the collisions comprised of three rear-end shunt type collisions and two loss of control collisions. It is concluded there is an emerging pattern of rear-end shunt type collisions within collision Cluster 2.

24.2.3.4.3 Link 4 – B1242 (Lissett to Skipsea)

44. Link 4 consists of the B1242 between Skipsea and the A165 at Lissett. It is a rural local road and is 2.5 miles in length and has a collision rate above the national average.

45. During the study period, there have been seven collisions recorded on the link, these comprise of two serious and five slight collisions, no fatalities were recorded. One of the collisions involved an HGV. The collisions reported on Link 4 comprise of:

- A failure to give way by a car driver pulling out of the B1242 junction onto the A165 and colliding with a second car. This collision occurred during hours of darkness, with no lighting present;
- A serious collision between a car and motorcycle, the cause of which is unclear from the data;
- A collision between a car and two pedestrians who were on the footway, this collision occurred during the hours of darkness with no lighting present;
- Two loss of control collisions on the 'S bend', near the middle of the link by Ulrome, one of these loss of control collisions occurred during the hours of darkness with no lighting present;
- A serious collision resulting from a loss of control involving one car colliding with an oncoming goods vehicle, on the wrong side of the road; and
- A loss of control involving a car skidding on a wet surface and colliding with a car travelling on the other side of the carriageway. This collision occurred during the hours of darkness with no lighting present.

46. To summarise, the collisions comprised of four loss of control type collisions, one was of unknown cause, one failure to give way and one was a collision between a car and pedestrians. There is no identifiable pattern in the location of the collisions. Four of the collisions occurred during the hours of darkness with no street lighting present on the link. It is concluded there is an emerging pattern of loss of control collisions and collisions occurring during the hours of darkness on Link 4.

24.2.3.4.4 Link 5 – B1249/Beeford Road

47. Link 5 consists of the B1249 between Beeford and Skipsea, from the A165 eastwards until it meets Link 6 in Skipsea. Link 5 is a rural B-road and runs roughly east-west and is approximately 2.5 miles in length and has a collision rate above the national average.

48. During the study period, four collisions were recorded on this link, all four were slight collisions, no serious or fatal collisions were reported. The collisions reported on Link 5 comprise of:

- A loss of control by a motorcyclist;

- A loss of control by a car, on a wet road surface;
- A loss of control leading to a car leaving the carriageway, this collision occurred during the hours of darkness, with no street lighting present; and
- A failure to look by one car driver, who was reported to be driving unsafely, colliding with another car.

49. To summarise, the collisions comprised of three loss of control and the other was a failure to look properly. No identifiable pattern in the location of the collisions was identified along the link. It can be considered that there is no significant emerging pattern of collisions on Link 5.

24.2.3.4.5 Link 6 – B1242 (Skipsea to end of the Traffic and Transport Study Area (TTSA))

50. Link 6 is a continuation of the B1242 through Skipsea village in the west and towards the coast to the east, it then turns south towards Hornsea. Link 6 is a rural B-road and is approximately one mile long and has a collision rate above the national average.

51. During the study period three collisions were recorded on Link 6, these were all slight in severity, no fatal or serious collisions were reported. The collisions reported on Link 6 comprise of:

- A collision involving a motorcycle whose rider lost control and collided with two vehicles in the oncoming lane;
- A failure to look properly by a van driver executing a U-turn in a private driveway who collided with a vehicle on the carriageway; and
- A rear-end shunt type collision which occurred between a car waiting to turn right being struck from behind by a second car.

52. To summarise, the collisions comprised of one loss of control, one failure to look properly, and one rear-end shunt type collision. None of the collisions involved HGVs. There is no identifiable pattern in the location of the collisions. It is considered that there is no emerging pattern of collisions on Link 6.

24.2.3.4.6 Link 8 – Catfoss Road

53. Link 8 comprises of Catfoss Road from the A165 (Link 3) eastwards to the end of the TTSA. Link 8 is a rural local road and is 1.8 miles long and has a collision rate above the national average.

54. During the study period there were five collisions recorded on Link 8, these comprised of four slight collisions and one serious collision, no fatal collisions were reported. The collisions reported on Link 8 comprise of:

- A failure to give way at the junction with the A165 with one car colliding with another who was waiting to turn into the junction, this collision occurred during the hours of darkness (with no lighting present) and inclement weather conditions;
- A collision between two cars, with unknown causes in the data;
- A serious collision which occurred during the hours of darkness and involved a car driver losing control and colliding with a tree off the carriageway;
- A collision between a van and an oncoming motorcycle (the cause of the collision is identified to be unknown) during the hours of darkness without lighting present; and
- A car driver losing control on a bend.

55. To summarise, the collisions comprised of two loss of control type collisions, two had unknown causes, and one was a failure to give way. Three of the five collisions occurred during the hours of darkness. There is no identifiable pattern in the location of the collisions on Link 8. It is considered that there is no significant emerging pattern of collisions on Link 8.

24.2.3.4.7 Link 9 – A165 (Brandesburton to Leven)

56. Link 9 consists of the A165 from Brandesburton north/south to Leven. The link is a rural A-road and 1.3-miles long and has a collision rate above the national average.

57. During the study period, there were a total of nine collisions recorded on Link 9, these comprise of six slight collisions, two serious collisions and one fatal collision. There is also a cluster of collisions (Cluster 3) located at the Leven roundabout junction between links 9, 10, 12 and the Hornsea Road. To summarise, there were nine collisions on Link 9, with five taking place on/near the Leven Roundabout. The collisions reported on Link 9 comprise of:

- A failure to look properly leading to two cars colliding on the circulatory of the Brandesburton roundabout, this collision occurred in the hours of darkness with street lighting present;
- A failure to give way by a car driver who subsequently collided with a cyclist on the Brandesburton roundabout;
- A serious collision which occurred when a car driver lost control after overtaking a vehicle, this collision occurred during the hours of darkness with no lighting present;

- A fatal collision which occurred when a car aquaplaned, causing the driver to lose control and collide with the central reservation and a second car;
- The following collisions all took place on/around the Leven Roundabout (collision Cluster 3) at the southern end of Link 9 (where it bisects Link 10, Link 12 and the Hornsea Road):
  - A loss of control by a car driver;
  - A loss of control by a car driver (reported to be intoxicated), this collision took place at night with street lighting present;
  - A loss of control by a car driver due to a reported medical incident;
  - A serious collision between two cars at the roundabout exit caused by one car driving in the incorrect lane colliding with the second;
  - A collision caused by a car being driven in the left-hand lane and attempting to turn right on the roundabout and colliding with a car in the right-hand lane travelling straight over; and
  - A rear-end shunt type collision on approach to the roundabout due to one car colliding with the rear of another.

58. To summarise, the collisions comprised of four loss of control type collisions, two collisions caused by poor lane discipline at the roundabout, a failure to give way, a failure to look properly and a rear-end shunt collision. It is considered there is no overall emerging pattern in the collisions on Link 9, however an emerging pattern of loss of control collisions is identified at the Leven roundabout.

24.2.3.4.8 Link 10 – A1035 (Leven Roundabout to end of TTSA)

59. Link 10 consists of the A1035 from the Leven Roundabout. Link 10 is a rural A-road and is 1.9 miles long and has a collision rate above the national average.

60. During the study period seven collisions were recorded on Link 10, two were serious and five were slight collisions; no fatal collisions were recorded. Two clusters of collisions are located on the link, Cluster 3 is located at the Leven Roundabout (detailed in Link 9) and Cluster 4 is located at the junction of link 10 and Catwick Lane. At Cluster 4 there have been four collisions recorded during the study period, three slights and one serious. The collisions comprised:

- A serious collision between a car and a motorcycle due to the car turning right into the path of the motorcycle;

- Two rear end shunt type collisions between cars turning right into Catwick Lane; and
- A three-car collision caused by a rear-end shunt type collision which occurred due to a car failing to slow behind a car waiting to turn right into a layby opposite Catwick Lane.

61. The collisions reported on Link 10, outside of the collision cluster, comprise of:

- A motorcycle losing control whilst negotiating a bend;
- A serious collision involving a car which failed to give way coming out of the minor arm of the priority junction with Main Road and colliding with a car on the major arm; and
- A collision caused by a driver overtaking and colliding head-on with an oncoming vehicle.

62. To summarise, there have been seven collisions recorded, these comprised of three rear-end shunt type collisions, two failures to give way, one loss of control and an overtaking incident. It is considered that there is no identifiable pattern of collisions on Link 10, however at Cluster 4 (on Link 10) there have been three rear-end shunt type collisions and one loss of control, which could indicate an emerging pattern of slight rear-end shunt type collisions at this location.

24.2.3.4.9 Link 12 – A165 (Leven Bypass)

63. Link 12 consists of the A165 between the Leven roundabout and the White Cross roundabout. It is a rural A-road and is four miles in length and has a collision rate below the national average.

64. Two clusters of collisions (cluster 3 and 5) are identified on Link 12, Cluster 3 is located at the Leven roundabout (considered within Link 9) and Cluster 5 is located at the White Cross Roundabout junction between links 12, 13 and 14.

65. There have been 11 collisions recorded at collision Cluster 5, of which six were recorded as serious severity and five as slight. These collisions comprised:

- A rear-end shunt type collision between two cars on approach to the roundabout on the north-eastern arm;
- A failure to give way by a car driver, causing a collision with a cyclist on the roundabout;
- A failure to give way by a car driver, causing a collision with a car on the roundabout;

- A loss of control by a motorcyclist which caused a collision with another vehicle;
- A rear-end shunt type collision between two cars on approach to the roundabout on the southern arm;
- A rear-end shunt type collision between a car and a motorcycle on approach to the roundabout on the southern arm;
- A loss of control by a motorcycle when exiting the roundabout on the southwestern arm;
- A rear-end shunt type collision near the southwestern arm of the roundabout;
- Two loss of control collisions by motorcyclists upon entry to the roundabout from the south-eastern arm; and
- A collision between two vehicles caused by poor lane discipline on entry to the roundabout.

66. To summarise, on at Cluster 5 (located along Link 12) there have been 11 collisions, these comprised of: four loss of control collisions, four rear-end shunts and two failures to give way. A high proportion of collisions involved motorcyclists. It is considered that there is an emerging pattern of rear end shunt and loss of control type collisions occurring at collision Cluster 5 on Link 12.

24.2.3.4.10 Link 15 – A165 (Skirlaugh to Coniston)

67. Link 15 consists of the A165 from the south of Skirlaugh to the north of Coniston. Link 15 is a rural A-road and is 2.6 miles long and has a collision rate above the national average.

68. During the study period there have been 11 collisions recorded along Link 15, four were serious collisions and seven were slight collisions, no fatal collisions were recorded on this link. The collisions reported on Link 15 comprised:

- A loss of control by a car driver veering into the path of an oncoming HGV, whose driver swerved and collided with another car. The car that lost control also collided with a fourth vehicle;
- A serious collision caused by a car driver losing control and colliding with an oncoming car;
- A serious collision caused by a motorcyclist losing control;
- A rear-end shunt type collision between two cars after one stopped on the carriageway;
- A serious collision involving a cyclist falling from their bike;

- A serious collision involving a motorcyclist falling from their bike;
- A collision between a cyclist and a car, which was driving too closely to the cyclist;
- A loss of control collision between a car and the roadside safety barrier;
- A rear-end shunt type collision between three cars which occurred when one car was waiting to turn right onto the carriageway; and
- A collision between a cyclist and a car, which occurred at night, due to the car driver reportedly not seeing the cyclist.

69. To summarise, there have been 11 collisions during the study period, these comprised of seven loss of control collisions, two collisions involving cyclists and two rear-end shunt type collisions. It can be considered that there is a pattern of emerging loss of control collisions on this link.

24.2.3.4.11 Link 16 - A165 Coniston

70. Link 16 consists of the A165 between Coniston and A165/Main Road/Shannon Road roundabout. Link 16 is a rural A-road and is two miles long and has a collision rate above the national average.

71. During the study period there were a total of 11 collisions recorded on Link 16. These 11 collisions comprised of one fatal collision, six serious collisions and 13 slight collisions. Link 16 also contains collision Cluster 6, which is located at the roundabout junction with Link 17. There have been nine collisions recorded at Cluster 6, four serious and five slight collisions; no fatalities were recorded. The recorded collisions at Cluster 6 comprised:

- A failure to give way by a car driver causing a collision with a motorcycle;
- A failure to give way by an HGV driver changing lanes which led to a collision with a car;
- A collision between a car and a bicycle which occurred when the cyclist has crossed the road without looking properly;
- A collision between a car and a pedestrian, who stepped into the road, this collision occurred during the hours of darkness with streetlights present and lit;
- A rear-end shunt type collision on approach to the roundabout between two cars;
- A failure to give way by a motorcyclist which led to a collision with a car already on the roundabout;
- Two failures to give way by car drivers, who entered the roundabout without giving way, colliding with cyclists on the roundabout; and

- A rear-end shunt type collision between two cars exiting the roundabout.

72. The collisions reported on Link 16, away from collision Cluster 6, comprise of:

- A three-car rear-end shunt type collision which occurred when one car was waiting to turn right into Main Street and was struck from behind;
- A car driver colliding with a cyclist;
- A three-car collision cause by one car driver, who lost control and crossed the centre-line and collided with an oncoming car which was then impacted by a third car;
- A three-car rear-end shunt type collision which occurred when one car was waiting to turn right into Thirtleby Lane and was struck from behind;
- A serious collision caused by a car driver, who lost control and crossed onto the wrong side of the road and collided with an oncoming HGV;
- A failure to give way by a car driver pulling out of Longdales Lane which led to a serious collision with a motorcycle;
- A failure to give way by a car driver turning left out of Longdales Lane which led to a collision with another car;
- A five-vehicle rear-end shunt type collision involving four cars in slow moving traffic;
- A fatal collision between a car and a pedestrian after the car has mounted the kerb/footway at speed and collided with the pedestrian;
- A loss of control by a car driver which led to the car mounting the kerb; and
- A failure to give way by a car driver which led to a collision with a cyclist.

73. To summarise, on Link 16 during the study period there have been 20 collisions (inclusive of the cluster), these comprised of: eight failures to give way, three rear-end shunt type collisions, three loss of control collisions, one failure to look properly and one collision with a pedestrian. It can be considered that there is a pattern of emerging failure to give-way collisions on this link.

24.2.3.4.12 Link 17 – Holderness Road

74. Link 17 comprises of the A165/Holderness Road between Maybury Road and the Holderness Road/Main Road/Shannon Road/Ganstead Lane roundabout junction. Link 17 is an urban A-road and is 1.4 miles long and has a collision rate above the national average.

75. During the five-year study period there were a total of 55 collisions reported (four collisions have been described in Cluster 6 in paragraph 72), these comprised 40 slight collisions, 14 serious collisions and one fatal collision. Link 17 also includes collision Cluster 32 at the A165/B1237/Diadem Grove Roundabout and collision Cluster 33 at the staggered junction between Bellfield Avenue and Marfleet Lane. There have been 15 collisions at Cluster 32, four of which were recorded as serious collisions and 11 were recorded as slight collisions; there were no fatal collisions recorded. There have been 21 collisions recorded within Cluster 33, two of which were recorded as serious and 19 were recorded as slight collisions; no fatal collisions were recorded at Cluster 33.

76. The collisions recorded at Cluster 32 (A165/B1237/Diadem Grove roundabout) comprised:

- A collision on the entry slip to the roundabout between a car and a bicycle in the bike land, this collision occurred during the hours of darkness with streetlights lit and present;
- A collision between a car, whose driver has failed to give way when entering the roundabout, and a taxi, this collision occurred during the hours of darkness with streetlights lit and present;
- Two collisions between a car exiting the roundabout onto Diadem Grove and a cyclist travelling around the roundabout;
- A rear end shunt type collision between a motorcycle and car;
- A serious collision between a car entering the roundabout from Diadem Grove and a cyclist travelling around the roundabout;
- A serious collision between a car and a cyclist on approach to the roundabout along Diadem Grove;
- A collision between a car and a cyclist crossing at a pedestrian crossing, the car driver was reported to have not slowed for the red signal;
- Two collisions between a car and a cyclist on the A165 after exiting the roundabout;
- A serious loss of control collision involving a car leaving the carriageway on approach to the roundabout and colliding with a tree;
- Two collisions between a car entering the roundabout and a cyclist travelling around the roundabout in the cycle lane;
- A collision between a car and a child pedestrian walking in the carriageway, this collision occurred during the hours of darkness with streetlights lit and present; and

- A collision between two cars on the roundabout, this collision occurred during the hours of darkness with streetlights lit and present.

77. The collisions recorded at Cluster 33 (staggered junction between A165/Marfleet Lane and A165/Bellfield Avenue) comprised:

- A serious collision between a car exiting Bellfield Avenue and a cyclist travelling along the A165;
- A collision between a car exiting Bellfield Avenue and a cyclist travelling along the A165;
- Three failure to give way collisions caused by car drivers exiting Bellfield Avenue which led to a collision with a car on the A165, one of the collisions occurred during the hours of darkness with streetlights lit and present;
- A collision between two cars with no cause or circumstances recorded in the data;
- A loss of control by a cyclist attempting to avoid a car travelling into their path which led to the cyclist falling from the bicycle;
- A failure to give way by a car driver performing a 'U-turn' in a gap on the A165 which led to a collision with another car;
- Two failures to give way by car drivers entering Bellfield Avenue from the gap in the central reservation which led to collisions with a car on the A165;
- A failure to give way by a car driver exiting Marfleet Lane onto the A165 led to a serious collision with a car on the A165;
- Four failure to give way collisions by car drivers exiting Marfleet Lane onto the A165 leading to collisions with vehicles on the A165;
- A rear-end shunt type collision between two cars on Marfleet Lane as one car was waiting to enter the A165, the collision occurred during the hours of darkness with streetlights lit and present;
- A rear-end shunt type collision between a car and a motorcycle as the motorcycle has merged into a lane;
- A collision between a car reversing out of a private residence and a pedestrian on the footway, this collision occurred during the hours of darkness with streetlights lit and present;
- A failure to give way by an HGV when changing direction on the A165 led to a collision with a car;
- A failure to give way by a car driver exiting a car park onto the A165 led to a collision with a cyclist on the A165; and

- A loss of control by a car driver led to a collision with the kerb and street furniture, this collision occurred during the hours of darkness with streetlights present and lit.

78. The remaining collisions on Link 17 comprised:

- A rear-end shunt type collision between a car and a cyclist as the car has slowed to react to traffic ahead;
- A rear-end shunt type collision between two cars whilst waiting for traffic signals to change;
- A collision between an HGV turning left into Maybury Road and a cyclist in the cycle lane;
- A failure to give way by a car exiting Ings Road led to a collision with a motorcycle on the A165;
- A collision between a car and a cyclist as the car has turned onto the A165 and collided with a cyclist on the A165 in the cycle lane, this collision occurred during the hours of darkness with streetlights present and lit;
- A collision between a child pedestrian pushing a bicycle across a crossing, whilst the pedestrian signal was red, and a car turning across the crossing;
- A rear-end shunt type collision between two cars upon passing traffic signals;
- A fatal collision between an HGV and a crossing pedestrian;
- A serious collision between a car and a cyclist, after the car driver has overtaken the cyclist and attempted to turn left;
- Two loss of control collisions by child cyclists leading to them falling from their bicycle and colliding with a car, resulting in a serious collision;
- A loss of control by a car driver led to a collision with a wall, this collision occurred during the hours of darkness with streetlights present and lit;
- A failure to give way collision between a car driver and a motorcyclist;
- A collision between a car and a pedestrian in the carriageway, not on a crossing, this collision occurred during the hours of darkness with streetlights present and lit;
- A serious collision between a car performing a U-turn in a gap in the dual carriageway and a pedestrian crossing at a pedestrian crossing, this collision occurred during the hours of darkness with streetlights present and lit;

- A serious collision between a bus and a cyclist in the cycle lane on the A165;
- A collision between a car joining the carriageway from a filling station and a cyclist in the cycle lane;
- A serious collision between a car and cyclist as the cyclist has crossed the road using a pedestrian crossing facility; and
- A person falling over inside a bus that has stopped suddenly.

79. There is an emerging pattern of collisions involving pedestrians and cyclists on Link 17, especially at junctions between Link 17 and side roads where car drivers have failed to give way to passing cyclists.

24.2.3.4.13 Link 18 – Holderness Road

80. Link 18 comprises of A165/Holderness Road between the Mount Pleasant/Holderness Road junction to Maybury Road. Link 18 is an urban A-road and is 1.4 miles long and has a collision rate above the national average.

81. During the study period there were 147 collisions recorded on Link 18. These consisted of one fatal, 28 serious and 118 slight collisions. The collisions reported on Link 18 comprise:

- 49 collisions between vehicles and pedestrians / cyclists not at crossings;
- 42 failures to give way leading to collisions between vehicles at junctions;
- 28 rear-end shunts;
- Eight collisions where bus passengers fell (when on the bus) due to the bus stopping abruptly;
- Seven collisions between vehicles and pedestrians / cyclists at crossings;
- Three loss of control collisions;
- Three collisions caused by vehicles reversing onto/off the carriageway;
- Three collisions which occurred during overtakes;
- Two collisions caused by car doors being opened into the path of cyclists;
- One collision involving a cyclist colliding with the rear of a parked car; and
- One collision involving a cyclist losing control and falling off the bicycle.

82. It can be considered that there is a pattern of collisions along this link involving collisions between cars and cyclists where cars have failed to give way to cyclists when entering the main road from side roads.

24.2.3.4.14 Link 19 – Mount Pleasant/A1033

83. Link 19 consists of the A1033 between the Mount Pleasant North roundabout and the Holderness Road junction. Link 19 is an urban A-road and is 0.3 miles long and has a collision rate above the national average.

84. During the study period a total of 33 collisions were recorded on Link 19 (including two collision clusters), of which, ten were serious and 23 were slight collisions; no fatal collisions were recorded. There are also two clusters of collisions, Cluster 9 located at the junction between links 18, 19 and 74 and Cluster 10, which is located at the Mount Pleasant North Roundabout junction.

85. During the study period there has been a total of 23 collisions recorded within Cluster 9, these comprised of 19 slight collisions and four serious collisions, no fatalities were recorded. These collisions comprised:

- A collision between a cyclist and car in the centre of the Holderness Road junction;
- A collision between a car and a pedestrian, as the pedestrian crossed during a red pedestrian signal;
- A collision between a bus and a pedestrian, where the pedestrian stepped out as the bus was turning and collided with the side of the bus;
- A rear-end shunt type collision on approach to the junction between two cars;
- A failure to give way by a turning car driver caused the car to collide with an oncoming cyclist;
- A collision in the centre of the junction between a car and an ambulance;
- A head-on collision between two right turning cars due to poor lane discipline;
- A rear-end shunt type collision between two cars on approach to the junction, this serious collision occurred during the hours of darkness with streetlights present and lit;
- A rear-end shunt type collision between two cars on approach to the junction;

- A collision between a car, turning left onto Link 74 and colliding with a pedestrian in the road;
- A collision between a bus and pedestrian, as the pedestrian crossed at a signalised crossing. This collision occurred during the hours of darkness with streetlights present and lit;
- A collision between a turning car and a motorcycle travelling straight on in the opposite direction;
- A rear-end shunt type collision between two turning cars;
- Two rear-end shunt type collisions between two cars, with one waiting at traffic signals;
- A collision between two cars, with no reason given in the data;
- A failure to give way by a right turning car driver which led to a collision with a car travelling straight on in the opposite direction, this collision occurred during the hours of darkness with streetlights present and lit;
- A collision between a car and a pedestrian, as the pedestrian has been in the path of a turning car;
- A serious collision between a turning car and a motorcycle, this collision occurred during the hours of darkness with streetlights present and lit;
- A rear-end shunt type collision involving a cyclist colliding with the rear of a car on approach to the junction;
- A failure to give way by a right-turning car driver, which led to a collision with a left turning cyclist;
- A serious collision between an HGV and a bicycle in the middle of the Holderness Road junction, this collision occurred during the hours of darkness with streetlights present and lit; and
- A serious two car collision which occurred when one car changed lanes without looking properly and collided with the other car.

86. Cluster 10 consists of the Mount Pleasant North roundabout between links 19 and 20. During the study period there have been a total of eight collisions recorded, comprising three serious and five slight collisions; no fatalities were recorded. These collisions comprised:

- A collision between a car and a bicycle, caused by poor lane discipline during road works, this collision occurred during the hours of darkness with streetlights present and lit;
- A rear-end shunt type collision between two cars exiting the roundabout, this collision occurred during the hours of darkness with streetlights present and lit;

- A failure to give way on the roundabout by a car driver led to a serious collision with a motorcycle on the roundabout, when the car has entered the roundabout junction;
- A serious collision between a crossing cyclist and a car exiting the roundabout;
- A failure to give way by a car driver who has entered the roundabout without giving way and has collided with a cyclist, causing a serious collision;
- A rear-end shunt type collision on entry to the roundabout between a car and an HGV;
- A collision between a cyclist and a car caused by the driver entering the roundabout without giving way to the cyclist; and
- A collision between two cars on approach to the roundabout, the cause of the collision is not given in the data. This collision occurred during the hours of darkness with streetlights present and lit.

87. Three of the nine collisions on Link 19 occurred north of the Mount Pleasant North roundabout, these comprised of:

- A loss of control by a car driver who has collided with the kerb, this collision occurred at night with streetlights present and lit;
- A rear-end shunt type collision between a car and an HGV on the approach to the Mount Pleasant North roundabout; and
- Two rear-end shunt type collisions in traffic between two cars.

88. To summarise, on Link 19 there were 33 collisions during the study period, these comprised of:

- 14 rear-end shunt type collisions;
- 14 failures to give way;
- Seven collisions involving cars colliding with crossing cyclists and pedestrians;
- Two collisions caused by poor lane discipline;
- One collision between a cyclist and an HGV on the carriageway;
- One loss of control; and
- Two collisions with reasons not given in the data.

89. It can be considered that there is a pattern of emerging of failure to give-way and rear end shunt collisions on this link.

24.2.3.4.15 Link 20 – A1033 Slip Road

90. Link 20 consists of the A1033/Hedon Road which acts as a slip road for the A63. It is an urban A-road and is 0.6 miles long and has a collision rate below the national average.

91. During the study period there have been a total of 27 collisions recorded on link 20, ten were serious and 17 were slight collisions, no fatal collisions were reported. There are also two Clusters of collisions (Clusters 10 and 11), Cluster 10 is located at the junction with Link 20 (detailed in Link 19) and Cluster 11 located at the Southcoates Roundabout junction between Links 20, 21 and 23.

92. During the study period, there have been 18 collisions at Cluster 11 comprising of, six serious collisions and 12 slight collisions, no fatalities were reported. These collisions comprise of:

- A head-on serious collision between two cars due to one driver travelling on the wrong side of the road (believing it to be a dual carriageway);
- A rear-end shunt type collision at the A63/A1033 roundabout due to one car colliding with the rear of a car waiting to join the roundabout. This collision occurred during the hours of darkness with streetlights present and lit;
- A serious collision between a crossing cyclist and a car exiting the roundabout, this collision occurred during the hours of darkness with streetlights present and lit;
- A collision between a car and an HGV caused by the HGV driver driving into the lane with the car in without looking and colliding with the car. This collision occurred during the hours of darkness with streetlights present and lit;
- A loss of control by a motorcycle rider, leading to them falling off the motorcycle on the circulatory lanes of the roundabout;
- A collision between a motorcycle and a car, when the motorcycle rider has changed lanes on the roundabout without giving way to a car in the lane which the rider has driven into;
- Five rear-end shunt type collisions between two cars on the entry to the roundabout;
- A collision involving two cars and a motorcycle, the cause is not given in the data;

- A failure to give way by a car driver entering the roundabout which led to a serious collision with another car;
- A loss of control by an HGV entering the roundabout, causing it to tip over;
- A collision caused by a car driver travelling in the incorrect lane on the roundabout and colliding with a car exiting;
- A rear-end shunt type collision involving three cars on approach to the roundabout;
- A loss of control by a car driver on approach to the roundabout; and
- A failure to give way by a car driver entering the roundabout caused a collision with two cars travelling on the roundabout.

93. The collisions reported on Link 20 (excluding those in Cluster 11) comprise of:

- A failure to give way by a car driver who has entered the roundabout without giving way and has collided with a cyclist;
- A loss of control by a motorcyclist who has collided with the kerb upon entry to Link 20 resulting in serious injuries;
- A serious collision between a car which was driving out of a side road and collided with a motorcyclist which was on Link 20. This collision occurred during the hours of darkness with streetlights present and lit;
- A collision between a car and parked vehicles, possibly caused by a loss of control, this collision occurred during the hours of darkness with streetlights present and lit;
- A serious collision between a van driver, who has failed to give way to a motorcycle leaving a side road, as the van was entering the side road. This collision occurred during the hours of darkness with streetlights present and lit;
- A failure to look properly by a car driver which led to the car colliding with a pedal cyclist on the carriageway as the car was joining the carriageway from a parking bay; and
- A collision between a cyclist and an overtaking car.

94. To summarise, during the study period on Link 20 (and Cluster 11) there have been 27 collisions, these comprised of:

- Eight rear-end shunt type collisions;
- Six failures to give way;
- Five loss of control collisions;

- Three failures to give way when changing lanes;
- Two collisions between a car and cyclist;
- One head-on collision;
- One driver driving the wrong way down the road, leading to a collision; and
- One collision with no cause given in the data.

95. It can be considered that there is a pattern of rear-end shunts, failure to give way and loss of control collisions on this link.

24.2.3.4.16 Link 24 – A63

96. Link 24 consists of the A63 between the middle of the Mount Pleasant roundabout and the Mytongate roundabout. Link 24 is an urban A-road and is 1.5 miles in length and has a collision rate below the national average.

97. Link 24 also contains Clusters 12, 13, 14 and 15. Cluster 12 consists of the roundabout junction between Link 24 and the A1165, Cluster 13 comprises the priority junction between Link 24 and Market Place and Cluster 14 comprises the priority junction between Link 24 and Dagger Lane and Cluster 15 at the priority junction between link 24 and Mytongate.

98. During the study period there have been 63 collisions reported along Link 24 (inclusive of collisions clusters), these comprise of one fatal collision, 14 serious collisions and 48 slight collisions. The collisions comprised:

99. The following collisions occurred between the start of the link and Cluster 12:

- A fatal collision involving a loss of control by a motorcyclist whilst having a medical 'episode';
- A failure to give way by a motorcyclist when changing lanes led to a collision with an HGV.

100. Cluster 12 comprises the roundabout junction between Link 24 and the A1165. During the study period there have been 22 collisions reported, four of which were classified as serious and 18 as slight collisions. These comprise of:

- A serious collision between a motorcycle and a car caused by the motorcycle rider failing to give way when changing lanes and colliding with the car;
- Four rear-end shunt type collisions between two cars on approach to the roundabout;

- A collision between two cars, during the hours of darkness with streetlights present and lit, with no known cause in the data;
- A failure to give way by a car driver which led to a collision with another car;
- A head-on collision in a stretch of temporary traffic measures due to one car not sighting a red signal and colliding with an on-coming car, this collision occurred during the hours of darkness with streetlights present and lit;
- Four collisions between two cars, due to one car's driver not sighting a red light on the signals controlling the junction and colliding with a car that had priority, one of the collisions was a serious collision and occurred during the hours of darkness with streetlights present and lit;
- A collision between a motorcycle and a car, caused by the motorcycle's rider misjudging the space between the car and the restraint barrier;
- A collision between a car and motorcycle, both exiting the roundabout caused by poor lane discipline;
- A collision between an HGV and a cyclist after exiting the roundabout;
- A failure to give way when changing lanes led to a collision between two cars;
- A failure to give way when changing lanes led to a serious collision between two cars, which occurred during the hours of darkness, with streetlights present and lit;
- A collision between a car and an HGV, cause is not provided in the data;
- A loss of control by an HGV led it to tip over on the roundabout;
- A failure to give way by a motorcyclist when changing lanes led to a collision with a car, on approach to the roundabout;
- A rear-end shunt type collision on approach to traffic signals; and
- A serious collision between an unspecified vehicle and a pedestrian who was stood on the pedestrian refuge.

101. The following collisions occurred in between clusters 12 and 13:

- Two rear-end shunt type collisions between two cars;
- A rear-end shunt type collision between a car and an HGV;
- A loss of control by a car driver led to a serious collision with the kerb;
- A loss of control by a motorcyclist led to a collision with the central reservation;

- A serious rear-end shunt type collision between two cars;
- A collision between two unknown vehicles as one driver has failed to give way when changing lanes;
- Two rear-end shunt type collisions involving three cars; and
- A collision between a car, whose driver has attempted to overtake an abnormal load, and the abnormal load vehicle.

102. Cluster 13 comprises the priority junction between Link 24, Market Place and Queen Street, approximately 900m west of Cluster 12. During the study period, there have been a total of five collisions, one was a serious collision and four were slight collisions. These collisions comprised:

- A collision between a car and a pedestrian, who was crossing the road when road traffic had priority;
- A collision between an unknown vehicle and a pedestrian as the pedestrian was waiting to cross on the central refuge;
- A rear-end shunt type collision between a car and a cyclist as the car has joined the main carriageway, this collision occurred during the hours of darkness with streetlights present and lit;
- A serious collision between a car and a cyclist crossing at a signalised 'toucan' crossing; and
- A loss of control by a car driver.

103. The following collisions occurred between clusters 13 and 14 and comprise:

- One rear-end shunt type collision between an HGV and a car which occurred as the HGV was changing lanes; and
- A collision between a car and an HGV which has occurred in unknown circumstances, this collision occurred during the hours of darkness with streetlights present and lit.

104. Cluster 14 comprises the priority junction between Link 24 and Dagger Lane, approximately 250m west of Cluster 13. During the study period, there have been nine collisions at Cluster 14, five were serious and four were slight collisions. These comprised:

- A serious collision between a car and a crossing pedestrian;
- A collision between a car and a crossing cyclist;
- A loss of control by an electric scooter on the footway which caused the rider to collide with an HGV on the carriageway;
- One rear-end shunt type collision between an HGV and a car which occurred as the HGV were changing lanes;

- A collision between a car and a cyclist in the carriageway, the collision occurred during the hours of darkness with streetlights present and lit;
- Three serious collisions between cars and pedestrians, all of whom were reported to be crossing in the middle of the road, away from a crossing; and
- A collision between a car and a crossing pedestrian during the pedestrian phase of the signals.

105. Cluster 15 consists of the roundabout junction between Links 24, 25 and Mytongate. Works are underway to improve the junction, to include an underpass. During the study period there have been 13 collisions recorded, one serious and 12 slight collisions; no fatal collisions were recorded. These comprised:

- A collision between a car and an HGV on the circulatory of the roundabout;
- A collision between two cars due to reported defective traffic signals;
- A collision between two cars as one car driver has failed to adhere to traffic signals when entering the roundabout; A serious collision between a pedestrian, on the carriageway, and a car. This collision occurred during the hours of darkness with streetlights present and lit;
- A collision between a pedestrian, on the carriageway, and a motorcyclist;
- A failure to give way leading to a collision between two cars;
- A failure to give way by an HGV changing lanes has led to a collision with a car;
- A failure to give way by a car led to a collision with an emergency vehicle that was moving into the lane of the car whilst on an emergency call, this collision during the hours of darkness with streetlights present and lit;
- A loss of control by a car driver has caused a collision with a traffic signal pole, which has then caused debris to impact a pedestrian;
- A rear-end shunt type collision between two cars;
- A rear-end shunt type collision between three cars;
- A collision between a pedestrian waiting to cross and an HGV; and
- A rear-end shunt type collision between a bicycle and a car.

106. To summarise, there have been 63 collisions recorded on Link 24 (inclusive of the clusters), these comprise of:

- 15 rear-end shut type collisions;
- Ten failures to give way;
- Ten collisions between motorised vehicles and cyclists and pedestrians away from designated crossings;
- Eight collisions between motorised vehicles and cyclists and pedestrians at designated crossings;
- Seven loss of control collisions;
- Six collisions caused by drivers failing to adhere to traffic signals;
- Three collisions, whose details were not given in the data;
- Two collisions which occurred during overtaking manoeuvres; and
- Two collisions between vehicles due to poor lane discipline.

107. It is considered that there is a pattern of collisions between vehicles and pedestrians / cyclists, rear end shunts, failures to obey traffic signals and loss of control collisions on this link.

24.2.3.4.17 Link 26 – A63

108. Link 26 consists of the A63 between the St Andrew's Quay roundabout and the A15 junction. Link 26 is a A-road and is 6.7 miles long and has a collision rate below the national average. Link 26 also contains Cluster 16.

109. During the study period there have been a total of four collisions at Cluster 16, these comprise of one fatal, one serious and two slight collisions. Cluster 16 is located, 2km east of the junction with the A15. The collisions at Cluster 16 comprise of:

- Two rear-end shunt type collisions between two cars;
- A fatal loss of control collision by a motorcyclist, this collision occurred during the hours of darkness, with streetlights present and lit; and
- A rear-end shunt type collision between two cars leading to a serious collision.

110. To summarise, on Link 26 there were a total of four collisions at Cluster 16, these comprise of: three rear-end shunt type collisions and a loss of control collision. It is considered that there is an emerging pattern of rear-end shunt type collisions at Cluster 16.

24.2.3.4.18 Link 28 – A15/Boothferry Road

111. Link 28 consists of the A15/Boothferry road from the exit / entry slips of the A63 to the Wingfield Farm Roundabout. Link 28 is a A-road and is approximately 0.9 miles long and has a collision rate above the national average.

112. During the study period there were nine collisions recorded on this link, five serious and four slight collisions; no fatal collisions were recorded. There is also a cluster of collisions (Cluster 18, detailed in Link 29) located at the roundabout junction between links 28, 29 and 30. Six of the collisions occurred along the exit / entry slips of Link 28 and comprised:

- A serious collision attributed to a loss of control by a car driver which caused the vehicle to cross into oncoming traffic and collide head-on with another vehicle;
- A serious collision involving a car driver who failed to give way and drove out of a junction and collided with another car, which was then pushed into a third car;
- An HGV colliding with the kerb and hedgerow. This collision occurred during the hours of darkness with streetlights present and lit;
- A car driver, who was driving on the wrong side of the road requiring a bus driver to perform an emergency stop which caused a casualty inside the bus;
- A serious head-on collision between two cars due to one car driver driving on the wrong side of the road, this occurred during the hours of darkness with streetlights present and lit; and
- A serious rear-end shunt type collision on the exit slip from the A63 onto the Humber Bridge, which occurred as a van was pulling off the carriageway to assist a broken-down vehicle and another car collided with the rear of the van.

113. Three of the 12 collisions on Link 12 occurred on the A15/Ferriby Road roundabout and comprised:

- A collision caused by an HGV colliding with a car when entering the roundabout, due to a failure to give way;
- A serious collision between a car and a motorbike caused by poor lane discipline by the motorcyclist on the roundabout; and
- A rear-end shunt type collision between two cars at the approach to the roundabout.

114. To summarise, on Link 28 there were 12 collisions during the study period, these comprised of:

- Five rear-end shunt type collisions;
- Four loss of control collisions (including driving on the wrong side of the road);
- Two incorrect uses of lanes on a roundabout; and

- One failure to give way.

115. It is considered that there is an emerging pattern of rear end shunt and loss of control collisions on the A15/Ferriby Road roundabout.

24.2.3.4.19 Link 29 – A15/Humber Bridge

116. Link 29 consists of the A15/Humber Bridge from midway across the bridge north until the Wingfield roundabout. Link 29 is a main A-road and includes the toll booths for the Humber Bridge crossing. The link is one mile long and has a collision rate above the national average.

117. During the study period there were 21 collisions recorded on Link 29, 19 were slight and two were serious collisions, with no fatal collisions recorded. There are also two clusters of collisions located on Link 29, Cluster 17 is located at the toll booths and Cluster 18 is located at the roundabout junction between links 28, 29 and 30. In total of the 21 collisions recorded along Link 29, 13 occurred in the vicinity of the toll booths (Cluster 17) and comprised:

- Nine rear-end shunt collisions between vehicles on the approach to the toll booths;
- A failure to look properly by an HGV driver who moved across lanes and collided with a car in the adjacent lane;
- A serious collision, at the toll booth on the bridge, which occurred when the driver was distracted taking a payment card from a passenger and collided with the barrier between toll booths;
- A rear-end shunt type collision which occurred between two cars just after departing from the toll booths; and
- A collision between a car and the toll barrier after the barrier reportedly failed as the car was driving through.

118. The remaining eight collisions on Link 29 occurred on approach to the Wingfield Farm roundabout (Cluster 18) and comprised:

- A failure to look properly at the A15 arm of the roundabout by a car driver who changed direction whilst on the roundabout and collided with a vehicle joining the roundabout;
- Six rear-end shunt type collisions between two cars on the entry to the roundabout; and
- A failure to give way by a motorcyclist entering the roundabout coming from the eastern arm of the roundabout and a car turning into Link 29.

119. To summarise within the clusters on Link 29 there were 21 collisions in the study period, these included: 17 rear-end shunt type collisions, two failures to look properly, one failure to give way and one collision with a failed toll barrier. It is considered that there is an emerging pattern of rear-end shunt type collisions on this link.

24.2.3.4.20 Link 30 – A164 (Wingfield Farm roundabout to B1231)

120. Link 30 consists of the A164 northwards from the Wingfield Farm roundabout until the roundabout which connects to the B1231. Link 30 is a rural A-road and is one mile long with a collision rate above the national average.

121. In the study period, there were a total of nine collisions recorded on this link, all nine have been slight collisions; no fatal or serious collisions were reported. Link 30 also contains collision cluster 18, reported under Link 29.

122. The following collisions occurred on the entry/exit of the Wingfield Farm roundabout from Link 30:

- Three rear-end shunt type collisions between two cars on the entry to the roundabout;
- A rear-end shunt type collision between two cars on the entry to the roundabout, this collision occurred during the hours of darkness with streetlights lit;
- A collision on the roundabout between two cars after one has joined the roundabout whilst failing to give way;
- A three car rear-end shunt type collision caused by a car travelling too quickly and colliding with a slow-moving car which was subsequently pushed into a third car;
- A loss of control by a car exiting the roundabout onto Link 30 and colliding with the central island;
- A loss of control by a car exiting the roundabout and skidding; colliding with the safety barrier on a wet road surface; and
- A four-car rear-end shunt type collision on approach to the roundabout.

123. To summarise, during the study period on Link 30 there were nine collisions, these included: six rear-end shunt type collisions, two loss of control collisions and one failure to give way. It is considered that there is an emerging pattern of rear-end shunt type collisions on this link.

24.2.3.4.21 Link 32 – A164 (B1232/Albion Lane roundabout to Castle Road roundabout)

124. Link 32 consists of the A164 between the A164/B1232/Albion Lane roundabout and the A164/Castle Road roundabout. Link 32 is a rural A-road and is 0.9 miles long and has a collision rate above the national average.

125. During the study period there have been a total of 15 collisions reported, three have been serious collisions and 13 have been slight collisions; no fatal collisions were reported.

126. There are also two clusters of collisions on Link 32, Cluster 19 is located at the Willerby Hill Roundabout junction and Cluster 20 is located on the roundabout junction between Link 32 and Castle Road. The following collisions occurred in proximity to or on the Willerby Hill roundabout (Cluster 19):

- A serious collision between two cars caused by a car driver entering the roundabout without giving way to a car already on the roundabout;
- A serious collision caused by a loss of control at the roundabout;
- A loss of control by a motorcycle rider leading to a collision with the kerb; and
- A serious collision caused by a loss of control by the motorcycle rider which led to a collision close to the A164/Willerby Court roundabout. This collision occurred during the hours of darkness with streetlights present and lit.

127. The following collisions occurred at Cluster 20:

- A rear-end shunt type collision between two cars on the southern arm of the roundabout;
- A loss of control collision by a car driver, which occurred during the hours of darkness with streetlights present and lit;
- Two rear-end shunt type collisions between two cars on the entry arm from Castle Road; and
- A collision between a car and motorcycle, where a car collided with a motorcycle exiting the roundabout owing to poor lane discipline.

128. The following collisions occurred on the A164/B1232/Albion Lane roundabout:

- A loss of control collision by a car driver, who was reported to be driving excessively fast and collided with the central barrier on the roundabout.

This collision occurred during the hours of darkness with streetlights present and lit;

- A rear-end shunt type collision between two cars on approach to the roundabout; and
- A loss of control by a motorcycle rider on the roundabout causing the motorcycle to collide with a car.

129. The following collisions occurred between the A164/B1232/Albion Lane and Willerby Hill roundabouts along the A164:

- A failure to give way by one car driver on the dual carriageway which led to the car colliding with another car in the adjacent lane;
- A collision between a car and a cyclist, which occurred during the hours of darkness with streetlights present and lit, on the approach to the A164/Willerby Court roundabout; and
- A rear-end shunt type collision between a car and van.

130. To summarise, there have been 15 collisions during the study period, these comprised:

- Six loss of control collisions;
- Four rear-end shunt type collisions;
- Two failures to give way;
- One collision caused by poor lane discipline;
- One collision with a cyclist; and
- One collision with no cause given in the data.

131. It is considered that there is a pattern of rear end shunts and loss of control collisions on this link.

24.2.3.4.22 Link 35 – A164 (Dunflat Road to A1079)

132. Link 35 consists of the A164 between Dunflat Road and midway over the A1079 bridge (where Link 35 becomes Link 38). Link 35 is a rural A-road and is one mile long and has a collision rate above the national average.

133. During the study period there were 19 collisions reported on Link 35, seven were serious collisions and 12 were slight collisions; no fatal collisions were recorded. There is also a cluster of collisions (Cluster 21) located at the priority junction between the A1079 and the A164 (northbound carriageway). The following collisions occurred at Cluster 21:

- Two serious rear-end shunt type collisions between two cars which occurred at the traffic signals for entry onto the A1079;

- Three rear-end shunt type collisions between three cars, when one failed to stop in time approaching traffic and collided with the rear of two cars in front; and
- Two rear-end shunt type collisions between two cars approaching the A1079 traffic signals.

134. The collisions reported on Link 35 (not within Cluster 21) comprised:

- A loss of control by a cyclist, leading to a collision with the road surface, this occurred during the hours of darkness with streetlighting present and lit;
- Two loss of control collisions by motorcyclists causing serious collisions;
- Two rear-end shunt type collisions, both involving four cars;
- A rear-end shunt type collision between two cars;
- A serious collision between four cars when one car stopped to allow an HGV to turn right into a layby. The stopped car caused a car behind to slow down, which was then impacted in the rear by a third car causing it spin into oncoming traffic and colliding with another car;
- A rear-end shunt type collision between two cars in a traffic queue;
- A five vehicle (three cars and two vans) rear-end shunt type collision which occurred during queuing traffic;
- A rear-end shunt type collision involving two cars during slow moving traffic;
- A loss of control by a car driver which led to the car entering the opposing lane and caused a serious collision with an oncoming car, this collision occurred during the hours of darkness with streetlights present and lit; and
- A serious collision caused by a motorcycle rider losing control.

135. To summarise, there were 19 collisions on Link 35, these comprise: 14 rear-end shunt type collisions and five loss of control collisions. It can be considered that there is an emerging pattern of rear-end shunt type collisions along Link 35.

24.2.3.4.23 Link 36 – Dunflat Road

136. Link 36 consists of 0.5 miles of Dunflat Road from the A164 until Coppleflat Lane; Link 36 has a collision rate above the national average. There has however been only one slight collision on Link 36 within the study period. The collision was a loss of control by a car driver. It is considered that there is no discernible pattern of collisions along the link.

24.2.3.4.24 Link 37 – Coppleflat Lane

137. Link 37 consists of Coppleflat Lane from Link 36 (Dunflat Road) until the junction with links 68 (Coppleflat Lane), 69 (B1230) and 71 (Broadgate / B1230).

138. Link 37 is a rural unclassified road and is 1.4 miles long and has a collision rate above the national average. In the study period, there have been four collisions reported on Link 37, one was serious collisions and three were slight collisions, there were no fatal collisions reported. The collisions reported on Link 37 comprised:

- A collision between a motorcycle and a car as the car driver entered the path of the motorcycle on a right-hand bend;
- A collision between two cars after one car crossed the centreline and collided with an oncoming car;
- A serious collision caused by a loss of control by a motorcycle rider; and
- A rear-end shunt type collision between two cars, with one failing to stop in time on the approach to traffic.

139. To summarise, there were four collisions during the study period, these comprised of: two collisions due to vehicles crossing the centreline on curves, one loss of control and one rear end shunt. There is no significant identifiable pattern in the location and type of collisions along Link 37.

24.2.3.4.25 Link 38 – A164 (A1079 to A164/Victoria Road/Wingfield Way Roundabout)

140. Link 38 consists of the A164 between the centre of the A1079 junction bridge (north from Link 35) until the A164/Victoria Road/Wingfield Way roundabout. Link 38 is a A-road and is 0.4 miles long and has a collision rate above the national average.

141. During the study period there have been a total of ten collisions recorded on Link 38, one serious collision and nine slight collisions; no fatal collisions were reported. There is also a cluster of collisions on Link 38 (Cluster 22), which is located at the roundabout junction between the A164 and Link 51. The following collisions occurred on approach to the A164/Victoria Road/Wingfield Way roundabout (Cluster 22):

- Two rear-end shunt type collisions involving three cars;
- A loss of control by a car driver causing the car to collide with an oncoming car, leading to a serious collision;

- A rear-end shunt type collision involving a car braking to avoid colliding with a police vehicle and the car behind not reacting in time and colliding with the rear of the braking car; and
- A collision between a cyclist and a car on the roundabout with the car colliding with a cyclist as it exited the roundabout.

142. The remaining collisions reported on Link 38 occurred at the junction between A164 and A1079 and comprised of:

- Three rear-end shunt type collisions between two cars;
- A rear-end shunt type collision between a car and an HGV as the car was waiting at traffic signals the HGV collided with the rear of the car at slow speed; and
- A loss of control by a car driver on the exit slip of the A1079.

143. To summarise, on Link 38 there were ten collisions during the study period, these comprised of: seven rear-end shunt type collisions, two loss of control collisions and one collision involving a cyclist. It can be considered that there is a pattern of rear end shunts on Link 38.

24.2.3.4.26 Link 40 – A1033 (Ennerdale roundabout to Roebank roundabout)

144. Link 40 comprises the A1033 from the Ennerdale roundabout to the Roebank roundabout. Link 40 is an urban A-road and is 0.9 miles long and has a collision rate below the national average. There are however two clusters of collisions on Link 40, Cluster 23 which is located at the roundabout junction between links 40 and 75 and Cluster 24 which is located at the roundabout junction between links 40 and 45.

145. During the study period there have been 19 collisions recorded, two have been serious collisions and 17 have been slight collisions; no fatalities were recorded within the collision clusters. The collisions at Cluster 23 comprise:

- Two failures to give way by car drivers, who when entering the roundabout caused a collision with cyclists on the roundabout;
- A failure to give way by a cyclist who entered the roundabout and collided with a car;
- A failure to give way by a car driver when entering the roundabout which caused a collision with two cyclists, who were on the roundabout;
- Two rear-end shunt type collisions between two cars on entry to the roundabout;
- A collision between a car and a bicycle, for reasons not given in the data; and

- A failure to give way by a car driver entering the roundabout and colliding with a cyclist, this collision occurred during the hours of darkness with streetlights were present and lit.

146. The collisions at Cluster 24 comprise:

- A collision between a car and a cyclist, who entered the carriageway from the footway;
- Four rear-end shunt type collisions between two cars on approach to the roundabout, one of the four collisions occurred during the hours of darkness with streetlights present and lit;
- Two collisions between two cars due to poor lane discipline on the roundabout;
- A failure to give way with a car entering the roundabout into the path of a cyclist;
- A failure to give way within the roundabout caused a collision between two cars; and
- Two collisions between a car and a cyclist on the roundabout, no cause is given in the data.

147. To summarise, at the two clusters on Link 40 there have been 19 collisions, these comprise:

- Seven failures to give way;
- Six rear-end shunt type collisions;
- Four collisions between cars and cyclists; and
- Two collisions caused by poor lane discipline.

148. It is considered that there is an emerging pattern of failing to give way and of rear-end shunt type collisions within the clusters on Link 40.

24.2.3.4.27 Link 45 - A1033

149. Link 45 comprises the A1033 from the Roebank roundabout to the Dunswell Roundabout. Link 45 is an urban A-road and is 0.7 miles long and has a collision rate above the national average.

150. During the study period there has been a total of 45 collisions reported on Link 45 (inclusive of collision clusters), 3 of which were serious collisions and 42 slight collisions, no fatal collisions were reported. There are also two clusters of collisions on Link 45, Cluster 24 (reported under Link 40) and Cluster 25, which is located at the roundabout junction with links 46 and 63.

151. The following collisions occurred between Cluster 24 (detailed in paragraph 146) and Cluster 25 along Link 45 and comprise:

- Two collisions between cars and cyclists crossing at a designated pedestrian crossing after the car driver has failed to slow in time, one of the collisions was classified as a serious collision;
- A collision between car and a pedestrian who has entered to carriageway at a designated pedestrian crossing;
- A serious collision between a car and a pedestrian, who was crossing at a designated pedestrian crossing, this collision occurred during the hours of darkness with streetlights present and lit;
- A loss of control by a car driver led to a collision with another car;
- A rear-end shunt type collision between two cars on approach to the designated pedestrian crossing;
- A rear-end shunt type collision between two cars on approach to the roundabout junction between Link 45 and Gibraltar Road/Barnes Way;
- A failure to give way by a car driver entering the Link 45/Gibraltar Road/Barnes Way roundabout led to a collision with a motorcycle on the roundabout;
- A loss of control by a motorcyclist led to them falling from their bike on the circulatory of the Link 45/Gibraltar Road/Barnes Way roundabout;
- A collision between a cyclist and a car on the circulatory of the Link 45/Gibraltar Road/Barnes Way roundabout;
- A rear-end shunt type collision between two cars on approach to the Link 45/Gibraltar Road/Barnes Way roundabout;
- A serious collision between a car and a cyclist crossing at a pedestrian crossing, this collisions occurred during the hours of darkness with streetlights present and lit;
- Two rear-end shunt type collisions involving three cars;
- A rear-end shunt type collision between two cars; and
- A failure to give way by an HGV driver led to a collision with a car.

152. The following collisions occurred within Cluster 25 and comprise:

- Eight rear-end shunt type collisions between two cars when approaching the roundabout, one of which occurred during the hours of darkness with streetlights present and lit;
- A loss of control collision by a car driver which caused the car to collide with the kerb on approach to the roundabout;

- A failure to give way by a car driver which led to a collision with a cyclist on the roundabout, this collision occurred during the hours of darkness with streetlights present and lit;
- A collision between two cars with one car using the incorrect lane on the roundabout and colliding with a car exiting the roundabout;
- Four rear-end shunt type collisions, each involving three cars, on approach to the roundabout;
- A rear-end shunt type collision between two cars exiting the roundabout;
- A failure to give way by a car driver who entered the roundabout and collided with a cyclist travelling on the roundabout; and
- A collision between two cars on the circulatory lanes of the roundabout.

153. To summarise, there were 45 collisions on Link 45 (inclusive of the two clusters) during the study period, these comprised of:

- 23 rear-end shunt type collisions;
- Seven collisions with pedestrians/cyclists not at a pedestrian crossing;
- Five collisions with pedestrians/cyclists using designated pedestrian crossings;
- Four collisions caused by poor lane discipline;
- Three collisions between cars caused by drivers failing to give way; and
- Three loss of control collisions.

154. It can be considered that there is an emerging pattern of rear-end shunts on Link 45.

24.2.3.4.28 Link 46 – A1174 (Dunswell Roundabout to A1174/Ferry Lane/Long Land junction)

155. Link 46 comprises of the A1174 between the Dunswell roundabout north to the crossroads between the A1174 (north to south), Ferry Lane and Long Lane. Link 46 is a rural A-road and is 1.8 miles long and has a collision rate above the national average. There is also a cluster of collisions on Link 46 (Cluster 25, detailed in Link 45), which is located at the roundabout junction between links 45, 46 and 63.

156. During the study period there have been a total of 11 collisions reported on the link, (excluding Cluster 25). Two serious and nine slight collisions were recorded; no fatal collisions were reported. The collisions comprised:

- A collision between a car and a cycle on the footway;
- A rear-end shunt type collision between two cars;

- A collision on the footway between a car reversing out of a private driveway and a cyclist travelling along the footway;
- A serious rear-end shunt type collision where a cyclist rode into the rear of a slowing bus;
- A collision between a bicycle and a pedestrian who was exiting a parked vehicle onto the carriageway;
- A failure to give way by a car driver who collided with a cyclist as the car exited a side road;
- A failure to give way by a car driver, who was exiting a stop line-controlled priority junction and collided with a cyclist exiting a development opposite;
- A serious collision between two right turning cars, one turning onto link 46 and the other turning off the road at the same time;
- A loss of control by a motorcyclist;
- A loss of control by a car driver, who moved onto the opposite carriageway, causing another car to swerve and collide with the kerb; and
- A loss of control whilst overtaking by a car driver led to a collision with the kerb and a building.

157. To summarise, on Link 46 there have been 11 collisions, these comprised:

- Three loss of control collisions;
- Two rear-end shunt type collisions;
- Two failures to give way;
- Two collisions between cars and cyclists;
- One collision between right turning cars; and
- One collision involving a pedestrian and a cyclist colliding.

158. It is considered that there is no identifiable pattern of collisions at this location.

24.2.3.4.29 Link 49 – A1174 (Ferry Lane/Long Lane/A1174 to A164/Eastfields Rad roundabout)

159. Link 49 consists of the A1174 from the northern end of Link 46 (crossroads with Ferry Lane and Long Lane) to the A1174 / A164 / Eastfields Road roundabout. Link 49 is a rural A-road and is 1.4 miles long, with a collision rate above the national average.

160. During the study period there have been a total of 12 collisions recorded on Link 49, two were serious collisions and ten were slight collisions; there were no fatal collisions recorded. The collisions reported on Link 49 comprised:

- A rear-end shunt type collision on approach to a zebra crossing, which occurred when one car has stopped to allow a pedestrian to cross and a following vehicle failed to stop in time and collided with the rear of the stopped car;
- A rear-end shunt type collision between a right turning car and the following car;
- A head-on collision, which occurred for reasons unknown (in the data);
- A failure to give way by a car driver joining the carriageway resulting in a collision with a cyclist;
- A collision between a car, failing to give way, and a cyclist on a zebra crossing;
- A loss of control by a motorcyclist which led to a collision with a car;
- A rear-end shunt type collision, which occurred during the hours of darkness with streetlights present and lit;
- A four-car rear-end shunt collision;
- A serious head-on collision between cyclists with one riding on the wrong side of the road, this collision occurred during the hours of darkness with streetlights present and lit;
- A collision between two cars which occurred when a car crossed the centreline on a bend and collided with an oncoming car;
- A serious collision between a pedestrian and a car after the car mounted the kerb onto the footway, this collision occurred during the hours of darkness with streetlights present and lit; and
- A collision between an HGV and a car exiting the roundabout.

161. To summarise, there were 12 collisions on Link 49, these comprised:

- Four rear-end shunt type collisions;
- Two loss of control collisions;
- Two collisions involving cyclists;
- One head-one collision between cyclists;
- One failure to give way;
- One collision involving a pedestrian on the footway; and
- One head-on collision.

162. It can be considered that there an emerging pattern of rear-end shunts along Link 49.

24.2.3.4.30 Link 51 - A164 / Woodmansey

163. Link 51 consists of the A164 between the A164/Victoria Road/Wingfield Way roundabout and A164/Ward Way roundabout, this link is 0.5 miles long and has a collision rate above the national average. This link was recently redesigned to incorporate two new roundabouts, the A164/Ward Way roundabout and the A164/Lincoln Way roundabout.

164. During the study period there were a total of four collisions recorded on Link 51, one collision was serious and the remaining three were slight. No fatal collisions were recorded. Link 51 also contains Cluster 22 (reported within Link 38). The collisions reported on Link 51 comprised:

- A serious collision between a car and three pedestrians on the footway, which occurred when the car driver lost control and the car left the carriageway;
- A loss of control by a car driver, this collision occurred at night with no streetlights present;
- A rear-end shunt type collision between two cars on the carriageway; and
- A rear-end shunt type collision between two cars whilst one of the cars was waiting at traffic signals.

165. To summarise, there were four collisions on Link 51, these comprised of two rear-end shunt type collisions and two loss of control collisions (one of which involved pedestrians). It is considered that there is no significant identifiable pattern in the location and type of the collisions on Link 51.

24.2.3.4.31 Link 55 – A1035

166. Link 55 comprises the A1035 between the priority junction with Meaux Lane and the priority junction with Eske Lane. Link 55 is a rural A-road and is 1.3 miles long and has a collision rate the same as the national average.

167. During the study period there have been nine collisions recorded on Link 55, two of these were fatal, one was serious and six were slight collisions. The collisions reported on Link 55 comprised:

- A fatal collision between a car and a motorcycle, which occurred when a motorcyclist collided with a car that failed to give way emerging from a minor road;
- A fatal loss of control collision for a cyclist;

- A failure to give way by a car driver emerging from a minor road, this collision occurred during the hours of darkness with no streetlights present;
- A serious rear-end shunt type collision where a cyclist collided with a slowing car;
- A failure to give way by a car emerging from a minor road, colliding with a car turning into the minor road;
- Three rear-end shunt type collisions between two cars; and
- A failure to give way which led to a collision between a car on Link 55 and a car exiting Meaux Lane.

168. To summarise, on Link 55 there were nine collisions in the study period, these comprised: four rear-end shunt type collisions, four failures to give way and a loss of control by a cyclist. It is considered that there is a pattern of rear-end shunt type collisions and failures to give way on this link.

24.2.3.4.32 Link 59 – A164/Driffield Road

169. Link 59 comprises the A164/Driffield Road from Driffield Road roundabout north to the edge of the TTSA. Link 59 is a rural A-road and is 0.4 miles long. Link 59 has a collision rate above the national average, there is also a collision cluster on Link 59 (Cluster 26) located at the roundabout junction between links 58 and 69.

170. During the study period there have been nine collisions reported on Link 59 (including Cluster 26), six serious and three slight; no fatalities have been reported. The collisions at Cluster 26 comprised:

- A loss of control by a motorcyclist on the approach to the roundabout;
- A failure to give way by a car entering the roundabout which led to a serious collision with a car on the roundabout;
- A loss of control by a cyclist on the roundabout which led to a serious collision;
- A three-car rear-end shunt type collision on approach to the roundabout, this collision occurred during the hours of darkness with streetlights present but reportedly not lit;
- A serious collision between a motorcycle and a car on the Driffield Road roundabout when the motorcycle has attempted to overtake the car; and
- A rear-end shunt type collision on the entry to the Driffield Road roundabout, where a van collided with the rear of a stationary car.

171. The collisions on the rest of the link include:

- A serious three-car rear-end shunt type collision;
- A serious loss of control collision, which occurred during the hours darkness with no streetlights present; and
- A serious collision where a motorcyclist attempting to overtake traffic collided head-on with an oncoming car.

172. To summarise, on Link 59 there were nine collisions during the study period, these comprised of: three rear-end shunt type collisions, three loss of control collisions, two collisions whilst vehicles performed overtaking manoeuvres, and a failure to give way. It is considered that there is no significant emerging pattern of collisions along Link 59.

24.2.3.4.33 Link 60 – A1035

173. Link 60 comprises the A1035 between the Driffield Road roundabout and the Dog Kennel Lane roundabout. Link 60 is a rural A-road and is one mile long and has a collision rate above the national average.

174. During the study period there were a total of six collisions reported on Link 60, one was a serious collision and five were slight collisions, no fatal collisions were reported. The collisions reported on Link 60 comprised:

- A collision between a car and a bicycle;
- A collision between a car and a bicycle at a priority junction;
- A serious rear end shunt type collision between two cars and a motorcycle;
- A collision where a car driver strayed into the opposite lane and collided with an oncoming HGV;
- A collision where an overtaking car collided with an oncoming car; and
- A loss of control by a car driver leading to the car ending up on the verge.

175. To summarise, on Link 60 there were six collisions during the study period, these comprised: two collisions with cyclists, two collisions with oncoming traffic, one loss of control, and one rear-end shunt type collision. It can be considered that there is no significant pattern in the location or type of collisions on Link 60.

24.2.3.4.34 Link 61 – A1035/Dog Kennel Lane

176. Link 61 consists of the A1035/Dog Kennel Lane between the Dog Kennel Lane roundabout and Killingwoldgraves roundabout. Link 61 is a rural A-road and is 1.1 miles long and has a collision rate above the national average.

177. There are two clusters of collisions on Link 61, Cluster 27 is located 600m south of the Dog Kennel Lane Roundabout and Cluster 28 is located at the roundabout junction between links 61, 62, 63, 64 and 65. During the study period there have been 20 collisions recorded on Link 61 (inclusive of both clusters), five have been serious and 15 have been slight collisions; there have been no fatal collisions recorded. The collisions at Cluster 27 include:

- A loss of control by a car driver;
- A loss of control by a car driver after attempting to avoid an object in the carriageway. This collision occurred during the hours of darkness with no streetlights present;
- A loss of control by a car driver, leading to a collision with a telegraph pole; and
- A serious loss of control collision by a car driver.

178. The following collisions occurred at Cluster 28:

- A failure to give way by a car driver which led to a serious collision with a car leaving the roundabout;
- A rear-end shunt type collisions between two cars approaching the roundabout;
- A failure to give way by a car driver entering the roundabout which led to a collision with a cyclist on the roundabout;
- A failure to give way by a car driver entering the roundabout which led to a collision with a motorcyclist on the roundabout;
- A collision between an HGV and a car attempting to exit the roundabout;
- A rear-end shunt type collision between two cars reacting to a car that lost control on the opposite carriageway;
- A loss of control by a car driver on the roundabout when avoiding a car travelling across their path;
- A loss of control by a car driver exiting the roundabout caused a collision with an oncoming car;
- A loss of control by a car driver exiting the roundabout; and

- A rear-end shunt type collision between two cars on approach to the roundabout.

179. The collisions reported outside the clusters on Link 61 comprise:

- A loss of control by a car driver, which occurred during the hours of darkness with no streetlights present;
- A loss of control by a car driver leading to one car travelling over the centreline and colliding with an oncoming car;
- A rear-end shunt type collision between three cars;
- A loss of control by a car driver;
- A rear-end shunt type collision with a car colliding with the rear of a slowing motorbike; and
- A serious collision caused by a loss of control by a motorcycle rider.

180. To summarise, there were 20 collisions on Link 61 (including Clusters 27 and 28), these comprise:

- 11 loss of control collisions;
- Five rear-end shunt type collisions;
- Three failures to give way collisions; and
- A collision caused by poor lane discipline.

181. It can be considered that there is an emerging pattern of loss of control and rear end shunt type collisions on Link 61.

24.2.3.4.35 Link 62 – A1174/York Road

182. Link 62 is the A1174 between the Killingwoldgraves roundabout eastwards to the edge of the TTSA on the outskirts of Beverley. Link 62 is a rural A-road and is 1.3 miles long and has a collision rate above the national average. Link 62 also contains Cluster 28 (outlined in Link 61).

183. During the study period, there were a total of four collisions on Link 62 (excluding Cluster 28), all four were slight collisions, no serious or fatal collisions were recorded.

184. The reported collisions along Link 62 comprise:

- A loss of control by a (reportedly) intoxicated car driver, whose car collided with a fence;
- A loss of control, due to icy conditions, by a car driver who collided with a fence;
- A collision between a slow-moving car and a (reportedly) intoxicated pedestrian; and

- A collision between a car and a cow who has entered the road, this collision occurred during darkness with no streetlights present.

185. To summarise, during the study period there were four collisions on Link 62, these comprised of: two loss of control, one collision between a car and a pedestrian and one collision between a car and an animal. It is considered that there is no significant emerging pattern of collisions on Link 62.

24.2.3.4.36 Link 65 – A1079/Bishop Burton

186. Link 65 comprises the A1079 westwards from the Killingwoldgraves roundabout until the western edge of the TTSA in Bishop Burton. Link 65 is a rural A-road and is 0.7 miles long and has collision rate is above the national average. Link 65 also contains Cluster 28 (outlined in Link 61).

187. During the study period, there were a total of two collisions reported on Link 65 (excluding those occurring at Cluster 28). All collisions were slight; no serious or fatal collisions were reported. The collisions reported comprise:

- A failure to give way leading to a car emerging from a minor road colliding with a car on the main road; and
- A failure to give way by a car driver leading to a collision with another car.

188. To summarise, during the study period there were two collisions on Link 65, comprising two failures to give way. It is considered there is no significant pattern of the type and location of the collisions.

24.2.3.4.37 Link 74 – A1033 and A1165

189. Link 74 comprises the A1033 Mount Pleasant and the A1165/Stoneferry Road between the A164/A1033 junction (Link 18 and Link 19) and the Holwell Road/Sutton Road roundabout. It is an urban A-road and is 2.1 miles long and has a collision rate below the national average.

190. There are however five collision clusters present on Link 74, these are: Cluster 10 (detailed in Link 19), Cluster 24 (detailed in Link 40), Cluster 29 located at the roundabout junction between Link 74 and Ferry Lane, Cluster 30 located at the roundabout junction between Link 74, West Carr Lane and the B1237, and Cluster 31 located at the roundabout junction between links 74 and 75.

191. The collisions at Cluster 29 comprise:

- A rear-end shunt type collision between two cars on approach to the roundabout;
- A serious collision between two cars on the slip roads of the northern arm of the roundabout, cause of which is not given in the data;

- Seven failures to give way by car drivers, who have entered the roundabout into the path of a cyclist on the roundabout, one of the seven collisions occurred during the hours of darkness with streetlights present and lit;
- A rear-end shunt type collision between a car and a motorcycle on approach to the roundabout;
- A loss of control by a motorcyclist travelling around the roundabout;
- A collision between a car and a cyclist on the circulatory of the roundabout;
- A loss of control by a car driver when leaving the roundabout;
- A loss of control by a motorcyclist whilst travelling around the roundabout;
- A rear-end shunt type collision between cars exiting the roundabout;
- A loss of control by a motorcyclist entering the roundabout, leading to a serious collision;
- A loss of control by a car driver leaving the roundabout;
- A collision on the circulatory lanes of the roundabout between a cyclist and an HGV, due to the HGV not giving way to the cyclist;
- A collision between a cyclist and a car when both were entering the roundabout, caused by poor lane discipline;
- A collision between a motorcycle and a car, caused by poor lane discipline by the motorcyclist; and
- A rear-end shunt type collision in traffic on approach to the roundabout between a car and a motorcycle.

192. The following collisions occurred within Cluster 30 and comprise:

- A serious rear-end shunt type collision between a car and an LGV on approach to the roundabout;
- A collision between a car and a cyclist at a crossing;
- A serious collision between two cars, when one car attempted to overtake the other on approach to the roundabout;
- A rear-end shunt type collision between an HGV and a car on approach to the roundabout;
- A loss of control by a car driver on the roundabout resulting in a serious collision;
- A collision between a motorcycle and a car after the car changed lanes and the motorcycle collided with the rear of the car, this collision

occurred during the hours of darkness with streetlights present and lit; and

- A rear end shunt on the roundabout.

193. The following collisions occurred within Cluster 31 and comprise:

- Four rear-end shunt type collisions between two cars on approach to the roundabout;
- A collision between a car and a pedestrian on approach to the roundabout as the pedestrian entered the carriageway at a set of temporary traffic signals, this collision occurred during the hours of darkness with streetlights present and lit;
- A rear-end shunt type collision between a car and a bicycle on leaving the roundabout, this collision occurred during the hours of darkness with streetlights present and lit;
- A serious collision between a motorcycle and a bicycle as the bicycle was crossing the road at a cycle path crossing;
- A failure to give way by a car driver who entered the roundabout and collided with another car, which was already on the roundabout;
- A collision between two cars approaching the roundabout, the type of collision is not clear in the data;
- A collision between a car and a pedestrian crossing the road;
- A collision between two cars on the roundabout due to one car travelling the wrong way around the roundabout;
- A collision between a motorcycle and a car as they were exiting the roundabout in separate lanes;
- A serious collision on approach to the roundabout between two cars, the cause is not given in the data;
- A serious collision caused by a loss of control by a car driver;
- A loss of control by a motorcyclist; and
- A collision caused by a HGV using lanes incorrectly at the roundabout and causing an injury to a car driver.

194. During the study period there have been 44 collisions recorded within the clusters detailed on this link, nine have been serious and 35 have been slight collisions; there have been no fatal collisions recorded.

195. To summarise, there have been 44 collisions reported during the study period. These collisions comprise:

- 11 rear-end shunt type collisions;

- Eight failures to give way which led to collisions with cyclists;
- Eight loss of control;
- Five collisions caused by poor lane discipline on roundabouts;
- Four collisions with crossing pedestrians / cyclists;
- Three collisions with causes not given in the data;
- Two collisions between vehicles and cyclists on a roundabout;
- One collision caused by a driver driving the wrong way around a roundabout;
- One collision during an overtake; and
- One failure to give way.

196. It is considered there is an emerging pattern of collisions with cyclists and rear-end shunt type collisions on Link 74.

24.2.3.4.38 Link 75 – A1033/Sutton Road

197. Link 75 comprises the A1033 Sutton Road between the Holwell Road/Sutton Road roundabout and the Sutton Road/Ennerdale (A1033) roundabout. Link 75 is an urban A-road and is 0.5 miles long and has a collision rate above the national average. There are also two collision clusters on Link 75, Cluster 23 (which is detailed in Link 40) and Cluster 31 (which is detailed in Link 74).

198. During the study period there have been a total of 12 collisions reported on Link 75 (excluding those in Clusters 23 and 31); two were fatal and 10 were slight collisions. The collisions reported on Link 75 comprise:

- A fatal collision between a car and a pedestrian on the carriageway, which occurred during the hours of darkness with lights present and lit;
- A fatal collision caused by a loss of control by a car driver who left the carriageway, no other information was given;
- A rear end shunt on the entry to the Holwell Road/Sutton Road roundabout between an LGV and a cyclist;
- A collision between a car and a cyclist that entered at the side of the carriageway;
- A collision between a car and a cyclist crossing the exit to the roundabout;
- A collision between a U-turning car and a motorcycle;
- A rear-end shunt type collision between two cars;
- A three-car rear-end shunt type collision;

- A collision between an LGV towing a caravan and an LGV, the reason for the collision is not given in the data;
- A collision between a car and a cyclist, the reason for the collision is not given in the data;
- A rear-end shunt type collision on approach to the roundabout; and
- A failure to give way by a car driver leading to a collision with a cyclist who was on the roundabout.

199. To summarise, on Link 75 during the study period there were 16 collisions, these comprised:

- Six collisions with pedestrians / cyclists;
- Five rear-end shunt type collisions;
- Two collisions which occurred for unknown reasons; and
- Three collisions as a result of failures to give way.

200. It can be considered that there is an emerging pattern of collisions with cyclists / pedestrians on this link.

24.2.3.4.39 Link 76 – Maybury Road/Marfleet Avenue

201. Link 76 comprises Maybury Road and Marfleet Avenue, between the A1033 and A165. Link 76 is an urban B-road and is approximately 1.7 miles long and has a collision rate above the national average.

202. During the study period, there has been a total of 53 collisions recorded along Link 76 these comprise 43 slight collisions and ten serious collisions; there were no fatal collisions recorded. There was also four clusters of collisions recorded (Clusters 33, 34, 35, 36, 37). Cluster 33 is located at the junction with links 17, 18 and Bellfield Avenue (detailed in Link 17), Cluster 34 is located at the roundabout junction between links 21, 22 and 76, Cluster 35 is located at the junction with Preston Road, Cluster 36 is located at the junction with Staveley Road and Cluster 37 is located at the junction with Hopewell Road. Of the 53 collisions recorded on Link 76, five occurred within Cluster 34, these comprised:

- Three rear end shunt type collisions between two cars on approach to the Marfleet Roundabout, one of these collisions was classified as serious;
- A rear end shunt type collision involving three cars on approach to the Marfleet Roundabout; and
- A serious collision between a car and a motorcycle which has occurred as the car driver has turned right into the path of the motorcycle.

203. The following collisions occurred along Marfleet Avenue between Cluster 34 and Cluster 35:

- A serious collision between a car and a pedestrian crossing the road away from a pedestrian crossing; this collision occurred during the hours of darkness with streetlights present and lit;
- A collision between a car driver, who has failed to give way when joining Link 76 from a side road, and a bicycle on Link 76;
- A loss of control collision involving a car driver leaving the carriageway, this collision occurred during the hours of darkness with streetlights present and lit;
- A collision between a car and a motorcycle as the car driver has joined Link 76 from a side road and has collided with the motorcycle;
- A rear-end shunt collision between two cars on Link 76 in proximity to the junction with Burma Drive, this collision occurred during the hours of darkness with streetlights present and lit;
- A collision between a cyclist and two cars, no other information as to the cause of the collision is given in the data, this collision occurred during the hours of darkness with streetlights present and lit;
- A collision between a cyclist and car driver who was exiting a private residence onto Link 76;
- A collision between a left turning car and a cyclist who has failed to give way to the turning car;
- A collision between a reversing car and a mobility scooter, whose rider has entered the carriageway from the footway;
- A serious collision between a car and a child who has attempted to cross the carriageway and has entered into the path of the car;
- A collision between a car turning right onto Link 76 from Wansford Grove, whilst failing to give way, and colliding with a motorcycle on Link 76;
- A rear-end shunt type collision between a car driver and motorcyclist, after the motorcyclist has slowed to react to changing traffic conditions; and
- A collision between a car and a child as the child was crossing the road on a bicycle and the car has failed to react and collided with the child, this collision occurred during the hours of darkness with streetlights present and lit.

204. The following collisions occurred in Cluster 35 and comprised:

- A serious collision between a car and two child pedestrians as the car driver has started off from the traffic signals at the junction;
- A collision between two cars in the middle of the junction as one the cars has failed to followed traffic signals before entering the junction;
- Two collisions between a car and cyclist as the car has turned left without giving way to the cyclist and has collided with the front wheel of the bicycle;
- A collision between a right turning car and a car, whose driver has not adhered to a red traffic signal, and thus collided with the right turning car;
- A collision between a motorcycle and right turning a car, whose driver has not adhered to a red traffic signal, and thus collided with the motorcycle;
- A collision between a cyclist, crossing at a designated crossing and with priority, and a car whose driver has failed to adhere to traffic signals, this collision occurred during the hours of darkness with streetlights present and lit;
- A rear-end shunt type collision between two cars at traffic signals;
- A head-on collision between two cars after one car attempted to evade police cars by driving against the flow of traffic and collided head-on with a car;
- A collision between a car and a pedestrian as the pedestrian has run into the side of a stationary car;
- A collision between a car travelling along Link 76 through the junction and a cyclist travelling across Link 76; and
- A collision between two cars as one has turned right across the path of the other car.

205. The following collisions occurred between Cluster 35 and Cluster 36 and comprised:

- A rear-end shunt type collision between two cars;
- A collision between a child cyclist using a pedestrian crossing and a car driver who did not stop to allow the child to cross;
- A failure to give way by a car driver leaving Sutton Way onto Link 76 led to a collision with a car on Link 76;
- A loss of control by a car driver led to a serious collision with another car and multiple parked cars;

- A collision between a car and two child cyclists crossing the road away from a designated crossing.

206. The following collisions occurred in Cluster 36 and comprised:

- A serious rear-end shunt type collision between a car and an HGV, with the car colliding into the rear of the HGV, this collision occurred during hours of darkness with streetlights present and lit;
- A collision between a right turning car and a pedestrian crossing a side road;
- A collision between a car pulling out of a side road, whose driver has failed to give way and a car on Link 76;
- A loss of control collision involving one car driver losing control and colliding with a road sign;
- A collision between a cyclist on the carriageway and a passing HGV who has collided with the bicycle; and
- A collision between a cyclist turning right off the road, and a car which was following behind.

207. The following collisions occurred between Cluster 36 and Cluster 37, and comprised:

- A collision between a child cyclist crossing the road, at a zebra crossing, and a car, this collision occurred during hours of darkness with streetlights present and lit;
- A collision between a car and a child in the carriageway.

208. The following collisions occurred at Cluster 37, and comprised:

- A serious collision between a car and motorcyclist, which occurred as the motorcyclist has been overtaking the car, the car driver has turned right and collided with the motorcyclist;
- A collision between a right turning car, entering Link 76, and a car travelling along Link 76;
- A collision between a left turning vehicle, exiting Link 76, and a cyclist travelling along Link 76; and
- A collision between a car and a cyclist, as the cyclist has been using a zebra crossing to cross Link 76.

209. The following collisions occurred on Link 76 between Cluster 37 and the junction with links 17 and 18, these comprised:

- A failure to give way by a car driver leaving a side road onto Link 76 led to a collision with a car on Link 76, this collision occurred during the hours of darkness with streetlights present and lit;
- A collision between a pedestrian crossing the road, near to a designated crossing, and a motorcycle;
- A collision between a mobility scooter rider, crossing at a designated crossing, and a car travelling along Link 76;
- A collision between a car and a child pedestrian in the carriageway, this collision occurred during the hours of darkness with streetlights present and lit; and
- Two collisions between cars travelling along Link 76 and cyclists who have failed to give way when entering Link 76 from a side road. One of these collisions occurred during the hours of darkness with streetlights present and lit.

210. To summarise, on Link 76 there were 53 collisions during the study period, these comprised of:

- 18 collisions between pedestrians/cyclists and cars away from designated crossings (including crossings at the give-way lines);
- Nine rear-end shunt type collisions;
- Eight collisions between pedestrians/cyclists and cars at designated crossings;
- Eight failures to give way leadings to collisions between cars;
- Three loss of control collisions;
- Three collisions caused by car drivers failing to adhere to traffic signals and colliding with other cars;
- Two collisions involving cars colliding with mobility scooters;
- One head-on collision involving a car driving on the wrong side of the road during a police incident; and
- One collision between a car and a bicycle with no causation given.

211. It can be considered that there is an emerging pattern of collisions between cars and pedestrians/cyclists on Link 76.

24.2.4 Construction Trip Generation and Assignment

24.2.4.1 Introduction

213. The traffic generation that has informed the assessment presented in **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** was derived and undertaken by way of a 'first principles' approach. The first principles approach generates traffic volumes from an understanding of material quantities and personnel numbers required for the Projects and converts these metrics into vehicle trips.

214. The Applicants have commissioned construction consultants Wardell Armstrong to provide industry expertise to develop the methodologies and quantities that underpin the construction traffic forecasts for the Projects' onshore infrastructure.

215. A realistic worst case traffic demand scenario has been developed by examining:

- The likely minimum construction programme duration (and therefore maximum activity intensity);
- Peak demand for materials and personnel;
- Likely mode share; and
- The assignment of traffic.

216. The assumptions that underpin the worst case scenario are discussed below and have been developed with input from Wardell Armstrong and the Applicant's engineering team.

217. Wardell Armstrong and the Applicant's engineering team have substantial experience gained through the construction of previous projects of a similar scope and scale.

24.2.4.2 Development Scenarios

218. This section provides details of the rationale for the selected worst case Development Scenarios that will be assessed within the **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)**.

219. Following responses to PEIR and updates to the Projects' design envelope, the use of high voltage alternating current (HVAC) technology (previously assessed in PEIR) has been removed as a potential Development Scenario. As a result, only high voltage direct current (HVDC) technology has been taken forward for assessment purposes. **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** considers:

- Either DBS East or DBS West is built in isolation (the In Isolation Scenario); or
- DBS East and DBS West are both built either sequentially or concurrently (the Sequential or Concurrent Scenarios).

220. An In Isolation Scenario has been assessed on the basis that theoretically one Project could be taken forward without the other being built out. If an In Isolation project is taken forward, either DBS East or DBS West may be constructed. As such the onshore assessment considers both DBS East and DBS West In Isolation.

221. If an In Isolation project is taken forward, only the eastern Onshore Converter Station within the substation zone would be constructed. In either the Concurrent or Sequential Scenario, both Onshore Converter Station locations within the substation zone would be taken forward for the onshore assessment.

222. All Development Scenarios have been considered to ensure the realistic worst case scenario for each topic has been assessed. A summary is provided here, and further details are provided in **Volume 7, Chapter 5 Project Description (application ref: 7.5)**.

223. The three Development Scenarios to be considered for assessment purposes are outlined in **Table 24-2-5**.

Table 24-2-5 Development Scenarios and Construction Durations

Development Scenario	Description	Total Maximum Construction Duration (Years)	Maximum construction Duration Onshore (Years)
In Isolation	Either DBS East or DBS West is built in Isolation	Five	Four

Development Scenario	Description	Total Maximum Construction Duration (Years)	Maximum construction Duration Onshore (Years)
Sequential	DBS East and DBS West are both built sequentially, either Project could commence construction first with staggered / overlapping construction	Seven	Construction works (i.e. onshore cable civil works, including duct installation) to be completed for both Projects simultaneously in the first four years, with additional works at the landfall, substation zone and cable joint bays in the following two years. Maximum duration of effects of six years.
Concurrent	DBS East and DBS West are both built concurrently reflecting the maximum peak effects	Five	Four

224. Construction traffic demand for all three scenarios has been derived by Wardell Armstrong. These traffic flows are summarised in **Table 24-2-6** per Onshore Export Cable Corridor section (reflecting the extent of onshore Projects infrastructure that can be served from each access). The extent of each section is depicted graphically on **Figure 24-2-2** and described further in **Table 24-2-7**.

225. Details of the derivation of traffic flows (summarised in **Table 24-2-6**) are provided within **Annex 5**.

Table 24-2-6 Summary of Vehicle Trips Per Scenario

Section	Construction Scenarios					
	In Isolation Peak Daily Vehicle Trips		**Sequential Peak Daily Vehicle Trip**		**Concurrent Peak Daily Vehicle Trip**	
	LVs	HGVs	LVs	HGVs	LVs	HGVs
Onshore export cable route - Section 1	132	59	119	67	132	67
Onshore export cable route - Section 2	121	56	126	78	126	78
Onshore export cable route - Section 3	82	43	97	44	110	49
Onshore export cable route - Section 4a	25	30	20	38	27	41
Onshore export cable route - Section 4b	102	43	91	43	104	43
Onshore export cable route - Section 5	165	60	168	68	174	70

Section	Construction Scenarios					
	In Isolation Peak Daily Vehicle Trips		Sequential Peak Daily Vehicle Trip		Concurrent Peak Daily Vehicle Trip	
	LVs	HGVs	LVs	HGVs	LVs	HGVs
Onshore export cable route - Section 6a	86	44	64	46	110	49
Onshore export cable route - Section 6b	102	41	67	61	104	65
Onshore export cable route - Section 7	86	38	97	53	88	53
Onshore export cable route - Section 8	99	48	97	48	110	48
Onshore export cable route - Section 9	86	39	80	44	82	44
Onshore export cable route - Section 10A1	16	17	14	31	14	31

Section	Construction Scenarios					
	In Isolation Peak Daily Vehicle Trips		Sequential Peak Daily Vehicle Trip		Concurrent Peak Daily Vehicle Trip	
	LVs	HGVs	LVs	HGVs	LVs	HGVs
Onshore export cable route - Section 10A2	91	46	91	46	91	46
Onshore export cable route - Section 10B1	124	47	132	56	148	56
Onshore export cable route - Section 10B2	14	26	16	39	22	41
Onshore export cable route - Section 15 (400kV)	117	48	117	59	121	62
Onshore export cable route - Section 16B1	104	45	97	47	110	51
Onshore substation	231	114	231	120	231	131
Onshore export cable route - Section 14	117	46	104	75	108	75

226. **Table 24-2-6** highlights that the construction of the Projects In Isolation generates lower overall traffic flows than the construction of the Projects sequentially or concurrently and that construction of the Projects concurrently generates the highest flows.

227. Therefore, in isolation and concurrent traffic scenarios represent the bounds of the assessment and to ensure that the traffic and transport assessment is proportionate, no separate assessment of sequential traffic flows is presented.

24.2.4.3 Material and Personnel Demand

228. Section 24.2.4.2 outlines the two worst case scenarios that will be subject to detailed assessment within **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)**, namely:

- In Isolation Scenario – Construction of DBS East or DBS West In Isolation; and
- Concurrent Scenario – Construction of DBS East and DBS West Concurrently.

229. The following section therefore outlines how the traffic generation that has informed the assessment (presented in **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)**, has been derived.

230. **Annex 6** details the forecast quantity of materials and plant movements and associated HGV and LV trips that could be expected for each of the construction activities for the Projects.

231. To ensure that any minor omissions or design changes can be accommodated within the assessed traffic flows the following approach has been applied:

- An appropriate level of contingency (reflecting the uncertainties in the design) has been applied to all HGV and LV trips. Full details are contained within **Annex 6**.
- LV movements contained within **Annex 6** have been based upon one employee to one vehicle, whereas, in reality, many construction employees may car-share, or travel in contractor provided minibuses. (An Outline Construction Traffic Management Plan (**OCTMP**) (**Volume 8, application ref: 8.13**) is submitted alongside the DCO application and contains a range of measures to encourage and promote a reduction in single occupancy vehicle trips amongst construction employees.)

232. Having derived the total traffic demand for the Projects (**Annex 6**), these movements have been distributed into 19 discrete sections reflecting the extent of onshore Projects infrastructure that can be served from each access. The extent of each section is depicted graphically on **Figure 24-2-2** and described further in **Table 24-2-7**.

233. To develop the construction programme, industry guidance for productivity has been utilised to forecast the shortest realistic construction duration for the Projects and therefore maximum intensity.

234. **Annex 7** and **Annex 8** disaggregates the total Projects In Isolation and Concurrent construction traffic demand (contained within **Annex 6**) by section and programme to provide total daily HGV and LV trips per month.

235. It can be observed from **Annex 7** and **Annex 8** that construction traffic demand fluctuates according to the intensity of activities that are occurring at any point in the programme.

236. For the Projects in isolation, it can be observed from **Annex 7** that the most intense period of construction activity would be during month 24 for all vehicles and LVs and month 19 for HGVs.

237. For the Projects concurrently, it can be observed from **Annex 8** that the most intense period of construction activity would be during month 24 for all vehicles and LVs and month 17 for HGVs.

238. **Annex 7** and **Annex 8** highlight during the peak months that:

- For the Projects In Isolation, there could be a combined peak of 1,580 LV trips (month 24) and 469 HGV trips (month 19).
- For the Projects concurrently, there could be a combined peak of 1,646 LV trips (month 24) and 642 HGV trips (month 17).

239. The selection of a discrete peak month per mode would not include a tolerance for 'real-time' programme changes (e.g. slippage/acceleration) and when the trips are assigned, could underestimate impacts on the local highway network. Therefore, to consider a worst case, the peak trips per section are assumed to occur at the same time.

240. The selection of the peak demand per section (selecting orange highlighted cells in **Annex 7** and **Annex 8**) would provide tolerance for any slippage/acceleration in individual sections and generate a theoretical worst case scenario month for the purposes of examining the potential impacts upon the local road network.

241. The use of a theoretical worst case scenario month for the Projects In Isolation results in a peak of:

- 1,876 LV trips per day, compared to the peak 1,580 LV trips per day in month 24; and
- 890 HGV trips per day, compared to the peak of 469 HGV trips per day in month 19.

242. The use of a theoretical worst case scenario month for the Projects concurrently results in a peak of:

- 2,012 LV trips per day, compared to the peak 1,646 LV trips per day in month 24; and
- 1,100 HGV trips per day, compared to the peak of 642 HGV trips per day in month 17.

243. These peaks are therefore adopted for the purposes of considering a worst case scenario on the local road network. This method has the advantage of assessing the peak impact on all local links and is therefore appropriate for applying EATM screening for environmental impacts.

244. However, there is a drawback in this approach in that the potential combined traffic flows on the main A road (the 'collector roads') are unrealistically overestimated by assigning traffic flows for 19 sections of peak activity concurrently. Traffic flows have therefore been capped at:

- The worst case peak month of month 19 when there could be 469 HGV trips per day for the Projects In Isolation; and
- The worst case peak month of month 17 when there could be 642 HGV trips per day for the Projects concurrently.

245. No cap has been applied to LV trips. However, it should be noted that the LV numbers do not include for difficult to predict trips between the Projects accesses (e.g. site supervision) as these would be of an incidental magnitude and unlikely to lead to significant effects.

24.2.4.4 Construction Traffic Assignment

246. Having derived the worst case traffic demand per section, it is necessary to assign the construction traffic to the highway network.

247. A two-stage process to assigning construction traffic movements has been adopted. The first stage assigns traffic from each section to a corresponding access or accesses (known as the destination), and the second stage assigns traffic from the destination to its origin.

24.2.4.4.1 Construction Traffic Assignment (Destinations)

248. The destination for all construction traffic will be the temporary construction accesses (notated AC) from the highway network to the respective sections. **Table 24-2-7** describes the proposed approach to the assignment of the peak construction traffic demand (**Annex 7** and **Annex 8**) per section to a corresponding access (destination). **Figure 24-2-2** depicts the proposed construction accesses.

Table 24-2-7 Proposed Accesses and Associated Sections

Section	Description of Section	Peak Daily Trips per Section Projects In Isolation		Peak Daily Trips per Section Projects Concurrently		Access Strategy	Route
		LVs	HGVs	LVs	HGVs		
Section 1	Section 1 comprises of the landfall and onshore export cable route section from the landfall to a water course west of Bewholme Lane (Dunnington Lane).	132	59	132	67	Traffic accessing the landfall and section of onshore export cable route would use AC1 (east and west)). To allow construction traffic to travel east along the temporary haul road to Landfall from AC1 (east) cross over Hornsea Road at crossing point C1 would be provided. No construction traffic would be permitted to access or egress on to the public highway at crossing point C1. Traffic accessing the section of onshore export cable route west of the B1242 (Link 6) would use AC1 (west). To allow construction traffic to travel east/west along the temporary haul road from AC1 (west) and cross over Bewholme Lane, crossing point C2 would be provided. No construction traffic would be permitted to access or egress on to the public highway at crossing point C2.	It has been agreed with East Riding of Yorkshire Council (at a meeting on the 23/11/2022) to assess the impact of all HGV traffic routeing to AC1 from the north via the B1242 (Link 4) or the west via the B1249 (Link 5). The assessment therefore assigns 50% of HGV traffic to Link 4 and Link 5. It was also agreed that no HGV traffic would travel to AC1 from the south, i.e. from the direction of Atwick and Hornsea.
Section 2	Section 2 comprises of the onshore export cable route section from the water course west of Bewholme Lane (Dunnington Lane) to Nunkeeling Drain.	121	56	126	78	Traffic accessing Section 2 of onshore export cable route would use AC2. To allow construction traffic to travel east along the temporary haul road from AC2 cross over Dunnington Lane, crossing points C3 and C4 would be provided. No construction traffic would be permitted to access or egress on to the public highway at crossing points C3 and C4.	Traffic travelling to AC2 would travel from the west via Link 7 to the A165. No traffic would access from the east.
Section 3	Section 3 comprises of the onshore export cable route from	82	43	110	49	Traffic accessing Section 3 of onshore export cable route would use AC3 (north)	Traffic would travel to AC3 from the west via Link 8 to the A165. No HGV traffic would access from the east.

Section	Description of Section	Peak Daily Trips per Section Projects In Isolation		Peak Daily Trips per Section Projects Concurrently		Access Strategy	Route
		LVs	HGVs	LVs	HGVs		
	Nunkeeling Drain to a watercourse south of Harsell Lane.					and AC3 (south) located on Link 8 (Catfoss Road). To allow construction traffic to travel north from Catfoss Road (Link 8) along the temporary haul and cross over Billings Lane a crossing point C5 would be provided. To allow construction traffic to travel south from Catfoss Road (Link 8) along the temporary haul and cross over Harsell Lane a crossing point C6 would be provided. No construction traffic would be permitted to access or egress on to the public highway at C5 or C6.	
Section 4A	Section 4A comprises of the onshore export cable route to a watercourse south of Harsell Lane to the A1035 (Link 10).	25	30	27	41	Traffic accessing Section 4A of onshore export cable route would use AC4 located on Link 11.	Traffic would travel to AC4 from the west via Link 10 to the A165. No traffic would access from the east. Traffic would travel to AC7 and AC8 from the west via link 10 to the A165/A1035. No traffic would access from the north along link 11 and not HGV traffic would access from the east via Link 11.
Section 4B	Section 4B comprises of the onshore export cable route south of the A1035 (Link 10) to Stream Dike.	102	43	104	43	Traffic accessing Section 4B of onshore export cable route would use AC5 located on Link 10 (A1035). To allow construction traffic to travel south from the A1035 (Link 10) along the temporary haul and cross over Catwick Heads and Rise Lane crossing points C7 and C8 would be provided. No construction traffic would be permitted to access or egress on to the public highway at C7 or C8.	Traffic would travel to AC5 from the west via Link 10 to the A165/A1035. No HGV traffic would access from the east.

Section	Description of Section	Peak Daily Trips per Section Projects In Isolation		Peak Daily Trips per Section Projects Concurrently		Access Strategy	Route
		LVs	HGVs	LVs	HGVs		
Section 5	Section 5 comprises of the onshore export cable route between Stream Dike and Monk Dike.	165	60	174	70	Traffic accessing Section 5 of onshore export cable route would use AC7 (north) located to the north of the A165 (Link 13) and AC7 (south), located to the south of the A165. To allow construction traffic to travel north from the A165 (Link 13) along the temporary haul road and cross over Riston Road a crossing point C9 would be provided. No construction traffic would be permitted to access or egress on to the public highway at C9.	Traffic would travel to AC7 (north) and AC7 south from the north or south via Link 13 (the A165). 50% of the total traffic to Section 5 is assigned to AC7 (north) and 50% to AC7 (south).
Section 6A	Section 6A comprises of onshore export cable route between Monk Dike and a poultry farm track	86	44	110	49	Traffic accessing Section 6A of onshore export cable route would use AC8 located on Link 54 (A1035). To allow construction traffic to travel south from the A1035 (Link 54) along the temporary haul road and cross over Meaux Lane crossing point C10 would be provided. No construction traffic would be permitted to access or egress on to the public highway at C10.	Traffic would travel to AC8 from the east or west via Link 54 (the A1035). No traffic would be permitted to turn right into or out of AC13 (north) and all vehicles would be required to left turn in and out of the access (with vehicles U-turning at the next roundabout if required).
Section 6B	Section 6B comprises of onshore export cable route between a poultry farm track and Holderness Drain.	102	41	104	65	Traffic accessing Section 6B of onshore export cable route would use AC9 (north) located to the north of the A1035 (Link 55) and AC9 (south), located to the south of the A1035.	Traffic would travel to AC9 (north) and AC9 (south) from the east or west via Link 55 (the A1035). 50% of the total traffic to Section 6B is assigned to AC9 (north) and 50% to AC9 (south).
Section 7	Section 7 comprises of the onshore export cable route between	86	38	88	53	Traffic accessing Section 7 of onshore export cable route would use AC10 (east) located to the east of Eske Lane (Link 73)	Traffic would travel to AC10 (east) and AC10 (west) from the south via Link 73 towards the A1035. No traffic would travel from the north via Eske Lane.

Section	Description of Section	Peak Daily Trips per Section Projects In Isolation		Peak Daily Trips per Section Projects Concurrently		Access Strategy	Route
		LVs	HGVs	LVs	HGVs		
	Holderness Drain and the River Hull.					and AC10 (west), located to the west of Eske Lane.	50% of the total traffic to Section 7 is assigned to AC10 (east) and 50% to AC10 (west).
Section 8	Section 8 comprises of the onshore export cable route between the River Hull and the Beverley to Bridlington railway Line.	99	48	110	48	Traffic accessing Section 8 of onshore export cable route would use AC11 located on the A1035 (Link 56).	Traffic would travel to AC11 from the east or west via the A1035 (Link 56).
Section 9	Section 9 comprises of onshore export cable route between the Beverley to Bridlington railway line and Beverley to Market Weighton Rail Trail (Hudson Way).	86	39	82	44	Traffic accessing Section 9 of onshore export cable route would use AC12 located on Ings Road (Link 58).	Traffic would travel to AC12 from the south via Link 58 towards the A164/A1035. No traffic would travel from the north.
Section 10A1	Section 10A1 comprises of the onshore export cable route between the Beverley to Market Weighton Rail Trail (Hudson Way) and the A164.	16	17	14	31	Traffic accessing Section 10A1 of onshore export cable route would use AC14 (east) located to the east of the A164 (Link 59) and AC14 (west), located to the west of the A164.	Traffic would travel to AC14 (east) and AC14 (west) from the south via Link 59 towards the A1035. No HGV traffic would travel from the north via the A164. 50% of the total traffic to Section 10A2 is assigned to AC14 (east) and 50% to AC14 (west).
Section 10A2	Section 10A2 comprises of the onshore export cable route between the A164 and A1035.	91	46	91	46	Traffic accessing Section 10A2 of onshore export cable route would use AC13 (north) located to the north of the A1035 (Link 60).	Traffic would travel to AC13 (north) from the west along the A1035 (Link 60). No traffic would be permitted to right turn into or out of AC13 (north) and all vehicles would be re quired to left turn in and out of the access (with vehicles U-turning at the next roundabout if required).
Section 10B1	Section 10B1 comprises of the onshore export cable	124	47	148	56	Two accesses are proposed to access Section 10B1, access AC13 (south) from the south of the A1035 (Link 60) and a	Traffic would travel to AC13 (south) from the west along the A1035 (Link 60). No traffic would be permitted to right turn into or out of AC13

Section	Description of Section	Peak Daily Trips per Section Projects In Isolation		Peak Daily Trips per Section Projects Concurrently		Access Strategy	Route
		LVs	HGVs	LVs	HGVs		
	route between the A1035 and A1174.					second access AC15 (north) from the A1174 (Link 62).	(south) and all vehicles would be required to left turn in and out of the access (with vehicles U-turning at the next roundabout if required). Access to AC15 would be provided direct from the A1174. All HGV traffic would approach from the west (A1079/A1035), no HGV traffic would travel from the east via Beverley. 50% of the total traffic to Section 10B1 is assigned to AC13 (south) and 50% to AC15 (north).
Section 10B2	Section 10B2 comprises of the onshore export cable route between the A1174 and Newbald Road.	14	26	22	41	Traffic accessing Section 10B2 of onshore export cable route would use AC15 (south) located to the south of the A1174 (Link 62).	Access to AC15 (south) would be provided direct from the A1174. All HGV traffic would approach from the west (A1079/A1035), no HGV traffic would travel from the east via Beverley.
Section 16B1	Section 16B1 comprises of the onshore export cable route between Newbald Road and the A1079.	104	45	110	51	Two accesses are proposed to access section 16B1 from the B1230 (Link 71). One access, AC16 (north) is proposed to the north of the B1230 and a second to the south, AC16 (south).	Traffic would travel to AC16 (north) and AC16 (south) via the B1230 (Link 71) from the west before travelling north on Link 68 towards the A1079 and A1035. No HGV traffic would travel west via Walkington or east towards Beverley.
Section 14 and Onshore Converter Station(s)	Section 14 comprises of the onshore export cable route south of the A1079 to the A164 and the proposed onshore converter substation(s).	348	160	339	206	Access to Section 14 and the proposed Onshore Converter Station(s) is proposed from a new access from the A1079. Access AC-SB4 would comprise of a new access located within an extended layby on the southern side of the road.	Access to AC-SB4 would be provided direct from the A1079. All traffic would approach from the east. No traffic would be permitted to right turn into or out of AC-SB4 and all vehicles would be required to left turn in and out of the access (with vehicles U-turning at the next roundabout if required).

Section	Description of Section	Peak Daily Trips per Section Projects In Isolation		Peak Daily Trips per Section Projects Concurrently		Access Strategy	Route
		LVs	HGVs	LVs	HGVs		
Section 15	Section 15 comprises of the onshore cable between the Onshore Converter Station (s) and National Grid substation.	117	48	121	62	The Applicants are considering two options to access Section 15, AC17 (west) and AC17 (south). AC17 (south) is proposed in the same location as the proposed access to the Hornsea Four onshore substation (from the A1079). AC17 (south) could therefore either provide a temporary connection to the new Hornsea Four access or in the event that Hornsea Four doesn't come forward provide a new access adopting the consented Hornsea Four onshore substation access designs. An alternative access option AC17 (west) to access Section 15 would utilise an existing access road from the A164.	Access to AC17 (west) would be provided direct from the A164. No traffic would be permitted to right turn into or out of AC17 (west) and all vehicles would be required to left turn in and out of the access (with vehicles U-turning at the next roundabout if required). Access to AC17 (east) would be provided direct from the A1079. No traffic would be permitted to right turn into or out of AC17 (east) and all vehicles would be required to left turn in and out of the access (with vehicles U-turning at the next roundabout if required). The assessment assigns 100% of the total Section 15 construction traffic to both AC17 (west) and AC17 (south).

24.2.4.4.2 Construction Traffic Assignment (origins)

249. At the time of drafting the TA (and DCO submission), the supply chain for materials and workforce cannot be informed by early contractor involvement as the procurement process has not commenced. Therefore, for the purpose of the assessment, traffic distribution is based upon worst case assumptions for HGV distributions utilising assumed supply chain origins and refined socio economics data to identify skills and employee origins for employees.

24.2.4.4.2.1 HGV assignment

250. Bulk materials such as concrete and stone aggregate would make up the majority of the total HGV trips for the Projects. A review of the potential supply chain within the TTSA area indicates that while there are a number of local suppliers that may meet some of the demand for Projects, they are unlikely to meet the substantive material demands required of the Projects.

251. It has therefore been assumed that for the purpose of a worst case HGV assessment, HGVs have been distributed towards the ports of Hull (Queen Elizabeth Dock/Port of Hull, King George Dock/Port of Hull and Albert Dock) and located along the A63 and A1033 corridor. To ensure a worst case assessment 100% of HGV traffic has been assigned to all relevant links along the A63 and A1033 links, i.e. 100% of the Projects peak daily HGV traffic has been assigned to links, 21, 22, 26 (detailed on Figure 24-1 of **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)**).

252. It has also been assumed that as a worst case 100% of HGV traffic would travel north from the A63 via the A164 (links 27, 28, 30, 31, 32, 33, 34 and 35) and 100% would also travel north via the A1033 / A1079 (links 19, 74, 75, 40, 45 and 66) from the ports of Hull.

253. In addition to assigning 100% of HGV traffic north from the A63 / A1033 corridor via the A164 and A1033 / A1079, a proportion of the total daily HGV traffic has also been assigned via the A165. Traffic is assigned to the A165 and Marfleet Avenue/Maybury Road (links 76, 17, 16, 15, 14 and 13) as an alternative for HGVs travelling to accesses north of the A165 i.e. accesses AC1 to AC11. The assignment therefore assigns 100% of the HGV traffic travelling to accesses AC1 to AC11 to the Marfleet Avenue/Maybury Road, A164, A1033 / A1079 and A165.

254. The assessment strategy is not intended to preclude the local supply chain, rather trips from any local suppliers (such as quarries, local service suppliers, hand-tool deliveries, etc.) within the TTSA would be captured within extant permissions and baseline traffic flows and therefore are not assessed separately.

24.2.4.4.2.2LV assignment

255. To inform the potential distribution of construction employees for the Projects, the availability of local labour and rented accommodation has been reviewed as part of the socio economics study to inform the potential employee distribution.

256. The types of specialist skills required for projects such as DBS East and DBS West, means that construction personnel often have to be drawn from across the country (referred to as in-migrant labour) and not necessarily from local labour sources.

257. The socio-economic consultant for the Projects has estimated that 70 % of the workforce would be drawn from the local area (known as 'resident' labour). The remaining 30% of the workforce would be sourced from a distance beyond a reasonable daily commute (referred to as 'in-migrant' labour).

258. For the purpose of a proportional assessment for measuring journey times for employees, a single centroid located to the south of Beverley at the intersection of the A1079 and A164 has been selected.

259. Those personnel who are not local (in-migrant labour) i.e. beyond a reasonable daily commute (up to a 60-minute drive), are likely to base themselves within temporary local accommodation.

260. The distribution of local hotel accommodation per post code cluster is outlined within **Annex 9**. The distribution of hotel bed spaces per postcode cluster has been factored using a gravity model, whereby the number of bed spaces is divided by the journey time from the centroid (taken from the google maps route planner during a 7am to 8am neutral weekday).

261. **Annex 9** also assigns each postcode cluster a point of entry onto the highway network to inform the distribution of employees.

262. The distribution of residents within the local area with the relevant skill sets has been examined. The number of residents working in the construction sector per postcode within the region has been informed by Table QS605EW (Industry) derived from the 2011 Census (Office for National Statistics, 2011). The distribution of local employees per postcode cluster is outlined within **Annex 10**.

263. Local employees have been factored using a gravity model, whereby the number of employees is divided by the journey time from the centre of the postcode cluster to the centroid (taken from the google maps route planner during a 7am to 8am neutral weekday). **Annex 10** also shows the assignment of each postcode cluster to a point of entry on to the TTSA to inform the distribution of local employees.

24.2.4.5 Construction Traffic Assignment Summary

264. The peak daily and peak hour LV trips per access have been assigned from their respective origin point of entry to their respective destination (outlined in **Table 24-2-7**). Similarly peak HGV trips per access have been assigned from their respective origin point of entry (via the A63 and A1033) to their respective destination (outlined in **Table 24-2-7**).The resultant assignment of LVs and HGVs is detailed within the following turning count diagrams in annexes:

- **Annex 11** peak daily flows for the Projects in isolation;
- **Annex 12** peak daily flows for the Projects concurrently;
- **Annex 13** AM peak hour flows for the Projects in isolation;
- **Annex 14** AM peak hour flows for the Projects concurrently;
- **Annex 15** PM peak hour flows for the Projects in isolation; and
- **Annex 16** PM peak hour flows for the Projects concurrently.

265. **Annex 17** provides a summary of the forecast worst case peak daily HGV and LV trips on each of the links within the TTSA for the projects in isolation and concurrently, respectively.

24.2.5 Capacity Assessment

24.2.5.1 Introduction

266. The relevant highway authorities have been engaged to identify which parts of the highway network within the TTSA have the potential to exhibit significant driver delay impacts when the construction traffic demand is introduced.

267. **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** outlines that the relevant highway authorities have identified 17 junctions that they consider to be sensitive to increases in the Projects' traffic flow.

268. These junctions are described in **Table 24-2-8** and depicted graphically on **Volume 7, Figure 24-4 (application ref: 7.24.1)**.

Table 24-2-8 Sensitive Junctions

Junction ID	Location	Junction Description
Junction 1	Junction of the A15 and Ferriby Road.	A five arm roundabout.
Junction 2	Junction of the A15, A164 and A1105 (Wingfield Farm Roundabout).	A four arm roundabout.
Junction 3	Junction of the A63, A1033, Southcoates Lane (Southcoates Roundabout).	A four arm roundabout.
Junction 4	Junction of the A1033, King Georges Dock and Littlefair Road (Northern Gateway).	A four arm roundabout.
Junction 5	Junction of the A1033 and Marfleet Ave (Marfleet Roundabout).	A four arm roundabout.
Junction 6	Junction of the A1033, Queen Elizabeth Dock and Somerden Road (Somerden Roundabout).	A four arm roundabout.
Junction 7	Junction of the A1033, Staithes Road, Paull Road and Salt End Lane (Salt End Roundabout).	A five arm roundabout.
Junction 8	Junction of the A1033, Leads Road and West Carr Lane.	A four arm traffic signal controlled roundabout.
Junction 9	Junction of the A1033 and A1165 (Ferry Lane).	A four arm roundabout.

Junction ID	Location	Junction Description
Junction 10	Junction of the A1165 and Chamberlain Road.	A three arm roundabout.
Junction 11	Junction of the A1033 and A1165 (Cleveland Street).	A four arm roundabout.
Junction 12	Junction of the A1033, James Reckitt Avenue and Mount Pleasant.	A four arm roundabout.
Junction 13	Junction of the A165 and A1033.	A four arm signal controlled junction.
Junction 14	Junction of the A164, A1035 and A1174 (Swinemoor Lane Roundabout).	A four arm roundabout.
Junction 15	Junction of the A164, B1232 and Albian Lane (Papa's Roundabout).	A four arm signal controlled roundabout.
Junction 16	Junction of the A164, B1232 and Albian Lane (Killingwoldgraves Roundabout).	A five arm roundabout.
Junction 17	Junction of the A1079, A1033 and A1774 Lane (Dunswell Roundabout).	A four arm roundabout.

269. Junctions 1 to 13 are located in the jurisdiction of National Highways and Hull City Council who have advised that capacity assessments should be secured post DCO determination to include (undetermined) changes in baseline conditions, resultant from a major highway scheme. Therefore, no further assessment of driver delay (capacity) is presented for junctions 1 to 13.

270. A commitment to considering driver delay effects upon junctions 1 to 13 is captured within the **OCTMP** (**Volume 8, application ref: 8.13**), which is secured by DCO Requirement.

271. Junctions 14 to 17 identified by East Riding of Yorkshire Council have been assessed for baseline conditions and with the Projects' construction traffic added to determine the sensitivity value, the magnitude of impact and the resultant significance of effect.

24.2.5.2 Assessment Methodology

272. In order to understand the potential impacts of the Projects construction traffic upon junctions 14, 16 and 17, manually classified turning counts (MCTCs) were commissioned by the Applicants to capture background traffic flows and queue lengths over three neutral weekdays in November 2023 between 06:30 – 09:30 and 16:00 – 19:00. A copy of the MCTCs is provided within **Annex 1**.

273. A fully calibrated junction model with background traffic flows was provided for Junction 15 by East Riding of Yorkshire Council as this junction is currently subject to works to improve capacity.

274. The background traffic flows (presented in **Annex 1**) have been interrogated to establish the morning and evening peak hour periods per junction. In summary it has been established from **Annex 1** that:

- The morning peak hour is 07:15 to 08:15 for Junction 15 and 16, 07:30 to 8:30 for Junction 17 and 08:00 to 09:00 for Junction 14; and
- The evening peak hour is 16:00 to17:00 for Junction 17, 16:30 to 17:30 for junctions 14 and 16 and 16:45 to 17:45 for Junction 15.

275. The working hours for the Projects are 07:00 to 19:00, therefore it is reasonable to assume that the majority of employees will have arrived prior to the morning peak hours and depart after the evening peak hours. However, there may be limited numbers of HGV and LV trips (e.g. administration staff) who would travel during the network peak hours.

276. To consider a worst case scenario, the peak hour flow diagrams presented in **Annex 13** and **Annex 14** for morning peak flows and **Annex 15** and **Annex 16** for evening peak flows for the In Isolation and Concurrent Scenarios respectively adopt the following assumptions:

- LV trips assume a quarter of the employees arrive during the morning network peak hour and depart during the evening network peak hour.
- LV trips assume one LV trip per employee, i.e. no allowance has been made for employees to car-share or use other sustainable transport modes, e.g. walking, cycling, bus, etc.
- A twelfth of the daily HGV trips could occur during the network peak hours, i.e. peak HGV trips are profiled across a 12-hour delivery window.

277. **Annex 18** provides a summary of the surveyed network peak hours (extracted from **Annex 1**), future year network peak hour traffic flows (applying the TEMPro growth factors from **Annex 2**) and forecast peak hour construction traffic flows (from **Annexes 13** to **16**).

278. Modelling of the traffic flows presented in **Annex 18** has been undertaken utilising the following industry standard software:

- Modelling of roundabout junctions (junctions 14, 16 and 17) has been undertaken with the use of the Transport Research Laboratory (TRL) Junctions 10 software; and
- Modelling of traffic signal-controlled junctions (Junction 15) has been undertaken with the use of JCT LinSig Version 3.2 software.

279. When assessing priority and roundabout junction capacity, reference has been made to queue length, delay and Level of Service (LoS). Queue length describes the maximum queue which would form at the junction within the peak hour and is given in number of vehicles. The delay is the average time which each vehicle travelling through the respective arm of the junction would face due to waiting to enter the junction. The junction's Level of Service (LoS) provides an indication of how the junction is operating from A to F, defined as (TRL, 2023):

- A – Free flow
- B – Reasonably free flow
- C – Stable flow
- D – Approaching unstable flow
- E – Unstable flow
- F – Forced or breakdown flow

280. When assessing traffic signal-controlled junction capacity, reference has been made to the Degree of Saturation (DoS) and Practical Reserve Capacity (PRC). DoS and PRC are the standard recognised thresholds for signalised junctions in the UK, with DoS typically reported by junction approach arm and PRC for the whole junction. When values for DoS are above 90% and when PRC is less than 0% a junction is considered to be operating beyond desirable capacity and mitigation measures may be required.

281. When considering queuing at signal controlled junctions, reference has been made to mean max queues (MMQ). A MMQ is the standard recognised way of expressing queue lengths and represents the maximum queue within a typical cycle averaged over all the cycles within a modelled time period. MMQs are expressed in vehicles (veh) for priority junctions and PCUs for signalised junctions (where one PCU is equivalent to a length of approximately 5.75m).

24.2.5.3 Junction Modelling Summary

282. The following section provides a summary of the modelled impacts for the construction of the Projects when compared to background traffic flows.

283. Full modelling outputs are provided within **Annex 19**.

24.2.5.3.1 Junction 14 – Swinemoor Lane Roundabout

284. Junction 14 forms the roundabout junction between the A1350, A1135 and Hull Bridge Road located east of Beverley.

285. **Table 24-2-9** summarises the modelled LoS, queuing and delay for Junction 14 for the forecast year of 2026 with the Projects built in isolation or concurrently for the morning and evening peak hours.

Table 24-2-9 Junction 14 Modelling Results Summary

Arm	AM (08:00-09:00)				PM (16:30-17:30)			
	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS
2023 Surveyed Year								
A1035 (N)	4.2	17.38	C	C	4.0	18.63	C	F
A1035 (E)	2.0	7.37	A		1.3	5.73	A	
A1164 (S)	6.4	27.02	D		38.4	123.65	F	
Hull Bridge Road	4.1	27.27	D		23.6	152.32	F	
2026 Forecast Future Year								
A1035 (N)	6.0	20.10	C	C	7.0	28.19	D	F

Arm	AM (08:00-09:00)				PM (16:30-17:30)			
	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS
A1035 (E)	3.1	8.04	A		1.5	5.69	A	
A1164 (S)	8.3	40.91	E		54.8	169.61	F	
Hull Bridge Road	5.8	38.05	E		49.3	320.68	F	
2026 Future Year + Peak In Isolation Traffic								
A1035 (N)	10.0	35.62	E	F	8.5	32.27	D	F
A1035 (E)	3.6	8.28	A		2.4	6.37	A	
A1164 (S)	30.6	127.75	F		87.8	284.53	F	

Arm	AM (08:00-09:00)				PM (16:30-17:30)			
	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS
Hull Bridge Road	7.9	51.19	F		49.3	316.53	F	
2026 Future Year + Peak Concurrent Traffic								
A1035 (N)	11.6	36.91	E	F	7.3	23.07	C	F
A1035 (E)	2.4	8.62	A		2.1	6.79	A	
A1164 (S)	47.2	189.53	F		92.8	297.53	F	
Hull Bridge Road	9.5	56.32	F		52.9	375.56	F	

286. **Table 24-2-9** shows that the existing junction operates with a LoS of C in the morning peak and a LoS of F in the evening peak and that by 2026 the LoS in the morning would be C and F in the evening peak.

287. With the addition of the Projects' construction traffic the junction would operate with a LoS of F in both the morning and evening peak hours for both the in isolation and concurrent construction scenarios.

288. Noting that the junction would operate with a LoS of F the section 24.6 of **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** includes details of measures to mitigate the Projects effects.

24.2.5.3.2 Junction 15 – Papas Roundabout

289. Junction 15 forms the signalised Papas Roundabout junction between the A164, B1232 and Albion Lane northwest of Willerby.

290. The proceeding tables provide a summary of the modelled queuing, DoS and PRC for Junction 15 for the following scenarios:

- **Table 24-2-10** the base year of 2022;
- **Table 24-2-11** the forecast future year of 2026;
- **Table 24-2-12** the forecast future year of 2026 plus the Projects peak In Isolation traffic; and
- **Table 24-2-13** the forecast future year of 2026 plus the Projects peak Concurrent traffic.

Table 24-2-10 Junction 15 Modelling Results Summary 2022 Base Year

Arm	Lane Description	AM (07:15 to 08:15)		PM (16:45 to 17:45)	
		DoS	MMQ	DoS	MMQ
1/1	Albion Lane Left/Ahead	4.6%	0.2	13.8%	0.6
2/1	A164 Westbound Left/Ahead	77.7%	13.8	88.8%	22.1
3/1	B1232 Left Ahead	82.7%	8.2	89.8%	11.1
4/1	A164 Eastbound	85.2%	16.3	88.9%	19.7

Arm	Lane Description	AM (07:15 to 08:15)		PM (16:45 to 17:45)	
		DoS	MMQ	DoS	MMQ
Overall junction PRC		5.6%		0.2%	

Table 24-2-11 Junction 15 Modelling Summary 2026 Forecast Future Year

Arm	Lane Description	AM (07:15 to 08:15)		PM (16:45 to 17:45)	
		DoS	MMQ	DoS	MMQ
1/1	Albion Lane Left/Ahead	4.7%	0.2	14.2%	0.6
2/1	A164 Westbound Left/Ahead	79.1%	14.2	90.3%	23.2
3/1	B1232 Left Ahead	84.1%	8.5	91.3%	11.8
4/1	A164 Eastbound	86.8%	17.2	90.4%	20.8
Overall junction PRC		3.7%		-1.4%	

Table 24-2-12 Junction 15 Modelling Summary for 2026 Forecast Future Year + the Projects In Isolation.

Arm	Lane Description	AM (07:15 to 08:15)		PM (16:45 to 17:45)	
		DoS	MMQ	DoS	MMQ
1/1	Albion Lane Left/Ahead	5.5%	0.2	15.2%	0.7
2/1	A164 Westbound Left/Ahead	80.3%	14.9	96.2%	30.7

Arm	Lane Description	AM (07:15 to 08:15)		PM (16:45 to 17:45)	
		DoS	MMQ	DoS	MMQ
3/1	B1232 Left Ahead	93.6%	11.5	91.3%	11.8
4/1	A164 Eastbound	94.4%	23.4	94.6%	25.6
Overall junction PRC		-4.9%		-6.9%	

Table 24-2-13 Junction 15 Modelling Summary for 2026 Forecast Future Year + the Projects Concurrently

Arm	Lane Description	AM (07:15 to 08:15)		PM (16:45 to 17:45)	
		DoS	MMQ	DoS	MMQ
1/1	Albion Lane Left/Ahead	5.6%	0.2	15.5%	0.7
2/1	A164 Westbound Left/Ahead	81.4%	15.5	97.3%	33.4
3/1	B1232 Left Ahead	93.9%	11.8	91.3%	11.8
4/1	A164 Eastbound	95.8%	25.8	95.7%	27.3
Overall junction PRC		-6.5%		-8.1%	

291.

292. **Table 24-2-11** shows that the proposed junction improvements being constructed by the East Riding of Yorkshire Council at Junction 15 would mean that by 2026 the PRC in the morning peak would be 3.7% and – 1.4% in the evening peak, i.e. the junction would perform with minimal spare capacity in the morning peak and just over 90% capacity in the evening peak.

293. **Table 24-2-12** and **Table 24-2-13** show that with the addition of the Projects' construction traffic the junction would operate with a negative PRC in both the morning and evening peak hours for both the in isolation and concurrent construction scenarios respectively.

294. Noting that the junction would operate with a negative PRC in the morning and evening hours section 24.6 of **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** includes details of significance assessment and mitigation.

24.2.5.3.3 Junction 16 – Killingwoldgraves Roundabout

295. Junction 16 forms the Killingwoldgraves Roundabout junction between the A1079, A1174, A1035 and Killingwoldgraves Lane west of Beverley.

296. **Table 24-2-14** summarises the modelled LoS, queuing and delay for junction 16 for the forecast year of 2026 with the Projects built in isolation or concurrently for the morning and evening peak hours.

Table 24-2-14 Junction 16 Modelling Results Summary

Arm	AM (07:15-08:15)				PM (16:30-17:30)			
	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS
2023 Survey Year								
A1035 (N)	8.0	25.03	D	C	2.6	11.42	B	C
A1174 (E)	0.7	6.17	A		0.8	5.74	A	
A1079 (S)	3.9	10.74	B		3.1	8.69	A	
Killingwoldgraves Lane	4.3	35.19	E		14.7	98.13	F	
A1079 (W)	1.7	10.31	B		3.4	15.47	C	
2026 Forecast Future Year								
A1035 (N)	6.9	21.71	C	C	2.9	11.52	B	C
A1174 (E)	1.0	6.62	A		0.6	5.57	A	
A1079 (S)	2.7	11.72	B		2.6	9.83	A	

Arm	AM (07:15-08:15)				PM (16:30-17:30)			
	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS
Killingwoldgraves Lane	5.5	44.08	E		15.5	101.31	F	
A1079 (W)	1.8	10.51	B		3.8	15.67	C	
2026 Forecast Future Year + Peak In Isolation Traffic								
A1035 (N)	10.1	31.09	D	C	4.2	14.01	B	E
A1174 (E)	0.7	6.78	A		0.9	6.56	A	
A1079 (S)	5.6	13.81	B		3.9	13.11	B	
Killingwoldgraves Lane	4.5	49.56	E		28.3	183.92	F	
A1079 (W)	1.4	10.76	B		5.0	18.07	C	
2026 Forecast Future Year + Peak Concurrent Traffic								
A1035 (N)	7.5	25.75	D	C	3.1	15.13	C	E

Arm	AM (07:15-08:15)				PM (16:30-17:30)			
	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS
A1174 (E)	0.9	6.57	A		0.9	6.70	A	
A1079 (S)	4.2	13.71	B		3.9	12.03	B	
Killingwoldgraves Lane	5.4	47.51	E		28.9	192.84	F	
A1079 (W)	1.7	11.38	B		5.5	19.62	C	

297. **Table 24-2-14** shows that the existing junction operates with a LoS of C in the morning peak and evening peak and that by 2026 the LoS in the morning would continue to operate with a LoS of C.

298. With the addition of the Projects' construction traffic for both the In Isolation and Concurrent construction scenarios the junction would continue to operate with a LoS of C the morning peak and F in the evening peak.

299. Noting that the junction would operate with a LoS of E and F in the evening peak hour section 24.6 of **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** includes details of the significance assessment and mitigation.

24.2.5.3.4 Junction 17 – Dunswell Roundabout

300. Junction 17 forms the Dunswell Roundabout junction between the A1079, A1174 and A1033 south of Beverley.

301. **Table 24-2-15** summarises the modelled LoS, queuing and delay for Junction 17 for the forecast year of 2026 with the Projects built in isolation or concurrently for the morning and evening peak hours.

Table 24-2-15 Junction 17 Modelling Results Summary

Arm	AM (07:30-08:30)				PM (16:00-17:00)			
	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS
2023 Survey Year								
A1174 (N)	5.1	21.21	C	F	12.8	53.33	F	F
A1033 (E)	68.8	136.35	F		60.2	99.78	F	
A1079 (S)	3.5	11.49	B		25.7	60.43	F	
A1079 (W)	2.7	7.81	A		3.0	8.92	A	
2026 Forecast Future Year								
A1174 (N)	5.8	21.41	C	F	30.6	94.84	F	F
A1033 (E)	78.9	132.57	F		76.1	144.28	F	

Arm	AM (07:30-08:30)				PM (16:00-17:00)			
	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS
A1079 (S)	3.2	11.41	B		26.9	61.25	F	
A1079 (W)	2.7	8.58	A		3.6	9.41	A	
2026 Forecast Future Year + Peak In Isolation Traffic								
A1174 (N)	7.3	30.04	D	F	29.9	104.49	F	F
A1033 (E)	123.3	237.76	F		131.1	256.66	F	
A1079 (S)	3.4	11.57	B		34.7	86.65	F	
A1079 (W)	3.5	9.97	A		5.2	13.08	B	

Arm	AM (07:30-08:30)				PM (16:00-17:00)			
	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS	Queue (vehicles)	Delay (seconds)	LoS	Junction LoS
2026 Forecast Future Year + Peak Concurrent Traffic								
A1174 (N)	8.4	29.89	D	F	31.3	104.49	F	F
A1033 (E)	179.5	368.91	F		149.0	325.52	F	
A1079 (S)	3.3	12.66	B		38.2	85.99	F	
A1079 (W)	4.0	11.05	B		7.3	14.16	B	

302. **Table 24-2-15** shows that the existing junction operates with a LoS of F in the morning peak evening peak and that by 2026 the LoS remain as F.

303. With the addition of the Projects' construction traffic the junction would continue to operate with a LoS of F in both the morning and evening peak hours for both the In Isolation and Concurrent construction scenarios.

304. Noting that the junction would operate with a LoS of F, section 24.6 of **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** includes details of the significance assessment and mitigation.

24.2.6 Access Strategy

305. The proposed access strategy for the Projects is described in **Table 24-2-7** and the approximate location of the proposed accesses and crossings are also shown on **Figure 24-2-2**.

306. It is proposed that (with the exception of the access to the Onshore Converter Station(s)) all other construction accesses and crossings would be temporary and following completion of construction works will be removed.

307. An access strategy has been developed that seeks to reduce the impact of HGV traffic upon the most sensitive communities and to minimise travelling via narrow roads. The access strategy would be facilitated by:

- The construction of a temporary haul road along the onshore export cable route;
- The creation of vehicle crossovers; and
- Controls on vehicle routing.

308. The access locations would allow construction traffic to access and egress from the public highway. Where accesses are located opposite each other, they would also allow construction traffic to cross from one side of the public highway to the other, i.e. to traverse along the temporary haul road and minimise trips on the local highway network.

309. The haul road crossings would allow construction traffic to cross the public highway (but not take direct access), thereby allowing access to be taken from a more suitable location (as detailed in **Table 24-2-7**).

310. Outline access designs and locations for all accesses and crossings have been shared and agreed with East Riding of Yorkshire Council (**Appendix 24-1** refers) and are provided within **Annex 20**.

311. The outline access designs presented in **Annex 20** have been developed to be bespoke to each of the 30/19 access and 25/12 crossing locations and include details of:

- Junction geometry. This has been informed by swept path analysis of each of the proposed junctions using a maximum legal length articulated HGV;
- Visibility splays. The length of the splays have been informed by speed surveys commissioned by the Applicants; and
- Details of the proposed road markings, gates and extents of surfacing.

312. Prior to the commencement of construction, the technical approvals for the access and crossing designs will be submitted to and agreed with East Riding of Yorkshire Council utilising powers under the Highways Act (1980), New Roads and Street Works Act (1991), or equivalent provisions under the DCO. The technical approval process will include submission of finalised drawings, showing full details of access and crossing improvements, including drainage, lighting, signing, and standard construction details.

313. The technical approval documentation will also include Stage 1 and 2 Road Safety Audits and a Road Safety Audit Response Report (on behalf of the designers).

24.2.7 Summary

314. This TA is provided as an appendix (**Appendix 24-2**) to **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)**.

315. This TA constitutes an abridged document providing the technical inputs that inform the ES. This TA therefore presents details of the:

- Derivation of background and future year traffic flows;
- Analysis of baseline road safety conditions;
- Derivation and distribution of construction traffic;
- Details of the junction capacity modelling; and
- Proposed access strategy.

316. **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)** contains the assessment of all scoped in traffic and transport impacts, namely:

- Severance;
- Amenity;
- Road Safety;
- Driver Delay; and
- Abnormal Loads.

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https://www.legislation.gov.uk/ukpga/1980/66/contents/1991-11-01 [Accessed January 2024]

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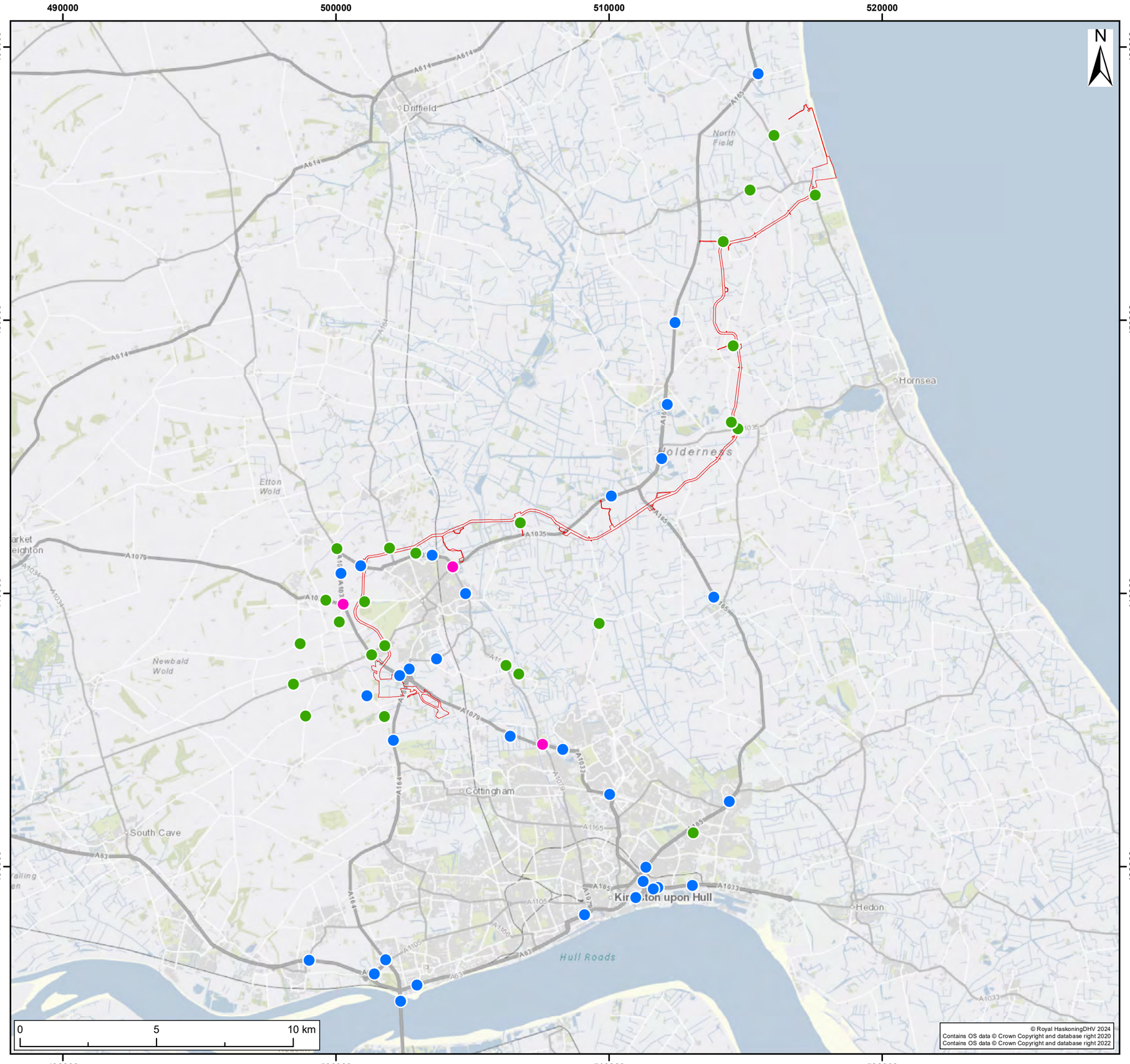
New Roads and Street Works Act (1991). Available at:

https://www.legislation.gov.uk/ukpga/1991/22/contents [Accessed January 2024]

Office for National Statistics (2011), Industry. Available at: https://www.nomisweb.co.uk/census/2011/lc6602ew [Accessed January 2024]

Transport Research Laboratory (2023), Junctions 10 User Guide, Application Guide AG74 (Issue G)

Figure 24-2-1 and Figure 24-2-2





Legend:

- Onshore Development Area
- Automatic Traffic Count Survey
- Department for Transport Count Point
- Manually Classified Turning Count

SUI	REV	DATE	DESCRIPTION	DRW	CHK	APR
S3	P02	03/05/2024	Suitable for review & comment	JH	CB	ST
S2	P01	30/01/2024	Suitable for information	JH	CB	ST

Title:

Traffic Survey Locations

Figure: 24-2-1

Drawing No: PC2340-RHD-ON-ZZ-DR-Z-0701

Co-ordinate system: British National Grid

Page Size: A3

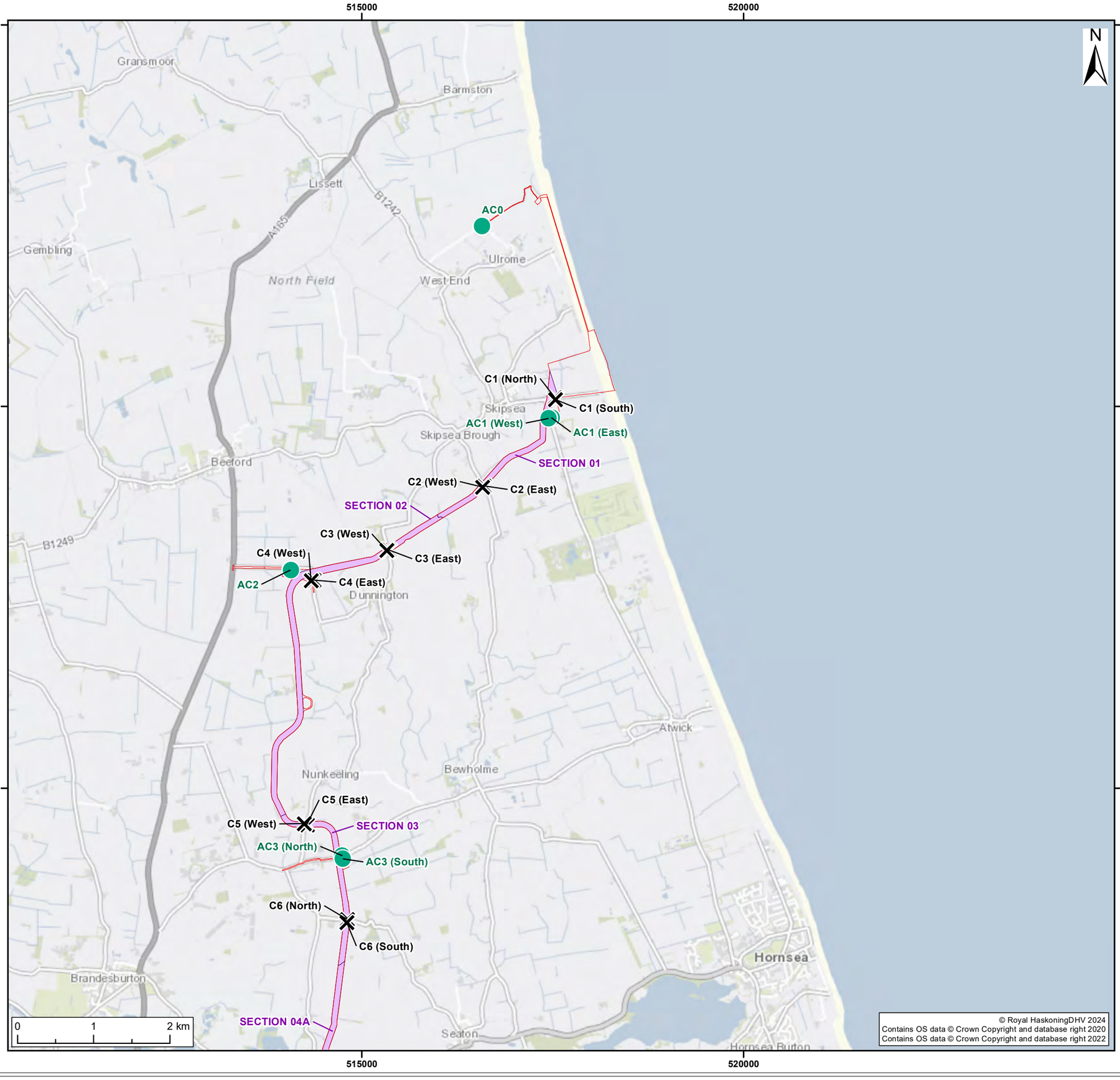
Scale: 1:140,000

Project: Dogger Bank South Offshore Wind Farms

Report: Environmental Statement

Royal HaskoningDHV
Enhancing Society Together

RWE





Legend:

- Onshore Development Area
- Sections of Onshore Cable Route
- Proposed Haul Road Crossings
- Proposed Accesses

S3	P02	03/05/2024	Suitable for review & comment	JH	CB	ST
S2	P01	30/01/2024	Suitable for information	JH	CB	ST
SUI	REV	DATE	DESCRIPTION	DRW	CHK	APR

Title:

Proposed Accesses and Crossings

Figure: 24-2-2a | Drawing No: PC2340-RHD-ON-ZZ-DR-Z-0702

Co-ordinate system:	Page Size:	Scale:
British National Grid	A3	1:50,000

Project:

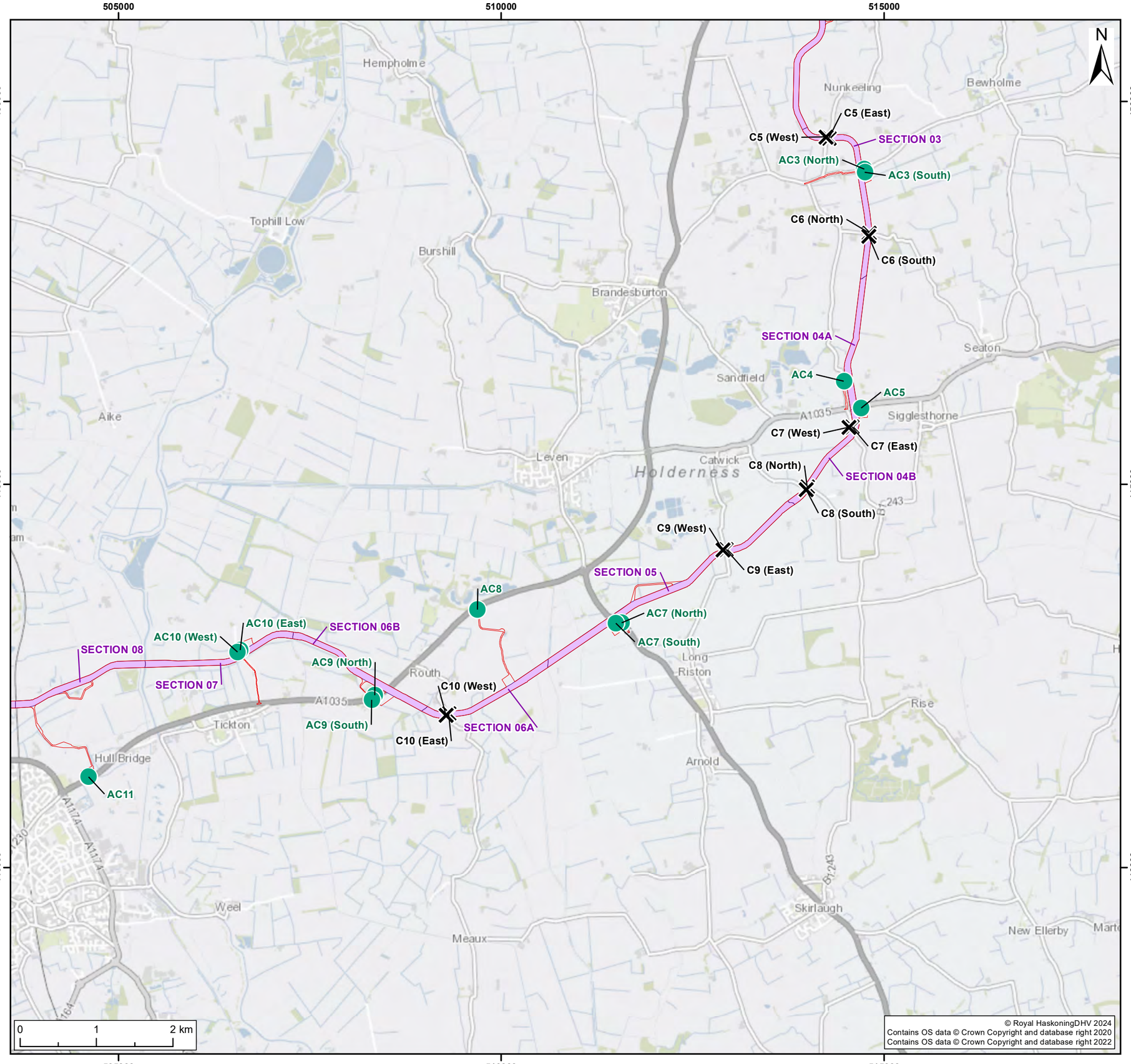
Dogger Bank South Offshore Wind Farms

Report:

Environmental Statement

Royal HaskoningDHV
Enhancing Society Together

RWE





Legend:

- Onshore Development Area
- Sections of Onshore Cable Route
- Proposed Haul Road Crossings
- Proposed Accesses

SUI	REV	DATE	DESCRIPTION	DRW	CHK	APR
S3	P02	03/05/2024	Suitable for review & comment	JH	CB	ST
S2	P01	30/01/2024	Suitable for information	JH	CB	ST

Title:

Proposed Accesses and Crossings

Figure: 24-2-2b | Drawing No: PC2340-RHD-ON-ZZ-DR-Z-0702

Co-ordinate system:	Page Size:	Scale:
British National Grid	A3	1:50,000

Project: Dogger Bank South Offshore Wind Farms

Report: Environmental Statement

Royal HaskoningDHV
Enhancing Society Together

RWE

500000 505000 510000

445000 440000 435000

N

AC8
AC10 (West)
AC10 (East)
SECTION 06B
SECTION 08
SECTION 07
AC9 (North)
AC9 (South)
C10 (West)
C10 (East)
SECTION 06A
SECTION 09
AC14 (West)
AC12
AC14 (East)
AC13 (North)
AC13 (South)
SECTION 10A1
SECTION 10A2
AC11
SECTION 10B1
AC15 (North)
AC15 (South)
SECTION 10B2
SECTION 16B1
AC16 (North)
AC16 (South)
AC-SB4
SECTION 14
AC18
SECTION 15
AC17 (South)
AC17 (West)
C14 (North)
C14 (West)
C14 (South)
C15 (North)
C15 (South)

New Arram
Arram
Leconfield
Etton Wold
Etton
Cherry Burton
Tickton
Routh
Hull Bridge
Molescroft
Beverley
Bishop Burton
Weel
Meaux
Walkington
Woodmansey
Theame
Wawne
Bentley
Dunswell
Midmeredales
Kingswood
Grey Legs
Little Weighton
Skidby
Cottingham
New Village
Rowley
Eppleworth
Inglemire
West

A164 A1035 A1079 A1174 B1230 B1233 A1033

0 1 2 km

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Legend:

- Onshore Development Area
- Sections of Onshore Cable Route
- Proposed Haul Road Crossings
- Proposed Accesses

S3	P02	03/05/2024	Suitable for review & comment	JH	CB	ST
S2	P01	30/01/2024	Suitable for information	JH	CB	ST
SUI	REV	DATE	DESCRIPTION	DRW	CHK	APR

Title:

Proposed Accesses and Crossings

Figure: 24-2-2c | Drawing No: PC2340-RHD-ON-ZZ-DR-Z-0702

Co-ordinate system:	Page Size:	Scale:
British National Grid	A3	1:50,000

Project:

Dogger Bank South Offshore Wind Farms

Report:

Environmental Statement

Royal HaskoningDHV
Enhancing Society Together

RWE

Annex 1 Summary of ATC, MCTC and Queue Length Surveys

ATC SUMMARY REPORT

PROJECT	33178 East Riding Yorkshire
LOCATION	33178-001 - Allison Lane
LOC. DESC.	Allison Lane
START DATE	Tue 01 Nov, 2022
END DATE	Mon 07 Nov, 2022
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Allison Lane, commencing Tue 01 Nov 2022, recorded a total of 18,001 vehicles. The posted speed limit of 30mph was exceeded by 57.7% of vehicles, and the seasonally adjusted, combined AADT value is 2,966 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**18,001**
Avg daily volume (based on 7 days)	2,571.6
Average daily speed (7 days)	31.0mph
Average daily 85%ile (7 days)	35.1mph
AADT (annual average daily traffic)	2,966
Avg weekday volume (Mon-Fri, 24hrs)	2,607.2
Avg weekday speed (Mon-Fri, 24hrs)	31.1mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,330.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	30.9mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**8,920**
Avg daily volume (based on 7 days)	1,274.3
Average daily speed (7 days)	31.4mph
Average daily 85%ile (7 days)	35.2mph
% of vehicles exceeding 30mph	62.4%
Avg weekday volume (Mon-Fri, 24hrs)	1,284.4
Avg weekday speed (Mon-Fri, 24hrs)	31.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,126.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	31.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	35.0mph

SOUTHBOUND ↓

Total recorded volume	**9,081**
Avg daily volume (based on 7 days)	1,297.3
Average daily speed (7 days)	30.7mph
Average daily 85%ile (7 days)	35.1mph
% of vehicles exceeding 30mph	53.0%
Avg weekday volume (Mon-Fri, 24hrs)	1,322.8
Avg weekday speed (Mon-Fri, 24hrs)	30.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,204.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	30.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	34.9mph

SITE LOCATION

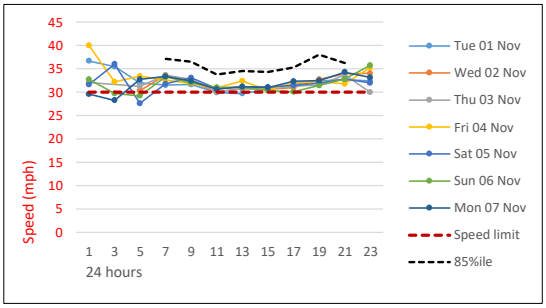


Location	Allison Lane
Lat, lng.	53°59'37.16"N, 0°13'54.00"W
Project & site	33178-001
PSL	30mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

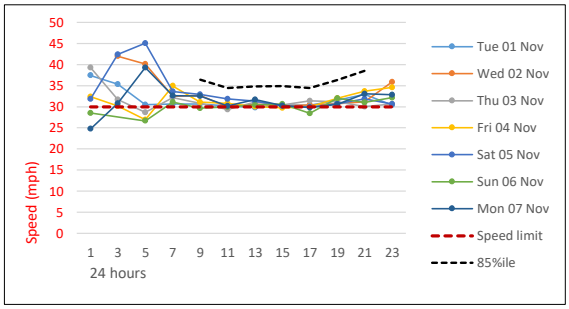
Annex 1

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

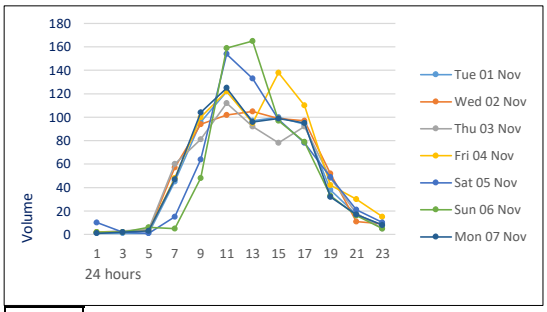


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 35.9mph at 18:45 on Mon 07 Nov, whilst the peak average southbound speed was 37.5mph at 07:00 on Sat 05 Nov (based on 15min averages between 0700 & 1900).

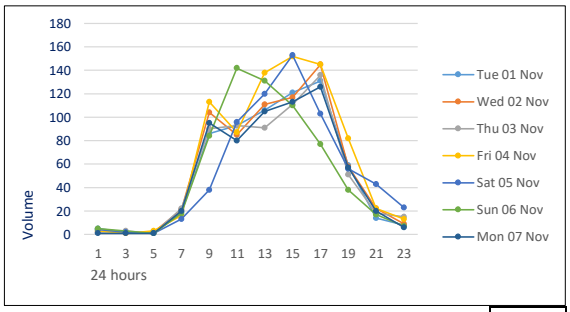
HOURLY VOLUMES

NORTHBOUND ↑



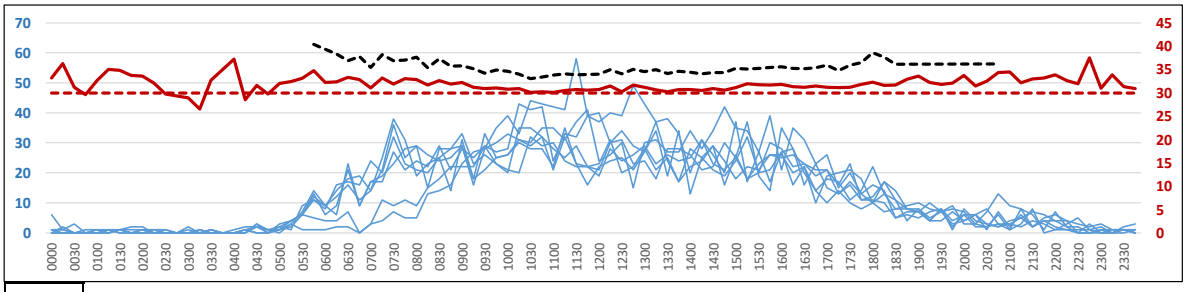
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

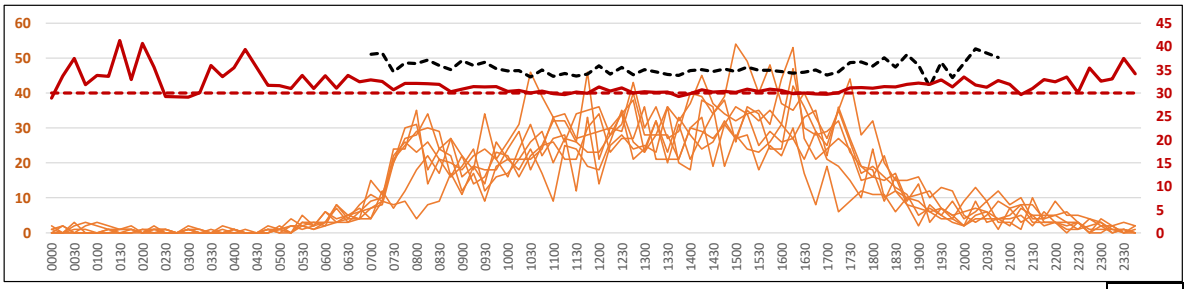


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



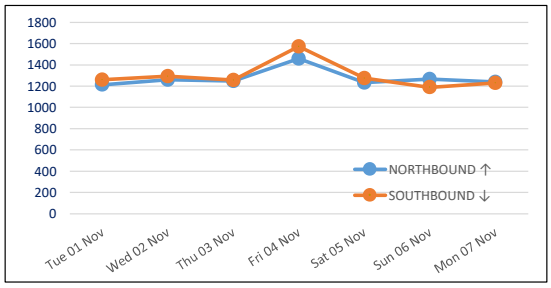
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

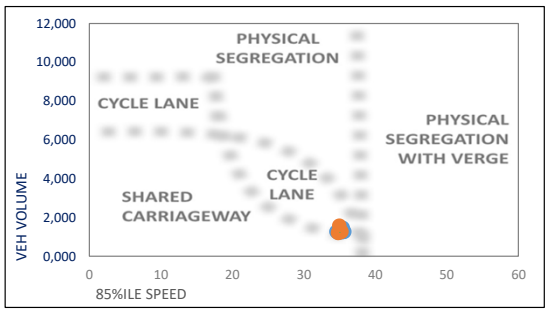
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	2.6	0.0	0.0	0.0	**2.6**
0100	0.0	2.0	0.0	0.0	0.0	**2.0**
0200	0.0	1.3	0.0	0.0	0.0	**1.3**
0300	0.0	1.1	0.0	0.0	0.0	**1.1**
0400	0.0	2.7	0.3	0.0	0.0	**3.0**
0500	0.7	18.3	0.9	0.0	0.0	**19.9**
0600	0.3	39.0	0.3	0.0	0.0	**39.6**
0700	0.4	71.0	2.0	1.3	0.3	**75.0**
0800	0.3	80.1	2.3	1.0	0.1	**83.9**
0900	0.4	100.0	2.4	0.7	0.1	**103.7**
1000	0.4	120.4	6.1	0.6	0.4	**128.0**
1100	0.7	114.9	4.3	0.6	0.7	**121.1**
1200	0.3	108.3	2.9	0.4	0.0	**111.9**
1300	1.1	105.1	2.9	1.3	0.4	**110.9**
1400	2.6	93.9	3.1	1.7	0.0	**101.3**
1500	0.3	94.7	3.3	1.0	0.4	**99.7**
1600	0.1	89.4	1.9	0.7	0.0	**92.1**
1700	0.4	62.6	0.3	0.1	0.0	**63.4**
1800	0.0	41.0	0.7	0.3	0.0	**42.0**
1900	0.1	24.4	0.6	0.1	0.0	**25.3**
2000	0.3	18.3	0.0	0.0	0.0	**18.6**
2100	0.6	15.4	0.3	0.0	0.0	**16.3**
2200	0.1	8.3	0.0	0.1	0.0	**8.6**
2300	0.3	2.9	0.0	0.0	0.0	**3.1**
12hr TTL	**7.1**	**1081.4**	**32.1**	**9.7**	**2.6**	**1133.0**
24hr TTL	**9.6**	**1217.7**	**34.4**	**10.0**	**2.6**	**1274.3**
	1%	96%	3%	1%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	2.6	0.1	0.1	0.0	**2.9**
0100	0.0	2.6	0.0	0.0	0.0	**2.6**
0200	0.0	1.4	0.0	0.0	0.0	**1.4**
0300	0.0	1.7	0.0	0.0	0.0	**1.7**
0400	0.0	1.4	0.0	0.0	0.0	**1.4**
0500	0.4	5.7	0.4	0.0	0.0	**6.6**
0600	0.0	18.0	0.4	0.0	0.0	**18.4**
0700	0.4	52.6	3.7	0.4	0.0	**57.1**
0800	0.0	81.6	4.1	1.1	0.3	**87.1**
0900	0.7	69.6	2.6	1.4	0.6	**74.9**
1000	0.3	91.3	3.7	1.0	0.3	**96.6**
1100	1.1	99.3	6.1	1.1	0.4	**108.1**
1200	0.7	109.7	2.6	1.4	0.1	**114.6**
1300	1.9	103.4	2.6	1.1	0.6	**109.6**
1400	1.3	119.9	3.1	1.0	0.0	**125.3**
1500	1.7	122.4	2.3	1.3	0.1	**127.9**
1600	1.4	120.1	1.3	0.4	0.0	**123.3**
1700	0.1	90.4	1.3	0.3	0.0	**92.1**
1800	0.0	56.6	0.4	0.3	0.0	**57.3**
1900	0.1	29.0	0.1	0.1	0.0	**29.4**
2000	0.0	21.9	0.3	0.1	0.0	**22.3**
2100	0.1	20.1	0.0	0.0	0.0	**20.3**
2200	0.0	11.3	0.0	0.3	0.0	**11.6**
2300	0.0	4.7	0.0	0.1	0.0	**4.9**
12hr TTL	**9.7**	**1116.9**	**33.9**	**11.0**	**2.4**	**1173.9**
24hr TTL	**10.4**	**1237.3**	**35.3**	**11.9**	**2.4**	**1297.3**
	1%	95%	3%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	33178 East Riding Yorkshire
LOCATION	33178-002 - Beeford Road
LOC. DESC.	Beeford Road
START DATE	Tue 01 Nov, 2022
END DATE	Mon 07 Nov, 2022
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Beeford Road, commencing Tue 01 Nov 2022, recorded a total of 8,315 vehicles. The posted speed limit of 60mph was exceeded by 0.8% of vehicles, and the seasonally adjusted, combined AADT value is 1,368 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**8,315**
Avg daily volume (based on 7 days)	1,187.9
Average daily speed (7 days)	42.0mph
Average daily 85%ile (7 days)	48.0mph
AADT (annual average daily traffic)	1,368
Avg weekday volume (Mon-Fri, 24hrs)	1,241.2
Avg weekday speed (Mon-Fri, 24hrs)	42.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,096.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	42.1mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND →

Total recorded volume	**4,157**
Avg daily volume (based on 7 days)	593.9
Average daily speed (7 days)	42.3mph
Average daily 85%ile (7 days)	48.4mph
% of vehicles exceeding 60mph	0.9%
Avg weekday volume (Mon-Fri, 24hrs)	635.2
Avg weekday speed (Mon-Fri, 24hrs)	42.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	569.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	42.3mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	48.2mph

WESTBOUND ←

Total recorded volume	**4,158**
Avg daily volume (based on 7 days)	594.0
Average daily speed (7 days)	41.7mph
Average daily 85%ile (7 days)	47.7mph
% of vehicles exceeding 60mph	0.6%
Avg weekday volume (Mon-Fri, 24hrs)	606.0
Avg weekday speed (Mon-Fri, 24hrs)	41.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	527.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	41.8mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	47.5mph

SITE LOCATION

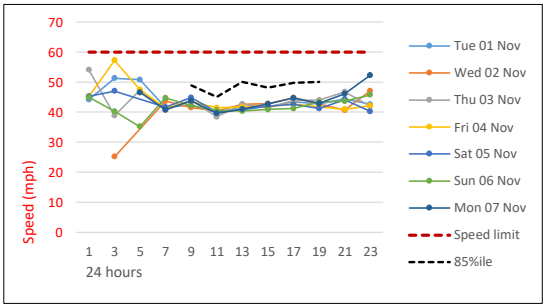
SITE PLAN



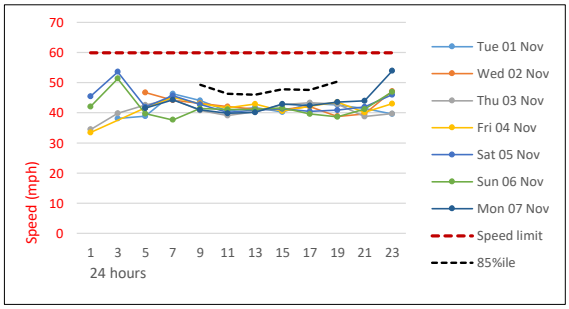
Location	Beeford Road
Lat, lng.	53°58'34.36"N, 0°14'44.20"W
Project & site	33178-002
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

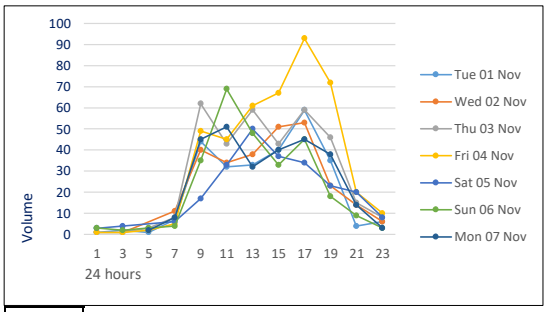


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

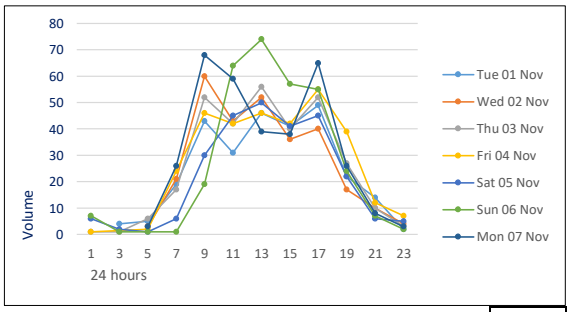
The peak average eastbound daytime speed was 49.9mph at 07:30 on Sun 06 Nov, whilst the peak average westbound speed was 53mph at 18:45 on Tue 01 Nov (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

EASTBOUND →



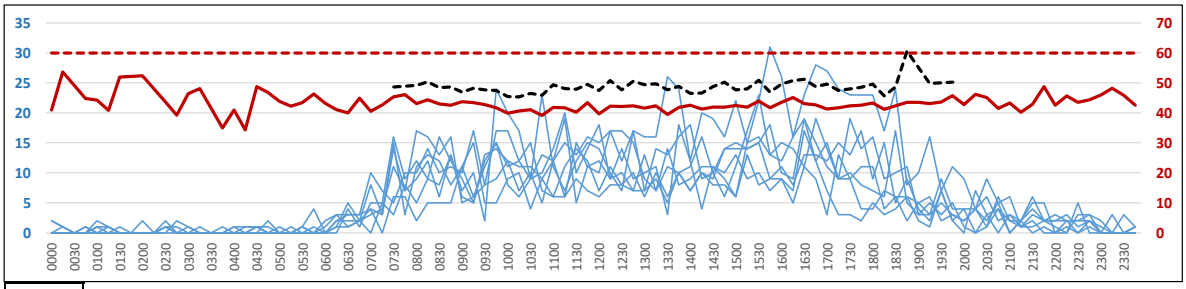
WESTBOUND ←



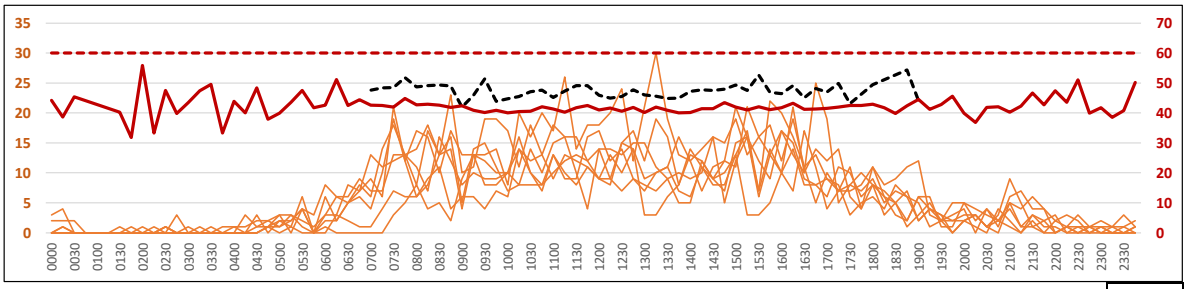
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



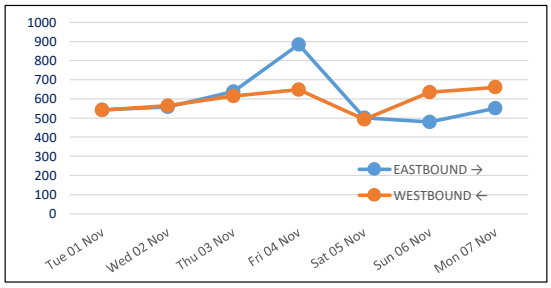
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ←

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

Unusually, the lowest volumes were NOT recorded on a Sunday but on the Saturday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

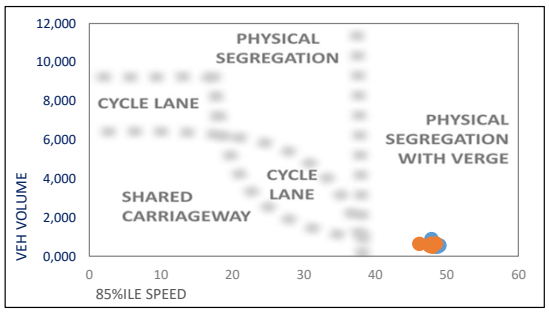
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	1.3	0.0	0.0	0.0	1.3
0100	0.0	1.1	0.0	0.0	0.0	1.1
0200	0.0	1.6	0.0	0.0	0.0	1.6
0300	0.0	0.6	0.0	0.0	0.0	0.6
0400	0.0	1.4	0.1	0.0	0.0	1.6
0500	0.0	1.3	0.0	0.1	0.0	1.4
0600	0.0	6.6	0.1	0.3	0.0	7.0
0700	0.0	24.9	0.3	0.6	0.1	25.9
0800	0.7	38.6	2.0	0.4	0.0	41.7
0900	0.3	38.3	1.4	0.1	0.0	40.1
1000	0.3	41.4	1.3	0.6	0.3	43.9
1100	0.9	43.7	0.6	0.6	0.1	45.9
1200	1.0	43.4	1.0	0.4	0.0	45.9
1300	1.0	41.9	0.7	1.4	0.1	45.1
1400	0.4	42.9	0.7	0.3	0.1	44.4
1500	0.6	53.7	0.9	0.7	0.3	56.1
1600	0.0	54.6	0.3	0.6	0.0	55.4
1700	0.0	47.3	0.3	0.4	0.0	48.0
1800	0.0	36.4	0.0	0.0	0.0	36.4
1900	0.1	18.7	0.9	0.0	0.0	19.7
2000	0.3	13.0	0.3	0.1	0.0	13.7
2100	0.0	8.7	0.1	0.0	0.0	8.9
2200	0.1	6.0	0.1	0.0	0.0	6.3
2300	0.0	1.9	0.0	0.0	0.0	1.9
12hr TTL	**5.1**	**507.0**	**9.4**	**6.1**	**1.1**	**528.9**
24hr TTL	**5.7**	**569.1**	**11.1**	**6.7**	**1.1**	**593.9**
	1%	96%	2%	1%	0%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	2.1	0.0	0.0	0.0	2.1
0100	0.0	0.3	0.0	0.0	0.0	0.3
0200	0.0	1.1	0.0	0.0	0.0	1.1
0300	0.0	0.6	0.0	0.0	0.0	0.6
0400	0.0	2.7	0.3	0.0	0.0	3.0
0500	0.0	6.7	0.0	0.3	0.0	7.0
0600	0.1	15.9	0.1	0.1	0.0	16.3
0700	0.0	35.1	1.0	0.9	0.0	37.0
0800	0.1	43.6	0.6	0.4	0.7	45.4
0900	0.3	39.4	1.6	0.3	0.3	41.9
1000	0.1	44.4	1.6	0.4	0.0	46.6
1100	0.4	49.4	1.1	0.6	0.3	51.9
1200	0.3	50.1	1.1	0.3	0.0	51.9
1300	0.6	43.0	0.7	0.4	0.0	44.7
1400	1.0	39.6	1.3	0.3	0.0	42.1
1500	0.4	49.7	1.4	0.7	0.1	52.4
1600	0.0	50.9	0.3	0.4	0.0	51.6
1700	0.6	31.3	0.1	0.1	0.0	32.1
1800	0.6	24.3	0.1	0.3	0.0	25.3
1900	0.0	12.7	0.1	0.1	0.0	13.0
2000	0.4	8.6	0.6	0.0	0.0	9.6
2100	0.7	11.1	0.0	0.0	0.0	11.9
2200	0.0	3.6	0.1	0.0	0.0	3.7
2300	0.1	2.4	0.0	0.0	0.0	2.6
12hr TTL	**4.4**	**500.9**	**11.0**	**5.1**	**1.4**	**522.9**
24hr TTL	**5.9**	**568.7**	**12.3**	**5.7**	**1.4**	**594.0**
	1%	96%	2%	1%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

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Weather & environmental

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Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

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4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

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ATC SUMMARY REPORT

PROJECT	33178 East Riding Yorkshire
LOCATION	33178-003 - Dunnington Lane
LOC. DESC.	Dunnington Lane
START DATE	Tue 01 Nov, 2022
END DATE	Mon 07 Nov, 2022
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Dunnington Lane, commencing Tue 01 Nov 2022, recorded a total of 905 vehicles. The posted speed limit of 60mph was exceeded by 1.8% of vehicles, and the seasonally adjusted, combined AADT value is 140 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**905**
Avg daily volume (based on 7 days)	129.3
Average daily speed (7 days)	38.6mph
Average daily 85%ile (7 days)	47.5mph
AADT (annual average daily traffic)	140
Avg weekday volume (Mon-Fri, 24hrs)	166.0
Avg weekday speed (Mon-Fri, 24hrs)	38.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	143.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	37.8mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND →

Total recorded volume	**447**
Avg daily volume (based on 7 days)	63.9
Average daily speed (7 days)	40.5mph
Average daily 85%ile (7 days)	49.3mph
% of vehicles exceeding 60mph	3.4%
Avg weekday volume (Mon-Fri, 24hrs)	82.0
Avg weekday speed (Mon-Fri, 24hrs)	40.1mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	70.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	39.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	47.2mph

WESTBOUND ←

Total recorded volume	**458**
Avg daily volume (based on 7 days)	65.4
Average daily speed (7 days)	36.6mph
Average daily 85%ile (7 days)	45.8mph
% of vehicles exceeding 60mph	0.2%
Avg weekday volume (Mon-Fri, 24hrs)	84.0
Avg weekday speed (Mon-Fri, 24hrs)	35.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	73.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	36.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	45.5mph

SITE LOCATION

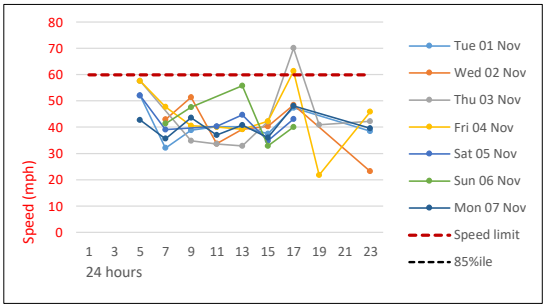
SITE PLAN



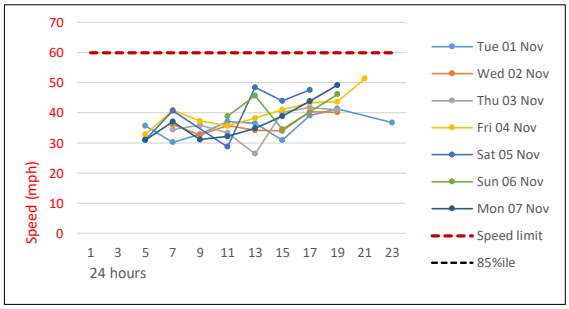
Location	Dunnington Lane
Lat, lng.	53°57'33.99"N, 0°15'41.31"W
Project & site	33178-003
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

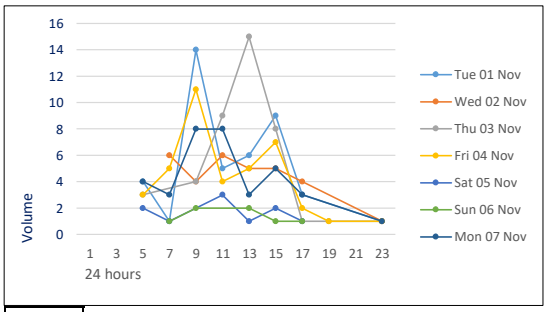


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

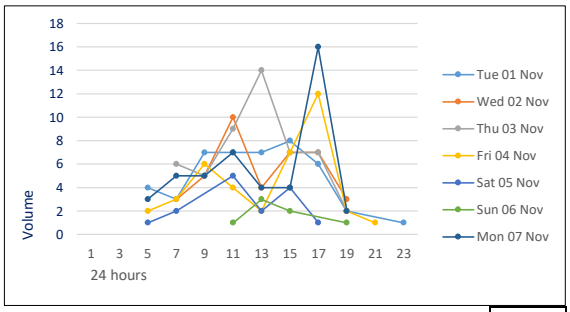
The peak average eastbound daytime speed was 70.1mph at 16:45 on Thu 03 Nov, whilst the peak average westbound speed was 56.5mph at 17:00 on Fri 04 Nov (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

EASTBOUND →



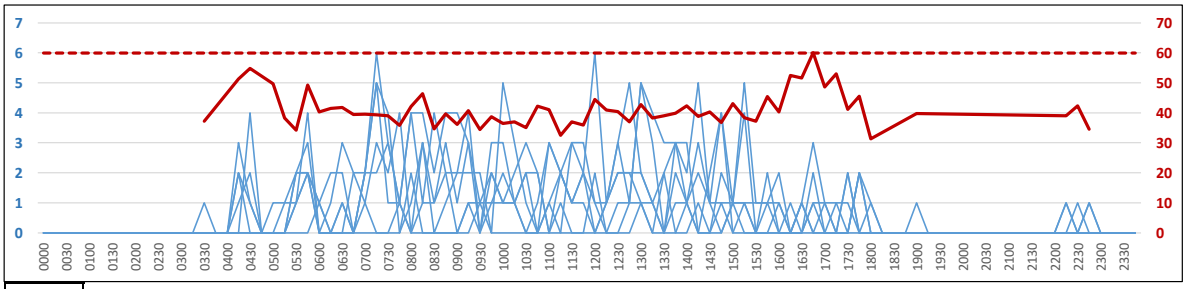
WESTBOUND ←



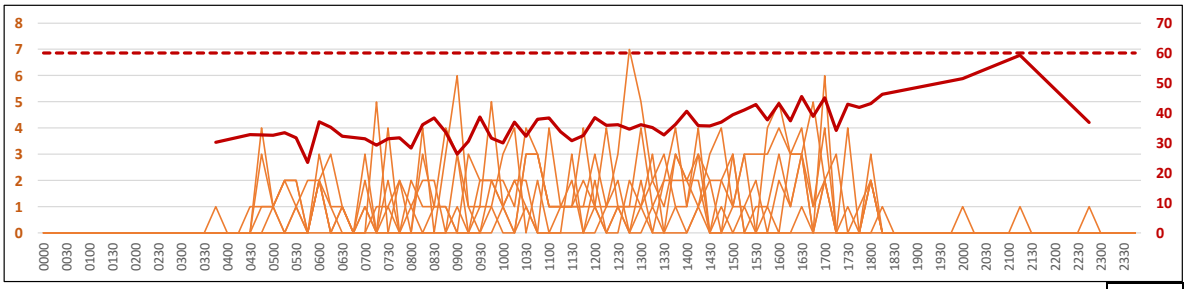
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



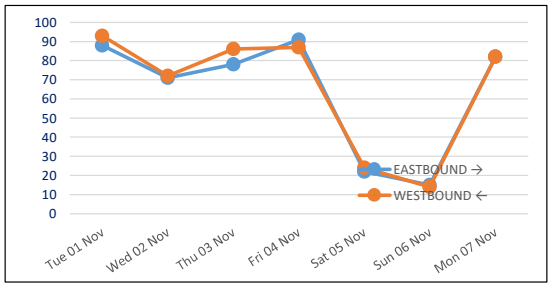
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ←

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Tuesday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

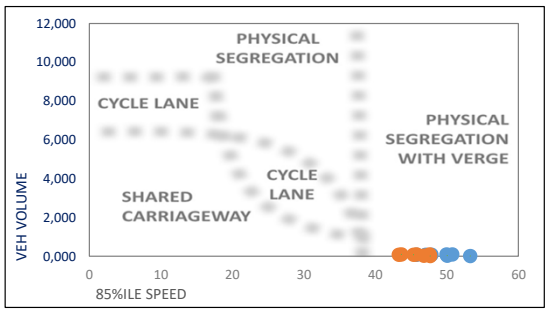
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	**0.0**
0100	0.0	0.0	0.0	0.0	0.0	**0.0**
0200	0.0	0.0	0.0	0.0	0.0	**0.0**
0300	0.0	0.1	0.0	0.0	0.0	**0.1**
0400	0.0	2.3	0.0	0.0	0.0	**2.3**
0500	0.0	3.4	0.0	0.4	0.0	**3.9**
0600	0.0	1.3	0.1	1.0	0.0	**2.4**
0700	0.0	4.3	0.1	3.0	0.0	**7.4**
0800	0.0	3.3	0.3	2.6	0.0	**6.1**
0900	0.0	2.3	0.0	3.0	0.0	**5.3**
1000	0.3	1.9	0.3	2.6	0.0	**5.0**
1100	0.3	2.4	0.3	2.1	0.0	**5.1**
1200	0.1	2.4	0.0	2.7	0.0	**5.3**
1300	0.0	3.1	0.1	3.3	0.0	**6.6**
1400	0.1	2.6	0.4	2.1	0.0	**5.3**
1500	0.3	0.9	0.3	2.0	0.0	**3.4**
1600	0.0	1.3	0.0	0.9	0.0	**2.1**
1700	0.0	2.0	0.0	0.3	0.0	**2.3**
1800	0.0	0.1	0.0	0.1	0.0	**0.3**
1900	0.0	0.1	0.0	0.0	0.0	**0.1**
2000	0.0	0.0	0.0	0.0	0.0	**0.0**
2100	0.0	0.0	0.0	0.0	0.0	**0.0**
2200	0.0	0.7	0.0	0.0	0.0	**0.7**
2300	0.0	0.0	0.0	0.0	0.0	**0.0**
12hr TTL	**1.1**	**26.6**	**1.9**	**24.7**	**0.0**	**54.3**
24hr TTL	**1.1**	**34.6**	**2.0**	**26.1**	**0.0**	**63.9**
	2%	54%	3%	41%	0%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	**0.0**
0100	0.0	0.0	0.0	0.0	0.0	**0.0**
0200	0.0	0.0	0.0	0.0	0.0	**0.0**
0300	0.0	0.1	0.0	0.0	0.0	**0.1**
0400	0.0	0.1	0.0	1.3	0.0	**1.4**
0500	0.0	0.7	0.0	2.1	0.0	**2.9**
0600	0.0	1.7	0.0	1.4	0.0	**3.1**
0700	0.0	1.7	0.1	1.7	0.0	**3.6**
0800	0.0	0.9	0.1	3.0	0.0	**4.0**
0900	0.3	2.3	0.4	2.3	0.0	**5.3**
1000	0.1	2.9	0.3	2.9	0.0	**6.1**
1100	0.0	2.4	0.1	1.6	0.0	**4.1**
1200	0.0	3.1	0.4	1.6	0.0	**5.1**
1300	0.1	4.1	0.3	1.9	0.0	**6.4**
1400	0.0	2.9	0.3	2.4	0.0	**5.6**
1500	0.0	3.6	0.1	0.9	0.0	**4.6**
1600	0.0	6.4	0.0	0.6	0.0	**7.0**
1700	0.0	3.9	0.0	0.0	0.0	**3.9**
1800	0.0	1.7	0.0	0.0	0.0	**1.7**
1900	0.0	0.0	0.0	0.0	0.0	**0.0**
2000	0.0	0.1	0.0	0.0	0.0	**0.1**
2100	0.0	0.1	0.0	0.0	0.0	**0.1**
2200	0.0	0.1	0.0	0.0	0.0	**0.1**
2300	0.0	0.0	0.0	0.0	0.0	**0.0**
12hr TTL	**0.6**	**35.9**	**2.3**	**18.7**	**0.0**	**57.4**
24hr TTL	**0.6**	**39.0**	**2.3**	**23.6**	**0.0**	**65.4**
	1%	60%	3%	36%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	33178 East Riding Yorkshire
LOCATION	33178-004 - Catfoss Road
LOC. DESC.	Catfoss Road
START DATE	Tue 01 Nov, 2022
END DATE	Mon 07 Nov, 2022
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Catfoss Road, commencing Tue 01 Nov 2022, recorded a total of 6,199 vehicles. The posted speed limit of 60mph was exceeded by 0.4% of vehicles, and the seasonally adjusted, combined AADT value is 1,011 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**6,199**
Avg daily volume (based on 7 days)	885.6
Average daily speed (7 days)	32.2mph
Average daily 85%ile (7 days)	36.7mph
AADT (annual average daily traffic)	1,011
Avg weekday volume (Mon-Fri, 24hrs)	911.4
Avg weekday speed (Mon-Fri, 24hrs)	32.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	781.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	32.1mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND →

Total recorded volume	**3,208**
Avg daily volume (based on 7 days)	458.3
Average daily speed (7 days)	32.1mph
Average daily 85%ile (7 days)	36.5mph
% of vehicles exceeding 60mph	0.2%
Avg weekday volume (Mon-Fri, 24hrs)	488.4
Avg weekday speed (Mon-Fri, 24hrs)	32.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	420.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	31.9mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	36.5mph

WESTBOUND ←

Total recorded volume	**2,991**
Avg daily volume (based on 7 days)	427.3
Average daily speed (7 days)	32.3mph
Average daily 85%ile (7 days)	37.0mph
% of vehicles exceeding 60mph	0.7%
Avg weekday volume (Mon-Fri, 24hrs)	423.0
Avg weekday speed (Mon-Fri, 24hrs)	32.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	360.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	32.3mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	37.1mph

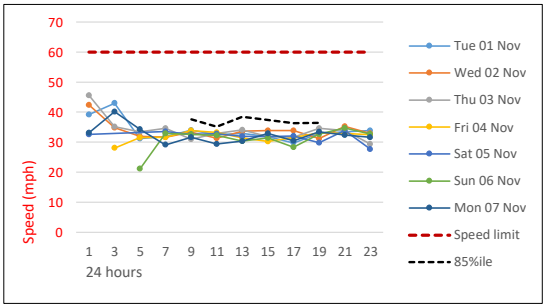
SITE LOCATION



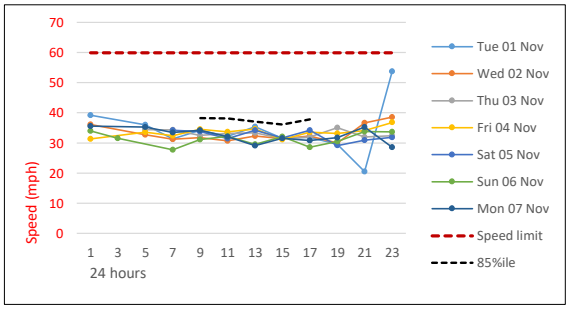
Location	Catfoss Road
Lat, lng.	53°55'30.21"N, 0°15'25.80"W
Project & site	33178-004
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

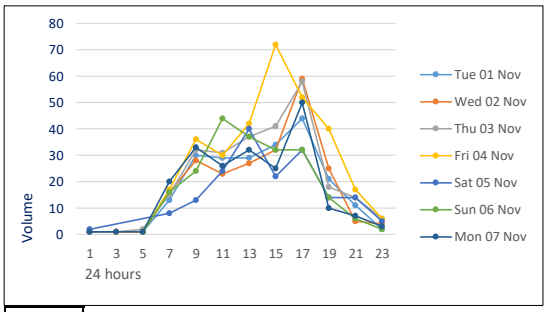


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average eastbound daytime speed was 39.1mph at 08:45 on Fri 04 Nov, whilst the peak average westbound speed was 51.1mph at 09:45 on Wed 02 Nov (based on 15min averages between 0700 & 1900).

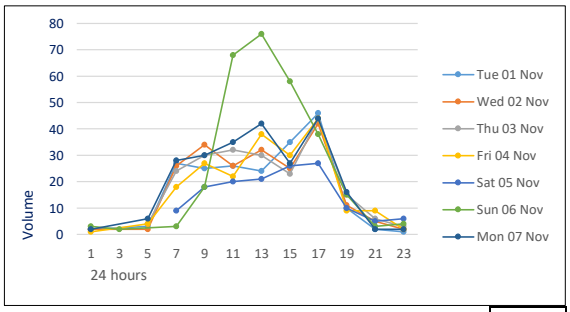
HOURLY VOLUMES

EASTBOUND →



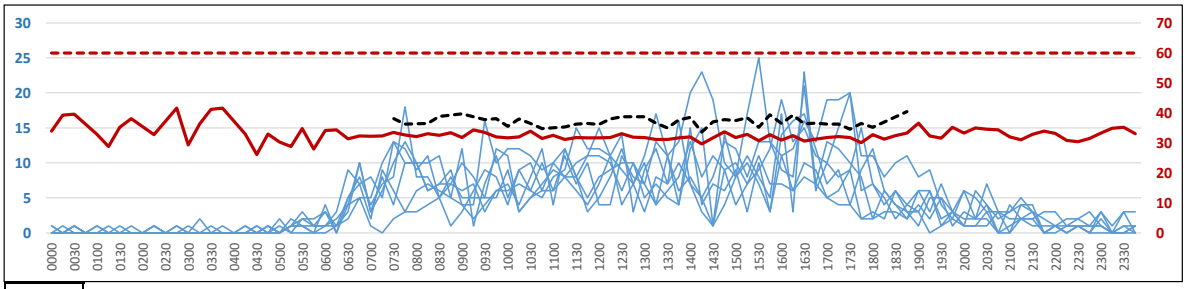
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

WESTBOUND ←

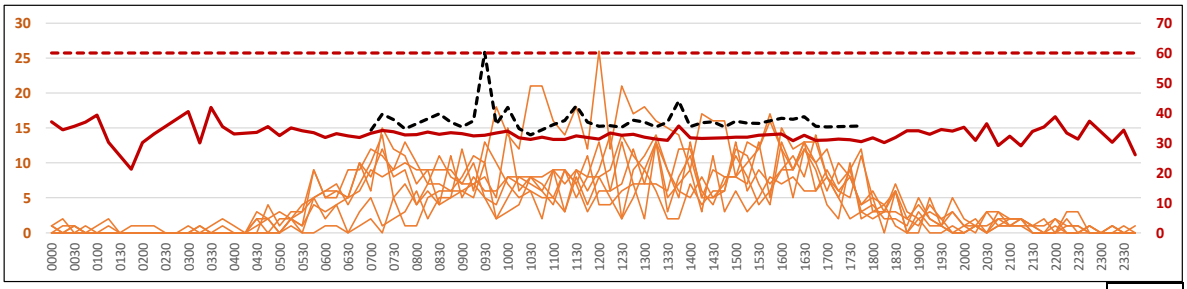


Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.

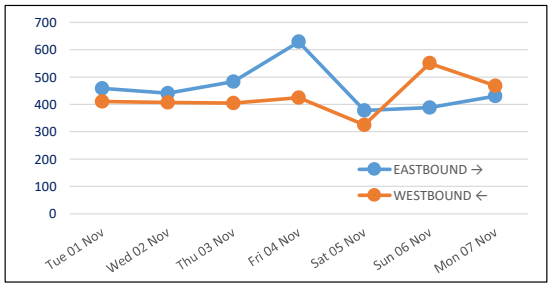


15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ←

Annex 1

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

Unusually, the lowest volumes were NOT recorded on a Sunday but on the Saturday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

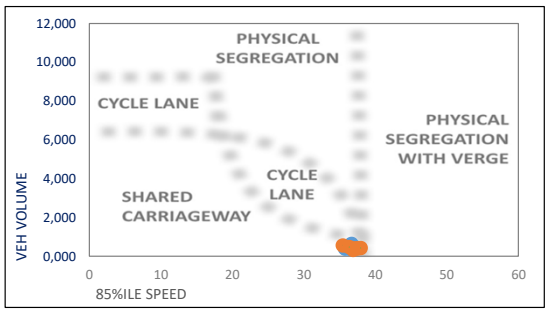
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.9	0.0	0.0	0.0	**0.9**
0100	0.0	0.7	0.0	0.0	0.0	**0.7**
0200	0.0	0.7	0.0	0.0	0.0	**0.7**
0300	0.0	0.7	0.0	0.0	0.0	**0.7**
0400	0.0	1.0	0.0	0.0	0.0	**1.0**
0500	0.0	3.3	0.0	0.1	0.0	**3.4**
0600	0.0	14.7	0.3	0.0	0.0	**15.0**
0700	0.0	27.6	0.1	0.3	0.0	**28.0**
0800	0.0	26.3	1.3	0.4	0.0	**28.0**
0900	0.1	25.4	0.4	0.3	0.0	**26.3**
1000	0.0	27.7	0.4	1.4	0.0	**29.6**
1100	0.3	31.9	0.4	1.4	0.1	**34.1**
1200	0.0	32.4	0.7	1.7	0.0	**34.9**
1300	0.0	32.7	0.1	0.9	0.0	**33.7**
1400	0.3	34.7	0.4	1.4	0.0	**36.9**
1500	0.1	36.1	0.0	1.0	0.0	**37.3**
1600	0.4	46.1	0.0	0.1	0.0	**46.7**
1700	0.3	38.3	0.0	0.1	0.0	**38.7**
1800	0.0	20.1	0.0	0.1	0.0	**20.3**
1900	0.0	14.9	0.0	0.0	0.0	**14.9**
2000	0.0	10.6	0.0	0.0	0.0	**10.6**
2100	0.0	8.3	0.0	0.0	0.0	**8.3**
2200	0.0	3.9	0.0	0.1	0.0	**4.0**
2300	0.0	3.7	0.0	0.0	0.0	**3.7**
12hr TTL	**1.6**	**379.4**	**4.0**	**9.3**	**0.1**	**394.4**
24hr TTL	**1.6**	**442.7**	**4.3**	**9.6**	**0.1**	**458.3**
	0%	97%	1%	2%	0%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	1.4	0.0	0.0	0.0	**1.4**
0100	0.0	0.7	0.0	0.0	0.0	**0.7**
0200	0.0	0.3	0.0	0.0	0.0	**0.3**
0300	0.0	1.0	0.0	0.0	0.0	**1.0**
0400	0.0	2.6	0.1	0.0	0.0	**2.7**
0500	0.0	9.4	0.0	0.4	0.0	**9.9**
0600	0.0	18.4	0.1	0.7	0.0	**19.3**
0700	0.1	29.7	0.3	0.7	0.1	**31.0**
0800	0.3	25.0	0.3	0.4	0.0	**26.0**
0900	0.0	28.4	0.4	1.0	0.0	**29.9**
1000	0.1	30.7	0.6	1.1	0.1	**32.7**
1100	0.1	30.4	0.4	1.3	0.0	**32.3**
1200	0.4	35.9	0.7	0.6	0.0	**37.6**
1300	0.6	32.9	1.0	1.0	0.0	**35.4**
1400	0.1	30.9	0.1	0.9	0.0	**32.0**
1500	0.1	32.6	1.3	1.3	0.3	**35.6**
1600	0.0	39.4	0.3	1.0	0.0	**40.7**
1700	0.0	25.3	0.1	1.1	0.0	**26.6**
1800	0.0	12.1	0.0	0.1	0.0	**12.3**
1900	0.0	7.7	0.0	0.0	0.0	**7.7**
2000	0.1	4.4	0.0	0.0	0.0	**4.6**
2100	0.0	3.9	0.0	0.3	0.0	**4.1**
2200	0.0	2.9	0.0	0.0	0.0	**2.9**
2300	0.0	0.7	0.0	0.0	0.0	**0.7**
12hr TTL	**2.0**	**353.3**	**5.6**	**10.6**	**0.6**	**372.0**
24hr TTL	**2.1**	**406.7**	**5.9**	**12.0**	**0.6**	**427.3**
	1%	95%	1%	3%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

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Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
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These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

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Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

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Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

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ATC SUMMARY REPORT

PROJECT	33178 East Riding Yorkshire
LOCATION	33178-005 - A1035
LOC. DESC.	A1035
START DATE	Tue 01 Nov, 2022
END DATE	Mon 07 Nov, 2022
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on A1035, commencing Tue 01 Nov 2022, recorded a total of 52,361 vehicles. The posted speed limit of 60mph was exceeded by 1.3% of vehicles, and the seasonally adjusted, combined AADT value is 8,603 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**52,361**
Avg daily volume (based on 7 days)	7,480.1
Average daily speed (7 days)	43.2mph
Average daily 85%ile (7 days)	48.3mph
AADT (annual average daily traffic)	8,603
Avg weekday volume (Mon-Fri, 24hrs)	7,685.2
Avg weekday speed (Mon-Fri, 24hrs)	43.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	6,723.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	42.9mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND →

Total recorded volume	**26,094**
Avg daily volume (based on 7 days)	3,727.7
Average daily speed (7 days)	45.8mph
Average daily 85%ile (7 days)	51.4mph
% of vehicles exceeding 60mph	2.2%
Avg weekday volume (Mon-Fri, 24hrs)	3,866.0
Avg weekday speed (Mon-Fri, 24hrs)	45.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	3,448.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	45.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	50.8mph

WESTBOUND ←

Total recorded volume	**26,267**
Avg daily volume (based on 7 days)	3,752.4
Average daily speed (7 days)	40.6mph
Average daily 85%ile (7 days)	45.3mph
% of vehicles exceeding 60mph	0.4%
Avg weekday volume (Mon-Fri, 24hrs)	3,819.2
Avg weekday speed (Mon-Fri, 24hrs)	40.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	3,275.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	40.3mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	44.7mph

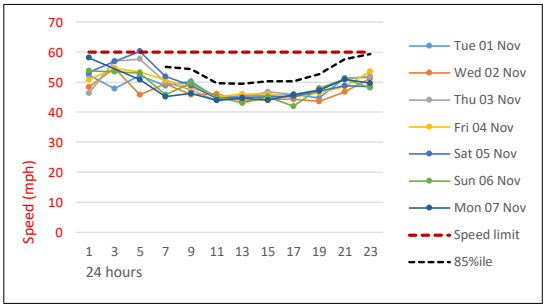
SITE LOCATION



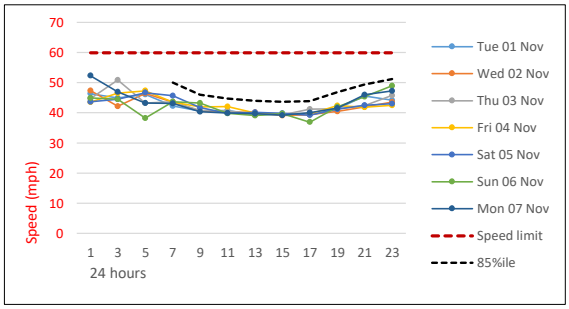
Location	A1035
Lat, lng.	53°53'52.01"N, 0°15'20.12"W
Project & site	33178-005
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

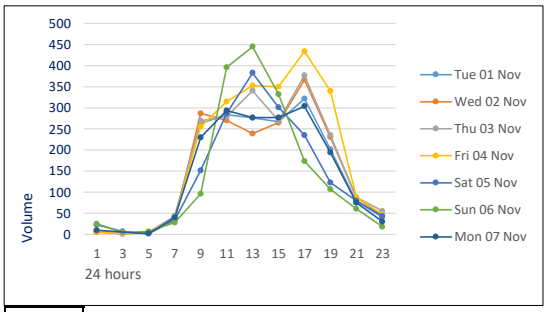


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

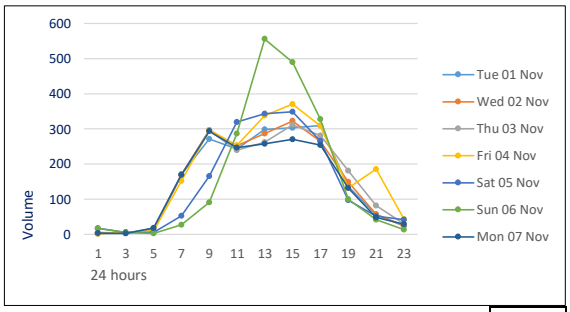
The peak average eastbound daytime speed was 55.2mph at 07:45 on Sun 06 Nov, whilst the peak average westbound speed was 45.9mph at 07:45 on Sat 05 Nov (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

EASTBOUND →



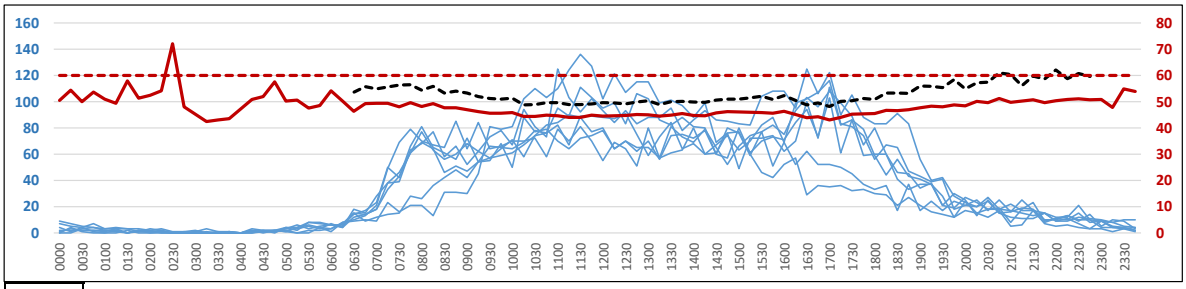
WESTBOUND ←



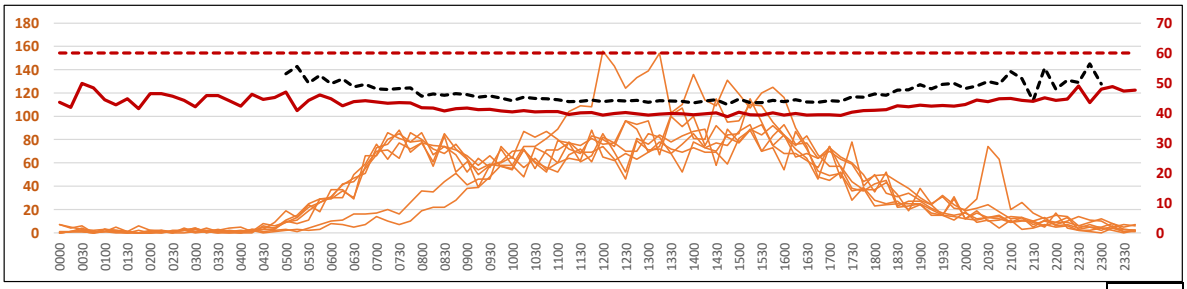
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



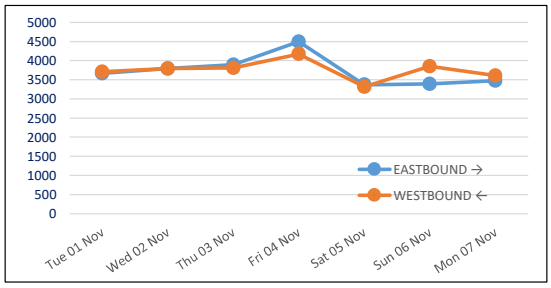
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ←

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

Unusually, the lowest volumes were NOT recorded on a Sunday but on the Saturday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

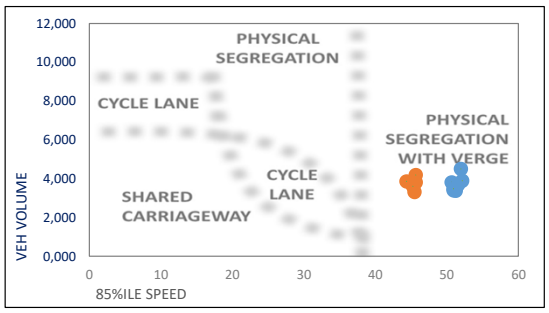
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.6	10.7	0.7	0.0	0.3	**12.3**
0100	0.0	5.6	0.9	0.0	0.0	**6.4**
0200	0.0	2.6	0.4	0.0	0.0	**3.0**
0300	0.0	1.7	0.1	0.0	0.0	**1.9**
0400	0.0	3.9	0.1	0.0	0.0	**4.0**
0500	0.0	12.3	0.9	0.9	0.4	**14.4**
0600	0.1	32.4	1.9	1.7	0.9	**37.0**
0700	0.4	133.3	7.3	3.3	1.9	**146.1**
0800	0.1	205.0	11.0	3.3	2.4	**221.9**
0900	0.6	233.4	9.0	1.0	2.0	**246.0**
1000	1.0	290.3	8.1	2.4	1.7	**303.6**
1100	1.3	352.6	8.6	2.6	1.1	**366.1**
1200	1.1	321.4	5.3	1.7	1.0	**330.6**
1300	1.7	305.6	5.3	2.1	1.1	**315.9**
1400	1.7	279.9	7.7	3.1	2.0	**294.4**
1500	1.0	275.0	7.9	3.0	1.4	**288.3**
1600	3.1	303.7	6.1	1.7	1.4	**316.1**
1700	1.6	293.0	5.4	0.7	0.6	**301.3**
1800	0.7	199.0	3.7	0.3	0.9	**204.6**
1900	0.6	112.4	1.7	0.1	0.4	**115.3**
2000	0.7	77.9	0.9	0.1	0.0	**79.6**
2100	0.1	55.9	1.1	0.0	0.3	**57.4**
2200	0.1	39.0	0.6	0.0	0.0	**39.7**
2300	0.0	21.6	0.0	0.3	0.0	**21.9**
12hr TTL	**14.4**	**3192.1**	**85.4**	**25.3**	**17.6**	**3334.9**
24hr TTL	**16.7**	**3568.0**	**94.7**	**28.4**	**19.9**	**3727.7**
	0%	96%	3%	1%	1%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	6.9	0.3	0.0	0.0	**7.1**
0100	0.0	5.6	0.0	0.0	0.0	**5.6**
0200	0.0	4.6	0.0	0.0	0.0	**4.6**
0300	0.0	5.7	0.3	0.0	0.0	**6.0**
0400	0.0	10.3	0.4	0.0	0.0	**10.7**
0500	0.1	49.9	2.6	0.6	0.0	**53.1**
0600	1.4	124.6	1.3	2.9	0.0	**130.1**
0700	1.7	224.3	5.4	0.6	0.3	**232.3**
0800	0.3	232.7	8.4	2.9	0.0	**244.3**
0900	1.1	216.4	3.3	2.6	0.1	**223.6**
1000	1.6	253.4	6.0	2.0	0.0	**263.0**
1100	1.1	291.6	4.7	2.9	0.0	**300.3**
1200	2.0	325.7	3.0	3.7	0.3	**334.7**
1300	1.7	335.4	3.7	1.1	0.0	**342.0**
1400	1.7	337.3	4.3	2.1	0.0	**345.4**
1500	1.7	355.0	7.6	2.7	0.4	**367.4**
1600	0.6	282.6	2.6	1.9	0.0	**287.6**
1700	0.6	205.4	1.7	0.9	0.0	**208.6**
1800	0.0	129.0	3.0	0.6	0.0	**132.6**
1900	0.7	87.1	1.4	0.4	0.0	**89.7**
2000	0.0	73.4	1.1	0.1	0.0	**74.7**
2100	0.1	42.4	0.0	0.1	0.0	**42.7**
2200	0.4	29.0	0.1	0.1	0.0	**29.7**
2300	0.0	16.6	0.0	0.0	0.0	**16.6**
12hr TTL	**14.1**	**3188.9**	**53.7**	**23.9**	**1.1**	**3281.7**
24hr TTL	**17.0**	**3644.9**	**61.3**	**28.1**	**1.1**	**3752.4**
	0%	97%	2%	1%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	33178 East Riding Yorkshire
LOCATION	33178-007 - Eske Lane
LOC. DESC.	Eske Lane
START DATE	Tue 01 Nov, 2022
END DATE	Mon 07 Nov, 2022
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Eske Lane, commencing Tue 01 Nov 2022, recorded a total of 315 vehicles. The posted speed limit of 60mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 53 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**315**
Avg daily volume (based on 7 days)	45.0
Average daily speed (7 days)	25.9mph
Average daily 85%ile (7 days)	31.5mph
AADT (annual average daily traffic)	53
Avg weekday volume (Mon-Fri, 24hrs)	51.2
Avg weekday speed (Mon-Fri, 24hrs)	25.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	45.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.5mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**158**
Avg daily volume (based on 7 days)	22.6
Average daily speed (7 days)	26.0mph
Average daily 85%ile (7 days)	31.2mph
% of vehicles exceeding 60mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	26.0
Avg weekday speed (Mon-Fri, 24hrs)	25.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	22.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	31.5mph

SOUTHBOUND ↓

Total recorded volume	**157**
Avg daily volume (based on 7 days)	22.4
Average daily speed (7 days)	25.8mph
Average daily 85%ile (7 days)	31.8mph
% of vehicles exceeding 60mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	25.2
Avg weekday speed (Mon-Fri, 24hrs)	25.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	22.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	32.0mph

SITE LOCATION

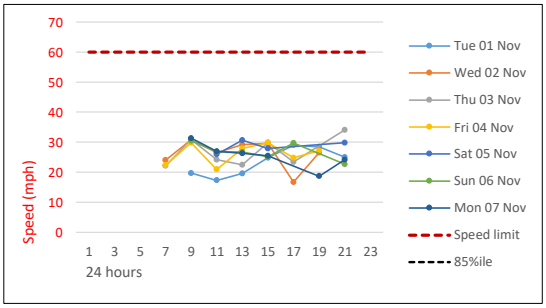


Location	Eske Lane
Lat, lng.	53°52'7.04"N, 0°22'40.85"W
Project & site	33178-007
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

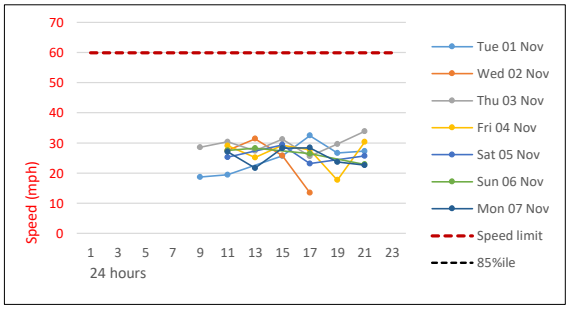
Annex 1

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

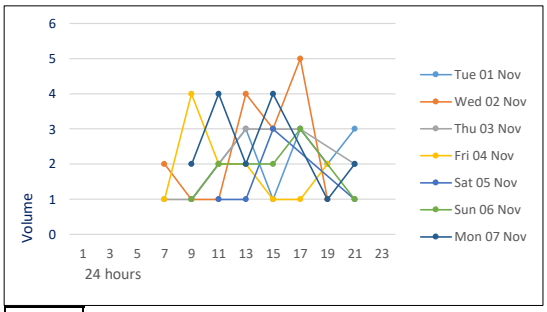


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

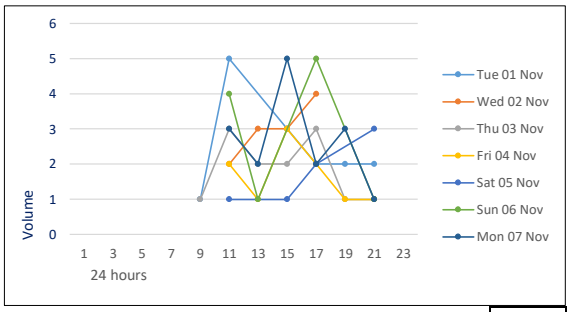
The peak average northbound daytime speed was 40.6mph at 13:15 on Fri 04 Nov, whilst the peak average southbound speed was 41.2mph at 16:00 on Tue 01 Nov (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

NORTHBOUND ↑



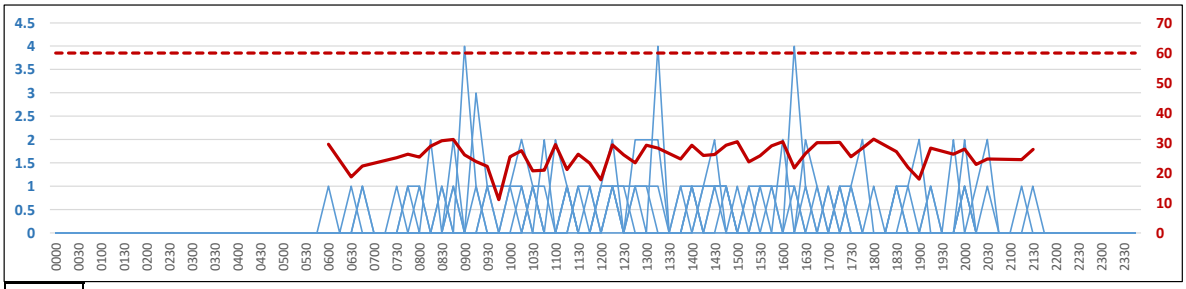
SOUTHBOUND ↓



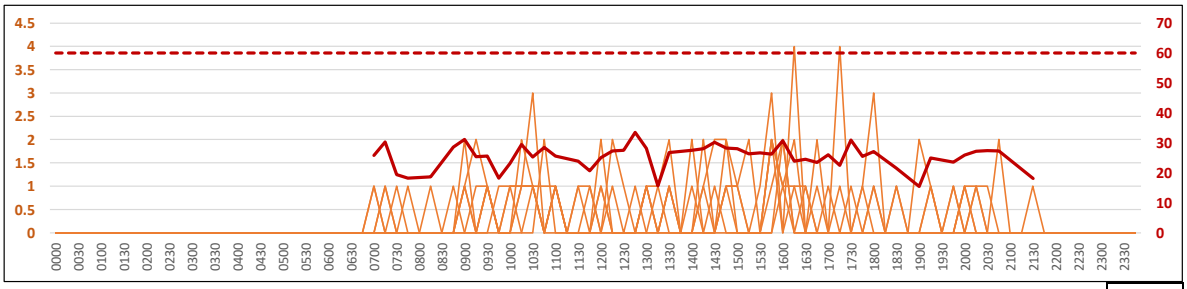
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



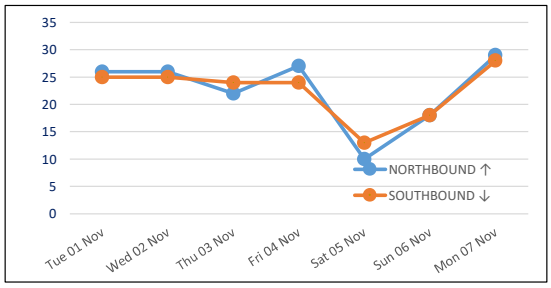
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

Unusually, the lowest volumes were NOT recorded on a Sunday but on the Saturday, whilst the highest was on the Monday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

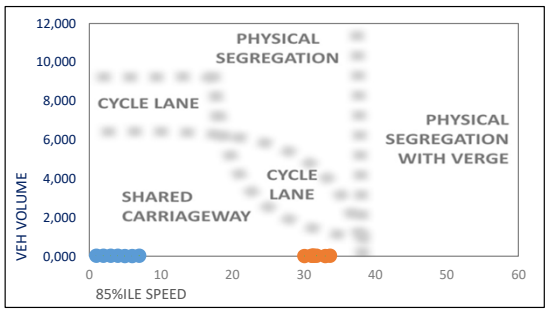
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	**0.0**
0100	0.0	0.0	0.0	0.0	0.0	**0.0**
0200	0.0	0.0	0.0	0.0	0.0	**0.0**
0300	0.0	0.0	0.0	0.0	0.0	**0.0**
0400	0.0	0.0	0.0	0.0	0.0	**0.0**
0500	0.0	0.0	0.0	0.0	0.0	**0.0**
0600	0.0	0.6	0.0	0.0	0.0	**0.6**
0700	0.0	0.3	0.0	0.1	0.0	**0.4**
0800	0.0	1.4	0.0	0.0	0.0	**1.4**
0900	0.1	1.4	0.0	0.3	0.0	**1.9**
1000	0.0	2.0	0.0	0.0	0.0	**2.0**
1100	0.0	1.4	0.0	0.0	0.0	**1.4**
1200	0.0	2.4	0.0	0.0	0.0	**2.4**
1300	0.0	1.7	0.1	0.0	0.0	**1.9**
1400	0.0	2.1	0.3	0.0	0.0	**2.4**
1500	0.0	1.1	0.0	0.1	0.0	**1.3**
1600	0.0	2.1	0.0	0.0	0.0	**2.1**
1700	0.0	1.4	0.0	0.0	0.0	**1.4**
1800	0.0	0.9	0.0	0.0	0.0	**0.9**
1900	0.0	0.9	0.0	0.0	0.0	**0.9**
2000	0.0	1.1	0.1	0.0	0.0	**1.3**
2100	0.0	0.3	0.0	0.0	0.0	**0.3**
2200	0.0	0.0	0.0	0.0	0.0	**0.0**
2300	0.0	0.0	0.0	0.0	0.0	**0.0**
12hr TTL	**0.1**	**18.4**	**0.4**	**0.6**	**0.0**	19.6
24hr TTL	**0.1**	**21.3**	**0.6**	**0.6**	**0.0**	**22.6**
	1%	94%	3%	3%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	**0.0**
0100	0.0	0.0	0.0	0.0	0.0	**0.0**
0200	0.0	0.0	0.0	0.0	0.0	**0.0**
0300	0.0	0.0	0.0	0.0	0.0	**0.0**
0400	0.0	0.0	0.0	0.0	0.0	**0.0**
0500	0.0	0.0	0.0	0.0	0.0	**0.0**
0600	0.0	0.0	0.0	0.0	0.0	**0.0**
0700	0.0	0.9	0.0	0.0	0.0	**0.9**
0800	0.0	0.1	0.0	0.1	0.0	**0.3**
0900	0.0	1.9	0.0	0.1	0.0	**2.0**
1000	0.1	2.6	0.0	0.1	0.0	**2.9**
1100	0.0	1.3	0.0	0.0	0.0	**1.3**
1200	0.0	1.3	0.0	0.0	0.0	**1.3**
1300	0.0	1.4	0.1	0.0	0.0	**1.6**
1400	0.0	2.1	0.1	0.1	0.0	**2.4**
1500	0.0	2.3	0.0	0.0	0.0	**2.3**
1600	0.0	2.7	0.0	0.1	0.0	**2.9**
1700	0.0	1.3	0.0	0.0	0.0	**1.3**
1800	0.0	1.0	0.0	0.0	0.0	**1.0**
1900	0.0	1.0	0.0	0.0	0.0	**1.0**
2000	0.0	1.1	0.1	0.0	0.0	**1.3**
2100	0.0	0.1	0.0	0.0	0.0	**0.1**
2200	0.0	0.0	0.0	0.0	0.0	**0.0**
2300	0.0	0.0	0.0	0.0	0.0	**0.0**
12hr TTL	**0.1**	**18.9**	**0.3**	**0.7**	**0.0**	20.0
24hr TTL	**0.1**	**21.1**	**0.4**	**0.7**	**0.0**	**22.4**
	1%	94%	2%	3%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

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Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

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ATC SUMMARY REPORT

PROJECT	33178 East Riding Yorkshire
LOCATION	33178-008 - Driffield Road
LOC. DESC.	Driffield Road
START DATE	Tue 01 Nov, 2022
END DATE	Mon 07 Nov, 2022
SPEED LIMIT	50mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Driffield Road, commencing Tue 01 Nov 2022, recorded a total of 67,504 vehicles. The posted speed limit of 50mph was exceeded by 17.7% of vehicles, and the seasonally adjusted, combined AADT value is 11,025 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**67,504**
Avg daily volume (based on 7 days)	9,643.4
Average daily speed (7 days)	45.7mph
Average daily 85%ile (7 days)	50.6mph
AADT (annual average daily traffic)	11,025
Avg weekday volume (Mon-Fri, 24hrs)	10,710.8
Avg weekday speed (Mon-Fri, 24hrs)	45.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	9,229.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	44.9mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 51mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**35,072**
Avg daily volume (based on 7 days)	5,010.3
Average daily speed (7 days)	45.5mph
Average daily 85%ile (7 days)	50.5mph
% of vehicles exceeding 50mph	16.8%
Avg weekday volume (Mon-Fri, 24hrs)	5,548.0
Avg weekday speed (Mon-Fri, 24hrs)	45.1mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	4,700.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	44.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	49.3mph

SOUTHBOUND ↓

Total recorded volume	**32,432**
Avg daily volume (based on 7 days)	4,633.1
Average daily speed (7 days)	45.9mph
Average daily 85%ile (7 days)	50.8mph
% of vehicles exceeding 50mph	18.5%
Avg weekday volume (Mon-Fri, 24hrs)	5,162.8
Avg weekday speed (Mon-Fri, 24hrs)	45.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	4,529.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	45.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	49.9mph

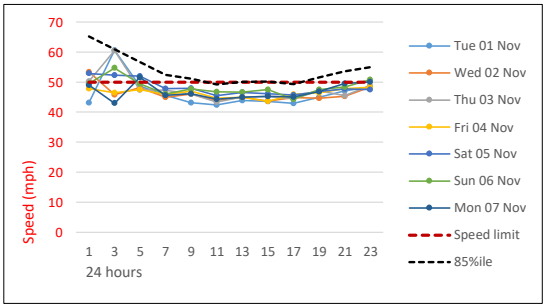
SITE LOCATION



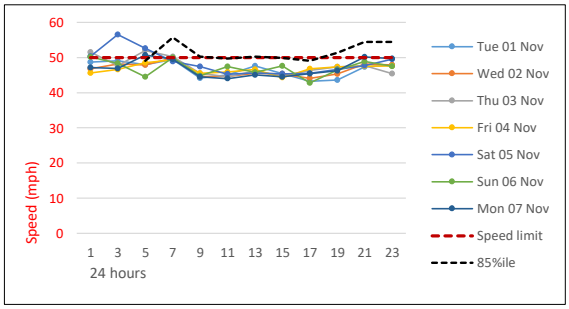
Location	Driffield Road
Lat, lng.	53°51'40.63"N, 0°27'3.55"W
Project & site	33178-008
PSL	50mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

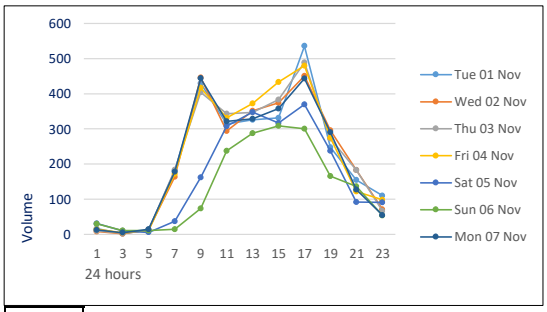


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 50mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 50.3mph at 07:30 on Sun 06 Nov, whilst the peak average southbound speed was 52.3mph at 07:15 on Sat 05 Nov (based on 15min averages between 0700 & 1900).

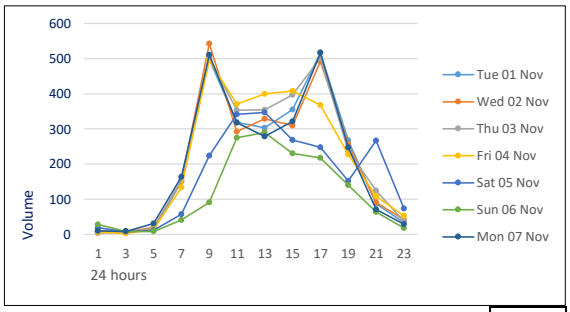
HOURLY VOLUMES

NORTHBOUND ↑



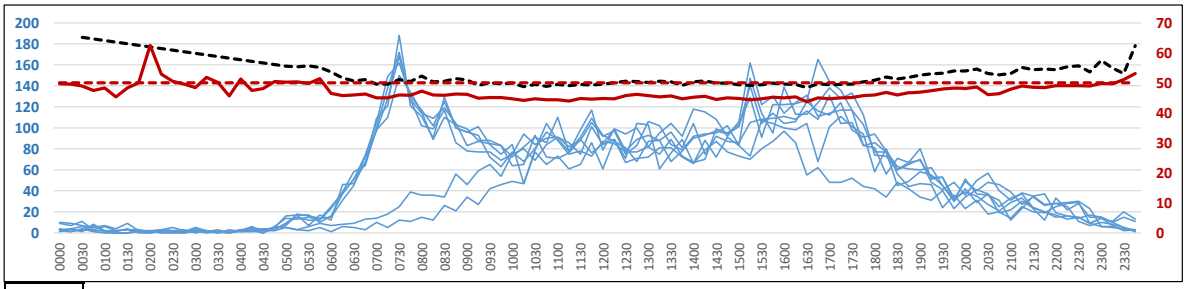
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

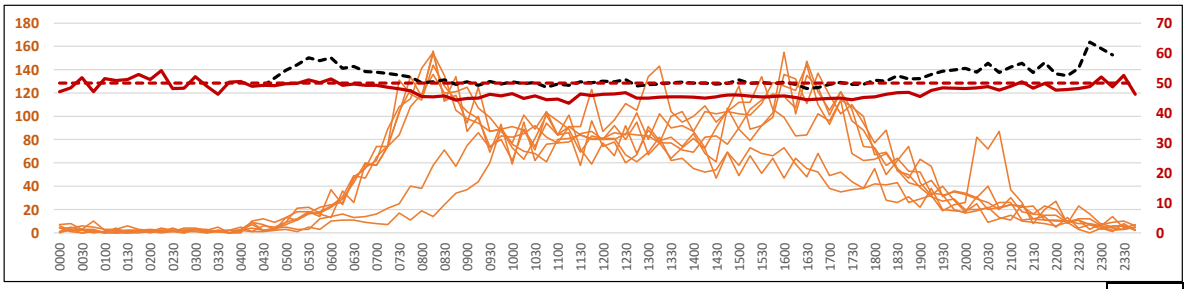


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



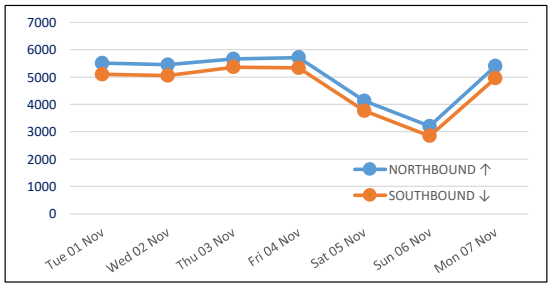
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

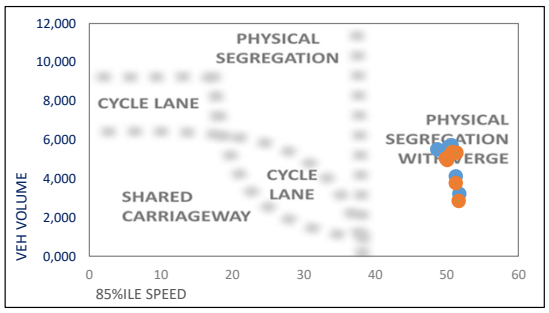
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	16.7	0.7	0.1	0.0	17.6
0100	0.1	8.0	0.3	0.0	0.0	8.4
0200	0.0	5.4	0.1	0.0	0.0	5.6
0300	0.0	5.0	0.1	0.6	0.0	5.7
0400	0.4	9.9	0.6	0.7	0.0	11.6
0500	0.1	39.4	1.3	2.9	0.0	43.7
0600	0.4	122.0	5.0	5.1	0.4	133.0
0700	2.7	377.0	7.7	7.7	0.3	395.4
0800	0.6	325.9	8.0	4.9	0.3	339.6
0900	0.7	278.4	6.4	6.9	0.4	292.9
1000	1.4	289.7	5.9	8.3	1.7	307.0
1100	1.6	321.3	7.9	11.0	1.0	342.7
1200	2.0	321.3	5.3	8.4	0.3	337.3
1300	1.1	324.3	6.0	7.7	0.4	339.6
1400	2.6	336.1	9.0	9.3	0.9	357.9
1500	0.9	404.4	5.1	9.9	0.9	421.1
1600	2.3	428.0	3.6	4.0	0.6	438.4
1700	2.0	403.9	3.4	3.0	0.4	412.7
1800	1.3	247.4	3.6	2.6	0.1	255.0
1900	0.9	182.3	1.0	1.1	0.0	185.3
2000	0.1	136.6	2.0	4.0	0.0	142.7
2100	0.4	105.7	0.0	0.9	0.0	107.0
2200	0.9	75.9	0.9	0.0	0.3	77.9
2300	0.1	31.6	0.3	0.1	0.1	32.3
12hr TTL	**19.1**	**4057.7**	**71.9**	**83.6**	**7.3**	**4239.6**
24hr TTL	**22.7**	**4796.1**	**84.1**	**99.1**	**8.1**	**5010.3**
	0%	96%	2%	2%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	12.0	0.3	0.0	0.0	12.3
0100	0.0	4.9	0.6	0.3	0.0	5.7
0200	0.0	6.3	0.3	0.3	0.0	6.9
0300	0.0	6.6	0.3	0.1	0.0	7.0
0400	0.0	15.7	0.1	0.7	0.0	16.6
0500	0.1	43.1	1.4	3.3	0.1	48.1
0600	0.9	115.9	2.6	2.4	0.0	121.7
0700	1.3	273.4	5.9	1.4	0.4	282.4
0800	2.4	395.9	5.7	5.3	0.1	409.4
0900	1.3	335.1	4.6	6.6	0.1	347.7
1000	1.6	310.4	6.9	5.1	0.1	324.1
1100	2.1	321.3	5.6	6.3	0.6	335.9
1200	1.1	316.7	6.3	4.3	0.4	328.9
1300	2.9	327.3	5.9	7.0	0.0	343.0
1400	2.1	317.0	4.9	3.0	0.1	327.1
1500	1.4	359.6	4.7	5.7	0.0	371.4
1600	2.9	398.4	4.6	2.7	0.1	408.7
1700	1.6	323.6	4.4	2.1	0.0	331.7
1800	0.9	214.6	3.1	0.3	0.0	218.9
1900	1.0	131.3	2.7	0.7	0.0	135.7
2000	0.4	114.6	1.1	0.0	0.0	116.1
2100	0.0	68.6	2.4	0.3	0.0	71.3
2200	0.1	39.6	0.7	0.4	0.1	41.0
2300	0.0	20.4	0.7	0.3	0.0	21.4
12hr TTL	**21.6**	**3893.3**	**62.4**	**49.9**	**2.1**	**4029.3**
24hr TTL	**24.1**	**4472.1**	**75.7**	**58.7**	**2.4**	**4633.1**
	1%	97%	2%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

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4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

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ATC SUMMARY REPORT

PROJECT	33178 East Riding Yorkshire
LOCATION	33178-009 - A1174
LOC. DESC.	A1174
START DATE	Tue 01 Nov, 2022
END DATE	Mon 07 Nov, 2022
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on A1174, commencing Tue 01 Nov 2022, recorded a total of 39,539 vehicles. The posted speed limit of 60mph was exceeded by 0.8% of vehicles, and the seasonally adjusted, combined AADT value is 6,465 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**39,539**
Avg daily volume (based on 7 days)	5,648.4
Average daily speed (7 days)	44.4mph
Average daily 85%ile (7 days)	49.9mph
AADT (annual average daily traffic)	6,465
Avg weekday volume (Mon-Fri, 24hrs)	5,921.4
Avg weekday speed (Mon-Fri, 24hrs)	44.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	5,129.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	44.2mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND →

Total recorded volume	**19,269**
Avg daily volume (based on 7 days)	2,752.7
Average daily speed (7 days)	45.0mph
Average daily 85%ile (7 days)	50.7mph
% of vehicles exceeding 60mph	0.9%
Avg weekday volume (Mon-Fri, 24hrs)	2,877.6
Avg weekday speed (Mon-Fri, 24hrs)	45.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,534.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	44.9mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	50.5mph

WESTBOUND ←

Total recorded volume	**20,270**
Avg daily volume (based on 7 days)	2,895.7
Average daily speed (7 days)	43.7mph
Average daily 85%ile (7 days)	49.0mph
% of vehicles exceeding 60mph	0.7%
Avg weekday volume (Mon-Fri, 24hrs)	3,043.8
Avg weekday speed (Mon-Fri, 24hrs)	43.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,594.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	43.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	48.6mph

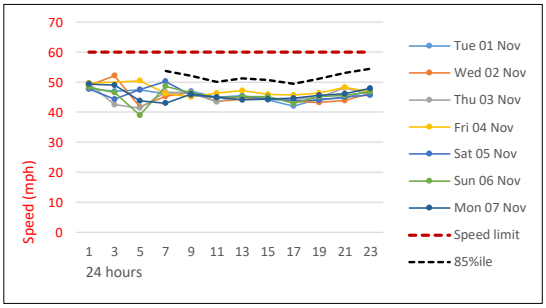
SITE LOCATION



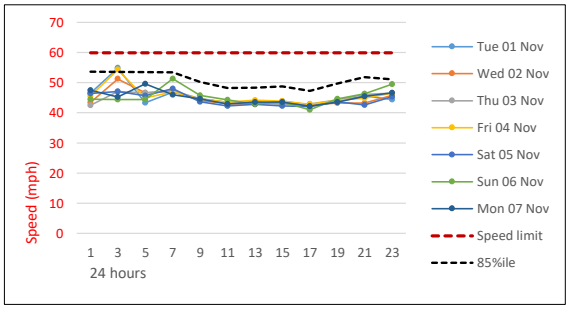
Location	A1174
Lat, lng.	53°50'37.51"N, 0°27'56.35"W
Project & site	33178-009
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

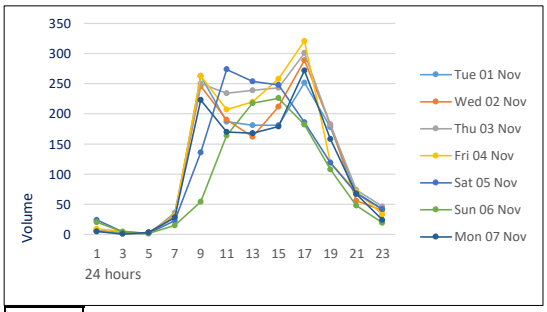


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average eastbound daytime speed was 50.4mph at 07:45 on Sat 05 Nov, whilst the peak average westbound speed was 53.8mph at 07:45 on Sun 06 Nov (based on 15min averages between 0700 & 1900).

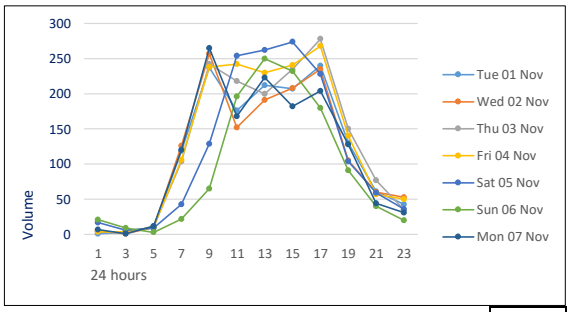
HOURLY VOLUMES

EASTBOUND →



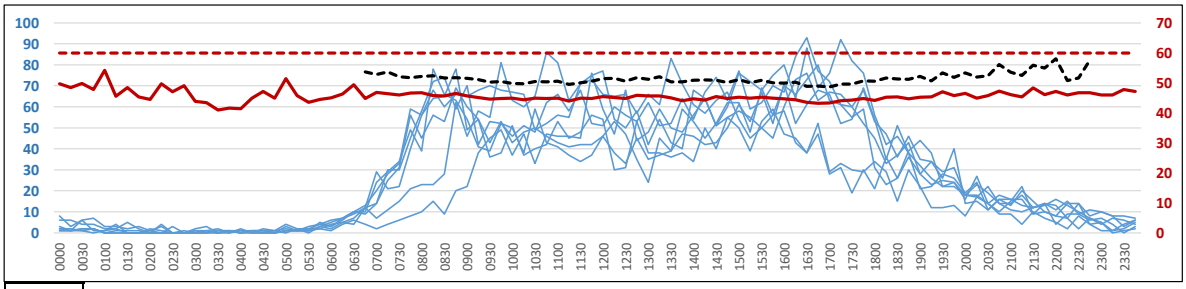
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

WESTBOUND ←

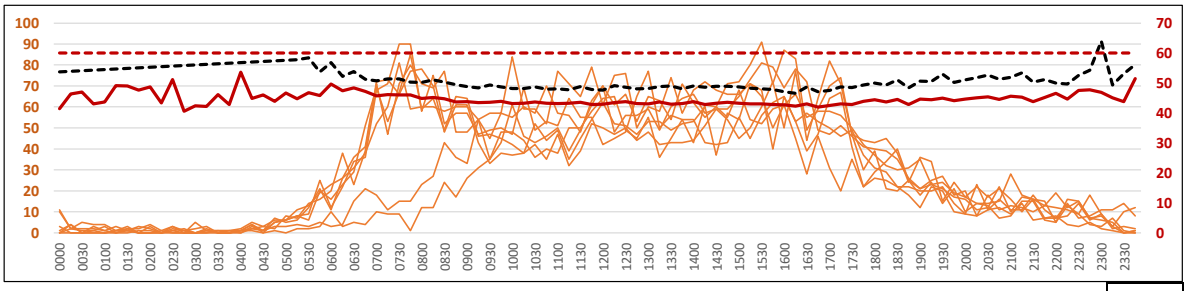


Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



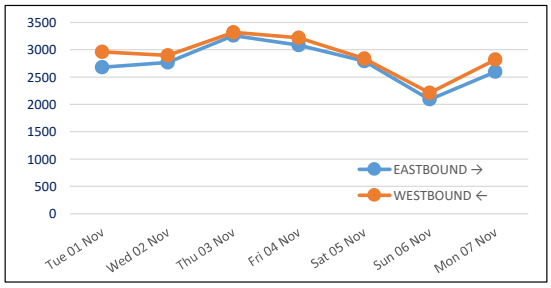
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ←

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Thursday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

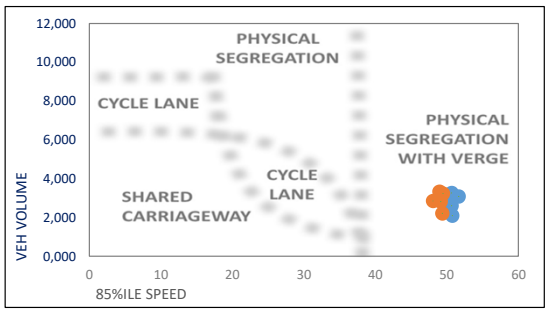
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	10.9	0.3	0.0	0.0	**11.1**
0100	0.0	4.4	0.3	0.0	0.0	**4.7**
0200	0.0	2.3	0.0	0.0	0.0	**2.3**
0300	0.0	1.9	0.0	0.9	0.0	**2.7**
0400	0.0	1.6	0.1	0.4	0.1	**2.3**
0500	0.0	7.3	0.1	0.1	0.1	**7.7**
0600	0.0	24.3	2.3	0.9	0.1	**27.6**
0700	0.0	95.6	4.6	0.7	0.1	**101.0**
0800	0.0	199.4	3.7	1.4	0.4	**205.0**
0900	0.1	199.0	6.7	1.9	0.1	**207.9**
1000	0.3	198.1	3.7	1.1	0.4	**203.7**
1100	0.7	211.9	3.7	0.9	0.1	**217.3**
1200	0.9	201.0	2.9	0.9	0.4	**206.0**
1300	0.3	191.9	2.6	0.9	0.0	**195.6**
1400	2.4	214.4	3.3	0.9	0.0	**221.0**
1500	1.1	229.7	2.6	1.0	0.0	**234.4**
1600	1.6	249.1	6.6	0.3	0.0	**257.6**
1700	1.0	214.1	4.9	0.0	0.0	**220.0**
1800	0.1	147.0	2.0	0.3	0.0	**149.4**
1900	0.4	103.9	1.6	0.3	0.0	**106.1**
2000	0.1	63.4	1.0	0.3	0.0	**64.9**
2100	0.0	50.9	0.3	0.0	0.0	**51.1**
2200	0.0	34.7	0.3	0.0	0.0	**35.0**
2300	0.0	17.9	0.4	0.0	0.0	**18.3**
12hr TTL	**8.6**	**2351.3**	**47.1**	**10.1**	**1.7**	**2418.9**
24hr TTL	**9.1**	**2674.6**	**53.9**	**13.0**	**2.1**	**2752.7**
	0%	97%	2%	0%	0%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.1	8.1	0.0	0.0	0.0	**8.3**
0100	0.0	4.3	0.0	0.0	0.1	**4.4**
0200	0.1	3.4	0.0	0.0	0.1	**3.7**
0300	0.0	2.9	0.0	0.1	0.0	**3.0**
0400	0.0	8.6	0.4	0.3	0.0	**9.3**
0500	0.7	31.9	1.6	0.7	0.6	**35.4**
0600	0.0	88.0	3.0	0.1	0.3	**91.4**
0700	1.1	203.7	6.9	0.9	0.3	**212.9**
0800	0.6	197.4	5.3	1.3	0.1	**204.7**
0900	0.9	179.9	5.7	1.3	0.4	**188.1**
1000	0.4	194.6	3.9	1.4	0.6	**200.9**
1100	0.3	207.0	4.0	1.1	0.3	**212.7**
1200	1.6	218.6	3.1	0.3	0.4	**224.0**
1300	1.0	213.9	3.4	1.7	0.6	**220.6**
1400	0.6	218.6	4.4	1.6	0.4	**225.6**
1500	0.3	248.9	3.0	1.1	0.3	**253.6**
1600	0.0	228.7	3.6	0.4	0.6	**233.3**
1700	0.3	188.0	2.0	0.9	0.3	**191.4**
1800	0.3	118.3	2.4	0.0	0.1	**121.1**
1900	0.0	84.1	1.0	0.4	0.1	**85.7**
2000	0.4	55.4	0.7	0.1	0.1	**56.9**
2100	0.1	50.3	0.9	0.3	0.0	**51.6**
2200	0.1	37.3	0.4	0.4	0.0	**38.3**
2300	0.0	18.3	0.6	0.0	0.0	**18.9**
12hr TTL	**7.3**	**2417.4**	**47.7**	**12.0**	**4.4**	**2488.9**
24hr TTL	**9.0**	**2810.0**	**56.3**	**14.6**	**5.9**	**2895.7**
	0%	97%	2%	1%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
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These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

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ATC SUMMARY REPORT

PROJECT	33178 East Riding Yorkshire
LOCATION	33178-010 - Killingwoldgraves Lane
LOC. DESC.	Killingwoldgraves Lane
START DATE	Tue 01 Nov, 2022
END DATE	Mon 07 Nov, 2022
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Killingwoldgraves Lane, commencing Tue 01 Nov 2022, recorded a total of 43,482 vehicles. The posted speed limit of 60mph was exceeded by 1.3% of vehicles, and the seasonally adjusted, combined AADT value is 7,120 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**43,482**
Avg daily volume (based on 7 days)	6,211.7
Average daily speed (7 days)	44.9mph
Average daily 85%ile (7 days)	50.7mph
AADT (annual average daily traffic)	7,120
Avg weekday volume (Mon-Fri, 24hrs)	6,821.2
Avg weekday speed (Mon-Fri, 24hrs)	44.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	5,969.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	44.5mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**22,676**
Avg daily volume (based on 7 days)	3,239.4
Average daily speed (7 days)	44.9mph
Average daily 85%ile (7 days)	50.5mph
% of vehicles exceeding 60mph	1.3%
Avg weekday volume (Mon-Fri, 24hrs)	3,645.0
Avg weekday speed (Mon-Fri, 24hrs)	44.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	3,264.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	44.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	50.0mph

SOUTHBOUND ↓

Total recorded volume	**20,806**
Avg daily volume (based on 7 days)	2,972.3
Average daily speed (7 days)	45.0mph
Average daily 85%ile (7 days)	50.9mph
% of vehicles exceeding 60mph	1.2%
Avg weekday volume (Mon-Fri, 24hrs)	3,176.2
Avg weekday speed (Mon-Fri, 24hrs)	44.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,704.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	44.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	50.3mph

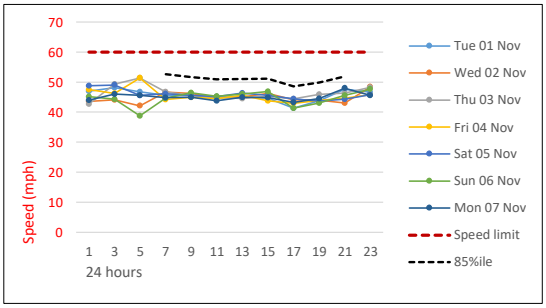
SITE LOCATION



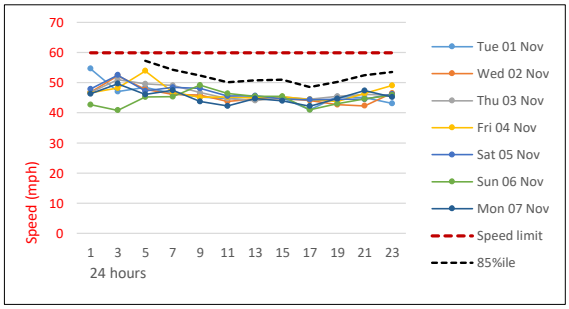
Location	Killingwoldgraves Lane
Lat, lng.	53°50'14.37"N, 0°28'47.82"W
Project & site	33178-010
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

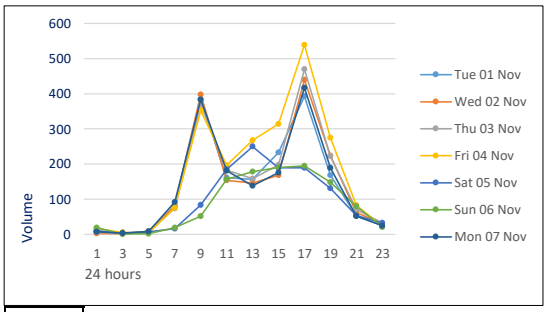


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 52.6mph at 07:15 on Sun 06 Nov, whilst the peak average southbound speed was 51.6mph at 08:15 on Sun 06 Nov (based on 15min averages between 0700 & 1900).

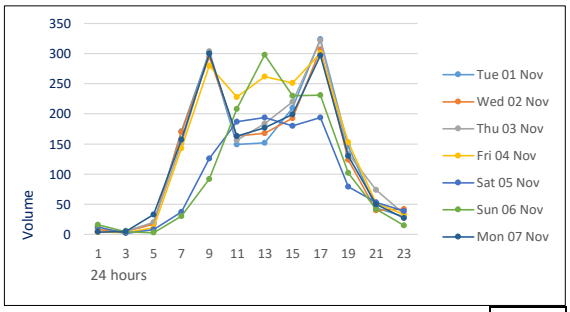
HOURLY VOLUMES

NORTHBOUND ↑



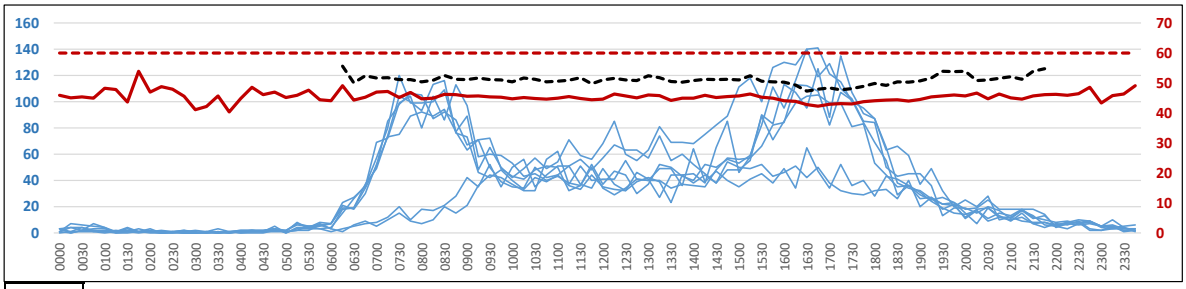
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

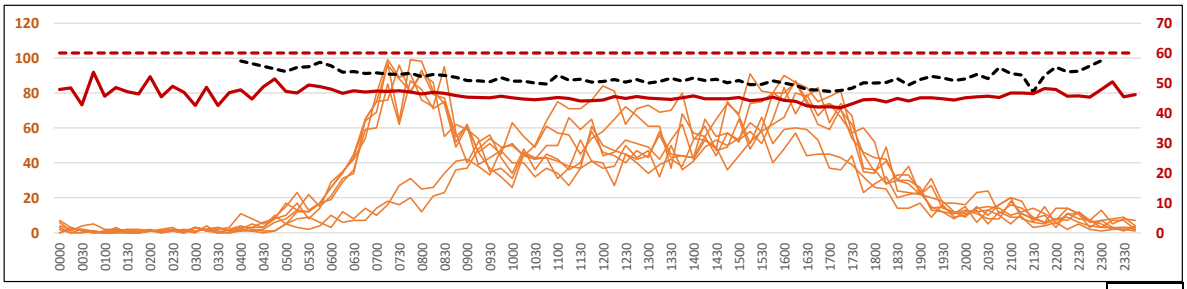


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



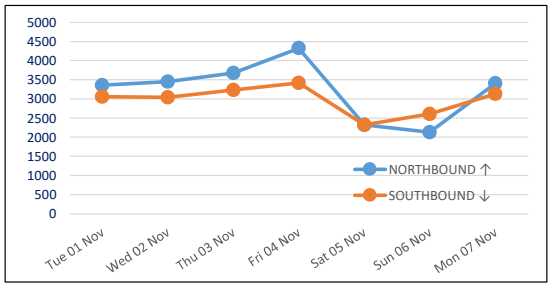
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

Unusually, the lowest volumes were NOT recorded on a Sunday but on the Saturday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

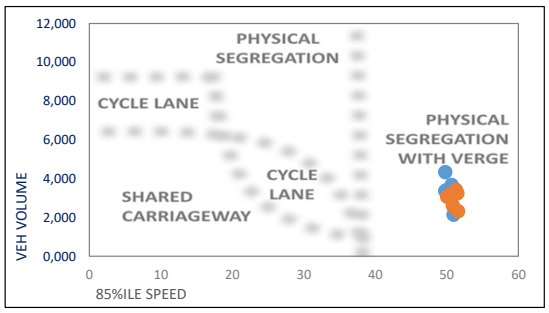
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	9.7	0.3	0.1	0.0	**10.1**
0100	0.0	5.7	0.1	0.0	0.0	**5.9**
0200	0.0	3.0	0.1	0.0	0.0	**3.1**
0300	0.0	2.3	0.0	0.0	0.0	**2.3**
0400	0.0	5.4	0.1	0.7	0.0	**6.3**
0500	0.3	13.3	0.6	0.6	0.1	**14.9**
0600	0.0	60.4	1.6	0.3	0.6	**62.9**
0700	1.3	240.3	5.0	2.1	0.6	**249.3**
0800	1.0	271.6	9.9	6.7	0.0	**289.1**
0900	1.0	202.0	8.7	5.9	0.1	**217.7**
1000	2.3	160.9	4.7	6.0	0.1	**174.0**
1100	1.9	172.4	3.3	7.3	0.3	**185.1**
1200	1.1	176.7	3.7	3.3	0.1	**185.0**
1300	2.3	180.0	3.6	5.4	0.0	**191.3**
1400	1.9	197.1	3.7	6.9	0.1	**209.7**
1500	0.7	266.1	3.4	3.0	0.1	**273.4**
1600	0.4	369.1	5.6	1.9	0.6	**377.6**
1700	0.9	324.3	2.9	1.3	0.0	**329.3**
1800	1.0	190.9	1.9	0.1	0.0	**193.9**
1900	0.1	103.4	0.7	0.0	0.0	**104.3**
2000	0.1	63.9	0.3	0.7	0.0	**65.0**
2100	0.0	46.7	0.4	0.0	0.0	**47.1**
2200	0.0	27.0	0.1	0.0	0.0	**27.1**
2300	0.0	15.0	0.0	0.0	0.0	**15.0**
12hr TTL	**15.7**	**2751.4**	**56.3**	**49.9**	**2.1**	**2875.4**
24hr TTL	**16.3**	**3107.3**	**60.7**	**52.3**	**2.9**	**3239.4**
	1%	96%	2%	2%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	7.1	0.3	0.1	0.0	**7.6**
0100	0.0	2.9	0.4	0.0	0.0	**3.3**
0200	0.0	4.3	0.0	0.0	0.0	**4.3**
0300	0.0	6.1	0.3	0.0	0.0	**6.4**
0400	0.0	14.9	0.9	0.0	0.0	**15.7**
0500	0.0	44.6	1.0	0.4	0.0	**46.0**
0600	0.6	119.0	2.1	1.0	0.0	**122.7**
0700	0.9	249.3	3.6	2.9	0.7	**257.3**
0800	0.0	231.3	4.9	6.1	0.3	**242.6**
0900	0.6	175.0	4.3	5.0	0.1	**185.0**
1000	0.6	167.3	4.4	6.7	0.1	**179.1**
1100	1.1	189.7	4.0	4.7	0.3	**199.9**
1200	1.3	197.4	3.7	2.4	0.1	**205.0**
1300	0.9	191.4	5.0	5.4	0.1	**202.9**
1400	0.9	199.1	6.3	5.1	0.4	**211.9**
1500	1.3	237.3	5.1	5.4	0.3	**249.4**
1600	0.4	275.0	5.1	1.3	0.4	**282.3**
1700	0.4	214.1	2.9	1.0	0.0	**218.4**
1800	0.0	122.1	1.7	0.1	0.0	**124.0**
1900	0.1	65.6	0.9	0.4	0.0	**67.0**
2000	0.0	50.1	0.4	0.1	0.0	**50.7**
2100	0.1	41.4	0.1	0.0	0.0	**41.7**
2200	0.0	31.0	0.3	0.0	0.0	**31.3**
2300	0.0	17.4	0.4	0.0	0.0	**17.9**
12hr TTL	**8.3**	**2449.1**	**51.0**	**46.3**	**3.0**	**2557.7**
24hr TTL	**9.1**	**2853.6**	**58.1**	**48.4**	**3.0**	**2972.3**
	0%	96%	2%	2%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

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Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

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- 10 – 20mph: potential reduction of 26% accuracy in volume values
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CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

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ATC SUMMARY REPORT

PROJECT	33178 East Riding Yorkshire
LOCATION	33178-012 - A1174 Hull Road
LOC. DESC.	A1174 Hull Road
START DATE	Tue 01 Nov, 2022
END DATE	Mon 07 Nov, 2022
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on A1174 Hull Road, commencing Tue 01 Nov 2022, recorded a total of 99,488 vehicles. The posted speed limit of 30mph was exceeded by 22.0% of vehicles, and the seasonally adjusted, combined AADT value is 16,060 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**99,488**
Avg daily volume (based on 7 days)	14,212.6
Average daily speed (7 days)	28.1mph
Average daily 85%ile (7 days)	30.9mph
AADT (annual average daily traffic)	16,060
Avg weekday volume (Mon-Fri, 24hrs)	15,331.4
Avg weekday speed (Mon-Fri, 24hrs)	27.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	12,754.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	27.4mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**49,395**
Avg daily volume (based on 7 days)	7,056.4
Average daily speed (7 days)	28.2mph
Average daily 85%ile (7 days)	30.7mph
% of vehicles exceeding 30mph	20.7%
Avg weekday volume (Mon-Fri, 24hrs)	7,636.8
Avg weekday speed (Mon-Fri, 24hrs)	28.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	6,237.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	27.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	30.0mph

SOUTHBOUND ↓

Total recorded volume	**50,093**
Avg daily volume (based on 7 days)	7,156.1
Average daily speed (7 days)	28.0mph
Average daily 85%ile (7 days)	31.0mph
% of vehicles exceeding 30mph	23.3%
Avg weekday volume (Mon-Fri, 24hrs)	7,694.6
Avg weekday speed (Mon-Fri, 24hrs)	27.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	6,516.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	27.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	30.1mph

SITE LOCATION

SITE PLAN

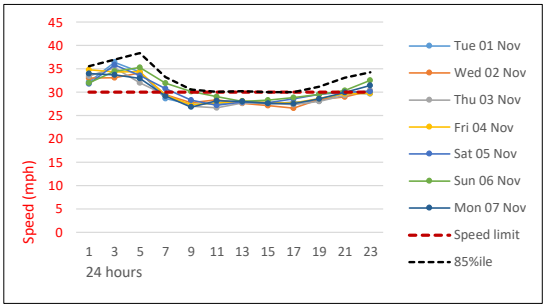


Location	A1174 Hull Road
Lat, lng.	53°49'18.39"N,0°23'16.41"
Project & site	33178-012
PSL	30mph
Bus route	Yes
Direction 1	Northbound↑
Direction 2	Southbound↓

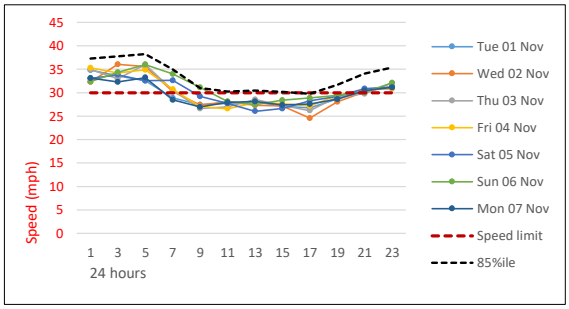
Annex 1

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

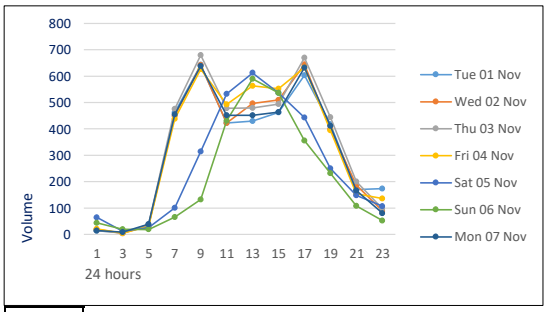


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 31.7mph at 07:00 on Sat 05 Nov, whilst the peak average southbound speed was 32.3mph at 08:00 on Sun 06 Nov (based on 15min averages between 0700 & 1900).

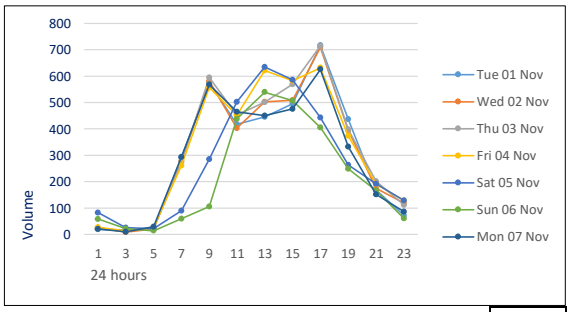
HOURLY VOLUMES

NORTHBOUND ↑



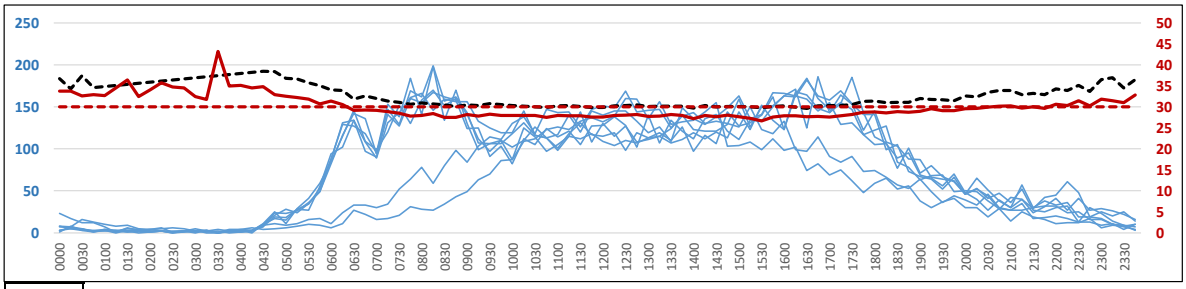
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

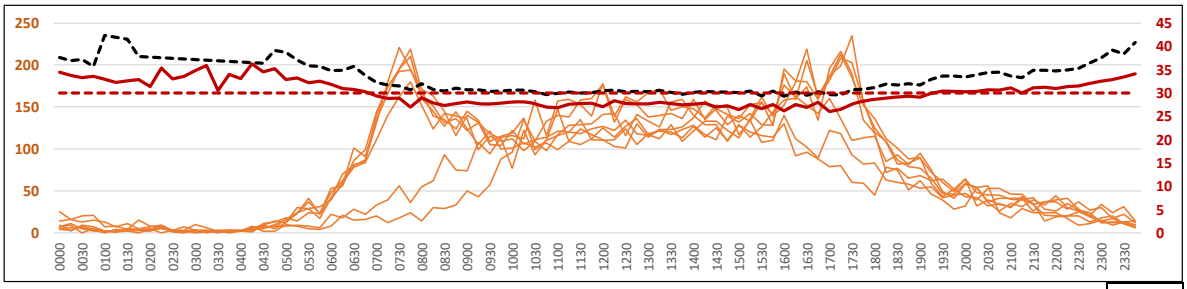


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



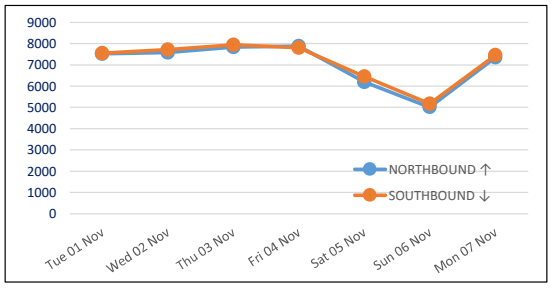
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Thursday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

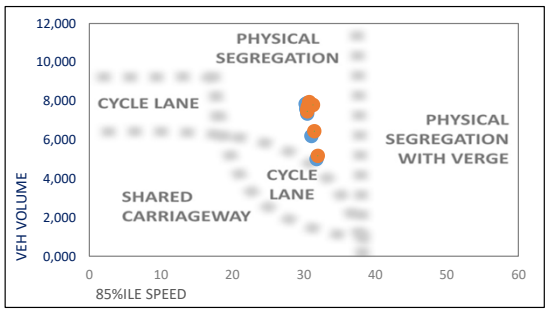
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.3	26.0	0.7	0.1	0.0	**27.1**
0100	0.0	13.9	0.0	0.0	0.1	**14.0**
0200	0.3	8.1	0.7	0.0	0.0	**9.1**
0300	0.0	7.1	0.0	0.0	0.0	**7.1**
0400	0.1	30.0	0.4	0.3	0.0	**30.9**
0500	1.6	101.0	3.1	1.1	0.9	**107.7**
0600	8.0	332.9	4.6	2.4	1.7	**349.6**
0700	3.7	395.6	10.4	6.3	0.7	**416.7**
0800	3.7	497.6	14.4	7.4	2.3	**525.4**
0900	1.9	407.4	13.6	7.9	1.1	**431.9**
1000	2.4	440.7	9.0	7.0	2.6	**461.7**
1100	3.9	470.6	12.3	4.6	1.6	**492.9**
1200	2.1	500.6	7.3	5.9	1.7	**517.6**
1300	3.6	482.0	8.6	6.3	2.3	**502.7**
1400	1.6	486.7	11.0	7.0	1.6	**507.9**
1500	2.9	521.3	7.6	5.9	1.6	**539.1**
1600	9.0	550.6	6.0	2.9	0.4	**568.9**
1700	4.3	491.3	4.4	2.7	0.1	**502.9**
1800	2.0	357.0	3.4	1.4	0.3	**364.1**
1900	1.1	233.1	1.4	0.0	0.7	**236.4**
2000	0.6	159.0	1.1	0.7	0.4	**161.9**
2100	1.1	119.4	1.3	0.1	0.9	**122.9**
2200	0.3	103.9	0.3	0.1	0.1	**104.7**
2300	0.4	51.4	0.6	0.3	0.6	**53.3**
12hr TTL	**41.0**	**5601.3**	**108.0**	**65.1**	**16.3**	**5831.7**
24hr TTL	**54.9**	**6787.1**	**122.3**	**70.4**	**21.7**	**7056.4**
	1%	96%	2%	1%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	35.3	0.7	0.0	0.0	**36.0**
0100	0.1	16.1	0.4	0.0	0.0	**16.7**
0200	0.4	15.0	0.3	0.1	0.0	**15.9**
0300	0.0	9.0	0.4	0.0	0.0	**9.4**
0400	0.6	20.6	0.4	0.7	0.0	**22.3**
0500	3.1	65.6	4.1	1.6	0.0	**74.4**
0600	4.7	209.7	4.6	2.0	0.4	**221.4**
0700	7.1	499.4	13.3	7.7	0.6	**528.1**
0800	3.6	437.3	13.4	10.1	2.4	**466.9**
0900	2.3	404.3	11.7	9.0	1.9	**429.1**
1000	1.6	422.3	14.6	7.7	1.0	**447.1**
1100	2.1	487.1	16.9	6.3	1.1	**513.6**
1200	2.7	504.1	11.1	8.1	1.6	**527.7**
1300	3.4	495.9	12.3	10.7	1.7	**524.0**
1400	2.3	504.1	15.1	9.4	1.1	**532.1**
1500	3.7	505.1	9.6	6.1	1.6	**526.1**
1600	4.7	591.0	7.3	3.4	0.6	**607.0**
1700	6.6	586.3	4.6	3.3	0.4	**601.1**
1800	2.7	342.0	3.7	1.0	0.6	**350.0**
1900	1.6	227.0	3.0	0.4	0.1	**232.1**
2000	1.4	173.9	1.6	0.4	0.7	**178.0**
2100	1.1	130.3	2.1	0.4	0.0	**134.0**
2200	0.9	98.7	1.0	0.1	0.4	**101.1**
2300	0.6	60.9	0.3	0.0	0.0	**61.7**
12hr TTL	**42.9**	**5779.0**	**133.6**	**83.0**	**14.6**	**6053.0**
24hr TTL	**57.4**	**6841.0**	**152.6**	**88.9**	**16.3**	**7156.1**
	1%	96%	2%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	33178 East Riding Yorkshire
LOCATION	33178-015 - B1242 Hornsea Road
LOC. DESC.	B1242 Hornsea Road
START DATE	Fri 18 Nov, 2022
END DATE	Thu 24 Nov, 2022
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on B1242 Hornsea Road, commencing Fri 18 Nov 2022, recorded a total of 19,010 vehicles. The posted speed limit of 60mph was exceeded by 8.8% of vehicles, and the seasonally adjusted, combined AADT value is 3,127 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**19,010**
Avg daily volume (based on 7 days)	2,715.7
Average daily speed (7 days)	49.9mph
Average daily 85%ile (7 days)	57.1mph
AADT (annual average daily traffic)	3,127
Avg weekday volume (Mon-Fri, 24hrs)	2,750.4
Avg weekday speed (Mon-Fri, 24hrs)	49.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,442.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	49.4mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**9,424**
Avg daily volume (based on 7 days)	1,346.3
Average daily speed (7 days)	49.5mph
Average daily 85%ile (7 days)	56.6mph
% of vehicles exceeding 60mph	8.2%
Avg weekday volume (Mon-Fri, 24hrs)	1,364.4
Avg weekday speed (Mon-Fri, 24hrs)	49.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,188.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	49.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	56.0mph

SOUTHBOUND ↓

Total recorded volume	**9,586**
Avg daily volume (based on 7 days)	1,369.4
Average daily speed (7 days)	50.2mph
Average daily 85%ile (7 days)	57.5mph
% of vehicles exceeding 60mph	9.4%
Avg weekday volume (Mon-Fri, 24hrs)	1,386.0
Avg weekday speed (Mon-Fri, 24hrs)	50.1mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,253.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	49.8mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	57.1mph

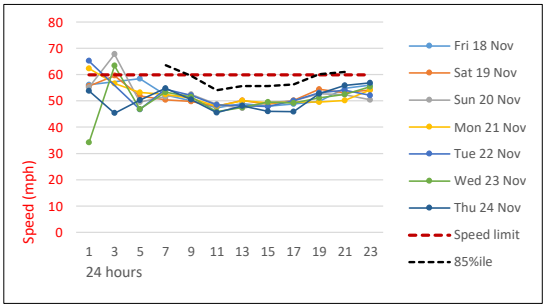
SITE LOCATION



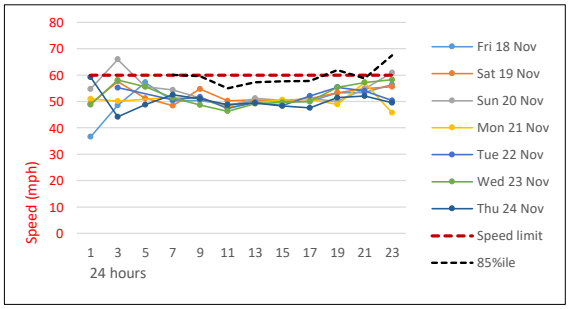
Location	B1242 Hornsea Road
Lat, lng.	53°58'26.09"N, 0°12'33.95"W
Project & site	33178-015
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

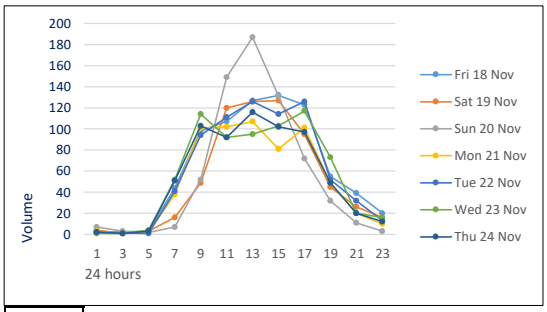


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 57.5mph at 18:45 on Sun 20 Nov, whilst the peak average southbound speed was 59.5mph at 18:45 on Sat 19 Nov (based on 15min averages between 0700 & 1900).

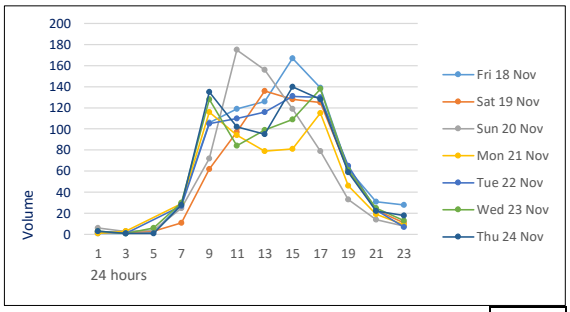
HOURLY VOLUMES

NORTHBOUND ↑



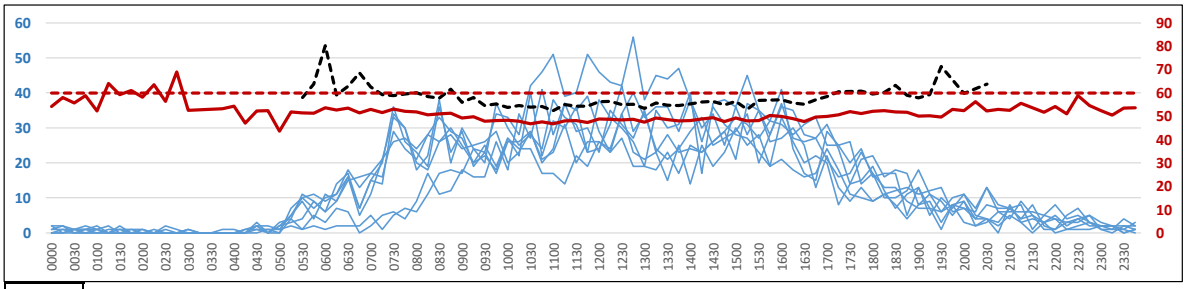
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

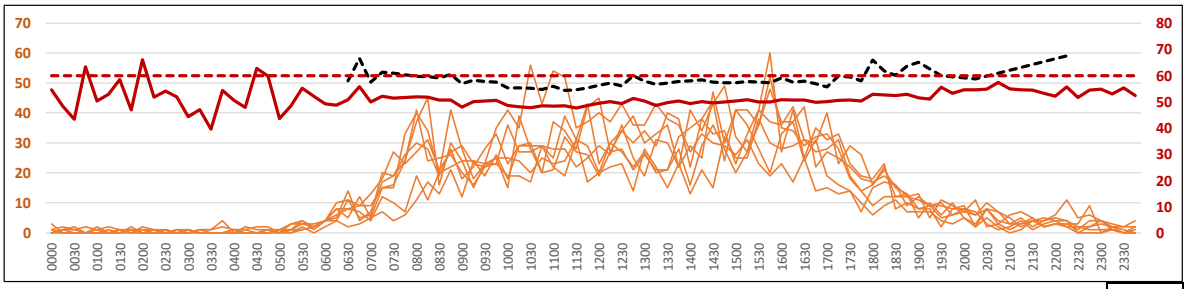


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



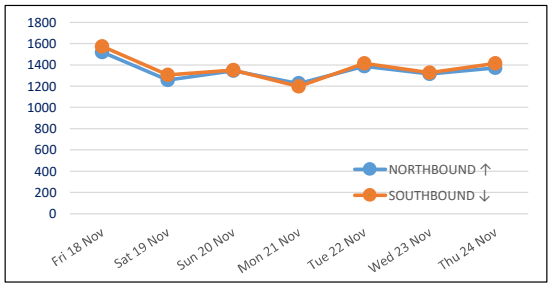
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

Unusually, the lowest volumes were NOT recorded on a Sunday but on the Monday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

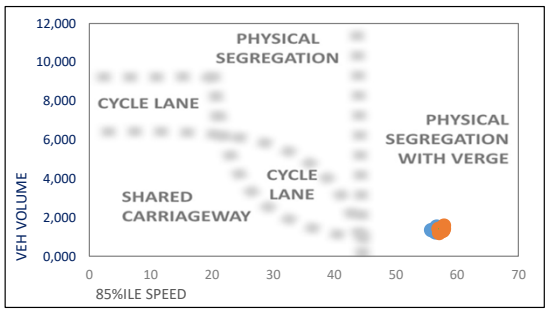
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	3.0	0.0	0.0	0.0	3.0
0100	0.0	2.0	0.0	0.0	0.0	2.0
0200	0.0	1.0	0.0	0.0	0.0	1.0
0300	0.0	0.4	0.0	0.0	0.0	0.4
0400	0.0	1.7	0.6	0.3	0.0	2.6
0500	0.4	18.4	0.0	0.0	0.0	18.9
0600	0.3	35.0	0.0	0.3	0.0	35.6
0700	0.4	68.0	2.1	0.3	0.1	71.0
0800	0.3	82.6	2.0	1.4	1.0	87.3
0900	0.6	87.9	3.1	0.9	0.9	93.3
1000	1.0	103.0	4.6	1.4	0.4	110.4
1100	1.0	117.0	3.1	1.0	0.4	122.6
1200	0.3	121.0	4.4	0.6	0.0	126.3
1300	0.6	109.7	2.7	0.7	0.0	113.7
1400	1.3	108.7	2.0	0.9	0.0	112.9
1500	1.7	111.4	3.9	1.1	0.0	118.1
1600	0.1	102.4	1.3	0.4	0.1	104.4
1700	0.1	75.6	0.1	0.1	0.0	76.0
1800	0.3	49.9	0.6	0.0	0.0	50.7
1900	0.3	33.7	0.1	0.1	0.0	34.3
2000	0.3	23.4	0.3	0.0	0.0	24.0
2100	0.1	18.1	0.6	0.0	0.0	18.9
2200	0.1	12.6	0.1	0.0	0.0	12.9
2300	0.0	6.0	0.1	0.0	0.0	6.1
12hr TTL	**7.7**	**1137.1**	**30.0**	**8.9**	**3.0**	**1186.7**
24hr TTL	**9.3**	**1292.6**	**31.9**	**9.6**	**3.0**	**1346.3**
	1%	96%	2%	1%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	2.3	0.0	0.0	0.0	2.3
0100	0.0	2.0	0.1	0.0	0.0	2.1
0200	0.0	1.4	0.3	0.0	0.0	1.7
0300	0.3	1.7	0.0	0.0	0.0	2.0
0400	0.0	2.0	0.3	0.0	0.0	2.3
0500	0.4	5.6	0.0	0.0	0.0	6.0
0600	0.0	24.1	1.3	0.1	0.0	25.6
0700	0.1	53.0	3.7	0.4	0.7	58.0
0800	0.4	96.9	5.3	0.4	0.4	103.4
0900	0.6	85.6	4.6	1.3	0.4	92.4
1000	0.6	105.1	3.7	1.7	0.4	111.6
1100	0.3	115.3	6.1	1.0	0.4	123.1
1200	0.7	111.0	3.0	0.4	0.1	115.3
1300	1.3	110.0	2.4	0.3	0.4	114.4
1400	1.3	118.7	3.6	1.1	0.3	125.0
1500	1.6	127.1	3.0	2.0	0.1	133.9
1600	0.7	118.4	2.4	0.4	0.0	122.0
1700	0.7	84.4	1.6	0.3	0.0	87.0
1800	0.7	53.7	0.7	0.0	0.0	55.1
1900	0.0	31.0	0.0	0.1	0.0	31.1
2000	0.0	21.9	0.4	0.1	0.0	22.4
2100	0.0	12.9	0.3	0.0	0.0	13.1
2200	0.1	13.1	0.1	0.0	0.0	13.4
2300	0.0	6.0	0.0	0.0	0.0	6.0
12hr TTL	**9.0**	**1179.3**	**40.1**	**9.4**	**3.4**	**1241.3**
24hr TTL	**9.9**	**1303.3**	**43.0**	**9.9**	**3.4**	**1369.4**
	1%	95%	3%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	33178 East Riding Yorkshire
LOCATION	33178-016 - A1079
LOC. DESC.	A1079
START DATE	Tue 01 Nov, 2022
END DATE	Mon 07 Nov, 2022
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on A1079, commencing Tue 01 Nov 2022, recorded a total of 78,855 vehicles. The posted speed limit of 60mph was exceeded by 2.3% of vehicles, and the seasonally adjusted, combined AADT value is 12,746 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**78,855**
Avg daily volume (based on 7 days)	11,265.0
Average daily speed (7 days)	47.3mph
Average daily 85%ile (7 days)	53.4mph
AADT (annual average daily traffic)	12,746
Avg weekday volume (Mon-Fri, 24hrs)	12,314.0
Avg weekday speed (Mon-Fri, 24hrs)	46.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	10,404.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	46.4mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND →

Total recorded volume	**40,940**
Avg daily volume (based on 7 days)	5,848.6
Average daily speed (7 days)	48.4mph
Average daily 85%ile (7 days)	54.9mph
% of vehicles exceeding 60mph	3.3%
Avg weekday volume (Mon-Fri, 24hrs)	6,407.2
Avg weekday speed (Mon-Fri, 24hrs)	47.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	5,513.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	47.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	54.0mph

WESTBOUND ←

Total recorded volume	**37,915**
Avg daily volume (based on 7 days)	5,416.4
Average daily speed (7 days)	46.3mph
Average daily 85%ile (7 days)	52.0mph
% of vehicles exceeding 60mph	1.2%
Avg weekday volume (Mon-Fri, 24hrs)	5,906.8
Avg weekday speed (Mon-Fri, 24hrs)	45.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	4,890.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	45.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	51.0mph

SITE LOCATION

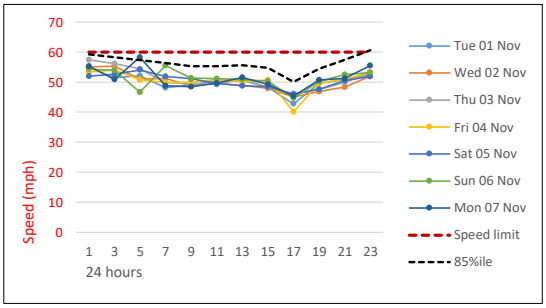


Location	A1079
Lat, lng.	53°50'40.65"N, 0°29'13.31"W
Project & site	33178-016
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

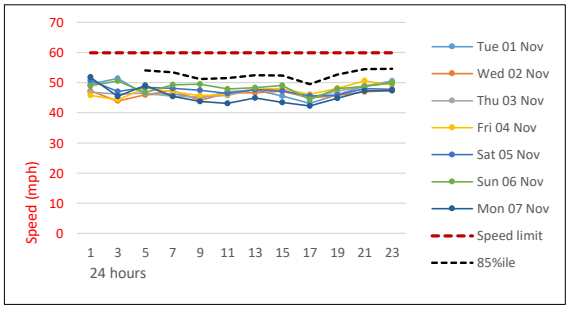
Annex 1

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

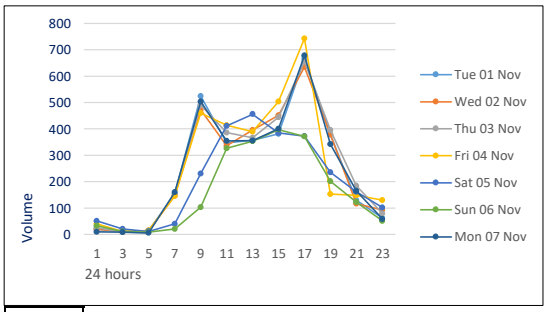


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average eastbound daytime speed was 58.4mph at 07:00 on Sun 06 Nov, whilst the peak average westbound speed was 51.1mph at 08:00 on Sun 06 Nov (based on 15min averages between 0700 & 1900).

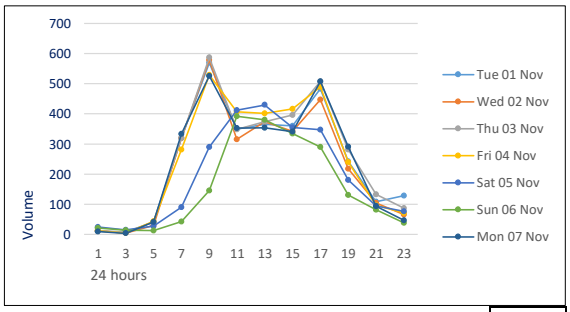
HOURLY VOLUMES

EASTBOUND →



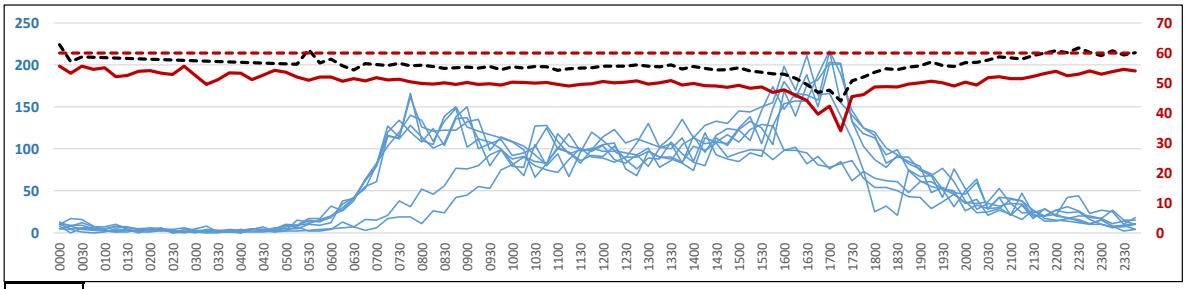
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

WESTBOUND ←

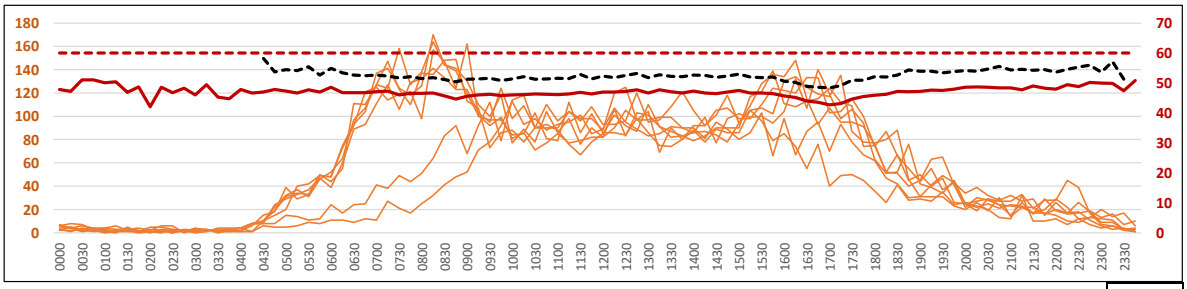


Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



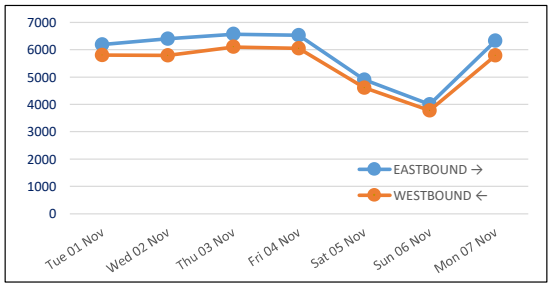
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ←

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Thursday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

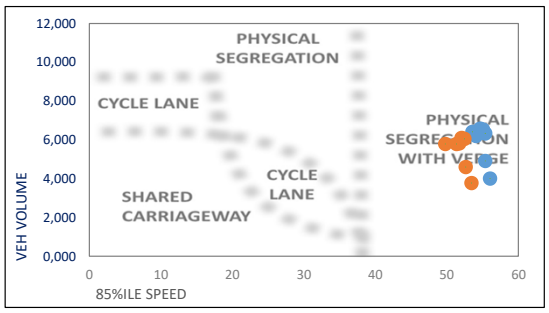
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	24.6	1.6	2.1	0.1	**28.4**
0100	0.0	12.9	0.7	1.4	0.0	**15.0**
0200	0.0	9.9	0.4	1.6	0.0	**11.9**
0300	0.0	7.3	0.1	1.1	0.3	**8.9**
0400	0.0	8.0	0.3	2.9	0.4	**11.6**
0500	0.0	30.0	1.1	2.9	0.3	**34.3**
0600	0.4	101.0	4.9	9.1	1.4	**116.9**
0700	0.6	323.0	7.0	15.7	2.4	**348.7**
0800	1.1	363.4	14.9	14.1	4.3	**397.9**
0900	1.0	366.9	18.9	16.7	3.4	**406.9**
1000	0.7	333.6	15.6	13.3	4.9	**368.0**
1100	1.9	353.7	13.9	15.9	2.7	**388.0**
1200	1.1	350.9	13.4	15.1	1.6	**382.1**
1300	2.9	359.0	11.3	14.9	3.4	**391.4**
1400	2.9	392.9	12.1	14.1	1.4	**423.4**
1500	2.9	458.3	9.7	14.9	2.0	**487.7**
1600	3.7	558.6	13.6	11.0	2.3	**589.1**
1700	2.1	505.3	11.9	5.6	4.4	**529.3**
1800	0.6	288.4	4.7	4.0	0.3	**298.0**
1900	0.7	220.7	3.0	1.1	0.7	**226.3**
2000	0.6	139.0	2.7	4.3	0.1	**146.7**
2100	0.0	103.7	1.4	1.7	0.4	**107.3**
2200	0.3	79.7	0.9	1.1	0.0	**82.0**
2300	0.3	46.0	1.0	1.6	0.0	**48.9**
12hr TTL	**21.4**	**4653.9**	**146.9**	**155.3**	**33.1**	**5010.6**
24hr TTL	**23.7**	**5436.6**	**165.0**	**186.3**	**37.0**	**5848.6**
	0%	93%	3%	3%	1%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	12.6	0.9	1.3	0.1	**14.9**
0100	0.0	7.4	0.1	0.6	0.1	**8.3**
0200	0.0	6.0	0.1	1.7	0.3	**8.1**
0300	0.0	6.7	0.0	1.4	0.1	**8.3**
0400	0.1	26.9	2.7	4.0	0.3	**34.0**
0500	1.6	104.0	4.0	7.6	0.1	**117.3**
0600	1.0	219.9	9.4	12.6	1.1	**244.0**
0700	1.1	363.4	16.0	13.1	1.0	**394.7**
0800	1.6	426.7	17.7	13.0	2.0	**461.0**
0900	1.1	370.4	13.9	12.0	1.6	**399.0**
1000	2.0	342.1	11.7	10.7	1.4	**368.0**
1100	0.7	337.9	10.0	11.3	1.4	**361.3**
1200	2.3	358.0	10.1	11.4	0.9	**382.7**
1300	2.1	336.1	12.9	10.3	1.6	**363.0**
1400	2.0	340.6	8.6	11.0	1.4	**363.6**
1500	1.1	391.9	7.6	7.6	1.6	**409.7**
1600	0.6	421.4	9.3	6.7	1.0	**439.0**
1700	0.9	352.4	6.3	5.3	0.1	**365.0**
1800	0.6	219.1	4.0	2.4	0.3	**226.4**
1900	0.1	154.0	1.7	2.7	0.1	**158.7**
2000	0.3	99.0	1.6	0.6	0.3	**101.7**
2100	0.4	82.6	1.3	1.3	0.0	**85.6**
2200	0.3	71.1	0.9	1.1	0.0	**73.4**
2300	0.0	27.3	0.7	0.7	0.0	**28.7**
12hr TTL	**16.1**	**4260.1**	**128.0**	**114.9**	**14.3**	**4533.4**
24hr TTL	**20.0**	**5077.6**	**151.4**	**150.4**	**17.0**	**5416.4**
	0%	94%	3%	3%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

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- 20 – 30mph: potential reduction of 9% accuracy in volume values
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3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

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ATC SUMMARY REPORT

PROJECT	33178 East Riding Yorkshire
LOCATION	33178-017 - Catwicks Heads North
LOC. DESC.	Catwicks Heads North
START DATE	Tue 01 Nov, 2022
END DATE	Mon 07 Nov, 2022
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Catwicks Heads North, commencing Tue 01 Nov 2022, recorded a total of 1,357 vehicles. The posted speed limit of 60mph was exceeded by 0.4% of vehicles, and the seasonally adjusted, combined AADT value is 223 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**1,357**
Avg daily volume (based on 7 days)	193.9
Average daily speed (7 days)	35.6mph
Average daily 85%ile (7 days)	42.8mph
AADT (annual average daily traffic)	223
Avg weekday volume (Mon-Fri, 24hrs)	217.6
Avg weekday speed (Mon-Fri, 24hrs)	35.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	194.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	35.2mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

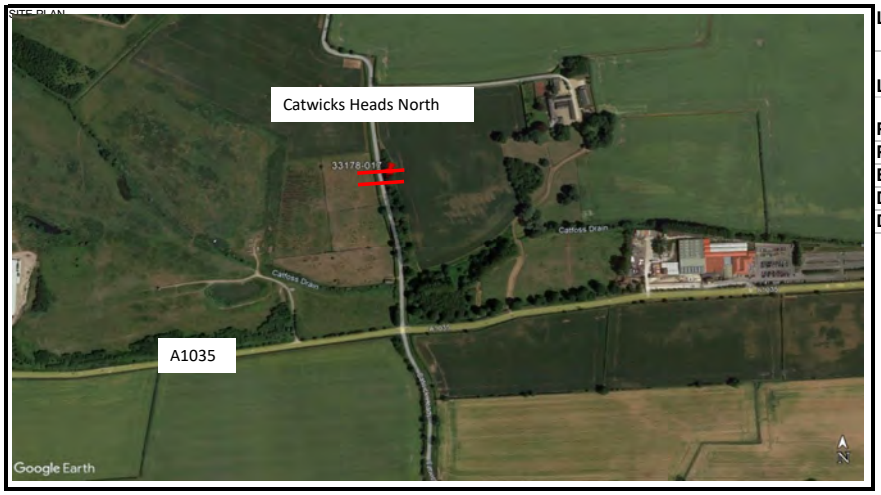
NORTHBOUND ↑

Total recorded volume	**699**
Avg daily volume (based on 7 days)	99.9
Average daily speed (7 days)	35.5mph
Average daily 85%ile (7 days)	42.9mph
% of vehicles exceeding 60mph	0.3%
Avg weekday volume (Mon-Fri, 24hrs)	110.8
Avg weekday speed (Mon-Fri, 24hrs)	35.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	96.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	34.9mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	42.4mph

SOUTHBOUND ↓

Total recorded volume	**658**
Avg daily volume (based on 7 days)	94.0
Average daily speed (7 days)	35.6mph
Average daily 85%ile (7 days)	42.7mph
% of vehicles exceeding 60mph	0.5%
Avg weekday volume (Mon-Fri, 24hrs)	106.8
Avg weekday speed (Mon-Fri, 24hrs)	35.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	98.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	35.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	42.0mph

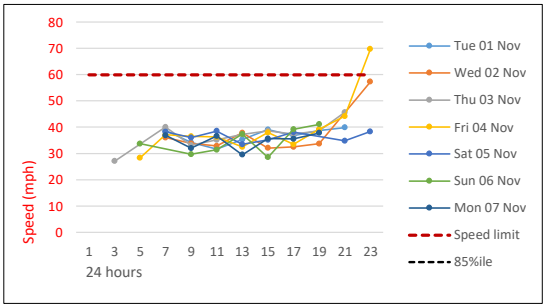
SITE LOCATION



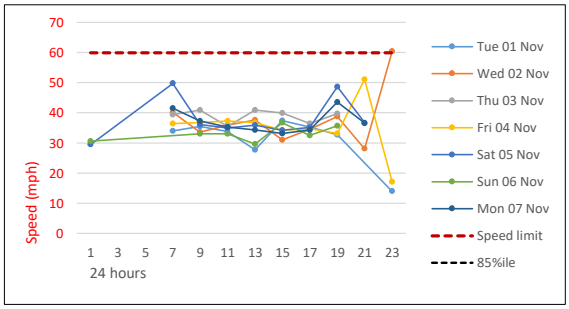
Location	Catwicks Heads North
Lat, lng.	53°53'59.97"N, 0°15'33.11"W
Project & site	33178-017
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

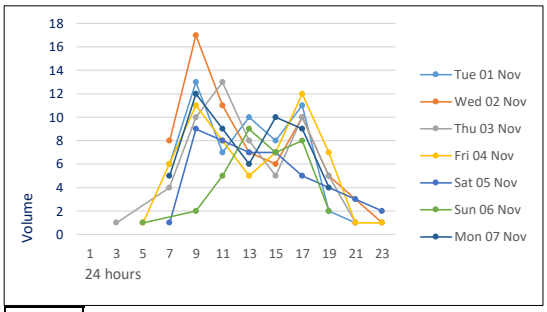


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 63.2mph at 16:30 on Sun 06 Nov, whilst the peak average southbound speed was 54.8mph at 09:45 on Fri 04 Nov (based on 15min averages between 0700 & 1900).

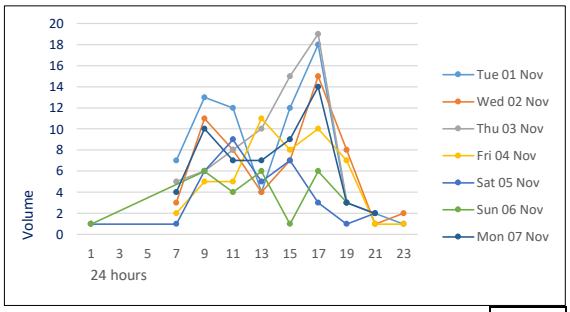
HOURLY VOLUMES

NORTHBOUND ↑



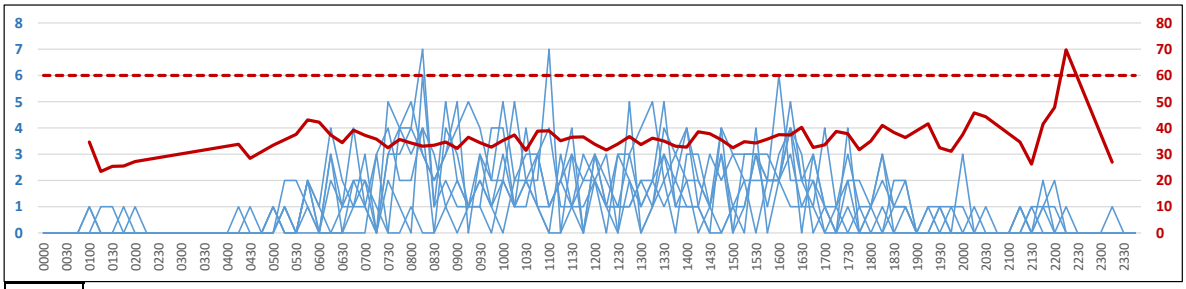
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

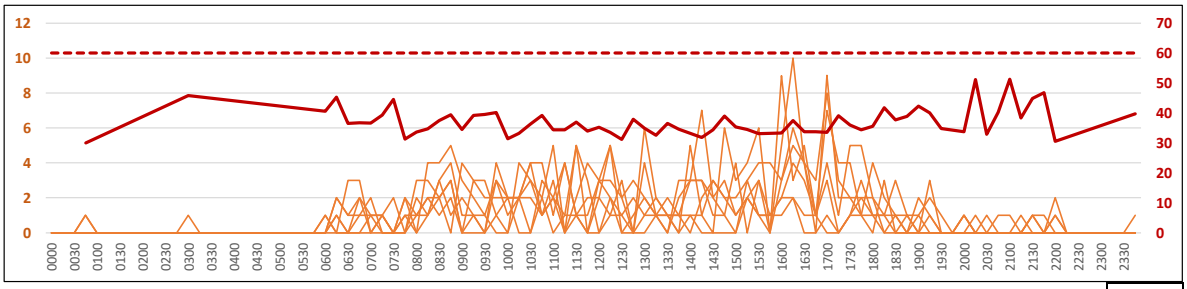


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



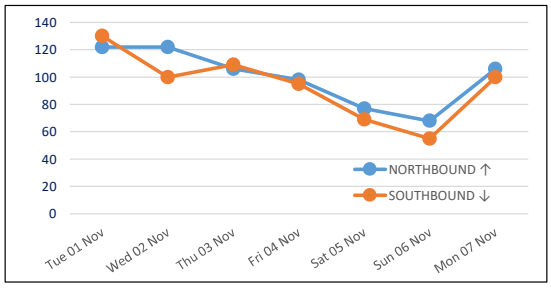
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Tuesday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

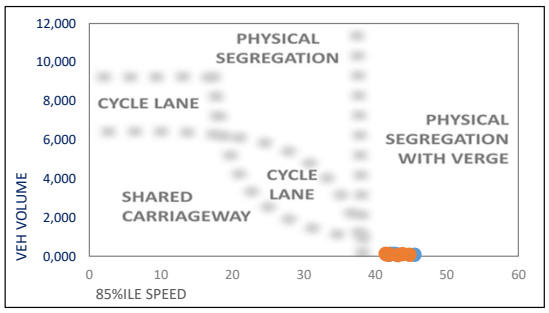
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	**0.0**
0100	0.0	0.7	0.0	0.0	0.0	**0.7**
0200	0.0	0.1	0.0	0.0	0.0	**0.1**
0300	0.0	0.0	0.0	0.0	0.0	**0.0**
0400	0.0	0.3	0.0	0.0	0.0	**0.3**
0500	0.0	2.9	0.0	0.0	0.0	**2.9**
0600	0.0	4.3	0.0	0.0	0.0	**4.3**
0700	0.4	6.7	0.0	0.3	0.0	**7.4**
0800	0.1	10.3	0.0	0.1	0.0	**10.6**
0900	0.3	7.4	0.0	0.0	0.0	**7.7**
1000	0.0	7.6	0.9	0.3	0.0	**8.7**
1100	0.0	5.7	0.6	0.3	0.0	**6.6**
1200	0.1	6.7	0.3	0.3	0.0	**7.4**
1300	0.0	7.4	0.3	0.3	0.0	**8.0**
1400	0.0	7.1	0.0	0.0	0.0	**7.1**
1500	0.0	6.9	0.1	0.3	0.0	**7.3**
1600	0.0	9.1	0.0	0.1	0.0	**9.3**
1700	0.0	3.9	0.0	0.0	0.0	**3.9**
1800	0.0	3.6	0.0	0.0	0.0	**3.6**
1900	0.0	1.0	0.0	0.0	0.0	**1.0**
2000	0.0	0.9	0.0	0.0	0.0	**0.9**
2100	0.0	1.4	0.0	0.0	0.0	**1.4**
2200	0.0	0.6	0.0	0.0	0.0	**0.6**
2300	0.0	0.1	0.0	0.0	0.0	**0.1**
12hr TTL	**1.0**	**82.4**	**2.1**	**2.0**	**0.0**	**87.6**
24hr TTL	**1.0**	**94.7**	**2.1**	**2.0**	**0.0**	**99.9**
	1%	95%	2%	2%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.3	0.0	0.0	0.0	**0.3**
0100	0.0	0.0	0.0	0.0	0.0	**0.0**
0200	0.0	0.0	0.0	0.0	0.0	**0.0**
0300	0.0	0.1	0.0	0.0	0.0	**0.1**
0400	0.0	0.0	0.0	0.0	0.0	**0.0**
0500	0.0	0.0	0.0	0.0	0.0	**0.0**
0600	0.0	3.0	0.1	0.0	0.0	**3.1**
0700	0.0	1.9	0.4	0.1	0.0	**2.4**
0800	0.0	7.3	0.3	0.6	0.0	**8.1**
0900	0.1	5.9	0.0	0.0	0.0	**6.0**
1000	0.4	6.9	0.3	0.0	0.0	**7.6**
1100	0.0	6.9	0.3	0.1	0.0	**7.3**
1200	0.1	6.3	0.0	0.3	0.0	**6.7**
1300	0.0	5.3	0.1	0.1	0.0	**5.6**
1400	0.0	8.3	0.1	0.0	0.0	**8.4**
1500	0.1	7.1	0.1	0.1	0.0	**7.6**
1600	0.0	11.9	0.0	0.3	0.0	**12.1**
1700	0.4	9.9	0.1	0.0	0.0	**10.4**
1800	0.0	4.0	0.0	0.0	0.0	**4.0**
1900	0.0	1.7	0.0	0.0	0.0	**1.7**
2000	0.0	0.9	0.0	0.0	0.0	**0.9**
2100	0.0	0.9	0.0	0.0	0.0	**0.9**
2200	0.0	0.6	0.0	0.0	0.0	**0.6**
2300	0.0	0.1	0.0	0.0	0.0	**0.1**
12hr TTL	**1.3**	**81.4**	**1.9**	**1.7**	**0.0**	**86.3**
24hr TTL	**1.3**	**89.0**	**2.0**	**1.7**	**0.0**	**94.0**
	1%	95%	2%	2%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	33178 East Riding Yorkshire
LOCATION	33178-019 - Coppleflat Lane South
LOC. DESC.	Coppleflat Lane South
START DATE	Tue 01 Nov, 2022
END DATE	Mon 07 Nov, 2022
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Coppleflat Lane South, commencing Tue 01 Nov 2022, recorded a total of 13,381 vehicles. The posted speed limit of 60mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 2,202 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**13,381**
Avg daily volume (based on 7 days)	1,911.6
Average daily speed (7 days)	32.1mph
Average daily 85%ile (7 days)	36.3mph
AADT (annual average daily traffic)	2,202
Avg weekday volume (Mon-Fri, 24hrs)	2,152.0
Avg weekday speed (Mon-Fri, 24hrs)	32.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,925.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	32.2mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**8,963**
Avg daily volume (based on 7 days)	1,280.4
Average daily speed (7 days)	32.6mph
Average daily 85%ile (7 days)	36.3mph
% of vehicles exceeding 60mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	1,481.4
Avg weekday speed (Mon-Fri, 24hrs)	32.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,357.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	32.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	36.3mph

SOUTHBOUND ↓

Total recorded volume	**4,418**
Avg daily volume (based on 7 days)	631.1
Average daily speed (7 days)	31.5mph
Average daily 85%ile (7 days)	36.4mph
% of vehicles exceeding 60mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	670.6
Avg weekday speed (Mon-Fri, 24hrs)	31.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	567.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	31.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	36.4mph

SITE LOCATION

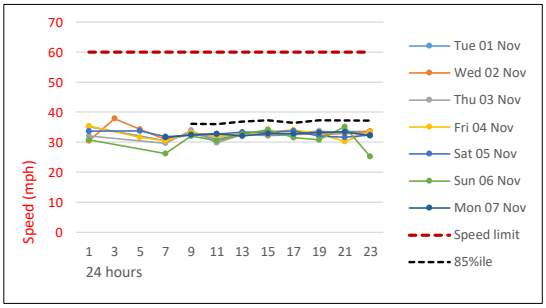


Location	Coppleflat Lane South
Lat, lng.	53°48'21.10"N, 0°27'22.42"W
Project & site	33178-019
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

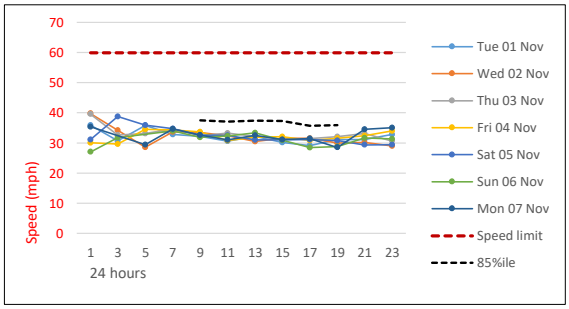
Annex 1

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

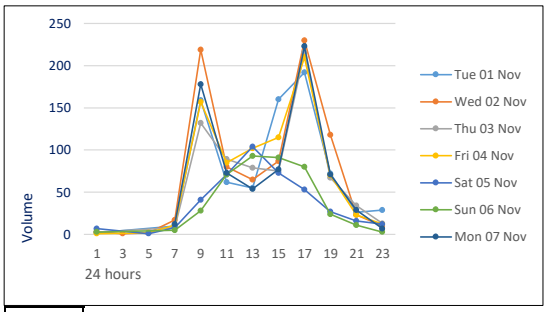


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 35.7mph at 14:30 on Sun 06 Nov, whilst the peak average southbound speed was 37.6mph at 07:30 on Sun 06 Nov (based on 15min averages between 0700 & 1900).

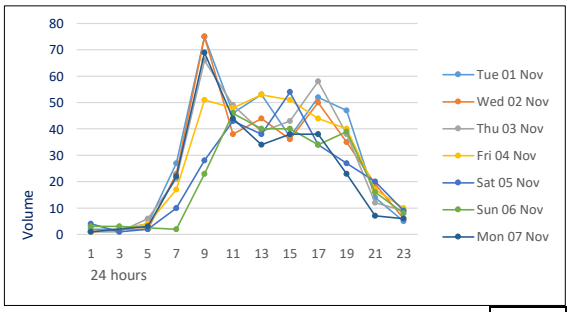
HOURLY VOLUMES

NORTHBOUND ↑



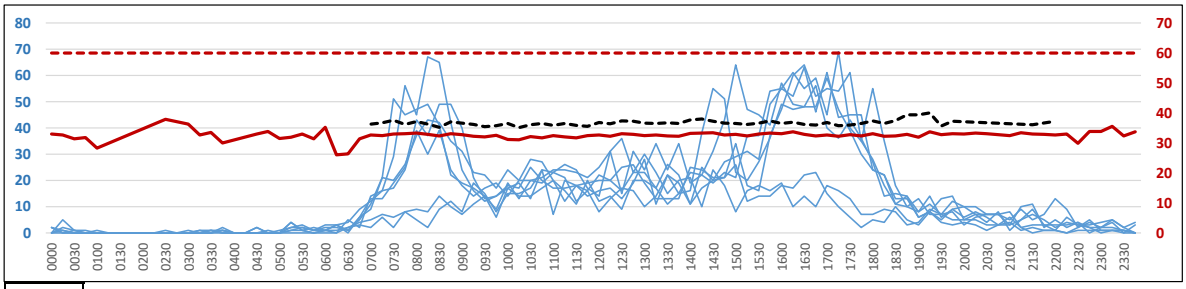
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

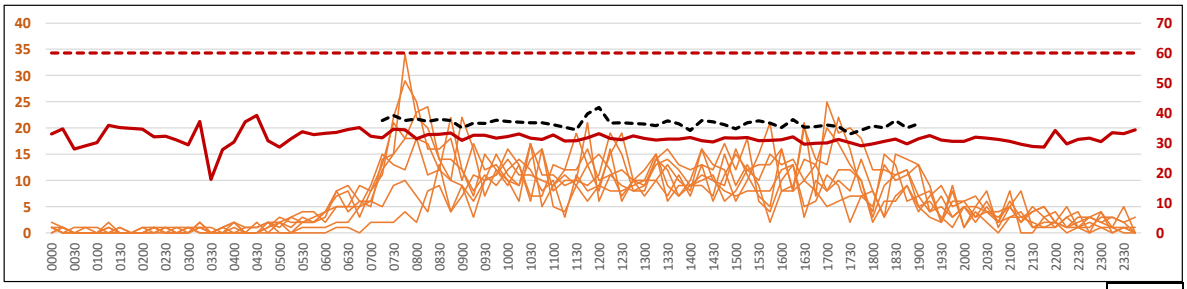


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



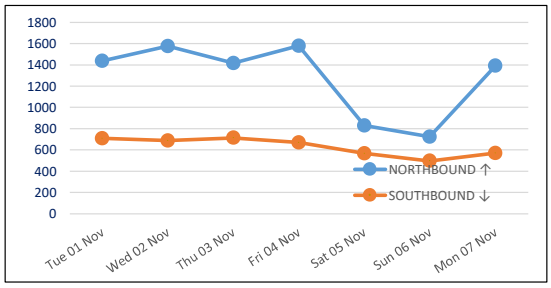
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Wednesday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

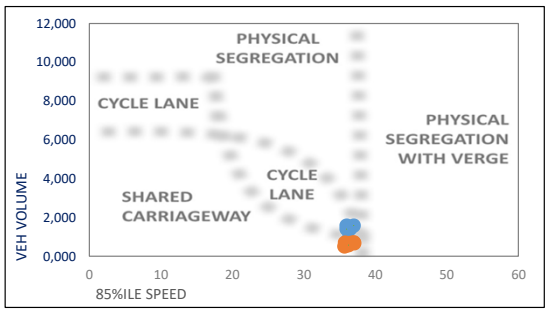
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	2.7	0.0	0.0	0.0	2.7
0100	0.0	0.1	0.0	0.0	0.0	0.1
0200	0.0	0.1	0.0	0.0	0.0	0.1
0300	0.0	1.6	0.0	0.0	0.0	1.6
0400	0.0	0.7	0.0	0.0	0.0	0.7
0500	0.0	4.1	0.0	0.1	0.0	4.3
0600	0.7	9.3	0.1	0.0	0.0	10.1
0700	0.7	68.6	1.7	0.4	0.3	71.7
0800	1.3	126.3	2.4	0.6	0.0	130.6
0900	1.4	63.1	1.1	0.3	0.0	66.0
1000	3.9	69.6	1.3	1.1	0.0	75.9
1100	1.7	69.9	1.1	1.1	0.0	73.9
1200	1.3	75.9	1.3	0.4	0.0	78.9
1300	1.7	76.3	0.4	0.7	0.0	79.1
1400	2.0	93.1	0.4	1.3	0.0	96.9
1500	0.6	114.3	1.1	0.7	0.1	116.9
1600	0.7	170.0	0.9	0.4	0.0	172.0
1700	1.4	141.4	0.4	0.4	0.0	143.7
1800	1.1	62.7	0.1	0.1	0.0	64.1
1900	0.0	31.7	0.0	0.0	0.0	31.7
2000	0.0	22.6	0.0	0.6	0.0	23.1
2100	0.1	17.3	0.0	0.1	0.0	17.6
2200	0.1	12.0	0.0	0.1	0.0	12.3
2300	0.0	6.4	0.0	0.0	0.0	6.4
12hr TTL	**17.9**	**1131.1**	**12.4**	**7.7**	**0.4**	**1169.6**
24hr TTL	**18.9**	**1239.9**	**12.6**	**8.7**	**0.4**	**1280.4**
	1%	97%	1%	1%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	1.9	0.0	0.0	0.0	1.9
0100	0.0	1.0	0.0	0.0	0.0	1.0
0200	0.0	1.6	0.0	0.0	0.0	1.6
0300	0.0	2.0	0.0	0.0	0.0	2.0
0400	0.0	3.0	0.0	0.0	0.0	3.0
0500	0.0	6.6	0.1	0.0	0.0	6.7
0600	0.0	17.4	0.0	0.0	0.0	17.4
0700	1.1	46.1	0.9	0.1	0.0	48.3
0800	0.6	53.0	1.6	0.1	0.0	55.3
0900	0.1	42.6	0.3	0.6	0.3	43.9
1000	1.1	42.3	0.6	0.6	0.3	44.9
1100	0.6	39.4	1.1	0.6	0.0	41.7
1200	1.7	40.1	0.7	0.4	0.0	43.0
1300	0.7	40.7	1.1	0.6	0.0	43.1
1400	0.7	41.0	0.4	0.3	0.3	42.7
1500	0.6	40.4	0.3	0.6	0.0	41.9
1600	1.1	42.4	0.4	0.1	0.1	44.3
1700	0.1	47.3	0.7	0.0	0.0	48.1
1800	0.0	35.3	0.3	0.0	0.0	35.6
1900	0.0	22.7	0.1	0.0	0.0	22.9
2000	0.0	14.7	0.3	0.0	0.0	15.0
2100	0.0	13.3	0.1	0.0	0.0	13.4
2200	0.0	7.6	0.0	0.0	0.0	7.6
2300	0.0	5.9	0.1	0.0	0.0	6.0
12hr TTL	**8.6**	**510.7**	**8.4**	**4.0**	**1.0**	**532.7**
24hr TTL	**8.6**	**608.3**	**9.3**	**4.0**	**1.0**	**631.1**
	1%	96%	1%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

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Equipment & methodology

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1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	33178 East Riding Yorkshire
LOCATION	33178-020 - Broadgate B1230
LOC. DESC.	Broadgate B1230
START DATE	Tue 01 Nov, 2022
END DATE	Mon 07 Nov, 2022
SPEED LIMIT	40mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Broadgate B1230, commencing Tue 01 Nov 2022, recorded a total of 42,859 vehicles. The posted speed limit of 40mph was exceeded by 19.5% of vehicles, and the seasonally adjusted, combined AADT value is 7,031 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**42,859**
Avg daily volume (based on 7 days)	6,122.7
Average daily speed (7 days)	36.9mph
Average daily 85%ile (7 days)	40.7mph
AADT (annual average daily traffic)	7,031
Avg weekday volume (Mon-Fri, 24hrs)	6,461.8
Avg weekday speed (Mon-Fri, 24hrs)	36.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	5,604.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	36.6mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 41mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**23,930**
Avg daily volume (based on 7 days)	3,418.6
Average daily speed (7 days)	36.4mph
Average daily 85%ile (7 days)	40.3mph
% of vehicles exceeding 40mph	16.6%
Avg weekday volume (Mon-Fri, 24hrs)	3,619.8
Avg weekday speed (Mon-Fri, 24hrs)	36.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	3,176.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	36.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	39.8mph

SOUTHBOUND ↓

Total recorded volume	**18,929**
Avg daily volume (based on 7 days)	2,704.1
Average daily speed (7 days)	37.3mph
Average daily 85%ile (7 days)	41.1mph
% of vehicles exceeding 40mph	22.4%
Avg weekday volume (Mon-Fri, 24hrs)	2,842.0
Avg weekday speed (Mon-Fri, 24hrs)	37.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,428.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	37.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	40.8mph

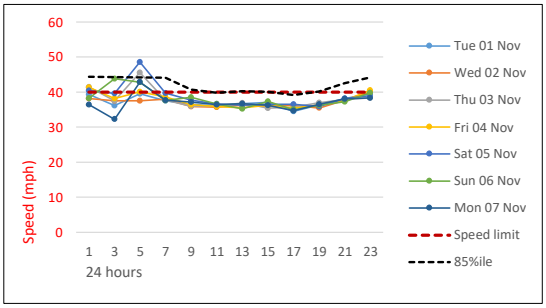
SITE LOCATION



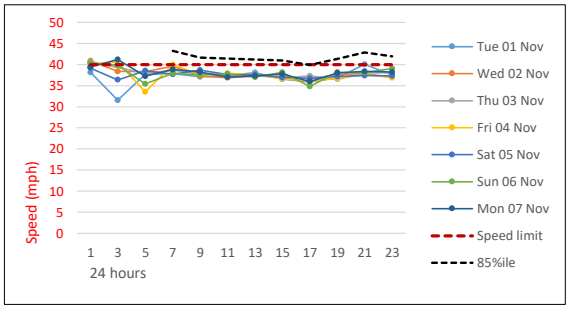
Location	Broadgate B1230
Lat, lng.	53°49'44.83"N, 0°27'19.13"W
Project & site	33178-020
PSL	40mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

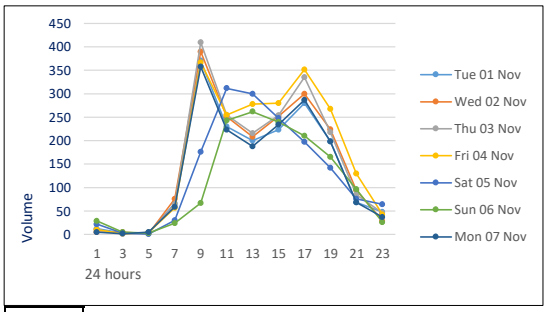


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 40mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 41.9mph at 07:00 on Wed 02 Nov, whilst the peak average southbound speed was 41.1mph at 07:15 on Sun 06 Nov (based on 15min averages between 0700 & 1900).

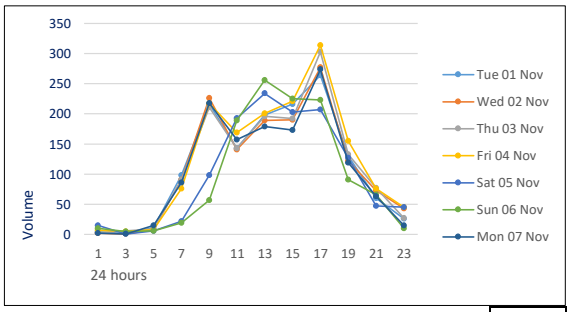
HOURLY VOLUMES

NORTHBOUND ↑



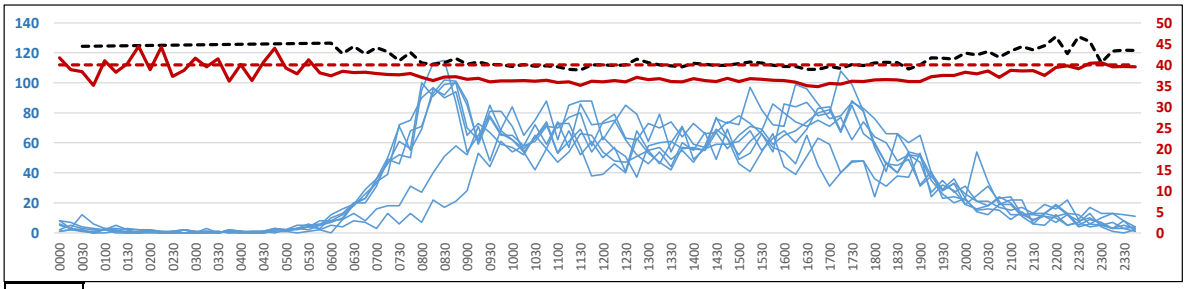
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

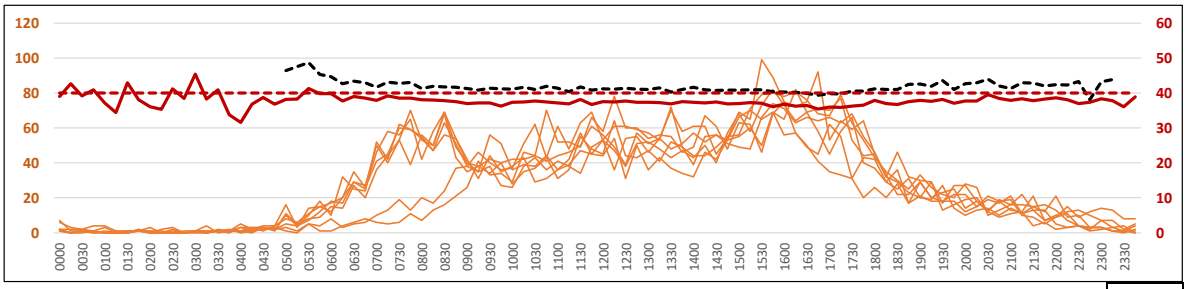


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



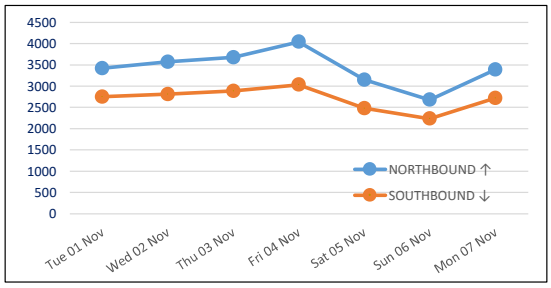
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

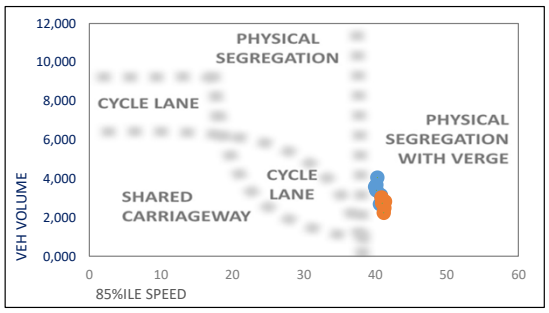
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	13.0	0.1	0.1	0.0	**13.3**
0100	0.0	5.1	0.3	0.1	0.1	**5.7**
0200	0.0	2.9	0.1	0.0	0.0	**3.0**
0300	0.0	2.3	0.1	0.0	0.0	**2.4**
0400	0.0	3.0	0.0	0.0	0.0	**3.0**
0500	0.0	11.9	0.6	0.0	0.0	**12.4**
0600	1.6	51.3	0.4	0.3	0.1	**53.7**
0700	0.7	155.1	3.7	1.0	0.1	**160.7**
0800	1.3	297.4	4.9	0.6	1.4	**305.6**
0900	1.6	250.1	8.1	1.6	0.6	**262.0**
1000	2.0	246.7	3.1	0.7	0.1	**252.7**
1100	2.7	255.9	2.9	0.7	0.9	**263.0**
1200	2.1	230.4	1.3	1.4	0.7	**236.0**
1300	2.4	228.4	1.3	0.6	0.3	**233.0**
1400	1.7	242.0	2.1	0.6	0.9	**247.3**
1500	2.0	252.3	2.3	1.1	0.0	**257.7**
1600	0.9	277.0	1.0	0.6	0.7	**280.1**
1700	1.0	276.3	1.1	0.9	0.4	**279.7**
1800	0.6	200.1	0.9	0.4	0.0	**202.0**
1900	0.0	138.3	1.0	0.1	0.0	**139.4**
2000	0.6	86.9	0.1	0.4	0.1	**88.1**
2100	0.3	52.7	0.1	0.0	0.1	**53.3**
2200	0.3	41.1	0.3	0.0	0.0	**41.7**
2300	0.0	22.3	0.0	0.0	0.3	**22.6**
12hr TTL	**19.0**	**2911.9**	**32.7**	**10.1**	**6.1**	**2979.9**
24hr TTL	**21.7**	**3342.6**	**36.0**	**11.3**	**7.0**	**3418.6**
	1%	98%	1%	0%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	6.1	0.0	0.0	0.0	**6.1**
0100	0.0	3.1	0.0	0.0	0.0	**3.1**
0200	0.0	2.1	0.0	0.0	0.0	**2.1**
0300	0.0	3.7	0.0	0.0	0.0	**3.7**
0400	0.0	7.7	0.3	1.0	0.0	**9.0**
0500	0.0	29.7	0.1	0.3	0.0	**30.1**
0600	0.6	66.3	1.6	0.4	0.1	**69.0**
0700	0.9	154.1	3.0	0.4	0.6	**159.0**
0800	1.1	171.0	3.6	1.6	0.3	**177.6**
0900	1.7	146.0	4.4	1.0	0.1	**153.3**
1000	0.7	156.9	2.4	1.3	0.9	**162.1**
1100	0.9	185.4	3.3	0.9	1.0	**191.4**
1200	1.0	202.4	4.0	0.1	0.0	**207.6**
1300	1.0	193.6	3.7	1.1	1.0	**200.4**
1400	1.6	197.3	2.6	0.7	0.7	**202.9**
1500	0.6	261.1	4.1	0.3	0.9	**267.0**
1600	0.3	257.6	6.1	1.4	0.6	**266.0**
1700	0.3	213.9	1.4	0.3	0.9	**216.7**
1800	0.4	123.9	0.7	0.3	0.0	**125.3**
1900	0.1	88.6	0.1	0.1	0.0	**89.0**
2000	0.0	65.4	0.3	0.3	0.0	**66.0**
2100	0.0	51.1	0.3	0.0	0.0	**51.4**
2200	0.1	30.0	0.0	0.0	0.0	**30.1**
2300	0.0	15.0	0.0	0.0	0.0	**15.0**
12hr TTL	**10.4**	**2263.1**	**39.4**	**9.4**	**6.9**	**2329.3**
24hr TTL	**11.3**	**2632.1**	**42.1**	**11.6**	**7.0**	**2704.1**
	0%	97%	2%	0%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

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ATC SUMMARY REPORT

PROJECT	37087 East Riding, Yorkshire
LOCATION	37087-001 - B1248
LOC. DESC.	B1248
START DATE	Tue 07 Nov, 2023
END DATE	Mon 13 Nov, 2023
SPEED LIMIT	50mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on B1248 , commencing Tue 07 Nov 2023, recorded a total of 79,273 vehicles. The posted speed limit of 50mph was exceeded by 6.0% of vehicles, and the seasonally adjusted, combined AADT value is 12,811 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**79,273**
Avg daily volume (based on 7 days)	11,324.7
Average daily speed (7 days)	42.5mph
Average daily 85%ile (7 days)	47.2mph
AADT (annual average daily traffic)	12,811
Avg weekday volume (Mon-Fri, 24hrs)	12,180.2
Avg weekday speed (Mon-Fri, 24hrs)	42.1mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	10,343.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	41.7mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 51mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**39,544**
Avg daily volume (based on 7 days)	5,649.1
Average daily speed (7 days)	43.0mph
Average daily 85%ile (7 days)	47.6mph
% of vehicles exceeding 50mph	7.0%
Avg weekday volume (Mon-Fri, 24hrs)	6,091.6
Avg weekday speed (Mon-Fri, 24hrs)	42.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	5,015.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	42.3mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	46.8mph

SOUTHBOUND ↓

Total recorded volume	**39,729**
Avg daily volume (based on 7 days)	5,675.6
Average daily speed (7 days)	41.9mph
Average daily 85%ile (7 days)	46.8mph
% of vehicles exceeding 50mph	5.0%
Avg weekday volume (Mon-Fri, 24hrs)	6,088.6
Avg weekday speed (Mon-Fri, 24hrs)	41.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	5,328.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	41.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	46.1mph

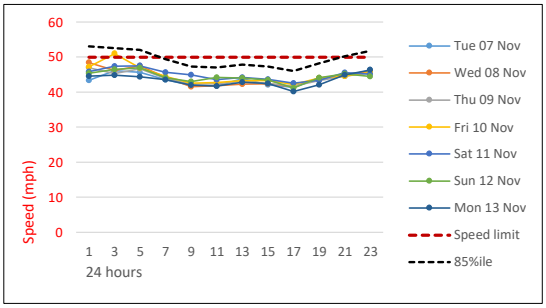
SITE LOCATION



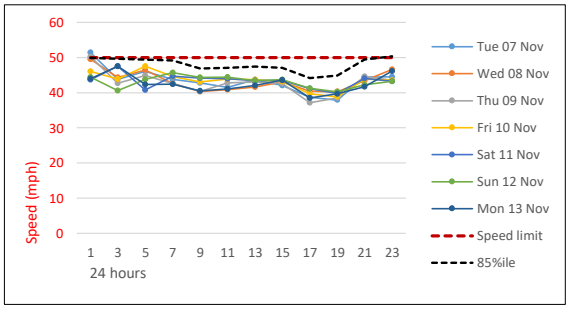
Location	B1248
Lat, lng.	53°51'40.88"N, 0°28'48.85"W
Project & site	37087-001
PSL	50mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

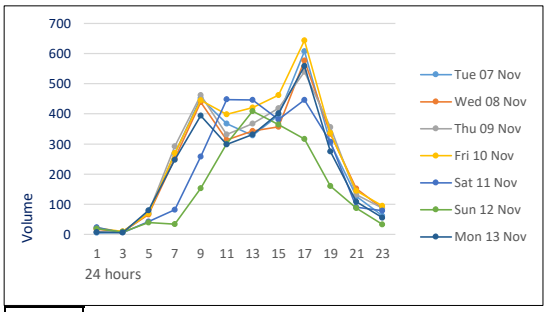


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 50mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 46.7mph at 07:30 on Sun 12 Nov, whilst the peak average southbound speed was 48.4mph at 07:15 on Sun 12 Nov (based on 15min averages between 0700 & 1900).

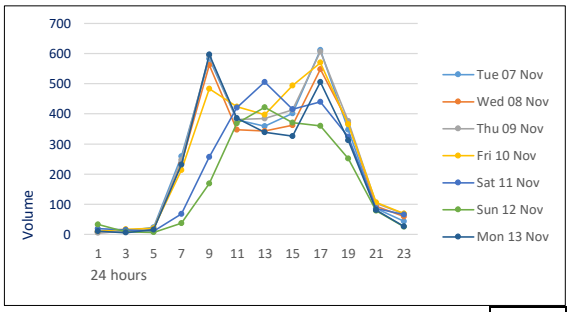
HOURLY VOLUMES

NORTHBOUND ↑



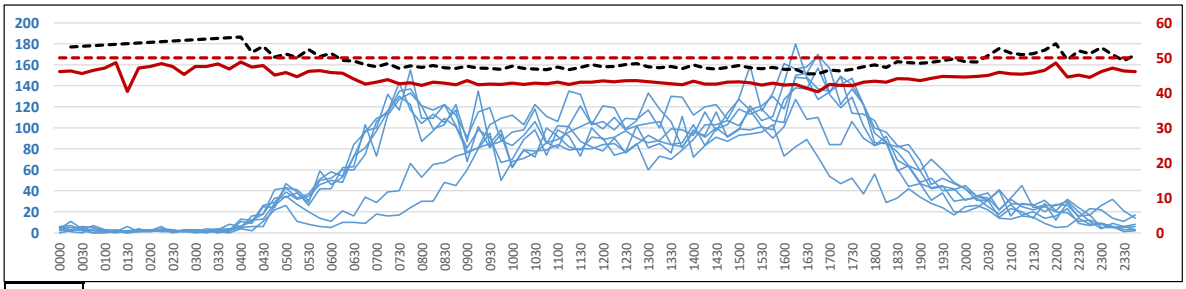
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

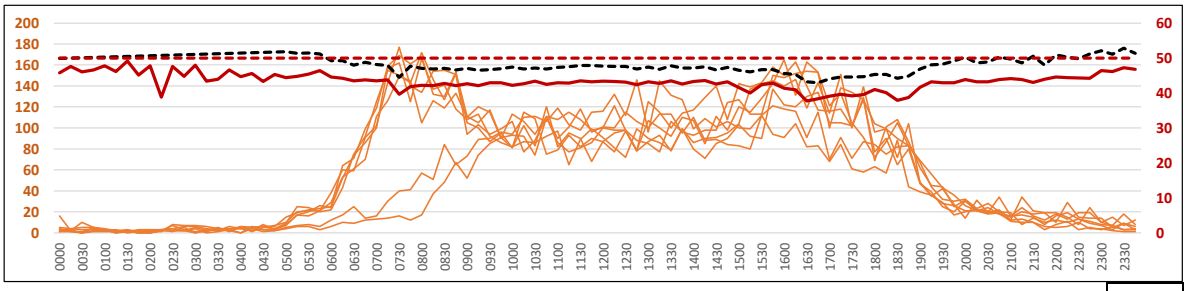


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



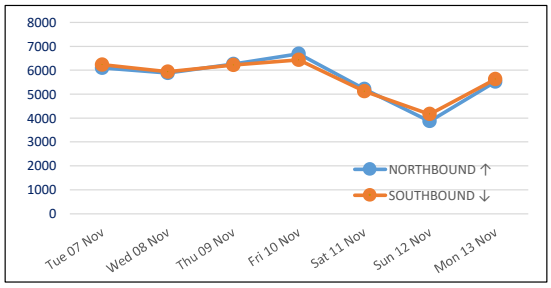
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

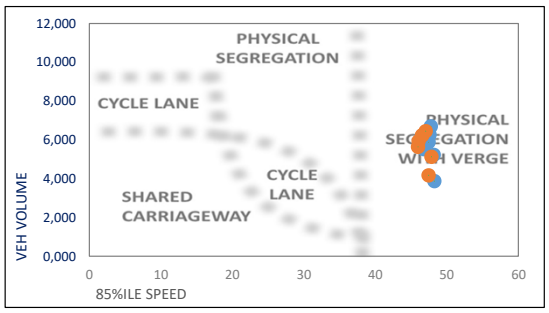
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	13.7	0.6	0.0	0.1	**14.4**
0100	0.1	6.3	0.4	0.0	0.0	**6.9**
0200	0.0	7.4	0.3	0.1	0.0	**7.9**
0300	0.1	7.9	0.1	0.3	0.0	**8.4**
0400	0.6	60.0	1.1	0.9	0.0	**62.6**
0500	0.7	127.3	1.7	4.3	0.6	**134.6**
0600	2.0	187.6	4.4	11.3	1.1	**206.4**
0700	1.3	350.7	14.7	8.9	1.4	**377.0**
0800	2.0	341.6	15.6	10.6	2.1	**371.9**
0900	3.3	326.0	11.9	10.9	2.4	**354.4**
1000	5.4	320.4	13.6	9.9	1.7	**351.0**
1100	4.0	355.9	10.1	10.6	1.9	**382.4**
1200	6.6	356.1	7.7	7.1	0.3	**377.9**
1300	5.3	352.9	9.6	9.7	0.6	**378.0**
1400	3.9	375.3	8.6	8.6	0.9	**397.1**
1500	2.4	430.3	6.0	6.4	0.0	**445.1**
1600	1.6	515.3	5.9	3.9	0.6	**527.1**
1700	0.7	445.0	3.3	4.0	0.4	**453.4**
1800	0.9	290.6	2.6	2.0	0.1	**296.1**
1900	0.0	171.3	2.9	0.6	0.0	**174.7**
2000	0.1	117.6	1.6	0.6	0.0	**119.9**
2100	0.3	91.9	0.4	0.4	0.0	**93.0**
2200	0.4	70.3	0.0	0.1	0.0	**70.9**
2300	0.0	36.9	1.0	0.1	0.0	**38.0**
12hr TTL	**37.3**	**4460.0**	**109.4**	**92.4**	**12.4**	**4711.6**
24hr TTL	**41.7**	**5358.0**	**124.0**	**111.1**	**14.3**	**5649.1**
	1%	95%	2%	2%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	12.9	0.3	0.1	0.0	**13.3**
0100	0.0	6.1	0.3	0.0	0.0	**6.4**
0200	0.0	11.1	0.0	0.3	0.0	**11.4**
0300	0.1	6.9	3.1	0.6	1.4	**12.1**
0400	0.0	11.0	3.6	0.7	0.7	**16.0**
0500	0.1	52.4	1.9	3.3	0.3	**58.0**
0600	0.1	176.4	2.7	4.6	0.9	**184.7**
0700	2.6	409.3	5.1	10.4	1.1	**428.6**
0800	2.9	441.6	7.0	11.0	1.1	**463.6**
0900	1.4	362.0	9.0	9.9	1.3	**383.6**
1000	1.6	360.6	13.0	10.4	1.3	**386.9**
1100	4.0	345.7	13.4	11.1	1.1	**375.4**
1200	3.9	366.6	11.3	10.3	0.9	**392.9**
1300	6.1	378.9	9.7	11.6	2.0	**408.3**
1400	6.4	365.4	12.0	12.7	0.9	**397.4**
1500	6.4	446.7	11.4	11.7	1.0	**477.3**
1600	4.9	500.3	8.9	4.4	2.0	**520.4**
1700	1.4	408.7	6.3	4.1	0.3	**420.9**
1800	0.7	328.0	3.9	2.4	0.3	**335.3**
1900	0.3	153.4	1.4	1.1	0.0	**156.3**
2000	0.0	86.9	1.7	2.0	0.0	**90.6**
2100	0.0	56.7	1.0	0.6	0.0	**58.3**
2200	0.3	50.6	0.0	0.1	0.1	**51.1**
2300	0.0	26.7	0.1	0.0	0.0	**26.9**
12hr TTL	**42.3**	**4713.7**	**111.0**	**110.1**	**13.3**	**4990.4**
24hr TTL	**43.3**	**5364.9**	**127.1**	**123.6**	**16.7**	**5675.6**
	1%	95%	2%	2%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

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Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	37087 East Riding, Yorkshire
LOCATION	37087-002 - Ings Road
LOC. DESC.	Ings Road
START DATE	Tue 07 Nov, 2023
END DATE	Mon 13 Nov, 2023
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Ings Road, commencing Tue 07 Nov 2023, recorded a total of 596 vehicles. The posted speed limit of 60mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 99 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**596**
Avg daily volume (based on 7 days)	85.1
Average daily speed (7 days)	13.4mph
Average daily 85%ile (7 days)	17.3mph
AADT (annual average daily traffic)	99
Avg weekday volume (Mon-Fri, 24hrs)	90.0
Avg weekday speed (Mon-Fri, 24hrs)	13.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	83.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	13.2mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**312**
Avg daily volume (based on 7 days)	44.6
Average daily speed (7 days)	13.6mph
Average daily 85%ile (7 days)	17.6mph
% of vehicles exceeding 60mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	47.0
Avg weekday speed (Mon-Fri, 24hrs)	13.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	43.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	13.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	17.3mph

SOUTHBOUND ↓

Total recorded volume	**284**
Avg daily volume (based on 7 days)	40.6
Average daily speed (7 days)	13.3mph
Average daily 85%ile (7 days)	17.0mph
% of vehicles exceeding 60mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	43.0
Avg weekday speed (Mon-Fri, 24hrs)	13.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	40.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	13.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	17.0mph

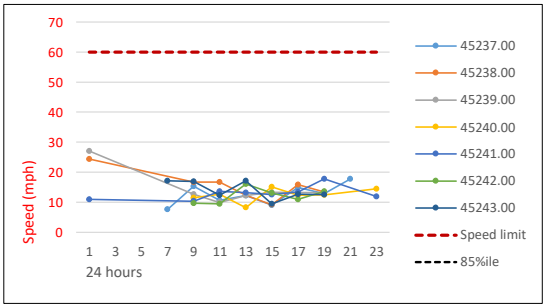
SITE LOCATION



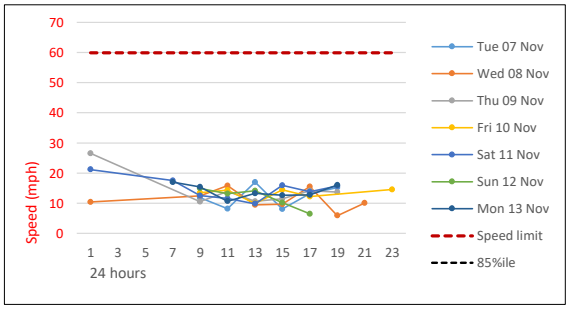
Location	Ings Road
Lat, lng.	53°51'32.72"N, 0°26'9.89"W
Project & site	37087-002
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

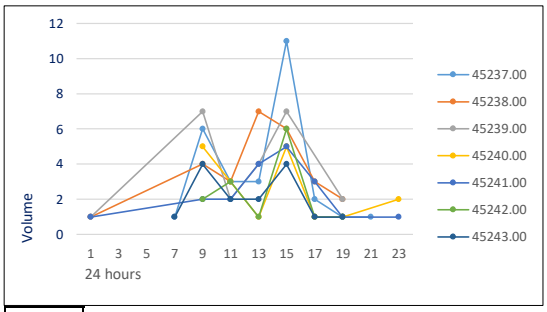


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 26.7mph at 12:30 on Wed 08 Nov, whilst the peak average southbound speed was 21.7mph at 14:45 on Sat 11 Nov (based on 15min averages between 0700 & 1900).

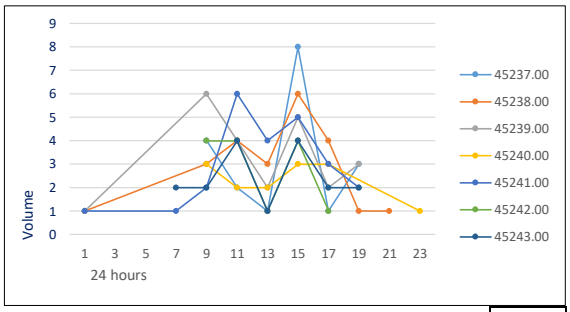
HOURLY VOLUMES

NORTHBOUND ↑



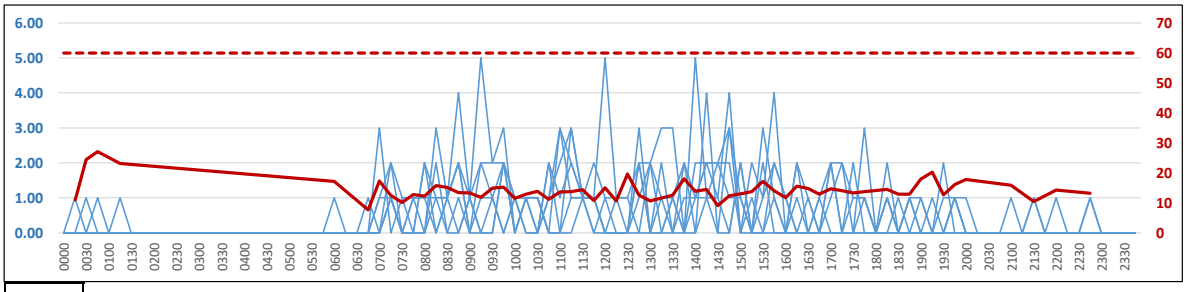
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

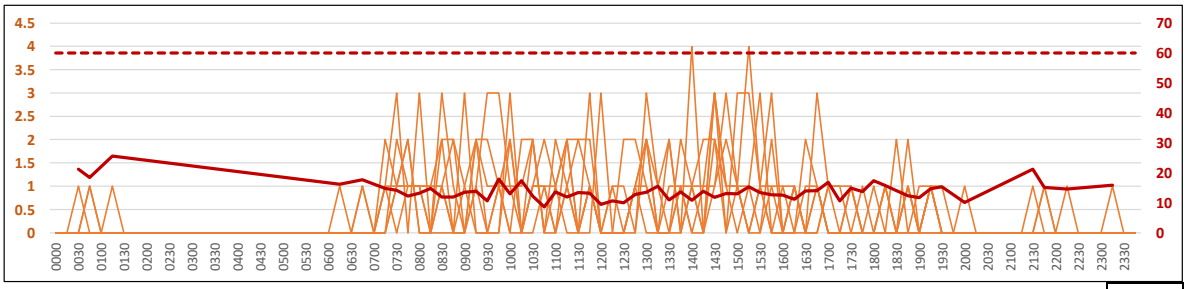


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



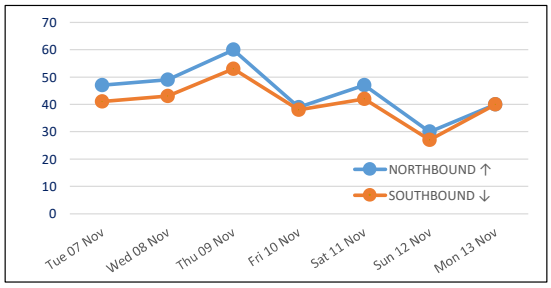
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Thursday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

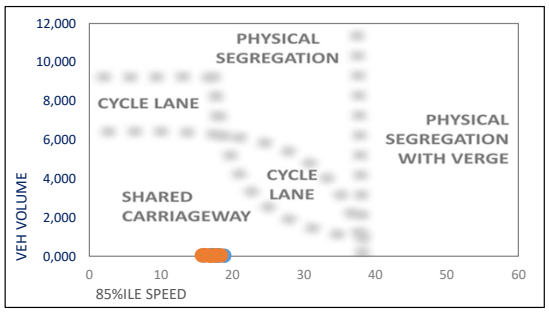
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.4	0.0	0.0	0.0	**0.4**
0100	0.0	0.1	0.0	0.0	0.0	**0.1**
0200	0.0	0.0	0.0	0.0	0.0	**0.0**
0300	0.0	0.0	0.0	0.0	0.0	**0.0**
0400	0.0	0.0	0.0	0.0	0.0	**0.0**
0500	0.0	0.0	0.0	0.0	0.0	**0.0**
0600	0.0	0.3	0.0	0.0	0.0	**0.3**
0700	0.0	2.4	0.1	0.0	0.0	**2.6**
0800	0.1	4.1	0.0	0.0	0.0	**4.3**
0900	0.1	4.4	0.0	0.0	0.0	**4.6**
1000	0.0	2.6	0.0	0.0	0.0	**2.6**
1100	0.0	4.6	0.3	0.0	0.0	**4.9**
1200	0.0	3.0	0.1	0.0	0.0	**3.1**
1300	0.0	3.3	0.1	0.0	0.0	**3.4**
1400	0.0	6.3	0.0	0.0	0.0	**6.3**
1500	0.0	3.7	0.0	0.0	0.0	**3.7**
1600	0.0	1.6	0.0	0.0	0.0	**1.6**
1700	0.0	3.0	0.0	0.0	0.0	**3.0**
1800	0.0	1.3	0.0	0.0	0.0	**1.3**
1900	0.0	1.4	0.0	0.0	0.0	**1.4**
2000	0.0	0.1	0.0	0.0	0.0	**0.1**
2100	0.0	0.4	0.0	0.0	0.0	**0.4**
2200	0.0	0.4	0.0	0.0	0.0	**0.4**
2300	0.0	0.0	0.0	0.0	0.0	**0.0**
12hr TTL	**0.3**	**40.3**	**0.7**	**0.0**	**0.0**	**41.3**
24hr TTL	**0.3**	**43.6**	**0.7**	**0.0**	**0.0**	**44.6**
	1%	98%	2%	0%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.4	0.0	0.0	0.0	**0.4**
0100	0.0	0.1	0.0	0.0	0.0	**0.1**
0200	0.0	0.0	0.0	0.0	0.0	**0.0**
0300	0.0	0.0	0.0	0.0	0.0	**0.0**
0400	0.0	0.0	0.0	0.0	0.0	**0.0**
0500	0.0	0.0	0.0	0.0	0.0	**0.0**
0600	0.0	0.4	0.0	0.0	0.0	**0.4**
0700	0.0	3.0	0.1	0.0	0.0	**3.1**
0800	0.0	3.4	0.0	0.0	0.0	**3.4**
0900	0.1	3.4	0.0	0.1	0.0	**3.7**
1000	0.0	3.7	0.0	0.0	0.0	**3.7**
1100	0.0	3.6	0.1	0.1	0.0	**3.9**
1200	0.0	1.7	0.1	0.1	0.0	**2.0**
1300	0.1	3.1	0.0	0.0	0.0	**3.3**
1400	0.0	4.7	0.1	0.1	0.0	**5.0**
1500	0.4	4.0	0.0	0.0	0.0	**4.4**
1600	0.0	2.3	0.0	0.0	0.0	**2.3**
1700	0.0	1.3	0.0	0.0	0.0	**1.3**
1800	0.0	1.6	0.0	0.0	0.0	**1.6**
1900	0.0	1.0	0.0	0.0	0.0	**1.0**
2000	0.0	0.1	0.0	0.0	0.0	**0.1**
2100	0.0	0.4	0.0	0.0	0.0	**0.4**
2200	0.0	0.1	0.0	0.0	0.0	**0.1**
2300	0.0	0.1	0.0	0.0	0.0	**0.1**
12hr TTL	**0.7**	**35.9**	**0.6**	**0.6**	**0.0**	**37.7**
24hr TTL	**0.7**	**38.7**	**0.6**	**0.6**	**0.0**	**40.6**
	2%	95%	1%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

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4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

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ATC SUMMARY REPORT

PROJECT	37087 East Riding, Yorkshire
LOCATION	37087-003 - Maybury Road
LOC. DESC.	Maybury Road
START DATE	Tue 07 Nov, 2023
END DATE	Mon 13 Nov, 2023
SPEED LIMIT	20mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Maybury Road, commencing Tue 07 Nov 2023, recorded a total of 79,023 vehicles. The posted speed limit of 20mph was exceeded by 91.9% of vehicles, and the seasonally adjusted, combined AADT value is 12,376 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**79,023**
Avg daily volume (based on 7 days)	11,289.0
Average daily speed (7 days)	26.5mph
Average daily 85%ile (7 days)	30.4mph
AADT (annual average daily traffic)	12,376
Avg weekday volume (Mon-Fri, 24hrs)	12,114.4
Avg weekday speed (Mon-Fri, 24hrs)	25.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	9,360.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.2mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 21mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND →

Total recorded volume	**39,846**
Avg daily volume (based on 7 days)	5,692.3
Average daily speed (7 days)	27.3mph
Average daily 85%ile (7 days)	30.6mph
% of vehicles exceeding 20mph	96.8%
Avg weekday volume (Mon-Fri, 24hrs)	6,136.2
Avg weekday speed (Mon-Fri, 24hrs)	26.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	4,572.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	26.3mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	29.6mph

WESTBOUND ←

Total recorded volume	**39,177**
Avg daily volume (based on 7 days)	5,596.7
Average daily speed (7 days)	25.8mph
Average daily 85%ile (7 days)	30.3mph
% of vehicles exceeding 20mph	87.0%
Avg weekday volume (Mon-Fri, 24hrs)	5,978.2
Avg weekday speed (Mon-Fri, 24hrs)	24.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	4,788.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	24.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	29.1mph

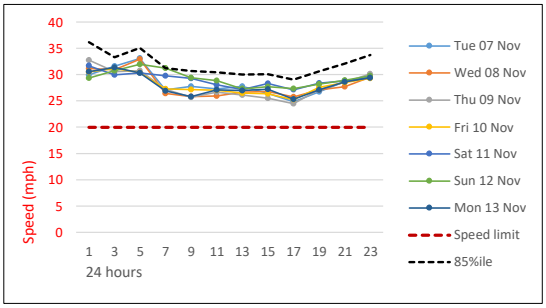
SITE LOCATION



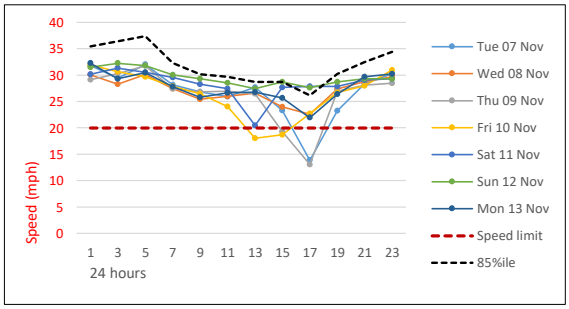
Location	Maybury Road
Lat, lng.	53°45'55.07"N, 0°17'8.03"W
Project & site	37087-003
PSL	20mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

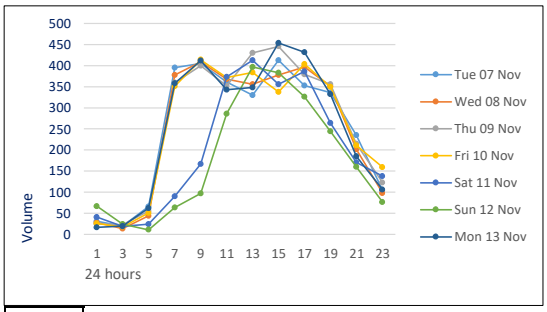


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 20mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

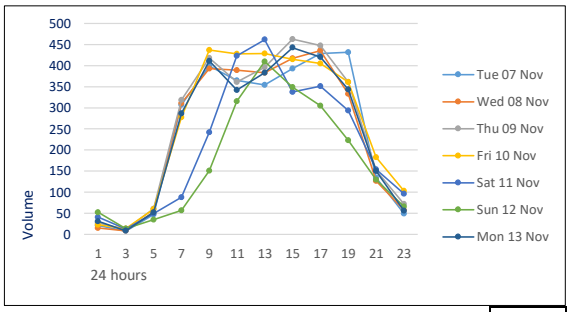
The peak average eastbound daytime speed was 31.5mph at 07:15 on Sun 12 Nov, whilst the peak average westbound speed was 31.4mph at 07:45 on Sun 12 Nov (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

EASTBOUND →



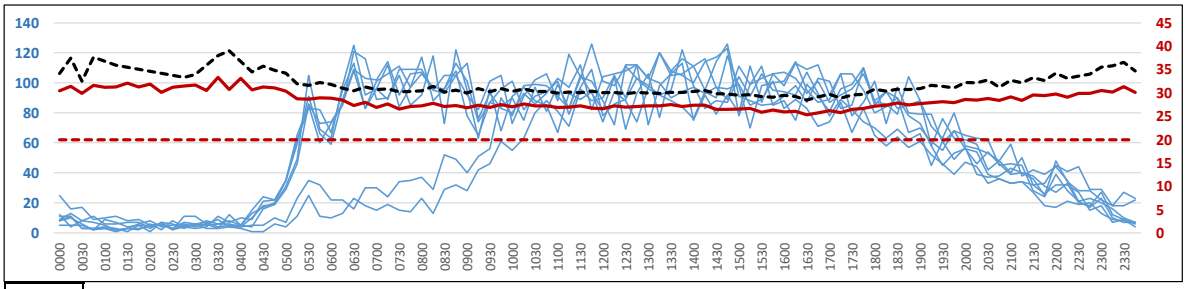
WESTBOUND ←



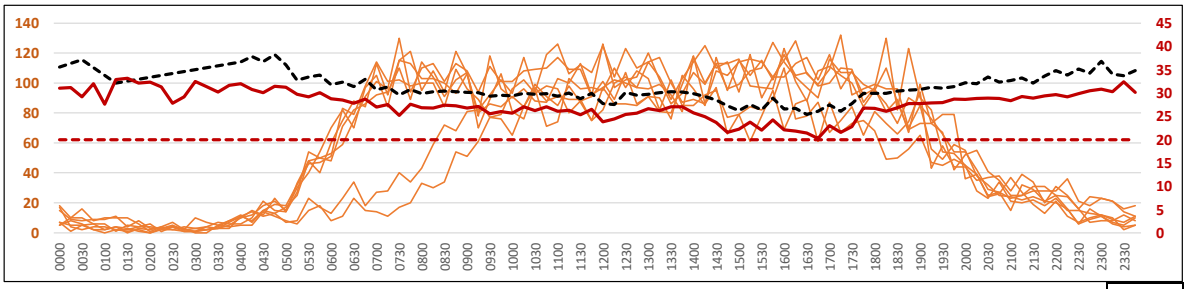
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



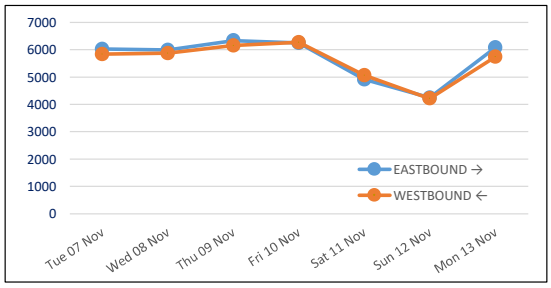
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ←

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

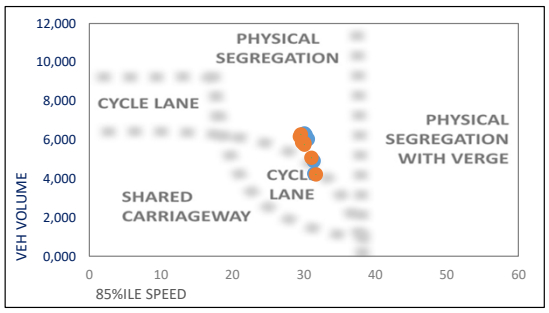
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.4	31.9	0.6	0.7	0.0	33.6
0100	0.1	18.3	0.3	0.7	0.3	19.7
0200	0.3	17.1	0.0	2.0	0.3	19.7
0300	0.7	21.1	0.7	1.1	0.3	24.0
0400	1.3	41.1	1.1	1.1	0.0	44.7
0500	8.3	184.9	1.9	4.1	0.0	199.1
0600	6.0	264.7	4.3	9.3	0.9	285.1
0700	8.0	286.4	7.9	7.7	0.9	310.9
0800	3.4	302.9	10.7	9.7	2.4	329.1
0900	1.7	284.1	9.9	10.0	1.9	307.6
1000	2.1	324.7	10.6	12.3	1.0	350.7
1100	2.4	351.7	8.1	14.0	2.9	379.1
1200	3.3	357.6	7.6	9.6	1.7	379.7
1300	3.3	376.1	8.1	12.9	1.6	402.0
1400	3.9	367.6	10.4	11.9	1.7	395.4
1500	3.7	357.6	6.0	11.7	1.3	380.3
1600	4.9	366.3	3.6	7.0	0.7	382.4
1700	3.4	351.3	3.4	3.6	1.0	362.7
1800	3.0	311.6	1.9	1.7	0.9	319.0
1900	2.1	249.4	1.4	0.6	0.0	253.6
2000	1.4	193.0	0.9	1.6	0.1	197.0
2100	1.4	139.4	0.9	1.9	0.0	143.6
2200	1.3	111.7	0.6	1.6	0.0	115.1
2300	2.0	54.6	0.4	1.0	0.0	58.0
12hr TTL	**43.1**	**4037.9**	**88.1**	**112.0**	**17.9**	**4299.0**
24hr TTL	**68.6**	**5365.1**	**101.1**	**137.7**	**19.7**	**5692.3**
	1%	94%	2%	2%	0%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	1.0	28.6	0.3	0.0	0.1	30.0
0100	0.4	16.6	0.0	0.1	0.0	17.1
0200	0.3	10.4	0.0	0.1	0.4	11.3
0300	0.3	15.1	0.1	0.1	0.1	15.9
0400	2.6	47.1	0.3	1.0	0.0	51.0
0500	3.4	107.6	1.1	2.1	0.6	114.9
0600	3.9	215.7	4.6	9.0	2.1	235.3
0700	6.4	298.3	8.1	9.3	2.1	324.3
0800	2.7	328.0	9.6	7.7	2.1	350.1
0900	2.3	333.3	10.1	10.4	1.4	357.6
1000	3.1	355.6	10.1	5.6	0.4	374.9
1100	2.4	364.7	9.4	7.9	1.1	385.6
1200	4.4	383.1	5.6	8.4	0.9	402.4
1300	3.0	362.7	7.4	9.1	0.9	383.1
1400	5.1	381.4	8.3	6.0	1.7	402.6
1500	6.3	382.0	3.3	6.3	0.7	398.6
1600	9.9	380.4	2.7	5.4	0.7	399.1
1700	6.3	369.9	2.3	2.7	0.6	381.7
1800	3.4	327.4	3.4	1.1	0.0	335.4
1900	2.0	259.6	0.7	0.4	0.0	262.7
2000	1.7	143.6	1.1	0.7	0.0	147.1
2100	0.7	99.3	0.3	0.0	0.0	100.3
2200	1.6	69.0	0.6	0.3	0.0	71.4
2300	0.4	43.4	0.1	0.3	0.0	44.3
12hr TTL	**55.4**	**4266.9**	**80.4**	**80.0**	**12.7**	**4495.4**
24hr TTL	**73.7**	**5322.9**	**89.7**	**94.3**	**16.1**	**5596.7**
	1%	95%	2%	2%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

RADAR SUMMARY REPORT

PROJECT	37087 Beverley, Yorkshire
LOCATION	37087-004 - A1079, HU17 8RP
LOC. DESC.	A1079, HU17 8RP
START DATE	Tue 07 Nov, 2023
END DATE	Mon 13 Nov, 2023
SPEED LIMIT	50mph
SURVEY TYPE	7-day Radar, 15min periods, 4 veh. classes

OVERVIEW

A 7-day automatic traffic count on A1079, HU17 8RP, commencing Tue 07 Nov 2023, recorded a total of 140,779 vehicles. The posted speed limit of 50mph was exceeded by 50.9% of vehicles, and the seasonally adjusted, combined AADT value is 22,682 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**140,779**
Avg daily volume (based on 7 days)	20,111.3
Average daily speed (7 days)	50.1mph
Average daily 85%ile (7 days)	55.5mph
AADT (annual average daily traffic)	22,682
Avg weekday volume (Mon-Fri, 24hrs)	22,010.2
Avg weekday speed (Mon-Fri, 24hrs)	49.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	18,504.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	48.6mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 51mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**66,668**
Avg daily volume (based on 7 days)	9,524.0
Average daily speed (7 days)	49.6mph
Average daily 85%ile (7 days)	55.4mph
% of vehicles exceeding 50mph	47.7%
Avg weekday volume (Mon-Fri, 24hrs)	10,415.2
Avg weekday speed (Mon-Fri, 24hrs)	48.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	8,472.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	48.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	54.0mph

SOUTHBOUND ↓

Total recorded volume	**74,111**
Avg daily volume (based on 7 days)	10,587.3
Average daily speed (7 days)	50.6mph
Average daily 85%ile (7 days)	55.7mph
% of vehicles exceeding 50mph	54.1%
Avg weekday volume (Mon-Fri, 24hrs)	11,595.0
Avg weekday speed (Mon-Fri, 24hrs)	49.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	10,031.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	49.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	53.9mph

SITE LOCATION

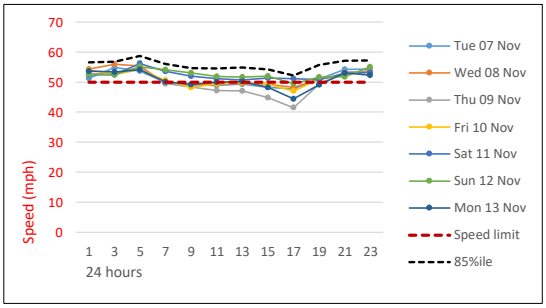


Map © OpenStreetMap contributors

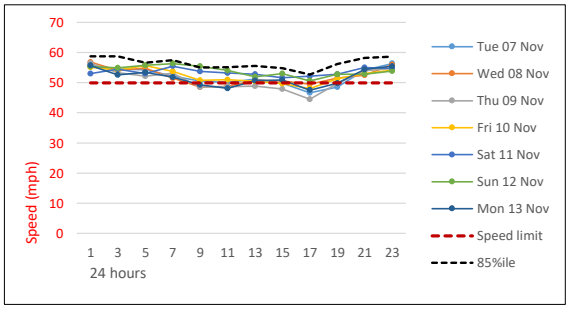
Location	A1079, HU17 8RP
Desc.	A1079, HU17 8RP
Lat, lng.	53°49'30.90"N,
Project & site	37087-004
PSL	50mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

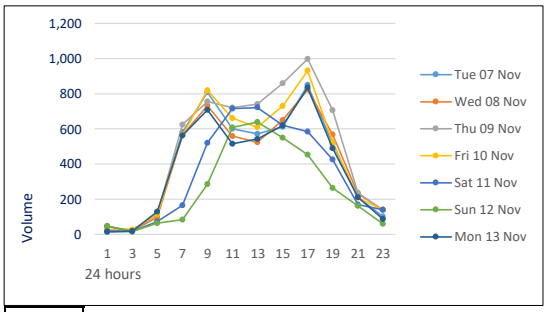


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 50mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 54.9mph at 07:15 on Sun 12 Nov, whilst the peak average southbound speed was 56.8mph at 07:45 on Sun 12 Nov (based on 15min averages between 0700 & 1900).

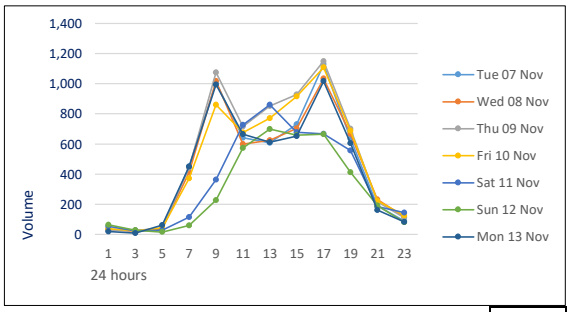
HOURLY VOLUMES

NORTHBOUND ↑



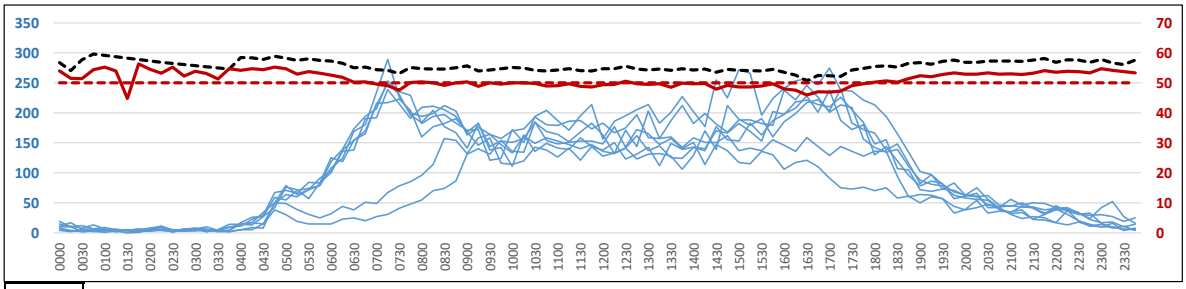
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

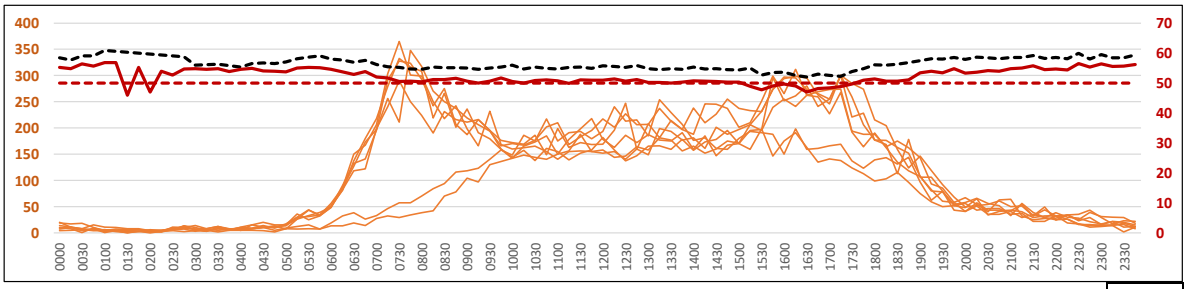


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



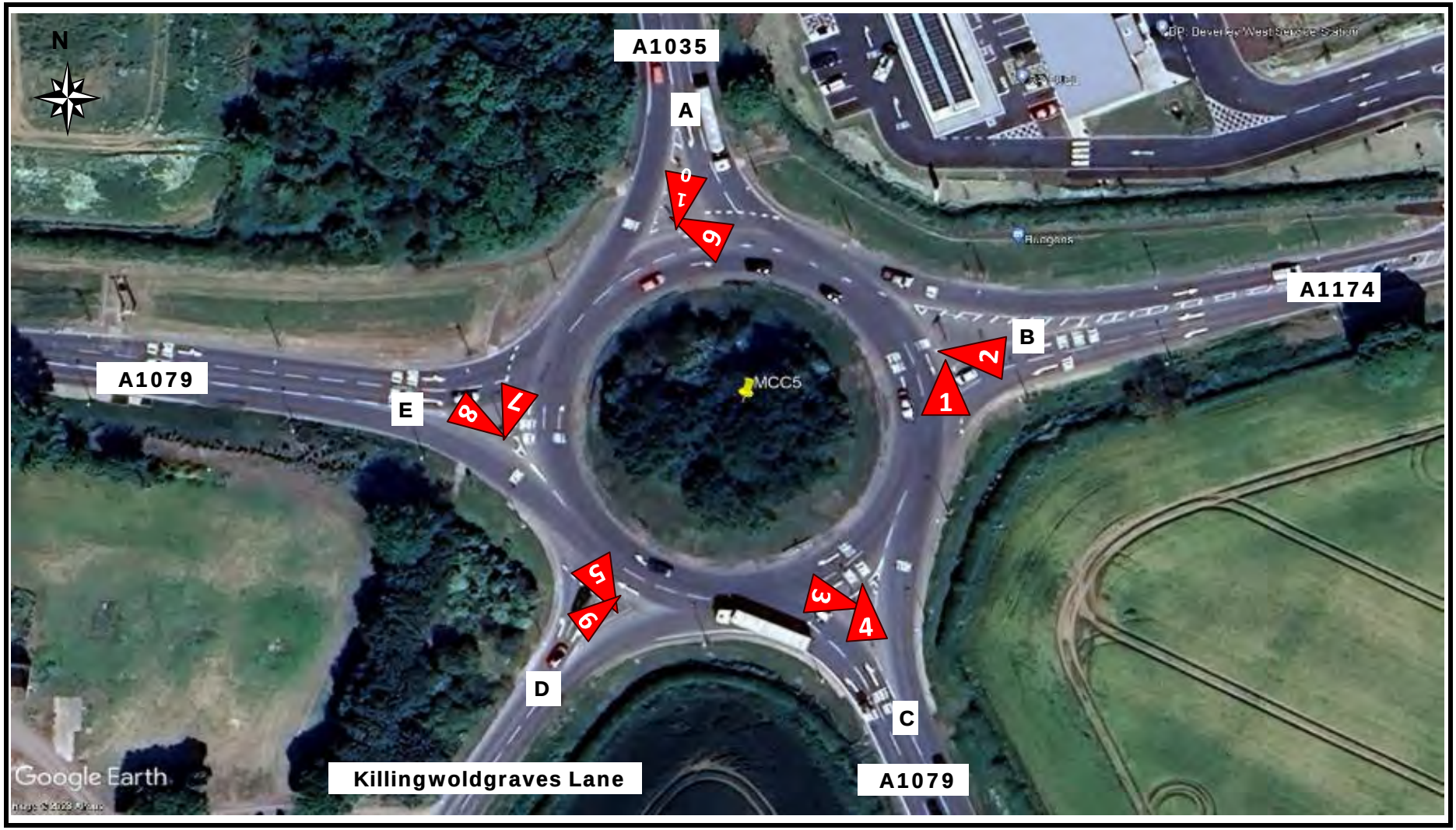
15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	37087 Beverley, Yorkshire
Site Number/Name:	Site 5 - A1079/Killingwoldgraves Lane
Client:	Royal Haskoning
Date:	07/11/2023
Weather:	AM: Dry and Bright, PM: Cloudy and Dry

Advanced Transport Research	Job Number & Name:	37087 Beverley, Yorkshire
Site 5 - A1079/Killingwoldgraves Lane	Date:	Tuesday 07 Nov 2023

Job Type:	Junction Count				
Co-ordinates:	53°50'35.44"N, 0°28'39.41"W	Postcode:	HU17 8QX	Times:	0630-0930 1600-1900



Advanced Transport Research

Site 5 - A1079/Killingwoldgraves Lane

Classified Counts

	A to A								A to B								A to C								A to D								A to E								B to A								B to B								B to C								
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter			
06:30 - 06:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	65	14	0	1	0	0	0	0	14	2	0	0	0	1	0	0	9	1	0	2	0	0	0	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	3	2	0
06:45 - 07:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	76	16	4	3	0	0	0	0	12	5	0	0	0	0	0	0	10	2	0	0	1	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	1	0	0	0	0	0	8	3	0
07:00 - 07:15	0	0	0	0	0	0	0	0	7	2	1	0	0	0	0	0	113	17	2	0	0	0	0	0	14	7	0	0	0	0	0	0	16	1	0	1	1	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	0	13	2	0
07:15 - 07:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	138	20	2	8	0	1	0	0	21	6	0	0	0	0	0	0	15	2	0	2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	3	1	0	0	0	0	0	7	1	0
07:30 - 07:45	0	0	0	0	0	0	0	0	6	2	1	0	0	0	0	0	161	11	1	5	0	1	0	0	37	5	0	0	0	0	0	0	24	3	0	2	0	0	0	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	6	0	0	0	0	0	0	5	1	0
07:45 - 08:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	136	10	4	5	0	0	0	0	31	5	1	0	0	0	0	0	12	3	0	1	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	2	2	0	0	1	0	0	8	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	143	21	2	7	1	0	0	0	31	5	1	2	0	0	0	0	17	2	0	4	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	3	0	0	0	0	0	0	17	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	115	13	1	2	0	0	0	0	27	8	1	0	0	0	0	0	18	2	0	3	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	1	0	0	0	7	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	114	9	0	3	1	1	0	0	23	6	0	1	0	0	0	0	18	0	1	4	1	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	2	0	0	1	0	0	0	9	2	0
08:45 - 09:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	98	20	1	8	0	1	0	0	25	1	1	0	0	0	0	0	21	1	0	4	1	0	0	0	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2	2	0	0	0	0	0	10	1	0
09:00 - 09:15	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	70	12	3	5	0	0	0	0	19	9	0	0	0	0	0	0	20	3	3	2	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	4	1	1	0	0	0	0	10	2	1
09:15 - 09:30	0	0	0	0	0	0	0	0	6	2	1	0	0	0	0	0	69	10	3	10	0	0	0	0	12	3	0	0	0	0	0	0	9	5	2	1	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	4	1	0	0	0	0	0	6	1	1
16:00 - 16:15	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	118	31	2	4	0	2	0	0	28	7	0	0	0	0	0	0	11	1	0	0	1	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	0	17	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0	0	115	30	2	0	1	1	0	0	32	7	1	0	0	0	0	0	10	2	1	3	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	8	0	0	0	1	0	0	8	2	0
16:30 - 16:45	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	95	30	3	3	0	1	0	0	26	8	0	0	0	0	0	0	17	7	1	1	1	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	6	0	0	0	0	0	0	9	1	0
16:45 - 17:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	109	20	1	2	0	1	0	0	26	9	1	0	0	0	0	0	16	1	0	2	1	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	0	17	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	64	17	1	1	0	0	0	0	18	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	10	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	8	4	0	0	0	0	0	0	107	25	1	3	0	1	0	0	28	1	1	0	0	0	0	0	6	1	0	2	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	4	0	0	0	0	0	0	12	1	0
17:30 - 17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	90	7	0	3	1	0	0	0	26	0	0	0	0	0	0	0	5	0	1	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	3	1	0	0	0	0	0	13	2	0
17:45 - 18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	71	14	1	1	0	0	0	0	21	2	0	0	0	0	0	0	6	0	0	2	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	0	8	1	0
18:00 - 18:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	72	14	0	3	0	1	0	0	16	2	0	0	0	0	0	0	4	0	0	2	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	0	11	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	71	6	0	0	0	0	0	0	9	1	1	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	8	3	0
18:30 - 18:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	76	12	1	1	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	7	1	0
18:45 - 19:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	61	6	0	0	1	0	0	0	6	1	0	0	0	0	0	0	9	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	0	4	0	0
06:30 - 07:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*392*	*67*	*8*	*12*	*0*	*1*	*0*	*0*	*61*	*20*	*0*	*0*	*0*	*1*	*0*	*0*	*50*	*6*	*0*	*5*	*2*	*0*	*0*	*0*	*13*	*10*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*78*	*8*	*2*	*0*	*0*	*0*	*0*	*0*	*31*	*8*	*0*
06:45 - 07:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*5*	*2*	*0*	*0*	*0*	*0*	*0*	*488*	*64*	*9*	*16*	*0*	*2*	*0*	*0*	*84*	*23*	*0*	*0*	*0*	*0*	*0*	*0*	*65*	*8*	*0*	*5*	*2*	*0*	*0*	*0*	*15*	*10*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*110*	*13*	*2*	*0*	*0*	*0*	*0*	*0*	*33*	*7*	*0*
07:00 - 08:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*27*	*5*	*2*	*0*	*0*	*0*	*0*	*0*	*548*	*58*	*9*	*18*	*0*	*2*	*0*	*0*	*103*	*23*	*1*	*0*	*0*	*0*	*0*	*0*	*67*	*9*	*0*	*6*	*1*	*0*	*0*	*0*	*20*	*12*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*137*	*13*	*3*	*0*	*0*	*1*	*0*	*0*	*33*	*4*	*0*
07:15 - 08:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*27*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*578*	*62*	*9*	*25*	*1*	*2*	*0*	*0*	*120*	*21*	*2*	*2*	*0*	*0*	*0*	*0*	*68*	*10*	*0*	*9*	*0*	*0*	*0*	*0*	*18*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*156*	*14*	*3*	*0*	*0*	*1*	*0*	*0*	*37*	*2*	*0*
07:30 - 08:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*27*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*555*	*55*	*8*	*19*	*1*	*1*	*0*	*0*	*126*	*23*	*3*	*2*	*0*	*0*	*0*	*0*	*71*	*10*	*0*	*10*	*0*	*0*	*0*	*0*	*19*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*154*	*11*	*2*	*0*	*1*	*1*	*0*	*0*	*37*	*1*	*0*
07:45 - 08:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*508*	*53*	*7*	*17*	*2*	*1*	*0*	*0*	*112*	*24*	*3*	*3*	*0*	*0*	*0*	*0*	*65*	*7*	*1*	*12*	*1*	*0*	*0*	*0*	*15*	*8*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*142*	*7*	*2*	*0*	*2*	*1*	*0*	*0*	*41*	*2*	*0*
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*470*	*63*	*4*	*20*	*2*	*2*	*0*	*0*	*106*	*20*	*3*	*3*	*0*	*0*	*0*	*0*	*74*	*5*	*1*	*15*	*2*	*0*	*0*	*0*	*17*	*6*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*126*	*7*	*2*	*0*	*2*	*0*	*0*	*0*	*43*	*3*	*0*
08:15 - 09:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*21*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*397*	*54*	*5*	*18*	*1*	*2*	*0*	*0*	*94*	*24*	*2*	*1*	*0*	*0*	*0*	*0*	*77*	*6*	*4*	*13*	*2*	*0*	*0*	*0*	*16*	*8*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*113*	*8*	*3*	*1*	*2*	*0*	*0*	*0*	*36*	*5*	*1*
08:30 - 09:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*21*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*351*	*51*	*7*	*26*	*1*	*2*	*0*	*0*	*79*	*19*	*1*	*1*	*0*	*0*	*0*	*0*	*68*	*9*	*6*	*11*	*2*	*0*	*0*	*0*	*20*	*7*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*101*	*12*	*4*	*1*	*1*	*0*	*0*	*0*	*35*	*6*	*2*
16:00 - 17:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*5*	*0*	*0*	*1*	*0*	*0*	*0*	*437*	*111*	*8*	*9*	*1*	*5*	*0*	*0*	*112*	*31*	*2*	*0*	*0*	*0*	*0*	*0*	*54*	*11*	*2*	*6*	*3*	*0*	*0*	*0*	*28*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*95*	*18*	*0*	*0*	*0*	*1*	*0*	*0*	*51*	*3*	*0*
16:15 - 17:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*383*	*97*	*7*	*6*	*1*	*3*	*0*	*0*	*102*	*32*	*2*	*0*	*0*	*0*	*0*	*0*	*51*	*10*	*2*	*6*	*2*	*0*	*0*	*0*	*34*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*98*	*15*	*0*	*0*	*0*	*1*	*0*	*0*	*44*	*3*	*0*
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*375*	*92*	*6*	*9*	*0*	*3*	*0*	*0*	*98*	*26*	*2*	*0*	*0*	*0*	*0*	*0*	*47*	*9*	*1*	*5*	*2*	*0*	*0*	*0*	*29*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*112*	*11*	*0*	*0*	*0*	*0*	*0*	*0*	*48*	*2*	*0*
16:45 - 17:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*20*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*370*	*69*	*3*	*9*	*1*	*2*	*0*	*0*	*98*	*18*	*2*	*0*	*0*	*0*	*0*	*0*	*35*	*2*	*1*	*10*	*1*	*0*	*0*	*0*	*29*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*107*	*8*	*1*	*0*	*0*	*0*	*0*	*0*	*52*	*3*	*0*
17:00 - 18:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*17*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*332*	*63*	*3*	*8*	*1*	*1*	*0*	*0*	*93*	*11*	*1*	*0*	*0*	*0*	*0*	*0*	*25*	*1*	*1*	*10*	*0*	*0*	*0*	*0*	*25*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*104*	*8*	*1*	*0*	*0*	*0*	*0*	*0*	*43*	*4*	*0*
17:15 - 18:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*340*	*60*	*2*	*10*	*1*	*2*	*0*	*0*	*91*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*21*	*1*	*1*	*12*	*0*	*0*	*0*	*0*	*21*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*96*	*11*	*1*	*0*	*0*	*0*	*0*	*0*	*44*	*4*	*0*
17:30 - 18:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*304*	*41*	*1*	*7*	*1*	*1*	*0*	*0*	*72*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*22*	*0*	*1*	*10*	*0*	*0*	*0*	*0*	*20*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*72*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*40*	*6*	*0*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*10*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*290*	*46*	*2*	*5*	*0*	*1*	*0*	*0*	*53*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*20*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*15*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*55*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*34*	*5*	*0*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*12*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*280*	*38*	*1*	*4*	*1*	*1*	*0*	*0*	*38*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*23*	*3*	*0*	*2*	*0*	*0*	*0*	*0*	*12*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*52*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*30*	*4*	*0*
AM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**73**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**1298**	**173**	**23**	**57**	**2**	**4**	**0**	**0**	**266**	**62**	**4**	**3**	**0**	**1**	**0**	**0**	**189**	**25**	**6**	**26**	**4**	**0**	**0**	**0**	**52**	**24**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**333**	**31**	**8**	**1**	**2**	**1**	**0**	**0**	**103**	**15**	**2**
PM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**54**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**1049**	**212**	**12**	**21**	**3**	**7**	**0**	**0**	**243**	**46**	**4**	**0**	**0**	**0**	**0**	**0**	**102**	**15**	**3**	**18**	**3**	**0**	**0**	**0**	**65**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**251**	**30**	**1**	**0**	**0**	**1**	**0**	**0**	**124**	**11**	**0**
Daily Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**127**	**21**	**4**	**0**	**1**	**0**	**0**	**0**	**2347**	**385**	**35**	**78**	**5**	**11**	**0**	**0**	**509**	**108**	**8**	**3**	**0**	**1**	**0**	**0**	**291**	**40**	**9**	**44**	**7**	**0**	**0**	**0**	**117**	**34**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**584**	**61**	**9**	**1**	**2**	**2**	**0**	**0**	**227**	**26**	**2**
AM Peak Hour							

B to D					B to E								C to A								C to B								C to C								C to D								C to E								D to A								D to B							
OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	0	0	0	0	21	3	0	0	0	0	0	0	32	20	4	3	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	0	52	17	1	1	1	1	0	0	5	3	1	0	0	0	0	0	3	0	2	0	0	0	0	0
0	0	0	0	0	18	2	0	0	1	0	0	0	53	25	6	4	1	1	0	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18	4	0	0	0	1	0	0	61	13	3	1	0	0	0	0	10	7	0	0	0	0	0	0	9	1	0	0	0	0	0	0
0	0	0	0	0	24	0	1	1	1	0	0	0	61	26	3	5	0	1	0	0	6	6	1	0	0	0	0	0	1	0	0	0	0	0	0	0	22	9	1	0	0	1	0	0	47	21	1	3	0	1	0	0	15	5	1	0	0	0	0	0	8	5	0	0	0	0	0	0
0	0	0	0	0	18	8	1	0	2	0	0	0	97	37	6	4	0	0	0	0	9	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	32	12	1	0	1	0	0	0	69	23	0	2	1	1	0	0	17	6	0	0	0	0	0	0	3	1	0	0	0	0	0	0
0	0	0	0	0	23	2	0	0	1	0	0	0	75	35	5	6	0	0	0	0	7	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	16	7	0	0	0	1	0	0	50	20	2	3	0	0	0	0	28	10	1	0	0	1	0	0	6	3	0	0	0	0	0	0
0	0	0	0	0	27	6	0	0	1	1	0	0	63	18	5	5	0	1	0	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	9	0	1	1	0	0	0	49	16	7	2	1	0	0	0	39	10	1	0	0	0	0	0	7	7	0	0	0	0	0	0
0	0	0	0	0	31	6	1	1	0	0	0	0	47	13	1	6	0	0	0	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15	11	1	4	0	0	0	0	49	17	4	1	0	0	0	0	38	12	2	0	0	0	0	0	13	2	0	0	0	0	0	0
0	0	0	0	0	34	4	1	0	1	0	0	0	53	27	4	5	0	0	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	10	0	3	0	0	0	0	65	17	1	1	0	0	0	0	21	12	2	0	0	0	0	0	16	1	0	0	0	0	0	0
0	0	0	0	0	22	6	0	0	3	0	0	0	52	27	4	5	0	0	0	0	21	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	2	0	0	0	0	47	17	3	2	1	1	0	0	21	12	0	0	0	0	0	0	16	4	0	0	0	0	0	0
1	0	0	0	0	24	2	0	0	1	1	0	0	38	8	5	11	0	1	0	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	4	0	0	0	0	0	0	53	16	4	5	4	1	0	0	21	6	1	0	0	0	0	0	20	2	1	0	0	0	0	0
0	1	0	0	0	29	3	0	0	2	0	0	0	55	18	3	7	0	0	0	0	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	0	58	14	0	3	0	0	0	0	29	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0
0	0	0	0	0	11	2	0	0	1	0	0	0	50	21	7	5	0	1	0	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	0	50	7	2	6	0	0	0	0	15	6	1	0	0	1	0	0	9	2	1	0	0	0	0	0
0	0	0	0	0	37	4	0	0	1	0	0	0	105	7	1	2	0	0	0	0	20	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	12	5	0	0	0	0	0	0	33	7	0	0	0	0	0	0	31	2	0	0	0	0	0	0	13	4	0	0	0	0	0	0
0	0	0	0	0	36	4	1	0	1	0	0	0	86	15	0	1	0	1	0	0	19	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	24	6	2	0	0	0	0	0	54	4	0	1	1	1	0	0	47	10	0	0	0	0	0	0	13	3	0	0	0	1	0	0
0	0	0	0	0	29	1	1	0	2	0	0	0	89	8	0	3	1	1	0	0	29	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	25	6	0	0	0	0	0	0	56	4	0	1	2	1	0	0	43	8	0	0	0	0	0	0	18	1	0	0	0	0	0	0
0	0	0	0	0	28	1	0	0	1	0	0	0	81	10	0	1	0	0	0	0	31	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20	5	0	0	0	0	0	0	58	3	1	2	1	0	0	0	50	10	0	0	0	0	0	0	13	4	0	0	0	0	0	0
0	0	0	0	0	33	2	0	0	1	0	0	0	82	7	0	0	0	1	0	0	34	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	48	6	0	2	0	0	0	0	55	13	0	1	0	0	0	0	20	3	0	0	0	0	0	0
0	0	0	0	0	36	4	0	0	0	0	0	0	116	6	0	1	0	0	0	0	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	0	61	1	0	0	0	0	0	0	45	6	0	2	0	0	0	0	21	3	0	0	0	0	0	0
0	0	0	0	0	24	0	0	0	0	0	0	0	107	8	0	1	0	0	0	0	24	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	22	2	0	0	0	0	0	0	56	0	0	1	0	0	0	0	41	6	1	0	0	0	0	0	14	2	0	0	0	0	0	0
0	0	0	0	0	19	0	0	0	1	0	0	0	92	4	0	1	0	1	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	0	51	3	0	1	0	0	0	0	33	6	0	0	0	0	0	0	15	0	1	0	0	0	0	0
0	0	0	0	0	17	2	0	0	0	0	0	0	75	7	0	0	0	1	0	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	0	0	0	38	2	2	0	0	0	0	0	23	5	0	0	0	0	0	0	21	2	0	0	0	0	0	0
0	0	0	0	0	22	0	0	0	1	0	0	0	71	5	0	4	0	1	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	1	0	0	0	0	0	38	3	0	1	0	0	0	0	17	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0
0	0	0	0	0	14	0	0	0	0	0	0	0	46	3	2	2	0	0	0	0	13	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	35	0	0	0	0	0	0	0	8	1	1	0	0	0	0	0	11	0	0	0	0	0	0	0
0	0	0	0	0	15	0	0	0	0	0	0	0	46	4	0	0	0	1	0	0	11	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	29	2	0	1	0	0	0	0	12	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0
0	*0*	*0*	*0*	*0*	*81*	*13*	*2*	*1*	*4*	*0*	*0*	*0*	*243*	*108*	*19*	*16*	*1*	*2*	*0*	*0*	*24*	*14*	*2*	*1*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*87*	*28*	*2*	*0*	*1*	*2*	*0*	*0*	*229*	*74*	*5*	*7*	*2*	*3*	*0*	*0*	*47*	*21*	*2*	*0*	*0*	*0*	*0*	*0*	*23*	*7*	*2*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*83*	*12*	*2*	*1*	*5*	*0*	*0*	*0*	*286*	*123*	*20*	*19*	*1*	*2*	*0*	*0*	*24*	*15*	*3*	*1*	*1*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*88*	*32*	*2*	*0*	*1*	*3*	*0*	*0*	*227*	*77*	*6*	*9*	*1*	*2*	*0*	*0*	*70*	*28*	*2*	*0*	*0*	*1*	*0*	*0*	*26*	*10*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*92*	*16*	*2*	*1*	*5*	*1*	*0*	*0*	*296*	*116*	*19*	*20*	*0*	*2*	*0*	*0*	*37*	*14*	*3*	*0*	*1*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*88*	*37*	*2*	*1*	*2*	*2*	*0*	*0*	*215*	*80*	*10*	*10*	*2*	*2*	*0*	*0*	*99*	*31*	*3*	*0*	*0*	*1*	*0*	*0*	*24*	*16*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*99*	*22*	*2*	*1*	*4*	*1*	*0*	*0*	*282*	*103*	*17*	*21*	*0*	*1*	*0*	*0*	*44*	*10*	*2*	*1*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*81*	*39*	*2*	*5*	*2*	*1*	*0*	*0*	*217*	*76*	*13*	*8*	*2*	*1*	*0*	*0*	*122*	*38*	*4*	*0*	*0*	*1*	*0*	*0*	*29*	*13*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*115*	*18*	*2*	*1*	*3*	*1*	*0*	*0*	*238*	*93*	*15*	*22*	*0*	*1*	*0*	*0*	*52*	*8*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*65*	*37*	*1*	*8*	*1*	*1*	*0*	*0*	*213*	*70*	*14*	*7*	*1*	*0*	*0*	*0*	*126*	*44*	*6*	*0*	*0*	*1*	*0*	*0*	*42*	*13*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*114*	*22*	*2*	*1*	*5*	*1*	*0*	*0*	*215*	*85*	*14*	*21*	*0*	*1*	*0*	*0*	*66*	*8*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*59*	*31*	*1*	*10*	*1*	*0*	*0*	*0*	*210*	*67*	*15*	*6*	*2*	*1*	*0*	*0*	*119*	*46*	*5*	*0*	*0*	*0*	*0*	*0*	*52*	*14*	*0*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*111*	*18*	*2*	*1*	*5*	*1*	*0*	*0*	*190*	*75*	*14*	*27*	*0*	*1*	*0*	*0*	*74*	*7*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*58*	*26*	*1*	*9*	*0*	*0*	*0*	*0*	*214*	*67*	*12*	*9*	*5*	*2*	*0*	*0*	*101*	*42*	*5*	*0*	*0*	*0*	*0*	*0*	*65*	*9*	*1*	*0*	*0*	*0*	*0*	*0*
1	*1*	*0*	*0*	*0*	*109*	*15*	*1*	*0*	*7*	*1*	*0*	*0*	*198*	*80*	*16*	*28*	*0*	*1*	*0*	*0*	*73*	*7*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*55*	*17*	*0*	*5*	*0*	*0*	*0*	*0*	*223*	*64*	*8*	*11*	*5*	*2*	*0*	*0*	*92*	*37*	*3*	*0*	*0*	*0*	*0*	*0*	*59*	*8*	*1*	*0*	*0*	*0*	*0*	*0*
1	*1*	*0*	*0*	*0*	*86*	*13*	*0*	*0*	*7*	*1*	*0*	*0*	*195*	*74*	*19*	*28*	*0*	*2*	*0*	*0*	*72*	*11*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*52*	*10*	*0*	*2*	*0*	*0*	*0*	*0*	*208*	*54*	*9*	*16*	*5*	*2*	*0*	*0*	*86*	*31*	*2*	*0*	*0*	*1*	*0*	*0*	*52*	*9*	*2*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*130*	*10*	*2*	*0*	*5*	*0*	*0*	*0*	*361*	*40*	*1*	*7*	*1*	*2*	*0*	*0*	*99*	*8*	*0*	*1*	*2*	*1*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*81*	*22*	*2*	*0*	*0*	*0*	*0*	*0*	*201*	*18*	*1*	*4*	*4*	*2*	*0*	*0*	*171*	*30*	*0*	*0*	*0*	*0*	*0*	*0*	*57*	*12*	*0*	*0*	*0*	*1*	*0*	*0*
0	*0*	*0*	*0*	*0*	*126*	*8*	*2*	*0*	*5*	*0*	*0*	*0*	*338*	*40*	*0*	*5*	*1*	*3*	*0*	*0*	*113*	*7*	*0*	*1*	*2*	*1*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*93*	*17*	*2*	*0*	*0*	*0*	*0*	*0*	*216*	*17*	*1*	*6*	*4*	*2*	*0*	*0*	*195*	*41*	*0*	*1*	*0*	*0*	*0*	*0*	*64*	*11*	*0*	*0*	*0*	*1*	*0*	*0*
0	*0*	*0*	*0*	*0*	*126*	*8*	*1*	*0*	*4*	*0*	*0*	*0*	*368*	*31*	*0*	*5*	*1*	*2*	*0*	*0*	*114*	*8*	*1*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*88*	*12*	*0*	*0*	*0*	*0*	*0*	*0*	*223*	*14*	*1*	*5*	*3*	*1*	*0*	*0*	*193*	*37*	*0*	*3*	*0*	*0*	*0*	*0*	*72*	*11*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*121*	*7*	*0*	*0*	*2*	*0*	*0*	*0*	*386*	*31*	*0*	*3*	*0*	*1*	*0*	*0*	*109*	*4*	*1*	*1*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*85*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*223*	*10*	*1*	*5*	*1*	*0*	*0*	*0*	*191*	*35*	*1*	*3*	*0*	*0*	*0*	*0*	*68*	*12*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*112*	*6*	*0*	*0*	*2*	*0*	*0*	*0*	*397*	*25*	*0*	*3*	*0*	*2*	*0*	*0*	*96*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*81*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*216*	*10*	*0*	*4*	*0*	*0*	*0*	*0*	*174*	*31*	*1*	*3*	*0*	*0*	*0*	*0*	*70*	*8*	*1*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*96*	*6*	*0*	*0*	*1*	*0*	*0*	*0*	*390*	*25*	*0*	*3*	*0*	*2*	*0*	*0*	*77*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*65*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*206*	*6*	*2*	*2*	*0*	*0*	*0*	*0*	*142*	*23*	*1*	*2*	*0*	*0*	*0*	*0*	*71*	*7*	*1*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*82*	*2*	*0*	*0*	*2*	*0*	*0*	*0*	*345*	*24*	*0*	*6*	*0*	*3*	*0*	*0*	*77*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*65*	*5*	*2*	*0*	*0*	*0*	*0*	*0*	*183*	*8*	*2*	*3*	*0*	*0*	*0*	*0*	*114*	*17*	*1*	*0*	*0*	*0*	*0*	*0*	*59*	*4*	*1*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*72*	*2*	*0*	*0*	*2*	*0*	*0*	*0*	*284*	*19*	*2*	*7*	*0*	*3*	*0*	*0*	*66*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*48*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*162*	*8*	*2*	*2*	*0*	*0*	*0*	*0*	*81*	*12*	*1*	*0*	*0*	*0*	*0*	*0*	*56*	*2*	*1*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*68*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*238*	*19*	*2*	*6*	*0*	*3*	*0*	*0*	*59*	*3*	*0*	*0*	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*39*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*140*	*7*	*2*	*2*	*0*	*0*	*0*	*0*	*60*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*50*	*2*	*0*	*0*	*0*	*0*	*0*	*0*
1	**1**	**0**	**0**	**0**	**282**	**44**	**4**	**2**	**14**	**2**	**0**	**0**	**676**	**275**	**53**	**66**	**1**	**5**	**0**	**0**	**148**	**33**	**4**	**3**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**204**	**75**	**3**	**10**	**2**	**3**	**0**	**0**	**650**	**198**	**28**	**30**	**8**	**5**	**0**	**0**	**259**	**96**	**10**	**0**	**0**	**2**	**0**	**0**	**117**	**29**	**4**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**310**	**18**	**2**	**0**	**8**	**0**	**0**	**0**	**996**	**84**	**3**	**16**	**1**	**7**	**0**	**0**	**254**	**15**	**1**	**1**	**2**	**2**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**201**	**29**	**4**	**0**	**0**	**0**	**0**	**0**	**557**	**35**	**3**	**10**	**4**	**2**	**0**	**0**	**405**	**67**	**2**	**3**	**0**	**0**	**0**	**0**	**177**	**22**	**1**	**0**	**0**	**1**	**0**	**0**
1	**1**	**0**	**0**	**0**	**592**	**62**	**6**	**2**	**22**	**2**	**0**	**0**	**1672**	**359**	**56**	**82**	**2**	**12**	**0**	**0**	**402**	**48**	**5**	**4**	**3**	**2**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**405**	**104**	**7**	**10**	**2**	**3**	**0**	**0**	**1207**	**233**	**31**	**40**	**12**	**7**	**0**	**0**	**664**	**163**	**12**	**3**	**0**	**2**	**0**	**0**	**294**	**51**	**5**	**0**	**0**	**1**	**0**	**0**
0	*0*	*0*	*0*	*0*	*99*	*22*	*2*	*1*	*4*	*1*	*0*	*0*	*282*	*103*	*17*	*21*	*0*	*1*	*0*	*0*	*44*	*10*	*2*	*1*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*81*	*39*	*2*	*5*	*2*	*1*	*0*	*0*	*217*	*76*	*13*	*8*	*2*	*1*	*0*	*0*	*122*	*38*	*4*	*0*	*0*	*1*	*0*	*0*	*29*	*13*	*0*	*0*	*0*	*0*	*0*	*0*
39					129								424								58								1								130								317								165								42							
0	*0*	*0*	*0*	*0*	*126*	*8*	*1*	*0*	*4*	*0*	*0*	*0*	*368*	*31*	*0*	*5*	*1*	*2*	*0*	*0*	*114*	*8*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*88*	*12*	*0*	*0*	*0*	*0*	*0*	*0*	*223*	*14*	*1*	*5*	*3*	*1*	*0*	*0*	*193*	*37*	*0*	*3*	*0*	*0*	*0*	*0*	*72*	*11*	*0*	*0*	*0*	*0*	*0*	*0*
50					139								407								126								0								100								247								233								83							
B to D					B to E								C to A								C to B								C to C								C to D								C to E								D to A								D to B							

Job Number & Name: **37087 Beverley, Yorkshire**
Client: **Royal Haskoning**
Date: **Tuesday 07 November 2023**

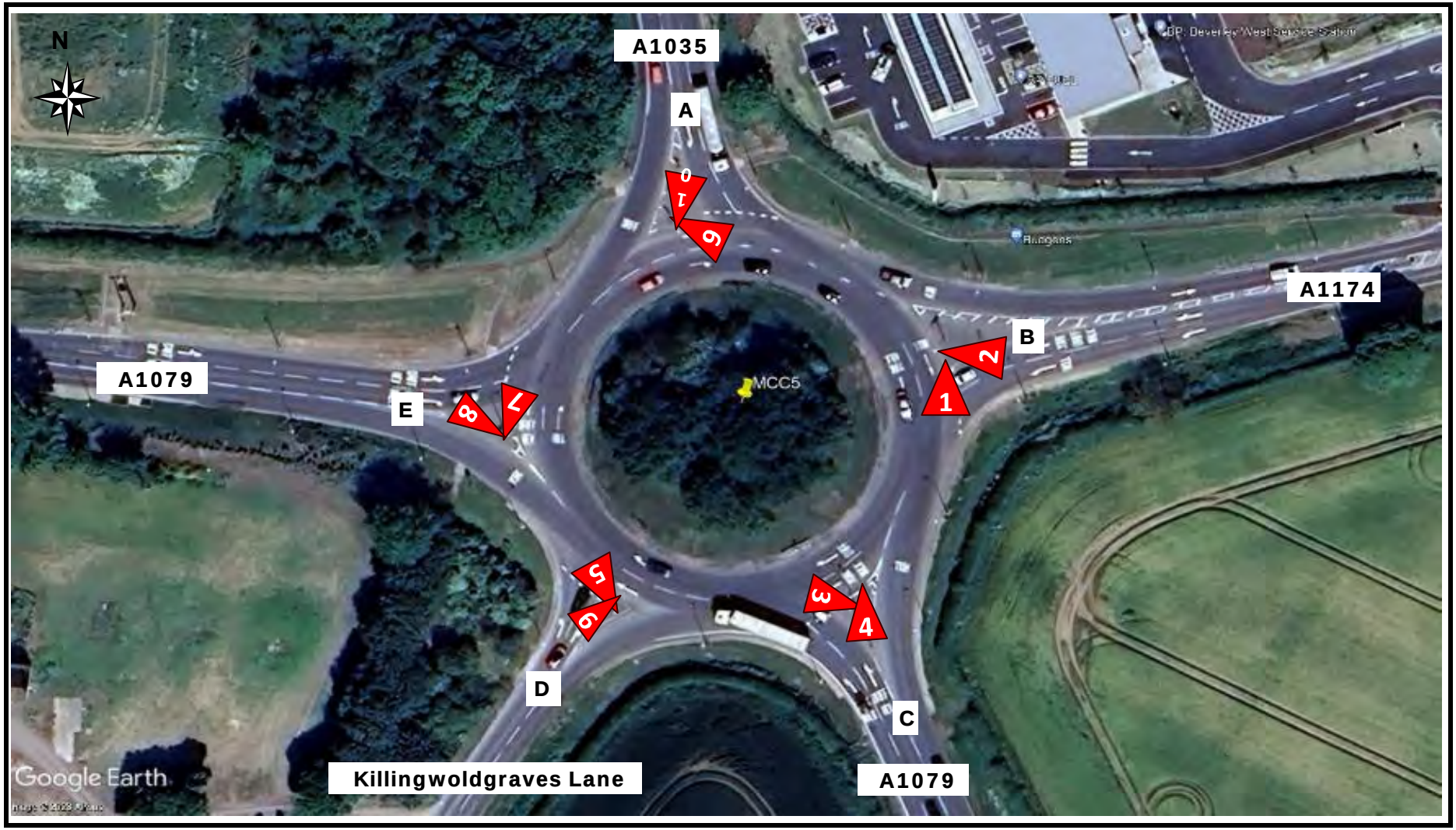
D to C								D to D								D to E								E to A								E to B								E to C								E to D								E to E							
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	3	4	0	0	0	0	0	0	31	3	1	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	1	0	1	0	0	0	0	2	2	0	0	1	0	0	0	25	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	6	0	1	3	0	0	0	0	7	3	0	0	0	0	0	0	35	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	6	3	0	3	0	0	0	0	17	3	0	0	0	0	0	0	66	4	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	13	3	0	2	0	0	0	0	16	7	0	0	0	0	0	0	78	7	2	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	15	2	2	5	0	0	0	0	23	1	0	0	1	0	0	0	56	10	3	0	0	0	0	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	8	1	1	4	0	0	0	0	23	1	0	0	0	0	0	0	43	10	2	3	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	12	1	2	1	0	0	0	0	39	5	0	0	0	0	0	0	53	11	2	1	1	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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12	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	10	2	0	4	1	0	0	0	34	4	2	0	0	0	0	0	59	6	3	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	1	0	0	0	15	3	1	1	0	0	0	0	39	4	0	0	2	0	0	0	77	16	2	2	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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21	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	28	7	2	1	3	0	0	0	41	5	0	0	3	0	0	0	93	8	0	2	7	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	17	1	0	0	0	0	0	0	37	1	0	0	1	1	0	0	70	9	0	1	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	10	0	0	1	0	0	0	0	27	2	0	0	2	0	0	0	51	4	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	7	0	0	2	0	0	0	0	18	3	0	0	0	1	0	0	56	7	1	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	8	0	0	2	0	0	0	0	27	0	0	0	0	0	0	0	44	6	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	25	0	0	0	1	0	0	0	31	5	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	*20*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*20*	*4*	*2*	*10*	*0*	*0*	*0*	*0*	*29*	*12*	*0*	*0*	*1*	*0*	*0*	*0*	*157*	*20*	*1*	*10*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
82	*26*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*13*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*31*	*7*	*1*	*9*	*0*	*0*	*0*	*0*	*42*	*15*	*0*	*0*	*1*	*0*	*0*	*0*	*204*	*24*	*2*	*9*	*0*	*0*	*0*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
105	*30*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*21*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*40*	*8*	*3*	*13*	*0*	*0*	*0*	*0*	*63*	*14*	*0*	*0*	*1*	*0*	*0*	*0*	*235*	*28*	*5*	*7*	*0*	*0*	*0*	*0*	*18*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
96	*27*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*20*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*42*	*9*	*3*	*14*	*0*	*0*	*0*	*0*	*79*	*12*	*0*	*0*	*1*	*0*	*0*	*0*	*243*	*31*	*7*	*10*	*0*	*0*	*0*	*0*	*28*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
92	*27*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*23*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*48*	*7*	*5*	*12*	*0*	*0*	*0*	*0*	*101*	*14*	*0*	*0*	*1*	*0*	*0*	*0*	*230*	*38*	*9*	*7*	*1*	*0*	*0*	*0*	*35*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
78	*20*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*5*	*0*	*1*	*0*	*0*	*0*	*0*	*43*	*8*	*8*	*11*	*0*	*0*	*0*	*0*	*109*	*8*	*1*	*0*	*2*	*0*	*0*	*0*	*184*	*36*	*7*	*5*	*1*	*1*	*0*	*0*	*37*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
57	*20*	*1*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*22*	*7*	*0*	*1*	*0*	*0*	*0*	*0*	*38*	*8*	*6*	*10*	*1*	*0*	*0*	*0*	*120*	*11*	*3*	*0*	*1*	*0*	*0*	*0*	*187*	*32*	*7*	*6*	*4*	*1*	*0*	*0*	*24*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
57	*22*	*2*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*23*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*41*	*8*	*5*	*11*	*3*	*0*	*0*	*0*	*133*	*13*	*3*	*0*	*5*	*0*	*0*	*0*	*194*	*27*	*5*	*5*	*9*	*1*	*0*	*0*	*16*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
53	*18*	*2*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*22*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*38*	*9*	*4*	*14*	*4*	*0*	*0*	*0*	*124*	*14*	*3*	*0*	*5*	*0*	*0*	*0*	*183*	*24*	*4*	*9*	*8*	*1*	*0*	*0*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
69	*29*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*2*	*1*	*0*	*1*	*0*	*0*	*0*	*69*	*14*	*5*	*2*	*0*	*0*	*0*	*0*	*144*	*20*	*1*	*0*	*4*	*0*	*1*	*0*	*282*	*66*	*4*	*8*	*0*	*0*	*0*	*0*	*11*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
82	*24*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*26*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*86*	*15*	*4*	*3*	*0*	*0*	*0*	*0*	*145*	*17*	*2*	*0*	*3*	*0*	*1*	*0*	*298*	*64*	*2*	*8*	*2*	*0*	*0*	*0*	*13*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
83	*25*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*99*	*18*	*4*	*3*	*3*	*0*	*0*	*0*	*149*	*16*	*2*	*0*	*6*	*0*	*1*	*0*	*322*	*53*	*1*	*9*	*9*	*1*	*0*	*0*	*13*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
80	*22*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*103*	*16*	*4*	*4*	*3*	*0*	*0*	*0*	*156*	*12*	*2*	*0*	*4*	*0*	*1*	*0*	*339*	*49*	*3*	*8*	*9*	*2*	*0*	*0*	*14*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
68	*21*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*22*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*99*	*13*	*3*	*4*	*3*	*0*	*0*	*0*	*159*	*8*	*1*	*0*	*5*	*1*	*0*	*0*	*347*	*44*	*2*	*7*	*9*	*2*	*0*	*0*	*23*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
58	*19*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*77*	*9*	*3*	*3*	*3*	*0*	*0*	*0*	*146*	*9*	*0*	*0*	*6*	*1*	*0*	*0*	*305*	*34*	*2*	*5*	*7*	*3*	*0*	*0*	*21*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
50	*13*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*16*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*56*	*2*	*1*	*4*	*0*	*0*	*0*	*0*	*123*	*7*	*0*	*0*	*3*	*2*	*0*	*0*	*268*	*33*	*3*	*5*	*1*	*2*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
42	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*14*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*42*	*1*	*0*	*5*	*0*	*0*	*0*	*0*	*109*	*6*	*0*	*0*	*3*	*2*	*0*	*0*	*221*	*26*	*1*	*3*	*1*	*2*	*0*	*0*	*15*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
42	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*13*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*27*	*0*	*1*	*6*	*0*	*0*	*0*	*0*	*97*	*5*	*0*	*0*	*3*	*1*	*0*	*0*	*182*	*22*	*1*	*3*	*1*	*3*	*0*	*0*	*6*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
207	**65**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**54**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**106**	**20**	**11**	**36**	**4**	**0**	**0**	**0**	**254**	**40**	**3**	**0**	**7**	**0**	**0**	**0**	**570**	**82**	**14**	**26**	**9**	**1**	**0**	**0**	**45**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
179	**56**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**	**2**	**1**	**0**	**1**	**1**	**0**	**0**	**195**	**27**	**9**	**12**	**3**	**0**	**0**	**0**	**400**	**33**	**2**	**0**	**12**	**2**	**1**	**0**	**811**	**132**	**7**	**18**	**10**	**5**	**0**	**0**	**40**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
386	**121**	**6**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**113**	**11**	**2**	**1**	**1**	**1**	**0**	**0**	**301**	**47**	**20**	**48**	**7**	**0**	**0**	**0**	**654**	**73**	**5**	**0**	**19**	**2**	**1**	**0**	**1381**	**214**	**21**	**44**	**19**	**6**	**0**	**0**	**85**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
96	***27***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***20***	***2***	***0***	***1***	***0***	***0***	***0***	***0***	***42***	***9***	***3***	***14***	***0***	***0***	***0***	***0***	***79***	***12***	***0***	***0***	***1***	***0***	***0***	***0***	***243***	***31***	***7***	***10***	***0***	***0***	***0***	***0***	***28***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
			123								0								23								68								92								291								31								0						
83	***25***	***1***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***24***	***1***	***1***	***0***	***0***	***0***	***0***	***0***	***99***	***18***	***4***	***3***	***3***	***0***	***0***	***0***	***149***	***16***	***2***	***0***	***6***	***0***	***1***	***0***	***322***	***53***	***1***	***9***	***9***	***1***	***0***	***0***	***13***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
			110								0								26								127								174								395								13								0						
D to C								D to D								D to E								E to A								E to B								E to C								E to D								E to E							

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	37087 Beverley, Yorkshire
Site Number/Name:	Site 5 - A1079/Killingwoldgraves Lane
Client:	Royal Haskoning
Date:	09/11/2023
Weather:	Cloudy and Dry

Advanced Transport Research	Job Number & Name:	37087 Beverley, Yorkshire
Site 5 - A1079/Killingwoldgraves Lane	Date:	Thursday 09 Nov 2023

Job Type:	Junction Count				
Co-ordinates:	53°50'35.44"N, 0°28'39.41"W	Postcode:	HU17 8QX	Times:	0630-0930 1600-1900



Advanced Transport Research

Site 5 - A1079/Killingwoldgraves Lane

Classified Counts

	A to A								A to B								A to C								A to D								A to E								B to A								B to B								B to C			
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter			
06:30 - 06:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	63	12	0	2	0	0	0	0	11	3	0	0	0	0	0	0	11	1	1	2	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	0	6	0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	84	14	4	2	0	0	0	0	11	9	0	0	0	0	0	0	7	0	1	2	1	0	0	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	0	4	1	0
07:00 - 07:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	93	18	2	3	0	0	0	0	18	6	0	0	0	0	0	0	9	3	0	3	1	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2	1	0	0	0	0	0	5	3	0
07:15 - 07:30	0	0	0	0	0	0	0	0	4	6	0	0	0	1	0	0	134	12	3	3	0	0	0	0	21	3	0	0	0	0	0	0	15	5	2	2	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	6	0	0	0	0	0	0	9	2	0
07:30 - 07:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	83	7	3	6	0	1	0	0	21	7	0	0	0	0	0	0	8	0	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	5	0	0	0	1	0	0	6	1	0
07:45 - 08:00	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	116	10	1	8	0	0	0	0	35	3	0	1	0	0	0	0	3	1	1	3	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	2	0	0	0	0	0	0	13	1	0
08:00 - 08:15	0	0	0	1	0	0	0	0	5	0	0	0	0	0	0	0	163	19	2	11	1	0	0	0	37	10	1	0	0	0	0	0	13	0	2	1	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	2	1	0	0	0	0	0	13	3	0
08:15 - 08:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	112	20	2	9	0	0	0	0	22	3	0	0	0	0	0	0	22	3	0	2	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	2	2	0	0	0	0	0	5	0	0
08:30 - 08:45	1	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	135	6	1	3	1	1	0	0	27	7	0	0	0	0	0	0	13	3	0	3	2	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	1	0	0	0	8	2	1
08:45 - 09:00	0	0	0	0	0	0	0	0	8	1	0	0	0	1	0	0	92	12	1	6	0	0	0	0	12	5	0	0	0	0	0	0	26	3	1	2	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	1	0	0	0	0	0	0	10	2	0
09:00 - 09:15	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	0	79	13	2	10	0	0	0	0	17	3	1	1	0	0	0	0	18	3	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	1	3	0	0	1	0	0	11	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	80	9	4	5	1	0	0	0	18	0	0	0	0	0	0	0	9	3	1	4	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	4	0	0	0	0	0	0	8	0	1
16:00 - 16:15	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	96	36	1	2	0	3	0	0	26	8	0	0	0	1	0	0	10	1	1	6	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	3	1	0	0	0	0	0	8	1	1
16:15 - 16:30	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	110	28	0	3	0	0	0	0	24	6	0	0	0	0	0	0	5	3	0	4	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	3	1	0	0	0	0	0	8	4	0
16:30 - 16:45	0	0	0	0	0	0	0	0	5	1	0	1	0	0	0	0	100	29	0	4	0	0	0	0	40	10	0	0	0	0	0	0	14	3	2	1	1	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	3	0	0	0	0	0	0	8	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	105	37	2	2	0	0	0	0	29	4	0	0	0	0	0	0	19	1	2	2	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	4	0	1	0	0	0	0	9	1	0
17:00 - 17:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	75	15	0	4	0	0	0	0	22	4	0	0	0	0	0	0	12	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	2	0	0	0	0	0	0	14	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	108	29	0	3	0	0	0	0	15	0	0	0	0	0	0	0	14	0	1	1	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	0	4	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	99	12	1	2	2	0	0	0	25	0	0	0	0	0	0	0	11	0	1	3	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	0	8	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	84	20	1	4	0	0	0	0	19	1	0	0	0	0	0	0	9	1	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	2	0	0	0	0	0	0	7	1	0
18:00 - 18:15	0	0	0	0	0	0	0	0	7	1	0	1	0	0	0	0	79	11	1	2	0	0	0	0	6	0	0	0	0	0	0	0	6	1	0	1	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	1	0	0	0	0	6	0	1
18:15 - 18:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	72	18	0	3	0	1	0	0	12	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	0	9	1	0
18:30 - 18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	68	2	0	1	0	0	0	0	13	1	0	0	0	0	0	0	7	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	64	3	0	0	0	0	0	0	6	1	0	0	0	0	0	0	6	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	5	1	0
06:30 - 07:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*17*	*7*	*0*	*0*	*0*	*1*	*0*	*0*	*374*	*56*	*9*	*10*	*0*	*0*	*0*	*0*	*61*	*21*	*0*	*0*	*0*	*0*	*0*	*0*	*42*	*9*	*4*	*9*	*2*	*0*	*0*	*0*	*17*	*12*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*81*	*13*	*1*	*0*	*0*	*0*	*0*	*0*	*24*	*6*	*0*
06:45 - 07:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*	*8*	*0*	*0*	*0*	*1*	*0*	*0*	*394*	*51*	*12*	*14*	*0*	*1*	*0*	*0*	*71*	*25*	*0*	*0*	*0*	*0*	*0*	*0*	*39*	*8*	*3*	*9*	*2*	*0*	*0*	*0*	*18*	*9*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*115*	*15*	*1*	*0*	*0*	*1*	*0*	*0*	*24*	*7*	*0*
07:00 - 08:00	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*	*7*	*0*	*0*	*0*	*1*	*0*	*0*	*426*	*47*	*9*	*20*	*0*	*1*	*0*	*0*	*95*	*19*	*0*	*1*	*0*	*0*	*0*	*0*	*35*	*9*	*3*	*10*	*1*	*0*	*0*	*0*	*18*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*136*	*15*	*1*	*0*	*0*	*1*	*0*	*0*	*33*	*7*	*0*
07:15 - 08:15	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*14*	*7*	*0*	*0*	*0*	*1*	*0*	*0*	*496*	*48*	*9*	*28*	*1*	*1*	*0*	*0*	*114*	*23*	*1*	*1*	*0*	*0*	*0*	*0*	*39*	*6*	*5*	*8*	*0*	*0*	*0*	*0*	*19*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*157*	*15*	*1*	*0*	*0*	*1*	*0*	*0*	*41*	*7*	*0*
07:30 - 08:30	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*18*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*474*	*56*	*8*	*34*	*1*	*1*	*0*	*0*	*115*	*23*	*1*	*1*	*0*	*0*	*0*	*0*	*46*	*4*	*3*	*8*	*0*	*0*	*0*	*0*	*20*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*168*	*11*	*3*	*0*	*0*	*1*	*0*	*0*	*37*	*5*	*0*
07:45 - 08:45	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*23*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*526*	*55*	*6*	*31*	*2*	*1*	*0*	*0*	*121*	*23*	*1*	*1*	*0*	*0*	*0*	*0*	*51*	*7*	*3*	*9*	*2*	*0*	*0*	*0*	*18*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*143*	*9*	*3*	*0*	*1*	*0*	*0*	*0*	*39*	*6*	*1*
08:00 - 09:00	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*27*	*4*	*0*	*0*	*0*	*1*	*0*	*0*	*502*	*57*	*6*	*29*	*2*	*1*	*0*	*0*	*98*	*25*	*1*	*0*	*0*	*0*	*0*	*0*	*74*	*9*	*3*	*8*	*2*	*0*	*0*	*0*	*18*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*140*	*8*	*3*	*0*	*1*	*0*	*0*	*0*	*36*	*7*	*1*
08:15 - 09:15	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*28*	*5*	*1*	*0*	*0*	*1*	*0*	*0*	*418*	*51*	*6*	*28*	*1*	*1*	*0*	*0*	*78*	*18*	*1*	*1*	*0*	*0*	*0*	*0*	*79*	*12*	*1*	*7*	*4*	*0*	*0*	*0*	*19*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*123*	*7*	*5*	*0*	*1*	*1*	*0*	*0*	*34*	*4*	*1*
08:30 - 09:30	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*6*	*1*	*0*	*0*	*1*	*0*	*0*	*386*	*40*	*8*	*24*	*2*	*1*	*0*	*0*	*74*	*15*	*1*	*1*	*0*	*0*	*0*	*0*	*66*	*12*	*2*	*9*	*5*	*0*	*0*	*0*	*18*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*101*	*9*	*3*	*0*	*1*	*1*	*0*	*0*	*37*	*4*	*2*
16:00 - 17:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*18*	*11*	*1*	*1*	*0*	*0*	*0*	*0*	*411*	*130*	*3*	*11*	*0*	*3*	*0*	*0*	*119*	*28*	*0*	*0*	*0*	*1*	*0*	*0*	*48*	*8*	*5*	*13*	*5*	*0*	*0*	*0*	*17*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*99*	*13*	*2*	*1*	*0*	*0*	*0*	*0*	*33*	*6*	*1*
16:15 - 17:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*17*	*10*	*0*	*1*	*0*	*0*	*0*	*0*	*390*	*109*	*2*	*13*	*0*	*0*	*0*	*0*	*115*	*24*	*0*	*0*	*0*	*0*	*0*	*0*	*50*	*8*	*4*	*7*	*3*	*0*	*0*	*0*	*17*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*106*	*12*	*1*	*1*	*0*	*0*	*0*	*0*	*39*	*5*	*0*
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*17*	*7*	*0*	*1*	*0*	*0*	*0*	*0*	*388*	*110*	*2*	*13*	*0*	*0*	*0*	*0*	*106*	*18*	*0*	*0*	*0*	*0*	*0*	*0*	*59*	*5*	*5*	*4*	*2*	*0*	*0*	*0*	*18*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*86*	*10*	*0*	*1*	*0*	*0*	*0*	*0*	*35*	*1*	*0*
16:45 - 17:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*387*	*93*	*3*	*11*	*2*	*0*	*0*	*0*	*91*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*56*	*2*	*4*	*6*	*1*	*0*	*0*	*0*	*20*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*85*	*9*	*0*	*1*	*0*	*0*	*0*	*0*	*35*	*1*	*0*
17:00 - 18:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*13*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*366*	*76*	*2*	*13*	*2*	*0*	*0*	*0*	*81*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*46*	*2*	*2*	*6*	*0*	*0*	*0*	*0*	*21*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*101*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*33*	*1*	*0*
17:15 - 18:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*17*	*6*	*0*	*1*	*0*	*0*	*0*	*0*	*370*	*72*	*3*	*11*	*2*	*0*	*0*	*0*	*65*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*40*	*2*	*2*	*7*	*0*	*0*	*0*	*0*	*19*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*89*	*5*	*0*	*1*	*0*	*0*	*0*	*0*	*25*	*1*	*1*
17:30 - 18:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*16*	*6*	*0*	*1*	*0*	*0*	*0*	*0*	*334*	*61*	*3*	*11*	*2*	*1*	*0*	*0*	*62*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*32*	*2*	*1*	*6*	*0*	*0*	*0*	*0*	*17*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*88*	*5*	*0*	*1*	*0*	*0*	*0*	*0*	*30*	*2*	*1*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*14*	*4*	*0*	*1*	*0*	*0*	*0*	*0*	*303*	*51*	*2*	*10*	*0*	*1*	*0*	*0*	*50*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*28*	*2*	*0*	*3*	*0*	*0*	*0*	*0*	*11*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*70*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*27*	*2*	*1*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*14*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*283*	*34*	*1*	*6*	*0*	*1*	*0*	*0*	*37*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*1*	*0*	*3*	*0*	*0*	*0*	*0*	*7*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*50*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*25*	*2*	*1*
AM Total	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**60**	**15**	**1**	**0**	**0**	**2**	**0**	**0**	**1234**	**152**	**25**	**68**	**3**	**2**	**0**	**0**	**250**	**59**	**2**	**2**	**0**	**0**	**0**	**0**	**154**	**25**	**9**	**26**	**7**	**0**	**0**	**0**	**55**	**20**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**350**	**33**	**7**	**0**	**1**	**2**	**0**	**0**	**98**	**15**	**2**
PM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**19**	**1**	**2**	**0**	**0**	**0**	**0**	**1060**	**240**	**6**	**30**	**2**	**4**	**0**	**0**	**237**	**36**	**0**	**0**	**0**	**1**	**0**	**0**	**119**	**11**	**7**	**22**	**5**	**0**	**0**	**0**	**45**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**250**	**22**	**2**	**2**	**0**	**0**	**0**	**0**	**91**	**9**	**2**
Daily Total	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**105**	**34**	**2**	**2**	**0**	**2**	**0**	**0**	**2294**	**392**	**31**	**98**	**5**	**6**	**0**	**0**	**487**	**95**	**2**	**2**	**0**	**1**	**0**	**0**	**273**	**36**	**16**	**48**	**12**	**0**	**0**	**0**	**100**	**27**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**600**	**55**	**9**	**2**	**1**	**2**	**0**	**0**	**189**	**24**	**4**
AM Peak Hour							

| B to D | | | | | B to E | | | | | | | | C to A | | | | | | | | C to B | | | | | | | | C to C | | | | | | | | C to D | | | | | | | | C to E | | | | | | | | D to A | | | | | | | | D to B | | | | | | | |
|---|---|---

Job Number & Name: **37087 Beverley, Yorkshire**
Client: **Royal Haskoning**
Date: **Thursday 09 November 2023**

D to C								D to D								D to E								E to A								E to B								E to C								E to D								E to E							
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	1	0	0	2	0	0	0	0	4	2	0	0	0	0	0	0	28	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	1	0	1	0	0	0	0	6	1	0	1	0	0	0	0	27	2	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	1	2	0	0	0	0	0	8	2	0	0	1	0	0	0	35	0	4	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	1	1	3	0	0	0	0	13	4	0	0	0	0	0	0	61	5	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	13	3	2	1	0	0	0	0	14	2	0	0	0	0	0	0	68	9	0	4	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	1	0	0	0	21	3	0	2	0	0	0	0	35	3	1	0	2	0	0	0	77	10	3	4	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	12	5	1	2	0	0	0	0	21	3	0	0	1	0	0	0	63	11	2	4	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	14	9	1	2	1	0	0	0	23	4	0	0	0	0	0	0	44	3	3	1	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	0	8	2	2	5	0	0	0	0	24	1	1	0	1	0	0	0	56	7	0	0	0	2	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	6	1	4	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	1	1	0	0	0	11	0	1	2	1	0	0	0	31	3	0	0	0	0	0	0	57	6	5	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	10	2	1	3	3	0	0	0	27	4	0	0	3	0	0	0	62	6	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	2	0	2	1	0	0	0	15	4	2	0	0	0	1	0	49	8	1	4	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	0	11	8	1	0	0	0	0	0	37	6	1	0	2	0	0	0	87	17	0	8	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	30	2	1	2	0	0	0	0	15	1	1	3	0	0	0	0	31	7	1	0	1	0	0	0	82	20	2	5	0	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	0	27	5	1	1	0	0	0	0	43	4	0	0	0	0	0	0	91	14	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	0	24	4	1	2	0	0	0	0	33	4	0	0	0	1	0	0	92	10	0	7	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	0	39	6	0	0	1	0	0	0	40	2	1	0	2	1	0	0	102	12	0	3	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	1	0	0	0	32	2	0	3	2	0	0	0	48	7	0	0	4	0	0	0	108	14	0	4	7	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	22	1	0	2	1	0	0	0	38	2	0	0	1	0	0	0	92	10	0	4	1	1	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	1	0	0	0	0	20	2	0	0	0	0	0	0	47	0	1	0	0	1	0	0	89	7	1	5	1	1	0	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	1	0	0	0	0	16	2	0	1	0	0	0	0	27	1	0	0	1	0	0	0	63	12	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	23	2	0	0	0	0	0	0	66	9	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	9	9	1	3	0	0	0	0	33	1	0	0	1	1	0	0	61	8	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	1	1	2	1	0	0	0	26	1	0	0	0	0	0	0	29	5	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

64	*23*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*7*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*16*	*3*	*3*	*6*	*0*	*0*	*0*	*0*	*31*	*9*	*0*	*1*	*1*	*0*	*0*	*0*	*151*	*7*	*9*	*7*	*0*	*0*	*0*	*0*	*4*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
78	*29*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*13*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*28*	*6*	*5*	*5*	*0*	*0*	*0*	*0*	*41*	*9*	*0*	*1*	*1*	*0*	*0*	*0*	*191*	*16*	*8*	*7*	*0*	*1*	*0*	*0*	*6*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
86	*30*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*18*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*45*	*8*	*5*	*6*	*0*	*0*	*0*	*0*	*70*	*11*	*1*	*0*	*3*	*0*	*0*	*0*	*241*	*24*	*9*	*10*	*0*	*1*	*0*	*0*	*8*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
81	*33*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*22*	*2*	*0*	*0*	*1*	*1*	*0*	*0*	*52*	*12*	*4*	*8*	*0*	*0*	*0*	*0*	*83*	*12*	*1*	*0*	*3*	*0*	*0*	*0*	*269*	*35*	*7*	*13*	*1*	*1*	*0*	*0*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
80	*34*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*26*	*2*	*0*	*0*	*1*	*1*	*0*	*0*	*60*	*20*	*4*	*7*	*1*	*0*	*0*	*0*	*93*	*12*	*1*	*0*	*3*	*0*	*0*	*0*	*252*	*33*	*8*	*13*	*1*	*1*	*0*	*0*	*14*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
69	*32*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*34*	*4*	*0*	*0*	*1*	*1*	*0*	*0*	*55*	*19*	*4*	*11*	*1*	*0*	*0*	*0*	*103*	*11*	*2*	*0*	*4*	*0*	*0*	*0*	*240*	*31*	*8*	*9*	*1*	*2*	*0*	*0*	*20*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
60	*30*	*3*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*37*	*2*	*0*	*1*	*1*	*1*	*0*	*0*	*45*	*16*	*5*	*11*	*2*	*0*	*0*	*0*	*99*	*11*	*1*	*0*	*2*	*0*	*0*	*0*	*220*	*27*	*10*	*5*	*5*	*2*	*0*	*0*	*16*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
60	*24*	*3*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*38*	*3*	*0*	*1*	*1*	*0*	*0*	*0*	*43*	*13*	*5*	*12*	*5*	*0*	*0*	*0*	*105*	*12*	*1*	*0*	*4*	*0*	*0*	*0*	*219*	*22*	*8*	*2*	*6*	*2*	*0*	*0*	*15*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
50	*25*	*4*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*34*	*3*	*0*	*1*	*1*	*0*	*0*	*0*	*35*	*6*	*4*	*12*	*5*	*0*	*0*	*0*	*97*	*12*	*3*	*0*	*4*	*0*	*1*	*0*	*224*	*27*	*6*	*5*	*8*	*2*	*0*	*0*	*10*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
45	*23*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*94*	*6*	*1*	*2*	*0*	*0*	*0*	*0*	*77*	*18*	*4*	*6*	*0*	*0*	*0*	*0*	*144*	*21*	*2*	*0*	*3*	*1*	*0*	*0*	*352*	*61*	*2*	*22*	*2*	*2*	*0*	*0*	*12*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
47	*16*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*93*	*8*	*1*	*2*	*0*	*0*	*0*	*0*	*105*	*16*	*3*	*6*	*1*	*0*	*0*	*0*	*147*	*17*	*2*	*0*	*3*	*2*	*0*	*0*	*367*	*56*	*2*	*17*	*3*	*3*	*0*	*0*	*10*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
49	*15*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*77*	*6*	*0*	*0*	*1*	*0*	*0*	*0*	*122*	*17*	*2*	*6*	*3*	*0*	*0*	*0*	*164*	*17*	*1*	*0*	*6*	*2*	*0*	*0*	*393*	*50*	*0*	*16*	*10*	*1*	*0*	*0*	*11*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
56	*17*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*69*	*4*	*0*	*0*	*1*	*0*	*0*	*0*	*117*	*13*	*1*	*7*	*4*	*0*	*0*	*0*	*159*	*15*	*1*	*0*	*7*	*2*	*0*	*0*	*394*	*46*	*0*	*18*	*11*	*2*	*0*	*0*	*13*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
73	*13*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*52*	*4*	*0*	*1*	*1*	*0*	*0*	*0*	*113*	*11*	*0*	*5*	*4*	*0*	*0*	*0*	*173*	*11*	*2*	*0*	*7*	*2*	*0*	*0*	*391*	*43*	*1*	*16*	*10*	*3*	*0*	*0*	*18*	*4*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
86	*12*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*41*	*2*	*0*	*2*	*1*	*0*	*0*	*0*	*90*	*7*	*0*	*6*	*3*	*0*	*0*	*0*	*160*	*10*	*1*	*0*	*6*	*1*	*0*	*0*	*352*	*43*	*2*	*13*	*9*	*2*	*0*	*0*	*19*	*2*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
84	*11*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*34*	*2*	*0*	*2*	*0*	*0*	*0*	*0*	*70*	*5*	*0*	*3*	*1*	*0*	*0*	*0*	*135*	*5*	*1*	*0*	*2*	*1*	*0*	*0*	*310*	*38*	*2*	*10*	*2*	*2*	*0*	*0*	*12*	*2*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
72	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*30*	*2*	*0*	*2*	*0*	*0*	*0*	*0*	*57*	*13*	*1*	*4*	*0*	*0*	*0*	*0*	*130*	*4*	*1*	*0*	*2*	*2*	*0*	*0*	*279*	*36*	*2*	*6*	*1*	*2*	*0*	*0*	*11*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
56	*10*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*26*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*51*	*12*	*2*	*6*	*1*	*0*	*0*	*0*	*109*	*5*	*0*	*0*	*2*	*1*	*0*	*0*	*219*	*34*	*1*	*3*	*0*	*1*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

194	**82**	**5**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**67**	**6**	**2**	**1**	**2**	**1**	**0**	**0**	**111**	**29**	**11**	**25**	**6**	**0**	**0**	**0**	**221**	**33**	**4**	**1**	**8**	**0**	**1**	**0**	**627**	**67**	**23**	**25**	**9**	**3**	**0**	**0**	**28**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

174	**46**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**172**	**11**	**1**	**4**	**1**	**0**	**0**	**0**	**241**	**41**	**6**	**17**	**5**	**0**	**0**	**0**	**426**	**37**	**4**	**0**	**12**	**4**	**0**	**0**	**962**	**138**	**4**	**41**	**12**	**6**	**0**	**0**	**37**	**4**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

368	**128**	**8**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**239**	**17**	**3**	**5**	**3**	**1**	**0**	**0**	**352**	**70**	**17**	**42**	**11**	**0**	**0**	**0**	**647**	**70**	**8**	**1**	**20**	**4**	**1**	**0**	**1589**	**205**	**27**	**66**	**21**	**9**	**0**	**0**	**65**	**16**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

69	***32***	***2***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***34***	***4***	***0***	***0***	***1***	***1***	***0***	***0***	***55***	***19***	***4***	***11***	***1***	***0***	***0***	***0***	***103***	***11***	***2***	***0***	***4***	***0***	***0***	***0***	***240***	***31***	***8***	***9***	***1***	***2***	***0***	***0***	***20***	***8***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

49	***15***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***77***	***6***	***0***	***0***	***1***	***0***	***0***	***0***	***122***	***17***	***2***	***6***	***3***	***0***	***0***	***0***	***164***	***17***	***1***	***0***	***6***	***2***	***0***	***0***	***393***	***50***	***0***	***16***	***10***	***1***	***0***	***0***	***11***	***2***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 37087 Beverley, Yorkshire

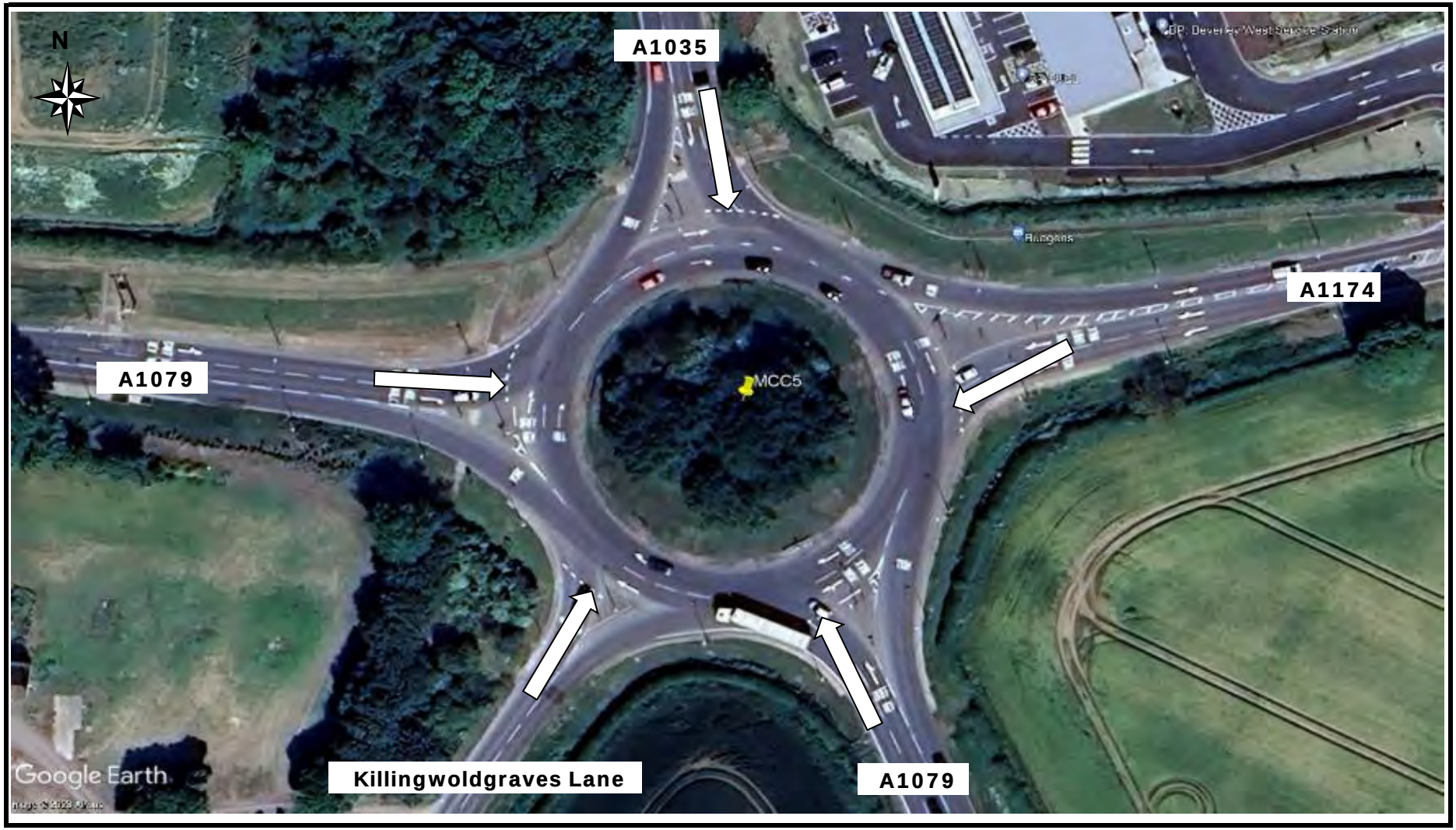
Site Number/Name: Site 5 - A1079/Killingwoldgraves Lane

Client: Royal Haskoning

Date: 7th & 9th November 2023

Advanced Transport Research	Job Number & Name:	37087 Beverley, Yorkshire
Site 5 - A1079/Killingwoldgraves Lane	Date:	7th & 9th November 2023

Job Type:	Queue Lengths				
Co-ordinates:	53°50'35.44"N, 0°28'39.41"W	Postcode:	HU17 8QX	Times:	0630-0930 1600-1900



Advanced Transport Research	*Job Number & Name:*	**37087 Beverley, Yorkshire**
Site 5 - A1079/Killingwoldgraves Lane	*Client:*	**Royal Haskoning**
Queue Lengths	*Date:*	**7th & 9th November 2023**

	A1035		A1174		A1079 NB		Killingwoldgraves Lane		A1079 EB	
Times	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**
06:30 - 06:35	2	1	1	1	0	0	0	0	3	2
06:35 - 06:40	1	3	1	1	2	5	0	1	1	0
06:40 - 06:45	6	2	1	4	1	1	0	4	0	3
06:45 - 06:50	3	1	0	1	1	2	1	1	1	1
06:50 - 06:55	2	1	0	5	2	2	1	2	0	0
06:55 - 07:00	11	1	1	1	0	5	1	2	2	1
07:00 - 07:05	3	4	2	1	4	2	0	5	0	2
07:05 - 07:10	10	2	2	7	6	6	0	5	2	3
07:10 - 07:15	5	1	1	2	7	12	2	6	1	1
07:15 - 07:20	3	1	3	4	8	6	0	5	4	3
07:20 - 07:25	14	1	2	3	1	5	0	2	4	5
07:25 - 07:30	20	3	3	2	2	12	1	9	1	6
07:30 - 07:35	25	2	3	5	6	9	1	7	3	16
07:35 - 07:40	26+	4	6	6	3	2	0	7	4	19
07:40 - 07:45	14	3	10	8	2	13	0	6	5	8
07:45 - 07:50	8	4	5	5	4	5	2	12	5	9
07:50 - 07:55	9	6	5	3	5	6	1	14	2	2
07:55 - 08:00	16	4	4	4	2	4	0	4	2	2
08:00 - 08:05	11	2	4	12	5	4	0	3	1	3
08:05 - 08:10	24	5	4	6	4	5	1	9	2	12
08:10 - 08:15	8	5	4	5	6	4	0	5	3	3
08:15 - 08:20	22	4	3	4	11	3	1	2	2	14
08:20 - 08:25	24	3	2	5	4	3	0	7	2	4
08:25 - 08:30	17	1	2	4	6	3	1	5	2	3
08:30 - 08:35	5	4	4	1	3	3	1	4	3	2
08:35 - 08:40	5	4	1	1	2	4	1	4	3	2
08:40 - 08:45	13	6	3	3	5	6	1	6	4	3
08:45 - 08:50	10	7	2	4	4	4	1	2	2	1
08:50 - 08:55	10	4	3	2	2	5	1	3	2	5
08:55 - 09:00	17	4	2	4	6	4	1	14	3	8
09:00 - 09:05	5	3	3	12	6	6	0	14	3	4
09:05 - 09:10	4	2	0	2	2	1	0	12	9	1
09:10 - 09:15	15	2	2	2	1	3	0	5	3	2
09:15 - 09:20	11	2	2	1	3	7	1	5	1	3
09:20 - 09:25	21+	2	0	1	1	6	1	5	5	5
09:25 - 09:30	17	3	3	2	0	1	0	4	5	3

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	**37087 Beverley, Yorkshire**
Site 5 - A1079/Killingwoldgraves Lane	*Client:*	**Royal Haskoning**
Queue Lengths	*Date:*	**7th & 9th November 2023**

	A1035		A1174		A1079 NB		Killingwoldgraves Lane		A1079 EB	
Times	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**
16:00 - 16:05	23	9	2	8	2	6	1	5	2	7
16:05 - 16:10	7	4	0	5	1	10	1	5	1	6
16:10 - 16:15	25+	5	2	5	6	12	1	11	3	13
16:15 - 16:20	26+	8	3	8	1	6	1	6	11	12
16:20 - 16:25	6	5	2	7	2	5	1	12	4	6
16:25 - 16:30	21	1	1	6	4	5	1	9	2	10
16:30 - 16:35	12	4	1	3	2	2	1	7	6	5
16:35 - 16:40	20	10	5	4	1	7	0	8	2	12
16:40 - 16:45	25	5	4	3	6	10	1	10	2	5
16:45 - 16:50	14	4	2	6	6	17	1	10	2	3
16:50 - 16:55	8	8	1	3	4	12	0	15	4	14
16:55 - 17:00	16	3	1	4	1	7	0	12	2	4
17:00 - 17:05	4	3	3	6	2	8	1	18	4	11
17:05 - 17:10	6	4	2	4	1	5	0	15	11	19+
17:10 - 17:15	8	9	5	3	6	2	0	14	6	19+
17:15 - 17:20	27+	3	4	5	3	3	1	3	10	14
17:20 - 17:25	26+	4	4	6	2	5	0	19+	2	19+
17:25 - 17:30	18	6	3	4	4	9	1	16	9	19+
17:30 - 17:35	15	12	3	4	2	8	1	12	11	20+
17:35 - 17:40	12	11	4	4	6	17	0	6	4	19+
17:40 - 17:45	18	3	1	2	2	5	1	2	4	3
17:45 - 17:50	3	5	2	3	2	3	1	5	4	7
17:50 - 17:55	3	1	2	1	1	2	0	5	2	5
17:55 - 18:00	5	4	2	2	1	3	0	4	2	3
18:00 - 18:05	6	3	1	4	1	2	1	3	5	2
18:05 - 18:10	12	2	1	3	2	1	1	3	6	3
18:10 - 18:15	6	5	1	2	1	6	1	4	1	6
18:15 - 18:20	1	3	0	1	1	4	0	2	1	4
18:20 - 18:25	5	2	1	2	1	3	0	3	1	5
18:25 - 18:30	3	2	2	1	2	3	1	1	1	2
18:30 - 18:35	2	0	1	2	0	0	0	3	1	3
18:35 - 18:40	8	1	2	2	2	2	0	1	2	0
18:40 - 18:45	7	1	0	1	1	0	0	2	2	4
18:45 - 18:50	3	1	1	2	0	3	0	4	1	2
18:50 - 18:55	3	2	1	2	0	3	1	2	0	1
18:55 - 19:00	2	1	2	2	0	0	0	2	2	2

Advanced Transport Research	*Job Number & Name:*	**37087 Beverley, Yorkshire**
Site 5 - A1079/Killingwoldgraves Lane	*Client:*	**Royal Haskoning**
Queue Lengths	*Date:*	**7th & 9th November 2023**

	A1035		A1174		A1079 NB		Killingwoldgraves Lane		A1079 EB	
Times	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**
06:30 - 06:35	1	1	1	2	2	1	0	5	2	3
06:35 - 06:40	3	4	1	1	1	1	0	1	0	2
06:40 - 06:45	3	4	1	1	0	1	1	4	0	2
06:45 - 06:50	0	1	1	2	3	3	0	9	1	4
06:50 - 06:55	1	1	1	1	3	3	0	3	1	1
06:55 - 07:00	4	1	2	3	7	5	0	3	1	2
07:00 - 07:05	3	3	1	6	3	4	0	3	1	2
07:05 - 07:10	6	2	2	5	1	1	0	8	1	2
07:10 - 07:15	1	2	1	3	6	4	1	5	3	5
07:15 - 07:20	3	1	2	4	4	4	1	6	1	3
07:20 - 07:25	8	1	2	4	5	1	0	4	4	3
07:25 - 07:30	4	4	3	4	4	5	1	6	1	3
07:30 - 07:35	10	2	3	3	1	3	0	5	2	9
07:35 - 07:40	12	1	6	5	5	6	0	19	2	7
07:40 - 07:45	23	5	11	14	3	2	0	15	2	2
07:45 - 07:50	22+	3	11	8	2	6	2	15	6	8
07:50 - 07:55	25+	3	4	5	1	8	2	11	4	13
07:55 - 08:00	15	4	3	5	4	5	0	17	1	6
08:00 - 08:05	12	4	3	3	2	7	0	15	2	9
08:05 - 08:10	19	8	3	7	3	4	1	8	2	2
08:10 - 08:15	14	3	6	4	4	6	0	4	3	10
08:15 - 08:20	7	5	3	4	3	10	1	6	2	5
08:20 - 08:25	7	3	4	3	6	4	1	6	4	3
08:25 - 08:30	9	1	6	5	4	5	1	12	2	2
08:30 - 08:35	9	2	2	4	9	10	1	3	4	5
08:35 - 08:40	7	2	2	4	6	13	1	14	2	6
08:40 - 08:45	7	5	2	6	2	6	1	14	3	6
08:45 - 08:50	8	3	1	2	4	2	1	5	2	7
08:50 - 08:55	4	5	3	8	4	6	2	8	2	4
08:55 - 09:00	8	6	3	2	4	3	1	9	3	5
09:00 - 09:05	12	8	2	4	3	10	1	6	2	2
09:05 - 09:10	6	2	2	5	2	2	1	4	1	5
09:10 - 09:15	7	3	3	4	4	5	1	4	1	3
09:15 - 09:20	8	2	3	3	0	1	0	9	3	6
09:20 - 09:25	10	3	4	3	2	6	1	8	1	3
09:25 - 09:30	5	2	4	1	3	2	0	2	4	4

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	**37087 Beverley, Yorkshire**
Site 5 - A1079/Killingwoldgraves Lane	*Client:*	**Royal Haskoning**
Queue Lengths	*Date:*	**7th & 9th November 2023**

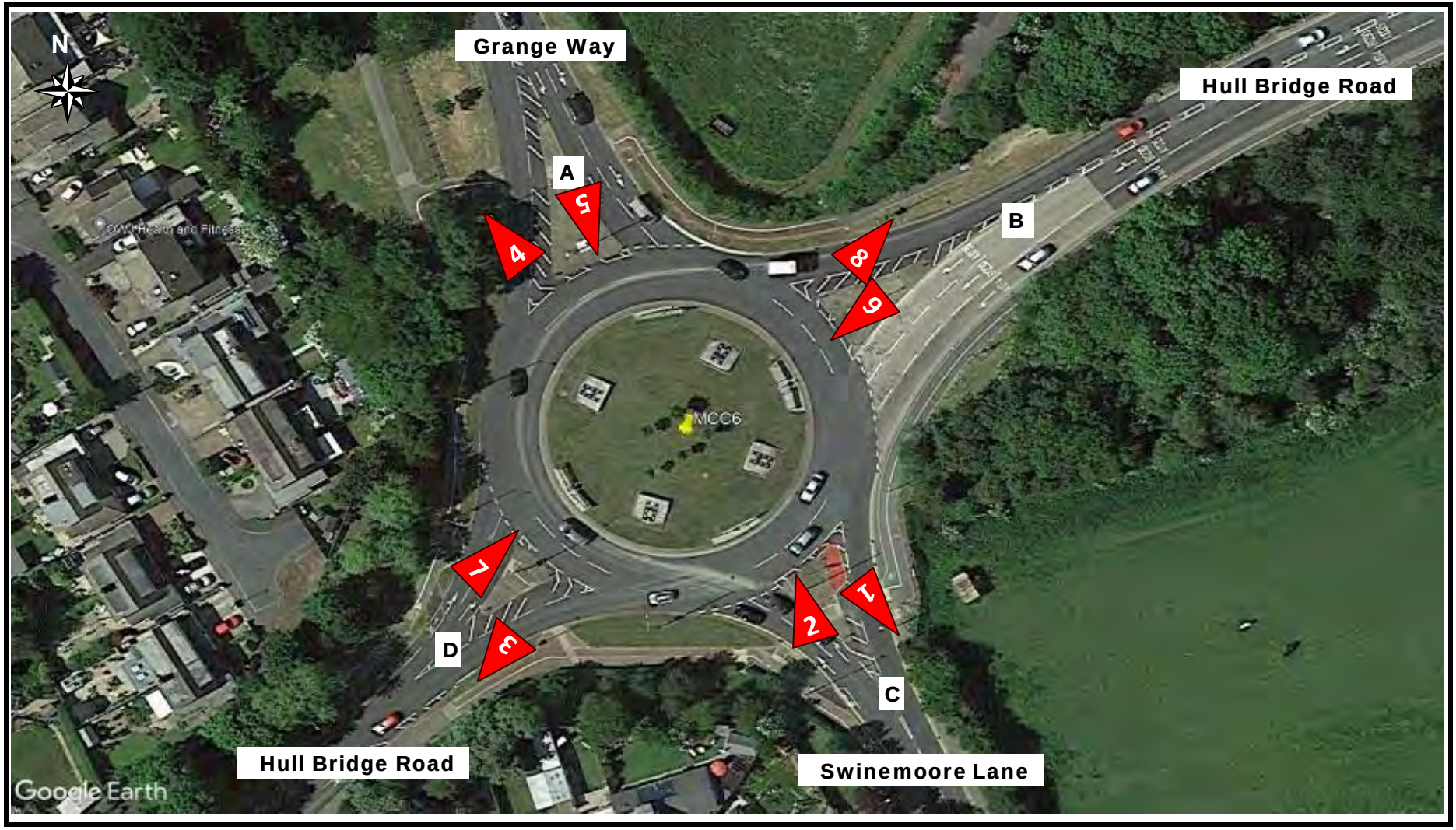
	A1035		A1174		A1079 NB		Killingwoldgraves Lane		A1079 EB	
Times	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**
16:00 - 16:05	8	9	4	9	8	1	2	8	3	7
16:05 - 16:10	14	1	3	7	5	1	1	7	2	3
16:10 - 16:15	21+	3	2	9	5	4	2	6	3	6
16:15 - 16:20	14	2	3	4	6	6	2	10	3	11
16:20 - 16:25	7	2	2	3	3	4	2	14	4	10
16:25 - 16:30	18	3	4	5	10	6	2	10	6	18
16:30 - 16:35	11	3	2	9	6	6	1	7	6	10
16:35 - 16:40	15	4	3	2	8	2	2	10	8	21
16:40 - 16:45	12	5	2	5	4	8	2	11	6	10
16:45 - 16:50	23+	1	2	9	8	4	2	13	4	8
16:50 - 16:55	18	6	2	8	5	4	2	7	5	9
16:55 - 17:00	19	2	1	5	6	6	2	7	3	14
17:00 - 17:05	6	3	2	5	3	6	2	10	6	3
17:05 - 17:10	5	2	0	10	8	5	2	10	2	21+
17:10 - 17:15	7	4	2	7	7	7	2	19	4	21+
17:15 - 17:20	15	2	3	8	4	6	2	15	3	21+
17:20 - 17:25	12	2	1	7	4	3	2	7	5	15
17:25 - 17:30	20	2	2	4	6	4	2	9	4	7
17:30 - 17:35	9	3	2	2	4	2	2	13	8	21+
17:35 - 17:40	11	2	1	7	6	4	0	9	3	21+
17:40 - 17:45	7	8	4	3	6	7	1	6	8	10
17:45 - 17:50	6	2	1	2	2	5	0	11	2	6
17:50 - 17:55	8	3	2	4	1	1	1	2	5	21+
17:55 - 18:00	6	4	2	5	3	6	1	13	6	11
18:00 - 18:05	5	1	2	2	6	5	2	9	3	9
18:05 - 18:10	14	2	3	1	3	7	1	9	1	7
18:10 - 18:15	10	1	1	1	2	4	1	7	6	5
18:15 - 18:20	7	1	2	4	1	1	1	2	3	3
18:20 - 18:25	9	3	1	3	2	5	1	2	3	4
18:25 - 18:30	2	1	1	2	1	0	1	12	2	9
18:30 - 18:35	3	2	0	1	4	1	0	5	1	4
18:35 - 18:40	2	1	0	2	2	1	1	1	1	4
18:40 - 18:45	3	0	0	1	0	0	0	4	1	7
18:45 - 18:50	0	2	1	2	0	1	0	5	1	0
18:50 - 18:55	1	1	1	1	1	6	0	3	6	6
18:55 - 19:00	6	0	0	1	1	1	0	1	11	3

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	37087 Beverley, Yorkshire
Site Number/Name:	Site 6 - Hull Bridge Road/Swinemoor Lane
Client:	Royal Haskoning
Date:	07/11/2023
Weather:	AM: Dry and Bright, PM: Cloudy and Dry

Advanced Transport Research	Job Number & Name:	37087 Beverley, Yorkshire
Site 6 - Hull Bridge Road/Swinemoor Lane	Date:	Tuesday 07 Nov 2023

Job Type:	Junction Count				
Co-ordinates:	53°51'16.26"N, 0°24'58.73"W	Postcode:	HU17 9RS	Times:	0630-0930 1600-1900



Advanced Transport Research

Site 6 - Hull Bridge Road/Swinemoor Lane

Classified Counts

	A to A								A to B								A to C								A to D							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
06:30 - 06:45	0	0	0	0	0	0	0	0	14	3	0	2	0	0	0	0	35	3	0	1	0	0	1	0	2	1	0	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	10	3	1	3	0	0	0	0	38	7	1	2	0	1	1	0	4	1	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	21	1	3	3	0	0	0	0	26	9	2	0	0	0	0	0	4	2	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	41	9	0	4	0	0	0	0	55	11	0	3	0	0	0	0	19	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	52	10	0	4	0	0	0	0	49	7	1	4	0	0	0	0	22	2	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	49	16	2	1	1	1	0	0	51	8	0	4	0	0	0	0	27	2	1	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	40	13	3	5	1	1	0	0	49	3	1	1	0	0	0	0	44	5	1	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	34	9	5	2	0	0	0	0	69	6	2	2	0	0	0	0	52	6	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	43	14	0	0	0	0	0	0	50	4	1	3	0	0	0	0	54	3	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	41	15	3	3	0	1	0	0	65	11	1	3	2	0	0	0	40	2	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	48	10	2	9	1	0	0	0	45	3	0	1	4	0	0	0	41	4	0	0	1	1	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	35	11	1	4	0	0	0	0	46	6	0	0	1	0	0	0	20	0	0	0	1	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	58	16	2	1	0	0	0	0	48	4	0	0	0	0	0	0	31	6	0	0	0	0	0	0
16:15 - 16:30	1	0	0	0	0	0	0	0	67	7	0	1	0	0	0	0	38	6	0	0	1	0	0	0	48	4	2	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	64	17	0	1	1	0	0	0	28	5	1	0	0	0	0	0	28	3	0	0	0	1	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	68	22	0	0	0	1	0	0	40	8	0	0	1	0	1	0	36	5	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	73	10	0	1	0	0	0	0	33	6	1	0	0	0	0	0	23	4	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	64	17	2	4	0	0	0	0	24	4	0	0	2	1	0	0	34	1	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	58	10	2	0	0	0	0	0	38	1	0	0	1	0	0	0	42	5	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	54	2	0	0	0	0	0	0	42	3	2	0	1	0	0	0	39	3	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	43	4	0	0	0	0	0	0	41	3	0	0	0	0	0	0	26	1	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	36	0	0	2	0	0	0	0	40	2	0	0	0	0	0	0	23	1	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	28	1	1	1	0	0	0	0	26	2	1	0	0	0	0	0	18	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	25	0	0	2	0	0	0	0	42	3	1	0	0	0	0	0	23	2	0	0	0	0	0	0
06:30 - 07:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*86*	*16*	*4*	*12*	*0*	*0*	*0*	*0*	*154*	*30*	*3*	*6*	*0*	*1*	*2*	*0*	*29*	*4*	*0*	*0*	*0*	*0*	*0*	*0*
06:45 - 07:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*124*	*23*	*4*	*14*	*0*	*0*	*0*	*0*	*168*	*34*	*4*	*9*	*0*	*1*	*1*	*0*	*49*	*5*	*0*	*0*	*0*	*0*	*0*	*0*
07:00 - 08:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*163*	*36*	*5*	*12*	*1*	*1*	*0*	*0*	*181*	*35*	*3*	*11*	*0*	*0*	*0*	*0*	*72*	*6*	*1*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*182*	*48*	*5*	*14*	*2*	*2*	*0*	*0*	*204*	*29*	*2*	*12*	*0*	*0*	*0*	*0*	*112*	*9*	*2*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*175*	*48*	*10*	*12*	*2*	*2*	*0*	*0*	*218*	*24*	*4*	*11*	*0*	*0*	*0*	*0*	*145*	*15*	*2*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*166*	*52*	*10*	*8*	*2*	*2*	*0*	*0*	*219*	*21*	*4*	*10*	*0*	*0*	*0*	*0*	*177*	*16*	*2*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*158*	*51*	*11*	*10*	*1*	*2*	*0*	*0*	*233*	*24*	*5*	*9*	*2*	*0*	*0*	*0*	*190*	*16*	*1*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*166*	*48*	*10*	*14*	*1*	*1*	*0*	*0*	*229*	*24*	*4*	*9*	*6*	*0*	*0*	*0*	*187*	*15*	*0*	*0*	*1*	*1*	*0*	*0*
08:30 - 09:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*167*	*50*	*6*	*16*	*1*	*1*	*0*	*0*	*206*	*24*	*2*	*7*	*7*	*0*	*0*	*0*	*155*	*9*	*0*	*0*	*2*	*1*	*0*	*0*
16:00 - 17:00	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*257*	*62*	*2*	*3*	*1*	*1*	*0*	*0*	*154*	*23*	*1*	*0*	*2*	*0*	*1*	*0*	*143*	*18*	*2*	*0*	*0*	*1*	*0*	*0*
16:15 - 17:15	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*272*	*56*	*0*	*3*	*1*	*1*	*0*	*0*	*139*	*25*	*2*	*0*	*2*	*0*	*1*	*0*	*135*	*16*	*2*	*0*	*0*	*1*	*0*	*0*
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*269*	*66*	*2*	*6*	*1*	*1*	*0*	*0*	*125*	*23*	*2*	*0*	*3*	*1*	*1*	*0*	*121*	*13*	*0*	*0*	*0*	*1*	*0*	*0*
16:45 - 17:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*263*	*59*	*4*	*5*	*0*	*1*	*0*	*0*	*135*	*19*	*1*	*0*	*4*	*1*	*1*	*0*	*135*	*15*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*249*	*39*	*4*	*5*	*0*	*0*	*0*	*0*	*137*	*14*	*3*	*0*	*4*	*1*	*0*	*0*	*138*	*13*	*0*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*219*	*33*	*4*	*4*	*0*	*0*	*0*	*0*	*145*	*11*	*2*	*0*	*4*	*1*	*0*	*0*	*141*	*10*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*191*	*16*	*2*	*2*	*0*	*0*	*0*	*0*	*161*	*9*	*2*	*0*	*2*	*0*	*0*	*0*	*130*	*10*	*0*	*0*	*0*	*0*	*0*	*0*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*161*	*7*	*1*	*3*	*0*	*0*	*0*	*0*	*149*	*10*	*3*	*0*	*1*	*0*	*0*	*0*	*106*	*5*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*132*	*5*	*1*	*5*	*0*	*0*	*0*	*0*	*149*	*10*	*2*	*0*	*0*	*0*	*0*	*0*	*90*	*4*	*0*	*0*	*0*	*0*	*0*	*0*
AM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**428**	**114**	**20**	**40**	**3**	**3**	**0**	**0**	**578**	**78**	**9**	**24**	**7**	**1**	**2**	**0**	**329**	**28**	**2**	**0**	**2**	**1**	**0**	**0**
PM Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**638**	**106**	**7**	**13**	**1**	**1**	**0**	**0**	**440**	**47**	**6**	**0**	**6**	**1**	**1**	**0**	**371**	**35**	**2**	**0**	**0**	**1**	**0**	**0**
Daily Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1066**	**220**	**27**	**53**	**4**	**4**	**0**	**0**	**1018**	**125**	**15**	**24**	**13**	**2**	**3**	**0**	**700**	**63**	**4**	**0**	**2**	**2**	**0**	**0**
AM Peak Hour																																
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*158*	*51*	*11*	*10*	*1*	*2*	*0*	*0*	*233*	*24*	*5*	*9*	*2*	*0*	*0*	*0*	*190*	*16*	*1*	*0*	*0*	*0*	*0*	*0*
PM Peak Hour				0								233								273								207				
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*269*	*66*	*2*	*6*	*1*	*1*	*0*	*0*	*125*	*23*	*2*	*0*	*3*	*1*	*1*	*0*	*121*	*13*	*0*	*0*	*0*	*1*	*0*	*0*
				0								345								155								135				

	A to A	A to B	A to C	A to D	A to E	B to A
AM Peak Hour						
08:00 - 09:00	*0*	*158*	*233*	*190*	*226*	*0*
PM Peak Hour						
16:30 - 17:30	*0*	*269*	*125*	*121*	*212*	*0*
	0	345	155	135	266	1

	B to B							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
06:30 - 06:45	0	0	0	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	1	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0
06:30 - 07:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
06:45 - 07:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:00 - 08:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:00 - 17:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*
16:45 - 17:45	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*
17:00 - 18:00	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*
17:15 - 18:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
AM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
Daily Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
AM Peak Hour								
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
PM Peak Hour								
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*

	B to B
AM Peak Hour	
08:00 - 09:00	*0*
PM Peak Hour	
16:30 - 17:30	*0*
	1

B to C								B to D								C to A								C to B								C to C								C to D								D to A							
Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
51	14	4	5	0	1	0	0	23	4	0	0	1	0	0	0	11	3	2	2	4	0	1	0	36	4	4	5	0	1	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	1	0	0	13	2	0	0	0	1	0	0
40	18	1	2	0	0	0	0	37	2	0	0	0	0	0	0	16	4	1	0	5	0	1	0	39	3	5	2	1	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	13	2	0	0	0	0	0	0
55	15	0	1	0	1	0	0	29	9	0	0	0	1	0	0	28	7	4	1	2	0	0	0	37	12	2	5	1	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	2	0	0	0	11	4	0	0	0	0	0	0
60	12	2	3	0	2	0	0	56	4	0	0	0	0	0	0	28	5	2	3	2	0	0	0	47	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	1	0	0	0	0	16	3	1	0	0	0	0	0
58	18	1	0	0	1	0	0	66	9	0	0	0	1	0	0	43	10	3	1	1	2	0	0	64	14	1	1	1	1	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	0	0	24	1	0	0	0	0	0	0
56	18	1	4	0	0	0	0	74	15	1	0	0	1	0	0	38	7	3	1	0	1	0	0	37	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	1	0	0	0	22	2	0	0	0	0	0	0
48	10	1	1	2	1	0	0	69	4	0	0	1	0	0	0	33	3	2	2	0	0	0	0	39	19	2	3	1	0	0	0	0	0	0	0	0	0	0	0	12	6	1	0	1	0	0	0	36	5	1	0	0	0	0	0
62	6	5	2	1	0	0	0	96	6	0	0	1	0	0	0	48	8	1	3	1	0	0	0	44	22	3	1	1	0	0	0	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	0	37	5	1	0	0	0	0	0
57	6	0	3	1	0	0	0	105	7	0	0	2	0	0	0	48	7	2	3	0	0	0	0	37	31	2	4	0	1	0	0	0	0	0	0	0	0	0	0	17	7	0	1	0	0	0	0	31	5	1	0	0	0	0	0
63	7	2	1	2	0	0	0	90	7	0	0	0	1	0	0	23	11	1	1	1	0	0	0	44	27	2	6	0	0	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	0	31	4	0	0	0	0	1	0
52	6	2	2	0	0	0	0	69	7	2	0	0	0	0	0	25	11	0	0	0	0	0	0	40	13	5	3	0	0	0	0	0	0	0	0	0	0	0	0	15	5	0	0	1	0	0	0	22	6	0	0	0	0	0	0
66	6	2	2	0	0	0	0	83	7	0	0	0	0	0	0	33	6	3	0	0	0	1	0	48	10	4	8	0	0	0	0	0	0	0	0	0	0	0	0	11	10	0	0	0	0	0	0	17	2	0	0	0	0	1	0
50	9	2	5	1	1	0	0	52	6	1	0	2	0	0	0	61	7	2	2	0	1	0	0	101	11	0	5	1	0	0	0	0	0	0	0	0	0	0	0	18	4	0	0	3	0	0	0	30	4	0	0	0	0	0	0
55	8	1	0	0	2	0	0	51	6	1	0	0	0	0	0	64	10	0	2	0	0	0	0	77	18	1	0	0	4	0	0	0	0	0	0	0	0	0	0	18	5	0	0	0	0	0	0	29	3	0	0	0	0	0	0
45	17	0	1	0	1	0	0	73	6	0	0	1	0	0	0	61	10	0	0	0	1	0	0	91	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	0	32	1	0	0	0	0	0	0
45	12	0	1	0	2	0	0	63	6	0	0	0	2	0	0	78	5	1	0	0	0	0	0	99	12	0	4	0	1	0	0	0	0	0	0	0	0	0	0	16	3	0	0	1	0	0	0	37	1	0	0	0	0	0	0
45	11	0	1	2	0	0	0	66	6	0	0	0	0	0	0	72	3	0	0	0	0	0	0	106	12	1	0	0	2	0	0	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0	0	32	0	0	0	0	0	0	0
52	5	0	0	1	0	0	0	75	8	0	0	1	0	0	0	76	3	1	0	0	0	0	0	116	13	1	1	1	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	2	0	0	0	35	2	0	0	0	2	0	0
46	7	0	3	0	0	0	0	58	5	0	0	0	0	0	0	77	3	0	0	0	0	0	0	93	11	0	1	1	1	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	0	34	1	1	0	0	0	0	0
38	5	0	0	0	0	0	0	44	6	0	0	0	0	0	0	78	3	0	0	0	0	0	0	82	6	0	1	0	2	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	0	42	3	0	0	0	0	0	0
33	6	0	0	0	0	0	0	44	2	0	0	1	0	0	0	68	5	0	0	0	0	0	0	51	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	0	29	2	0	0	0	0	0	0
33	6	0	0	0	0	0	0	50	3	0	0	0	0	0	0	55	1	0	0	0	0	0	0	56	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	1	0	0	0	19	2	0	0	0	0	0	0
32	7	0	0	0	0	0	0	33	0	0	0	0	0	0	0	33	1	0	0	0	0	0	0	41	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0
29	4	0	0	0	0	0	0	37	3	0	0	0	0	0	0	27	3	2	0	0	0	0	0	46	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	26	2	0	0	0	0	0	0
206	*59*	*7*	*11*	*0*	*4*	*0*	*0*	*145*	*19*	*0*	*0*	*1*	*1*	*0*	*0*	*83*	*19*	*9*	*6*	*13*	*0*	*2*	*0*	*159*	*34*	*16*	*12*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*17*	*4*	*1*	*1*	*3*	*1*	*0*	*0*	*53*	*11*	*1*	*0*	*0*	*1*	*0*	*0*
213	*63*	*4*	*6*	*0*	*4*	*0*	*0*	*188*	*24*	*0*	*0*	*0*	*2*	*0*	*0*	*115*	*26*	*10*	*5*	*10*	*2*	*1*	*0*	*187*	*44*	*13*	*8*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*21*	*3*	*2*	*1*	*3*	*0*	*0*	*0*	*64*	*10*	*1*	*0*	*0*	*0*	*0*	*0*
229	*63*	*4*	*8*	*0*	*4*	*0*	*0*	*225*	*37*	*1*	*0*	*0*	*3*	*0*	*0*	*137*	*29*	*12*	*6*	*5*	*3*	*0*	*0*	*185*	*54*	*11*	*8*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*8*	*2*	*1*	*3*	*0*	*0*	*0*	*73*	*10*	*1*	*0*	*0*	*0*	*0*	*0*
222	*58*	*5*	*8*	*2*	*4*	*0*	*0*	*265*	*32*	*1*	*0*	*1*	*2*	*0*	*0*	*142*	*25*	*10*	*7*	*3*	*3*	*0*	*0*	*187*	*61*	*11*	*6*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*33*	*12*	*2*	*1*	*2*	*0*	*0*	*0*	*98*	*11*	*2*	*0*	*0*	*0*	*0*	*0*
224	*52*	*8*	*7*	*3*	*2*	*0*	*0*	*305*	*34*	*1*	*0*	*2*	*2*	*0*	*0*	*162*	*28*	*9*	*7*	*2*	*3*	*0*	*0*	*184*	*68*	*9*	*7*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*42*	*15*	*2*	*0*	*2*	*0*	*0*	*0*	*119*	*13*	*2*	*0*	*0*	*0*	*0*	*0*
223	*40*	*7*	*10*	*4*	*1*	*0*	*0*	*344*	*32*	*1*	*0*	*4*	*1*	*0*	*0*	*167*	*25*	*8*	*9*	*1*	*1*	*0*	*0*	*157*	*85*	*10*	*10*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*50*	*22*	*1*	*1*	*2*	*0*	*0*	*0*	*126*	*17*	*3*	*0*	*0*	*0*	*0*	*0*
230	*29*	*8*	*7*	*6*	*1*	*0*	*0*	*360*	*24*	*0*	*0*	*4*	*1*	*0*	*0*	*152*	*29*	*6*	*9*	*2*	*0*	*0*	*0*	*164*	*99*	*9*	*14*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*55*	*21*	*1*	*1*	*1*	*0*	*0*	*0*	*135*	*19*	*3*	*0*	*0*	*0*	*1*	*0*
234	*25*	*9*	*8*	*4*	*0*	*0*	*0*	*360*	*27*	*2*	*0*	*3*	*1*	*0*	*0*	*144*	*37*	*4*	*7*	*2*	*0*	*0*	*0*	*165*	*93*	*12*	*14*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*58*	*20*	*0*	*1*	*1*	*0*	*0*	*0*	*121*	*20*	*2*	*0*	*0*	*0*	*1*	*0*
238	*25*	*6*	*8*	*3*	*0*	*0*	*0*	*347*	*28*	*2*	*0*	*2*	*1*	*0*	*0*	*129*	*35*	*6*	*4*	*1*	*0*	*1*	*0*	*169*	*81*	*13*	*21*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*55*	*26*	*0*	*1*	*1*	*0*	*0*	*0*	*101*	*17*	*1*	*0*	*0*	*0*	*2*	*0*
195	*46*	*3*	*7*	*1*	*6*	*0*	*0*	*239*	*24*	*2*	*0*	*3*	*2*	*0*	*0*	*264*	*32*	*3*	*4*	*0*	*2*	*0*	*0*	*368*	*53*	*3*	*10*	*2*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*78*	*14*	*0*	*0*	*4*	*0*	*0*	*0*	*128*	*9*	*0*	*0*	*0*	*0*	*0*	*0*
190	*48*	*1*	*3*	*2*	*5*	*0*	*0*	*253*	*24*	*1*	*0*	*1*	*2*	*0*	*0*	*275*	*28*	*1*	*2*	*0*	*1*	*0*	*0*	*373*	*54*	*4*	*5*	*1*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*88*	*12*	*0*	*0*	*1*	*0*	*0*	*0*	*130*	*5*	*0*	*0*	*0*	*0*	*0*	*0*
187	*45*	*0*	*3*	*3*	*3*	*0*	*0*	*277*	*26*	*0*	*0*	*2*	*2*	*0*	*0*	*287*	*21*	*2*	*0*	*0*	*1*	*0*	*0*	*412*	*49*	*4*	*6*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*95*	*7*	*0*	*0*	*3*	*0*	*0*	*0*	*136*	*4*	*0*	*0*	*0*	*2*	*0*	*0*
188	*35*	*0*	*5*	*3*	*2*	*0*	*0*	*262*	*25*	*0*	*0*	*1*	*2*	*0*	*0*	*303*	*14*	*2*	*0*	*0*	*0*	*0*	*0*	*414*	*48*	*2*	*6*	*2*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*84*	*6*	*0*	*0*	*3*	*0*	*0*	*0*	*138*	*4*	*1*	*0*	*0*	*2*	*0*	*0*
181	*28*	*0*	*4*	*3*	*0*	*0*	*0*	*243*	*25*	*0*	*0*	*1*	*0*	*0*	*0*	*303*	*12*	*1*	*0*	*0*	*0*	*0*	*0*	*397*	*42*	*2*	*3*	*2*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*92*	*5*	*0*	*0*	*2*	*0*	*0*	*0*	*143*	*6*	*1*	*0*	*0*	*2*	*0*	*0*
169	*23*	*0*	*3*	*1*	*0*	*0*	*0*	*221*	*21*	*0*	*0*	*2*	*0*	*0*	*0*	*299*	*14*	*1*	*0*	*0*	*0*	*0*	*0*	*342*	*34*	*2*	*4*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*93*	*4*	*0*	*0*	*2*	*0*	*0*	*0*	*140*	*8*	*1*	*0*	*0*	*2*	*0*	*0*
150	*24*	*0*	*3*	*0*	*0*	*0*	*0*	*196*	*16*	*0*	*0*	*1*	*0*	*0*	*0*	*278*	*12*	*0*	*0*	*0*	*0*	*0*	*0*	*282*	*28*	*2*	*4*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*93*	*5*	*0*	*0*	*1*	*0*	*0*	*0*	*124*	*8*	*1*	*0*	*0*	*0*	*0*	*0*
136	*24*	*0*	*0*	*0*	*0*	*0*	*0*	*171*	*11*	*0*	*0*	*1*	*0*	*0*	*0*	*234*	*10*	*0*	*0*	*0*	*0*	*0*	*0*	*230*	*22*	*3*	*3*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*96*	*4*	*0*	*0*	*1*	*0*	*0*	*0*	*112*	*7*	*0*	*0*	*0*	*0*	*0*	*0*
127	*23*	*0*	*0*	*0*	*0*	*0*	*0*	*164*	*8*	*0*	*0*	*1*	*0*	*0*	*0*	*183*	*10*	*2*	*0*	*0*	*0*	*0*	*0*	*194*	*18*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*83*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*96*	*6*	*0*	*0*	*0*	*0*	*0*	*0*
668	**136**	**21**	**26**	**6**	**6**	**0**	**0**	**797**	**81**	**3**	**0**	**5**	**4**	**0**	**0**	**374**	**82**	**24**	**17**	**16**	**3**	**3**	**0**	**512**	**183**	**38**	**40**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**114**	**45**	**3**	**2**	**6**	**1**	**0**	**0**	**273**	**41**	**4**	**0**	**0**	**1**	**2**	**0**
503	**97**	**3**	**11**	**4**	**6**	**0**	**0**	**646**	**57**	**2**	**0**	**5**	**2**	**0**	**0**	**750**	**54**	**6**	**4**	**0**	**2**	**0**	**0**	**959**	**113**	**8**	**15**	**4**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**253**	**21**	**0**	**0**	**7**	**0**	**0**	**0**	**367**	**21**	**1**	**0**	**0**	**2**	**0**	**0**
1171	**233**	**24**	**37**	**10**	**12**	**0**	**0**	**1443**	**138**	**5**	**0**	**10**	**6**	**0**	**0**	**1124**	**136**	**30**	**21**	**16**	**5**	**3**	**0**	**1471**	**296**	**46**	**55**	**9**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**367**	**66**	**3**	**2**	**13**	**1**	**0**	**0**	**640**	**62**	**5**	**0**	**0**	**3**	**2**	**0**
230	***29***	***8***	***7***	***6***	***1***	***0***	***0***	***360***	***24***	***0***	***0***	***4***	***1***	***0***	***0***	***152***	***29***	***6***	***9***	***2***	***0***	***0***	***0***	***164***	***99***	***9***	***14***	***2***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***55***	***21***	***1***	***1***	***1***	***0***	***0***	***0***	***135***	***19***	***3***	***0***	***0***	***0***	***1***	***0***
			281								389								198								289								0								79								158					
187	***45***	***0***	***3***	***3***	***3***	***0***	***0***	***277***	***26***	***0***	***0***	***2***	***2***	***0***	***0***	***287***	***21***	***2***	***0***	***0***	***1***	***0***	***0***	***412***	***49***	***4***	***6***	***2***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***95***	***7***	***0***	***0***	***3***	***0***	***0***	***0***	***136***	***4***	***0***	***0***	***0***	***2***	***0***	***0***
			241								307								311								476								0								105								142					
B to B								B to C								B to D								B to E								C to A								C to B								C to C							

Job Number & Name:	**37087 Beverley, Yorkshire**
Client:	**Royal Haskoning**
Date:	**Tuesday 07 November 2023**

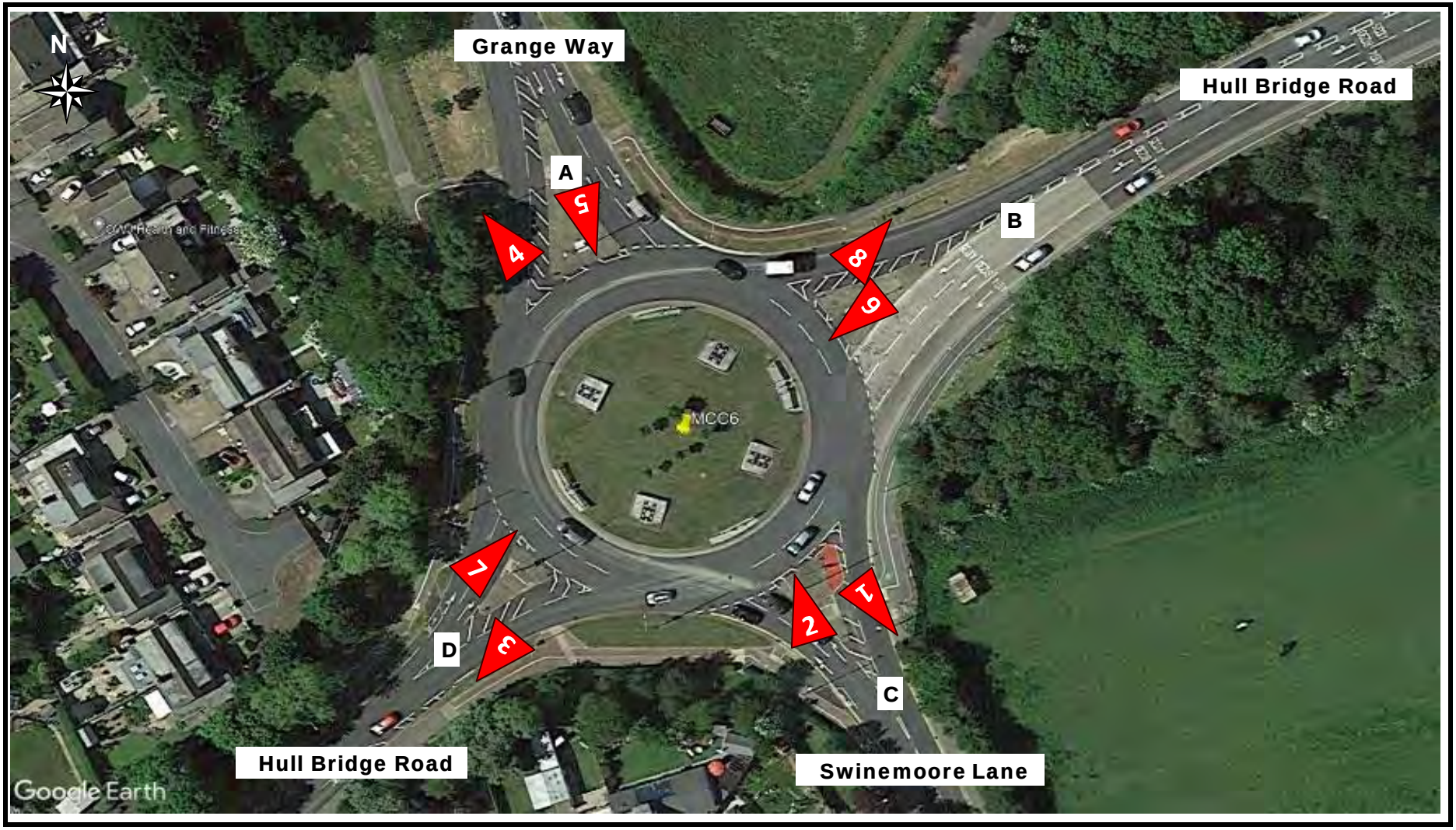
D to B								D to C								D to D							
Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
24	4	0	0	1	0	0	0	11	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
25	8	0	0	0	0	0	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	8	1	0	0	0	0	0	11	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
30	13	1	0	1	1	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	10	0	0	0	1	0	0	13	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
48	10	1	0	0	0	0	0	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
37	6	1	0	1	0	0	0	12	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0
27	10	1	1	0	0	0	0	18	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
54	6	1	0	0	0	0	0	18	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
51	7	1	0	1	0	0	0	23	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0
38	5	1	0	0	0	0	0	24	6	1	0	3	1	0	0	1	0	1	0	0	0	0	0
37	10	0	0	0	1	0	0	27	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0
70	11	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	4	0	0	1	0	0	0	9	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
76	9	1	0	0	1	0	0	7	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
79	5	0	0	1	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	8	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
89	7	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	6	0	0	1	0	0	0	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
62	3	1	0	1	1	0	0	18	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0
57	4	0	0	1	1	0	0	13	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
44	1	0	0	0	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	3	0	0	0	0	0	0	11	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
46	2	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
116	*33*	*2*	*0*	*2*	*1*	*0*	*0*	*48*	*10*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
138	*39*	*2*	*0*	*1*	*2*	*0*	*0*	*50*	*11*	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
161	*41*	*3*	*0*	*1*	*2*	*0*	*0*	*54*	*9*	*1*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
161	*39*	*3*	*0*	*2*	*2*	*0*	*0*	*55*	*9*	*1*	*0*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
158	*36*	*3*	*1*	*1*	*1*	*0*	*0*	*59*	*9*	*1*	*0*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
166	*32*	*4*	*1*	*1*	*0*	*0*	*0*	*64*	*8*	*1*	*0*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
169	*29*	*4*	*1*	*2*	*0*	*0*	*0*	*71*	*8*	*0*	*0*	*5*	*1*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
170	*28*	*4*	*1*	*1*	*0*	*0*	*0*	*83*	*12*	*1*	*0*	*6*	*1*	*0*	*0*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*
180	*28*	*3*	*0*	*1*	*1*	*0*	*0*	*92*	*14*	*1*	*0*	*6*	*1*	*0*	*0*	*3*	*1*	*1*	*0*	*0*	*0*	*0*	*0*
312	*29*	*1*	*0*	*2*	*1*	*0*	*0*	*39*	*8*	*1*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
304	*26*	*1*	*0*	*2*	*1*	*0*	*0*	*32*	*6*	*1*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
306	*29*	*1*	*0*	*1*	*1*	*0*	*0*	*27*	*4*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
295	*26*	*0*	*0*	*2*	*0*	*0*	*0*	*28*	*3*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
278	*24*	*1*	*0*	*2*	*1*	*0*	*0*	*37*	*3*	*0*	*0*	*2*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
273	*20*	*1*	*0*	*3*	*2*	*0*	*0*	*43*	*2*	*0*	*0*	*2*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
228	*14*	*1*	*0*	*3*	*3*	*0*	*0*	*53*	*2*	*0*	*0*	*2*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
217	*11*	*1*	*0*	*2*	*3*	*0*	*0*	*56*	*3*	*0*	*0*	*2*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
201	*10*	*0*	*0*	*1*	*2*	*0*	*0*	*50*	*3*	*0*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
454	**97**	**8**	**1**	**4**	**3**	**0**	**0**	**199**	**33**	**2**	**0**	**12**	**3**	**0**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
791	**63**	**2**	**0**	**5**	**4**	**0**	**0**	**126**	**14**	**1**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1245	**160**	**10**	**1**	**9**	**7**	**0**	**0**	**325**	**47**	**3**	**0**	**16**	**3**	**0**	**0**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
169	***29***	***4***	***1***	***2***	***0***	***0***	***0***	***71***	***8***	***0***	***0***	***5***	***1***	***0***	***0***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
			205								85								2				
306	***29***	***1***	***0***	***1***	***1***	***0***	***0***	***27***	***4***	***1***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
			338								33								0				
C to D								**C to E**								**D to A**							

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	37087 Beverley, Yorkshire
Site Number/Name:	Site 6 - Hull Bridge Road/Swinemoor Lane
Client:	Royal Haskoning
Date:	09/11/2023
Weather:	Cloudy and Dry

Advanced Transport Research	Job Number & Name:	37087 Beverley, Yorkshire
Site 6 - Hull Bridge Road/Swinemoor Lane	Date:	Thursday 09 Nov 2023

Job Type:	Junction Count				
Co-ordinates:	53°51'16.26"N, 0°24'58.73"W	Postcode:	HU17 9RS	Times:	0630-0930 1600-1900



Advanced Transport Research

Site 6 - Hull Bridge Road/Swinemoor Lane

Classified Counts

	A to A								A to B								A to C								A to D								B to A								B to B							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
06:30 - 06:45	0	0	0	0	0	0	0	0	14	6	0	3	0	0	0	0	37	3	0	2	0	0	0	0	5	0	0	0	0	0	0	0	22	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	16	6	1	1	0	0	0	0	36	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	27	14	1	6	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	26	11	1	0	0	0	0	0	34	7	0	1	0	1	0	0	8	0	1	0	0	0	0	0	43	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	42	9	0	4	0	0	0	0	57	13	1	0	0	0	0	0	10	2	2	0	0	1	0	0	66	15	1	3	0	0	0	0	0	0	0	1	0	0	0	0
07:30 - 07:45	1	0	0	0	0	0	0	0	53	3	3	5	0	1	0	0	52	11	2	2	0	0	0	0	20	2	1	0	0	0	0	0	55	11	1	3	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	53	11	0	3	1	0	0	0	67	9	1	1	0	0	0	0	25	1	0	0	0	0	0	0	60	15	3	5	1	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	53	11	3	3	1	0	0	0	62	6	0	3	0	0	0	0	30	5	1	0	0	0	0	0	53	15	1	3	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	44	13	0	3	0	0	0	0	68	7	4	2	0	0	0	0	38	0	0	0	0	1	0	0	75	11	0	6	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	51	12	2	3	0	1	0	0	54	9	0	1	0	0	0	0	70	2	0	0	0	0	0	0	68	9	0	3	0	1	0	0	0	1	0	0	0	0	0	0
08:45 - 09:00	1	0	0	0	0	0	0	0	42	21	4	6	0	1	0	0	62	10	1	2	1	0	0	0	37	1	0	0	0	0	0	0	43	7	2	4	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	35	14	1	4	1	0	0	0	42	8	1	2	3	0	0	0	31	3	0	0	0	0	0	0	36	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	34	10	3	1	0	0	0	0	30	6	0	3	4	0	0	0	21	0	0	0	0	0	0	0	36	6	1	4	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	60	12	2	0	0	2	0	0	28	7	2	0	0	0	0	0	31	7	0	0	0	0	0	0	45	13	2	4	0	0	0	0	2	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	61	19	2	3	0	0	0	0	40	9	3	0	1	2	0	0	39	2	0	0	0	1	0	0	77	22	2	4	1	1	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	65	19	0	4	0	2	0	0	27	8	0	0	1	1	0	0	40	2	0	0	0	0	0	0	64	14	0	1	1	1	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	65	11	3	3	0	0	0	0	47	7	0	1	0	0	0	0	36	2	0	0	0	0	0	0	51	13	2	3	0	1	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	69	14	0	1	1	0	0	0	32	6	1	0	0	0	0	0	24	2	0	0	0	0	0	0	53	7	1	2	0	1	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	1	0	0	0	0	0	0	0	72	16	0	2	0	0	0	0	57	6	0	1	3	1	0	0	16	3	0	0	0	0	0	0	58	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	48	8	0	3	0	0	0	0	42	1	0	1	1	0	0	0	30	2	0	0	0	0	0	0	61	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	50	4	1	1	0	0	0	0	49	5	0	0	0	0	0	0	23	5	0	0	0	0	0	0	50	9	0	4	0	0	0	0	1	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	43	7	0	0	0	0	0	0	38	2	1	0	0	0	0	0	25	1	0	0	0	0	0	0	32	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	36	3	0	1	0	0	0	0	54	6	0	2	1	1	0	0	10	0	0	0	0	0	0	0	34	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	42	1	0	0	0	0	0	0	26	1	0	0	1	1	0	0	30	0	0	0	0	0	0	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	24	4	1	1	0	0	0	0	37	2	1	0	0	0	0	0	21	0	0	0	0	0	0	0	20	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 07:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*98*	*32*	*2*	*8*	*0*	*0*	*0*	*0*	*164*	*28*	*1*	*3*	*0*	*1*	*0*	*0*	*28*	*2*	*3*	*0*	*0*	*1*	*0*	*0*	*158*	*42*	*4*	*13*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*
06:45 - 07:45	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*137*	*29*	*5*	*10*	*0*	*1*	*0*	*0*	*179*	*36*	*3*	*3*	*0*	*1*	*0*	*0*	*43*	*4*	*4*	*0*	*0*	*1*	*0*	*0*	*191*	*46*	*5*	*14*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*
07:00 - 08:00	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*174*	*34*	*4*	*12*	*1*	*1*	*0*	*0*	*210*	*40*	*4*	*4*	*0*	*1*	*0*	*0*	*63*	*5*	*4*	*0*	*0*	*1*	*0*	*0*	*224*	*47*	*7*	*13*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*
07:15 - 08:15	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*201*	*34*	*6*	*15*	*2*	*1*	*0*	*0*	*238*	*39*	*4*	*6*	*0*	*0*	*0*	*0*	*85*	*10*	*4*	*0*	*0*	*1*	*0*	*0*	*234*	*56*	*6*	*14*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*
07:30 - 08:30	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*203*	*38*	*6*	*14*	*2*	*1*	*0*	*0*	*249*	*33*	*7*	*8*	*0*	*0*	*0*	*0*	*113*	*8*	*2*	*0*	*0*	*1*	*0*	*0*	*243*	*52*	*5*	*17*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*201*	*47*	*5*	*12*	*2*	*1*	*0*	*0*	*251*	*31*	*5*	*7*	*0*	*0*	*0*	*0*	*163*	*8*	*1*	*0*	*0*	*1*	*0*	*0*	*256*	*50*	*4*	*17*	*1*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*190*	*57*	*9*	*15*	*1*	*2*	*0*	*0*	*246*	*32*	*5*	*8*	*1*	*0*	*0*	*0*	*175*	*8*	*1*	*0*	*0*	*1*	*0*	*0*	*239*	*42*	*3*	*16*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*172*	*60*	*7*	*16*	*1*	*2*	*0*	*0*	*226*	*34*	*6*	*7*	*4*	*0*	*0*	*0*	*176*	*6*	*0*	*0*	*0*	*1*	*0*	*0*	*222*	*32*	*4*	*15*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*162*	*57*	*10*	*14*	*1*	*2*	*0*	*0*	*188*	*33*	*2*	*8*	*8*	*0*	*0*	*0*	*159*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*183*	*27*	*5*	*13*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
16:00 - 17:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*251*	*61*	*7*	*10*	*0*	*4*	*0*	*0*	*142*	*31*	*5*	*1*	*2*	*3*	*0*	*0*	*146*	*13*	*0*	*0*	*0*	*1*	*0*	*0*	*237*	*62*	*6*	*12*	*2*	*3*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*260*	*63*	*5*	*11*	*1*	*2*	*0*	*0*	*146*	*30*	*4*	*1*	*2*	*3*	*0*	*0*	*139*	*8*	*0*	*0*	*0*	*1*	*0*	*0*	*245*	*56*	*5*	*10*	*2*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:30 - 17:30	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*271*	*60*	*3*	*10*	*1*	*2*	*0*	*0*	*163*	*27*	*1*	*2*	*4*	*2*	*0*	*0*	*116*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*226*	*40*	*3*	*7*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:45 - 17:45	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*254*	*49*	*3*	*9*	*1*	*0*	*0*	*0*	*178*	*20*	*1*	*3*	*4*	*1*	*0*	*0*	*106*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*223*	*28*	*3*	*6*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*239*	*42*	*1*	*7*	*1*	*0*	*0*	*0*	*180*	*18*	*1*	*2*	*4*	*1*	*0*	*0*	*93*	*12*	*0*	*0*	*0*	*0*	*0*	*0*	*222*	*24*	*1*	*7*	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*213*	*35*	*1*	*6*	*0*	*0*	*0*	*0*	*186*	*14*	*1*	*2*	*4*	*1*	*0*	*0*	*94*	*11*	*0*	*0*	*0*	*0*	*0*	*0*	*201*	*22*	*0*	*6*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*177*	*22*	*1*	*5*	*0*	*0*	*0*	*0*	*183*	*14*	*1*	*3*	*2*	*1*	*0*	*0*	*88*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*177*	*19*	*0*	*5*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*171*	*15*	*1*	*2*	*0*	*0*	*0*	*0*	*167*	*14*	*1*	*2*	*2*	*2*	*0*	*0*	*88*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*140*	*19*	*0*	*5*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*145*	*15*	*1*	*2*	*0*	*0*	*0*	*0*	*155*	*11*	*2*	*2*	*2*	*2*	*0*	*0*	*86*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*110*	*13*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
AM Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**463**	**127**	**18**	**36**	**3**	**3**	**0**	**0**	**601**	**94**	**10**	**19**	**8**	**1**	**0**	**0**	**300**	**16**	**5**	**0**	**0**	**2**	**0**	**0**	**584**	**121**	**14**	**43**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
PM Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**635**	**118**	**9**	**19**	**1**	**4**	**0**	**0**	**477**	**60**	**8**	**5**	**8**	**6**	**0**	**0**	**325**	**26**	**0**	**0**	**0**	**1**	**0**	**0**	**569**	**99**	**7**	**21**	**2**	**4**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Daily Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1098**	**245**	**27**	**55**	**4**	**7**	**0**	**0**	**1078**	**154**	**18**	**24**	**16**	**7**	**0**	**0**	**625**	**42**	**5**	**0**	**0**	**3**	**0**	**0**	**1153**	**220**	**21**	**64**	**3**	**5**	**0**	**0**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
AM Peak Hour																																																
07:45 - 08:45	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***201***	***47***	***5***	***12***	***2***	***1***	***0***	***0***	***251***	***31***	***5***	***7***	***0***	***0***	***0***	***0***	***163***	***8***	***1***	***0***	***0***	***1***	***0***	***0***	***256***	***50***	***4***	***17***	***1***	***1***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***
PM Peak Hour																																																
16:15 - 17:15	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***260***	***63***	***5***	***11***	***1***	***2***	***0***	***0***	***146***	***30***	***4***	***1***	***2***	***3***	***0***	***0***	***139***	***8***	***0***	***0***	***0***	***1***	***0***	***0***	***245***	***56***	***5***	***10***	***2***	***4***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

B to C								B to D								C to A								C to B								C to C								C to D							
Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
61	8	1	2	0	1	0	0	15	2	1	0	1	0	0	0	17	3	0	0	0	1	0	0	44	2	1	3	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
47	14	1	2	0	0	0	0	26	2	0	0	0	0	0	0	23	10	3	0	2	0	0	0	37	11	4	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0
48	14	0	2	0	1	0	0	30	10	0	0	0	1	0	0	26	8	1	1	4	1	0	0	27	13	2	6	1	0	0	0	0	0	0	0	0	0	0	0	5	1	0	1	2	0	0	0
74	14	2	2	0	1	0	0	41	6	0	0	0	0	0	0	32	9	1	1	1	0	0	0	53	13	1	1	1	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0
66	19	6	1	0	1	0	0	46	9	0	1	0	1	0	0	38	9	2	2	1	0	0	0	60	12	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	1	0	0	2	0	0	0
63	21	0	3	0	0	0	0	77	12	1	0	0	0	0	0	44	10	4	3	1	2	0	0	53	16	4	3	1	1	0	0	0	0	0	0	0	0	0	0	8	5	0	0	1	0	0	0
45	6	3	4	2	0	0	0	88	13	0	1	1	1	0	0	30	10	3	2	1	0	0	0	39	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	12	4	2	0	1	0	0	0
72	14	0	2	1	0	0	0	97	10	3	0	2	0	0	0	51	8	3	1	1	0	0	0	38	16	7	0	2	0	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	0
52	7	0	2	0	0	0	0	84	8	2	0	2	0	0	0	41	9	0	1	0	0	0	0	41	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	20	11	0	0	0	0	0	0
44	9	2	2	1	1	0	0	99	6	1	0	0	0	0	0	37	20	1	0	0	0	0	0	42	20	1	6	0	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	0
49	8	4	2	0	0	0	0	86	5	0	0	0	1	0	0	28	10	1	1	0	0	0	0	33	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	1	0	0	0
46	9	4	6	0	0	0	0	71	6	1	0	0	0	0	0	30	13	2	4	1	0	0	0	48	22	0	3	0	0	0	0	0	0	0	0	0	0	0	0	23	5	0	0	0	0	0	0
53	10	2	5	0	0	0	0	64	4	0	0	1	0	0	0	65	5	0	0	0	1	0	0	89	8	1	3	0	1	0	0	0	0	0	0	0	0	0	0	18	1	0	0	1	0	0	0
70	11	0	2	1	0	0	0	74	4	0	0	1	0	0	0	60	6	0	0	0	0	0	0	78	12	2	1	0	2	0	0	0	0	0	0	0	0	0	0	16	3	0	0	1	0	0	0
56	8	1	0	0	1	0	0	67	13	0	0	0	1	0	0	77	12	0	1	0	0	0	0	98	13	4	0	1	2	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	0
47	7	2	2	0	0	0	0	60	8	0	0	0	1	0	0	69	8	0	0	0	0	0	0	93	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	1	0	0	0
42	12	0	0	0	0	0	0	52	11	0	0	0	1	0	0	86	5	0	0	0	0	0	0	111	12	1	0	0	1	0	0	0	0	0	0	0	0	0	0	21	0	0	0	1	0	0	0
41	6	0	1	1	0	0	0	60	7	0	0	1	0	0	0	73	2	1	1	1	0	0	0	115	15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0
45	2	0	0	1	0	0	0	59	3	0	0	0	1	0	0	66	4	0	0	0	0	0	0	104	11	1	2	1	2	0	0	0	0	0	0	0	0	0	0	10	1	0	0	1	0	0	0
37	2	0	1	1	0	0	0	53	6	0	0	0	1	0	0	63	7	0	1	0	0	0	0	72	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24	4	0	0	0	0	0	0
38	3	0	0	0	0	0	0	37	2	0	0	1	0	0	0	57	3	1	0	0	0	0	0	62	9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0
56	5	0	0	0	0	0	0	36	4	0	0	0	0	0	0	51	0	0	0	0	0	0	0	73	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	1	0	0	0
53	2	0	1	1	0	0	0	38	3	0	0	0	0	0	0	43	4	0	0	0	0	3	0	47	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0
34	7	0	0	1	1	0	0	29	1	0	0	0	0	0	0	37	3	0	0	0	0	0	0	64	7	0	1	0	0	0	0	1	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0
230	*50*	*4*	*8*	*0*	*3*	*0*	*0*	*112*	*20*	*1*	*0*	*1*	*1*	*0*	*0*	*98*	*30*	*5*	*2*	*7*	*2*	*0*	*0*	*161*	*39*	*8*	*13*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*17*	*3*	*1*	*1*	*3*	*0*	*0*	*0*
235	*61*	*9*	*7*	*0*	*3*	*0*	*0*	*143*	*27*	*0*	*1*	*0*	*2*	*0*	*0*	*119*	*36*	*7*	*4*	*8*	*1*	*0*	*0*	*177*	*49*	*7*	*10*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*22*	*4*	*1*	*1*	*5*	*0*	*0*	*0*
251	*68*	*8*	*8*	*0*	*3*	*0*	*0*	*194*	*37*	*1*	*1*	*0*	*2*	*0*	*0*	*140*	*36*	*8*	*7*	*7*	*3*	*0*	*0*	*193*	*54*	*7*	*10*	*3*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*28*	*8*	*0*	*1*	*5*	*0*	*0*	*0*
248	*60*	*11*	*10*	*2*	*2*	*0*	*0*	*252*	*40*	*1*	*2*	*1*	*2*	*0*	*0*	*144*	*38*	*10*	*8*	*4*	*2*	*0*	*0*	*205*	*55*	*7*	*6*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*35*	*11*	*2*	*0*	*4*	*0*	*0*	*0*
246	*60*	*9*	*10*	*3*	*1*	*0*	*0*	*308*	*44*	*4*	*2*	*3*	*2*	*0*	*0*	*163*	*37*	*12*	*8*	*4*	*2*	*0*	*0*	*190*	*58*	*13*	*5*	*3*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*41*	*14*	*2*	*0*	*4*	*0*	*0*	*0*
232	*48*	*3*	*11*	*3*	*0*	*0*	*0*	*346*	*43*	*6*	*1*	*5*	*1*	*0*	*0*	*166*	*37*	*10*	*7*	*3*	*2*	*0*	*0*	*171*	*60*	*16*	*6*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*51*	*24*	*2*	*0*	*2*	*0*	*0*	*0*
213	*36*	*5*	*10*	*4*	*1*	*0*	*0*	*368*	*37*	*6*	*1*	*5*	*1*	*0*	*0*	*159*	*47*	*7*	*4*	*2*	*0*	*0*	*0*	*160*	*64*	*13*	*9*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*54*	*22*	*2*	*0*	*1*	*0*	*0*	*0*
217	*38*	*6*	*8*	*2*	*1*	*0*	*0*	*366*	*29*	*6*	*0*	*4*	*1*	*0*	*0*	*157*	*47*	*5*	*3*	*1*	*0*	*0*	*0*	*154*	*65*	*18*	*8*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*53*	*21*	*0*	*0*	*1*	*0*	*0*	*0*
191	*33*	*10*	*12*	*1*	*1*	*0*	*0*	*340*	*25*	*4*	*0*	*2*	*1*	*0*	*0*	*136*	*52*	*4*	*6*	*1*	*0*	*0*	*0*	*164*	*71*	*11*	*11*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*65*	*22*	*0*	*0*	*1*	*0*	*0*	*0*
226	*36*	*5*	*9*	*1*	*1*	*0*	*0*	*265*	*29*	*0*	*0*	*2*	*2*	*0*	*0*	*271*	*31*	*0*	*1*	*0*	*1*	*0*	*0*	*358*	*43*	*8*	*4*	*1*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*71*	*6*	*0*	*0*	*3*	*0*	*0*	*0*
215	*38*	*3*	*4*	*1*	*1*	*0*	*0*	*253*	*36*	*0*	*0*	*1*	*3*	*0*	*0*	*292*	*31*	*0*	*1*	*0*	*0*	*0*	*0*	*380*	*47*	*8*	*1*	*1*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*74*	*5*	*0*	*0*	*3*	*0*	*0*	*0*
186	*33*	*3*	*3*	*1*	*1*	*0*	*0*	*239*	*39*	*0*	*0*	*1*	*3*	*0*	*0*	*305*	*27*	*1*	*2*	*1*	*0*	*0*	*0*	*417*	*50*	*7*	*2*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*82*	*2*	*0*	*0*	*2*	*0*	*0*	*0*
175	*27*	*2*	*3*	*2*	*0*	*0*	*0*	*231*	*29*	*0*	*0*	*1*	*3*	*0*	*0*	*294*	*19*	*1*	*1*	*1*	*0*	*0*	*0*	*423*	*48*	*4*	*4*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*77*	*2*	*0*	*0*	*3*	*0*	*0*	*0*
165	*22*	*0*	*2*	*3*	*0*	*0*	*0*	*224*	*27*	*0*	*0*	*1*	*3*	*0*	*0*	*288*	*18*	*1*	*2*	*1*	*0*	*0*	*0*	*402*	*48*	*4*	*4*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*79*	*5*	*0*	*0*	*2*	*0*	*0*	*0*
161	*13*	*0*	*2*	*3*	*0*	*0*	*0*	*209*	*18*	*0*	*0*	*2*	*2*	*0*	*0*	*259*	*16*	*2*	*2*	*1*	*0*	*0*	*0*	*353*	*45*	*3*	*4*	*1*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*83*	*5*	*0*	*0*	*1*	*0*	*0*	*0*
176	*12*	*0*	*1*	*2*	*0*	*0*	*0*	*185*	*15*	*0*	*0*	*1*	*2*	*0*	*0*	*237*	*14*	*1*	*1*	*0*	*0*	*0*	*0*	*311*	*34*	*2*	*3*	*1*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*78*	*7*	*0*	*0*	*2*	*0*	*0*	*0*
184	*12*	*0*	*2*	*2*	*0*	*0*	*0*	*164*	*15*	*0*	*0*	*1*	*1*	*0*	*0*	*214*	*14*	*1*	*1*	*0*	*0*	*3*	*0*	*254*	*27*	*1*	*2*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*92*	*6*	*0*	*0*	*1*	*0*	*0*	*0*
181	*17*	*0*	*1*	*2*	*1*	*0*	*0*	*140*	*10*	*0*	*0*	*1*	*0*	*0*	*0*	*188*	*10*	*1*	*0*	*0*	*0*	*3*	*0*	*246*	*24*	*0*	*3*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*87*	*2*	*0*	*0*	*1*	*0*	*0*	*0*
667	**143**	**23**	**30**	**4**	**5**	**0**	**0**	**760**	**89**	**9**	**2**	**6**	**4**	**0**	**0**	**397**	**119**	**21**	**16**	**12**	**4**	**0**	**0**	**515**	**168**	**32**	**29**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**123**	**39**	**3**	**1**	**8**	**0**	**0**	**0**
572	**75**	**5**	**12**	**6**	**2**	**0**	**0**	**629**	**66**	**0**	**0**	**4**	**5**	**0**	**0**	**747**	**59**	**2**	**3**	**1**	**1**	**3**	**0**	**1006**	**115**	**12**	**11**	**2**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**237**	**13**	**0**	**0**	**6**	**0**	**0**	**0**
1239	**218**	**28**	**42**	**10**	**7**	**0**	**0**	**1389**	**155**	**9**	**2**	**10**	**9**	**0**	**0**	**1144**	**178**	**23**	**19**	**13**	**5**	**3**	**0**	**1521**	**283**	**44**	**40**	**7**	**13**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**360**	**52**	**3**	**1**	**14**	**0**	**0**	**0**
232	***48***	***3***	***11***	***3***	***0***	***0***	***0***	***346***	***43***	***6***	***1***	***5***	***1***	***0***	***0***	***166***	***37***	***10***	***7***	***3***	***2***	***0***	***0***	***171***	***60***	***16***	***6***	***3***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***51***	***24***	***2***	***0***	***2***	***0***	***0***	***0***
215	***38***	***3***	***4***	***1***	***1***	***0***	***0***	***253***	***36***	***0***	***0***	***1***	***3***	***0***	***0***	***292***	***31***	***0***	***1***	***0***	***0***	***0***	***0***	***380***	***47***	***8***	***1***	***1***	***5***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***74***	***5***	***0***	***0***	***3***	***0***	***0***	***0***

Job Number & Name:	**37087 Beverley, Yorkshire**
Client:	**Royal Haskoning**
Date:	**Thursday 09 November 2023**

D to A								D to B								D to C								D to D							
Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
9	1	0	0	0	0	0	0	14	5	0	0	1	0	0	0	15	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16	2	0	0	0	0	0	0	22	6	0	0	0	0	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2	1	0	0	0	0	0	35	3	1	0	0	1	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	3	1	0	0	1	0	0	36	12	1	0	0	0	0	0	21	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
23	3	0	0	0	1	0	0	36	5	0	0	0	1	0	0	9	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
22	1	0	0	0	0	0	0	38	9	2	0	0	0	0	0	16	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
29	7	0	0	0	0	0	0	29	4	0	0	1	0	0	0	14	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
33	2	1	0	0	0	0	0	40	6	2	0	0	0	0	0	22	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
27	3	1	0	0	0	0	0	38	5	1	1	0	0	0	0	15	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0
33	1	0	0	0	0	0	0	49	11	2	0	1	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	2	0	0	1	0	0	0	32	13	0	0	0	0	0	0	22	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0
20	2	1	0	0	0	0	0	49	7	0	0	0	0	0	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	4	0	0	0	0	0	0	78	7	0	0	2	0	0	0	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	1	0	0	0	0	0	81	12	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	0	0	0	0	0	0	0	50	6	1	0	0	0	0	0	12	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
39	2	0	0	0	0	0	0	83	8	0	0	1	1	0	0	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
28	2	0	0	0	0	0	0	73	8	0	0	1	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	2	0	0	0	0	0	0	68	2	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	1	0	0	0	0	0	0	82	9	0	0	1	0	0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	2	0	0	0	0	0	0	60	4	0	0	1	2	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	1	0	0	0	0	0	0	67	4	0	0	0	0	0	0	20	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
29	1	0	0	0	0	0	0	60	1	0	0	0	0	0	0	17	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
24	1	0	0	0	0	0	0	48	2	0	0	0	0	0	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	0	0	0	0	0	0	0	30	2	0	0	0	0	0	0	15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
51	*8*	*2*	*0*	*0*	*1*	*0*	*0*	*107*	*26*	*2*	*0*	*1*	*1*	*0*	*0*	*63*	*7*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
65	*10*	*2*	*0*	*0*	*2*	*0*	*0*	*129*	*26*	*2*	*0*	*0*	*2*	*0*	*0*	*57*	*5*	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
71	*9*	*2*	*0*	*0*	*2*	*0*	*0*	*145*	*29*	*4*	*0*	*0*	*2*	*0*	*0*	*59*	*7*	*0*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
92	*14*	*1*	*0*	*0*	*2*	*0*	*0*	*139*	*30*	*3*	*0*	*1*	*1*	*0*	*0*	*60*	*7*	*0*	*0*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
107	*13*	*1*	*0*	*0*	*1*	*0*	*0*	*143*	*24*	*4*	*0*	*1*	*1*	*0*	*0*	*61*	*7*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
111	*13*	*2*	*0*	*0*	*0*	*0*	*0*	*145*	*24*	*5*	*1*	*1*	*0*	*0*	*0*	*67*	*9*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
122	*13*	*2*	*0*	*0*	*0*	*0*	*0*	*156*	*26*	*5*	*1*	*2*	*0*	*0*	*0*	*70*	*6*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
122	*8*	*2*	*0*	*1*	*0*	*0*	*0*	*159*	*35*	*5*	*1*	*1*	*0*	*0*	*0*	*78*	*6*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
109	*8*	*2*	*0*	*1*	*0*	*0*	*0*	*168*	*36*	*3*	*1*	*1*	*0*	*0*	*0*	*75*	*9*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
133	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*292*	*33*	*1*	*0*	*3*	*1*	*0*	*0*	*38*	*13*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
134	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*287*	*34*	*1*	*0*	*2*	*1*	*0*	*0*	*42*	*6*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
138	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*274*	*24*	*2*	*0*	*2*	*1*	*0*	*0*	*43*	*4*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
136	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*306*	*27*	*1*	*0*	*3*	*1*	*0*	*0*	*43*	*3*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
137	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*283*	*23*	*1*	*0*	*3*	*2*	*0*	*0*	*48*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
129	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*277*	*19*	*1*	*0*	*2*	*2*	*0*	*0*	*55*	*3*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
124	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*269*	*18*	*0*	*0*	*2*	*2*	*0*	*0*	*62*	*3*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
113	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*235*	*11*	*0*	*0*	*1*	*2*	*0*	*0*	*66*	*4*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
102	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*205*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*68*	*4*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
267	**29**	**5**	**0**	**1**	**2**	**0**	**0**	**418**	**86**	**9**	**1**	**3**	**2**	**0**	**0**	**199**	**23**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
372	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**780**	**65**	**2**	**0**	**6**	**3**	**0**	**0**	**154**	**19**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
639	**45**	**6**	**0**	**1**	**2**	**0**	**0**	**1198**	**151**	**11**	**1**	**9**	**5**	**0**	**0**	**353**	**42**	**0**	**0**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
111	***13***	***2***	***0***	***0***	***0***	***0***	***0***	***145***	***24***	***5***	***1***	***1***	***0***	***0***	***0***	***67***	***9***	***0***	***0***	***6***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
134	***4***	***1***	***0***	***0***	***0***	***0***	***0***	***287***	***34***	***1***	***0***	***2***	***1***	***0***	***0***	***42***	***6***	***0***	***0***	***1***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 37087 Beverley, Yorkshire

Site Number/Name: Site 6 - Hull Bridge Road/Swinemoor Lane

Client: Royal Haskoning

Date: 7th & 9th November 2023

Advanced Transport Research	*Job Number & Name:*	37087 Beverley, Yorkshire
Site 6 - Hull Bridge Road/Swinemoor Lane	*Date:*	7th & 9th November 2023

Job Type:	Queue Lengths				
Co-ordinates:	53°51'16.26"N, 0°24'58.73"W	*Postcode:*	HU17 9RS	*Times:*	0630-0930 1600-1900



Advanced Transport Research	*Job Number & Name:*	**37087 Beverley, Yorkshire**
Site 6 - Hull Bridge Road/Swinemoor Lane	*Client:*	**Royal Haskoning**
Queue Lengths	*Date:*	**7th & 9th November 2023**

	Grange Way		Hull Bridge Road WB			Swinemoor Lane		Hull Bridge Road EB	
Times	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 3**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**
06:30 - 06:35	0	0	0	0	0	0	2	0	0
06:35 - 06:40	2	1	3	1	1	4	2	1	1
06:40 - 06:45	1	1	0	0	0	1	3	1	1
06:45 - 06:50	7	0	0	0	0	1	3	1	1
06:50 - 06:55	1	0	1	1	0	1	3	0	1
06:55 - 07:00	1	0	0	2	0	1	2	1	1
07:00 - 07:05	1	0	1	1	2	1	1	1	0
07:05 - 07:10	2	1	1	1	0	2	3	2	1
07:10 - 07:15	2	1	1	1	0	1	8	3	1
07:15 - 07:20	3	1	0	2	2	2	5	3	2
07:20 - 07:25	4	1	2	4	2	3	7	4	0
07:25 - 07:30	3	1	2	3	3	3	4	3	0
07:30 - 07:35	6	0	1	3	2	4	2	4	1
07:35 - 07:40	3	2	2	2	4	4	5	5	2
07:40 - 07:45	9	1	1	4	4	3	5	8	2
07:45 - 07:50	3	1	1	3	2	2	3	5	1
07:50 - 07:55	4	1	1	4	2	5	2	1	3
07:55 - 08:00	8	0	2	2	2	4	7	8	1
08:00 - 08:05	7	1	1	1	4	5	7	14	1
08:05 - 08:10	4	2	3	3	1	2	2	7	1
08:10 - 08:15	9	3	2	4	2	5	11	1	1
08:15 - 08:20	5	2	2	3	2	5	8	6	1
08:20 - 08:25	9	3	3	2	2	3	6	4	1
08:25 - 08:30	4	2	3	9	1	5	8	4	0
08:30 - 08:35	7	3	2	5	1	5	9	11	2
08:35 - 08:40	5	3	1	3	2	5	5	8	1
08:40 - 08:45	7	3	1	2	2	4	11	4	1
08:45 - 08:50	12	2	3	4	2	2	5	3	3
08:50 - 08:55	5	1	2	8	2	2	6	4	2
08:55 - 09:00	6	3	1	7	2	3	3	5	1
09:00 - 09:05	13	3	2	3	1	1	4	2	1
09:05 - 09:10	9	1	1	1	1	6	5	2	2
09:10 - 09:15	9	2	1	3	3	2	4	2	1
09:15 - 09:20	7	0	2	2	2	2	13	6	1
09:20 - 09:25	4	1	1	4	3	3	11	5	2
09:25 - 09:30	3	4	2	1	1	1	2	2	1

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	**37087 Beverley, Yorkshire**
Site 6 - Hull Bridge Road/Swinemoor Lane	*Client:*	**Royal Haskoning**
Queue Lengths	*Date:*	**7th & 9th November 2023**

	Grange Way		Hull Bridge Road WB			Swinemoor Lane		Hull Bridge Road EB	
Times	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 3**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**
16:00 - 16:05	5	1	1	2	2	5	15+	6	2
16:05 - 16:10	6	3	1	3	2	5	16+	30	1
16:10 - 16:15	5	1	1	2	2	5	18	14	3
16:15 - 16:20	5	4	1	5	2	5	8	11	2
16:20 - 16:25	10	3	3	3	2	4	18+	33+	1
16:25 - 16:30	4	3	0	1	2	2	4	6	1
16:30 - 16:35	3	2	0	1	2	5	4	16	1
16:35 - 16:40	8	2	2	1	1	5	18+	23	1
16:40 - 16:45	17	3	1	0	1	5	18+	28	1
16:45 - 16:50	18	2	2	0	1	5	17+	22	1
16:50 - 16:55	21	3	1	1	2	5	18	33+	0
16:55 - 17:00	10	2	2	2	7	2	13	25	1
17:00 - 17:05	6	2	1	3	3	5	3	5	1
17:05 - 17:10	7	2	1	1	1	5	15	32+	2
17:10 - 17:15	12	3	2	2	3	5	18+	31+	1
17:15 - 17:20	17	2	1	1	2	5	17+	32+	0
17:20 - 17:25	23+	3	2	2	1	4	18+	30+	1
17:25 - 17:30	23+	3	2	4	3	5	18+	32+	0
17:30 - 17:35	20	4	3	3	4	5	5	19	1
17:35 - 17:40	7	1	1	2	3	2	15	9	2
17:40 - 17:45	8	2	2	2	1	5	18+	10	2
17:45 - 17:50	10	3	3	1	3	5	13	31+	3
17:50 - 17:55	7	2	3	0	1	4	4	31+	2
17:55 - 18:00	9	2	2	2	1	2	5	8	1
18:00 - 18:05	4	2	1	5	1	5	18+	5	2
18:05 - 18:10	3	1	0	1	1	3	5	5	1
18:10 - 18:15	2	1	3	3	1	4	2	5	1
18:15 - 18:20	3	2	1	2	1	4	3	1	1
18:20 - 18:25	2	0	0	2	0	1	4	1	2
18:25 - 18:30	4	1	1	2	0	2	7	2	1
18:30 - 18:35	5	1	2	0	1	4	3	4	1
18:35 - 18:40	7	2	0	2	1	2	3	1	1
18:40 - 18:45	2	1	1	0	1	3	3	7	2
18:45 - 18:50	4	2	2	2	2	1	2	3	1
18:50 - 18:55	2	2	2	4	1	1	4	2	1
18:55 - 19:00	3	1	3	2	1	2	1	8	1

Advanced Transport Research	Job Number & Name:	37087 Beverley, Yorkshire
Site 6 - Hull Bridge Road/Swinemoor Lane	Client:	Royal Haskoning
Queue Lengths	Date:	7th & 9th November 2023

	Grange Way		Hull Bridge Road WB			Swinemoor Lane		Hull Bridge Road EB	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 1	Lane 2
06:30 - 06:35	3	0	3	1	2	1	1	2	0
06:35 - 06:40	1	1	2	0	1	1	3	1	1
06:40 - 06:45	3	0	3	0	1	3	1	4	1
06:45 - 06:50	1	0	1	0	1	1	2	1	1
06:50 - 06:55	4	0	1	1	1	2	1	3	0
06:55 - 07:00	5	0	2	0	2	2	1	1	2
07:00 - 07:05	2	1	1	2	3	5	4	3	1
07:05 - 07:10	2	1	1	1	1	1	1	1	1
07:10 - 07:15	1	0	1	1	1	1	4	1	1
07:15 - 07:20	2	2	6	2	3	3	4	3	1
07:20 - 07:25	11	1	2	1	3	1	4	3	1
07:25 - 07:30	6	1	1	1	4	2	5	3	1
07:30 - 07:35	4	1	2	2	3	2	2	3	1
07:35 - 07:40	4	1	4	1	1	1	5	1	1
07:40 - 07:45	5	1	7	1	2	3	2	5	1
07:45 - 07:50	6	1	2	2	1	6	14	2	1
07:50 - 07:55	8	1	1	1	6	5	10	2	1
07:55 - 08:00	3	0	2	5	2	5	3	10	1
08:00 - 08:05	6	1	3	6	3	5	3	2	0
08:05 - 08:10	6	1	2	2	1	4	6	3	1
08:10 - 08:15	2	1	3	3	6	6	3	2	2
08:15 - 08:20	8	1	1	3	4	6	4	2	2
08:20 - 08:25	3	2	2	2	2	6	4	4	1
08:25 - 08:30	12	2	3	9	3	5	8	3	1
08:30 - 08:35	6	2	2	4	2	6	5	3	1
08:35 - 08:40	5	3	1	4	2	3	5	4	2
08:40 - 08:45	6	2	2	5	2	3	4	3	1
08:45 - 08:50	12	2	1	1	1	2	3	10	1
08:50 - 08:55	8	2	4	12	2	6	8	2	0
08:55 - 09:00	7	1	1	1	1	5	4	5	1
09:00 - 09:05	4	1	2	1	1	5	5	2	1
09:05 - 09:10	5	1	1	1	1	1	3	5	1
09:10 - 09:15	5	1	2	3	2	3	3	2	1
09:15 - 09:20	5	1	1	4	3	2	3	3	1
09:20 - 09:25	8	1	1	2	3	2	4	1	1
09:25 - 09:30	1	1	1	1	2	3	5	2	2

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	**37087 Beverley, Yorkshire**
Site 6 - Hull Bridge Road/Swinemoor Lane	*Client:*	**Royal Haskoning**
Queue Lengths	*Date:*	**7th & 9th November 2023**

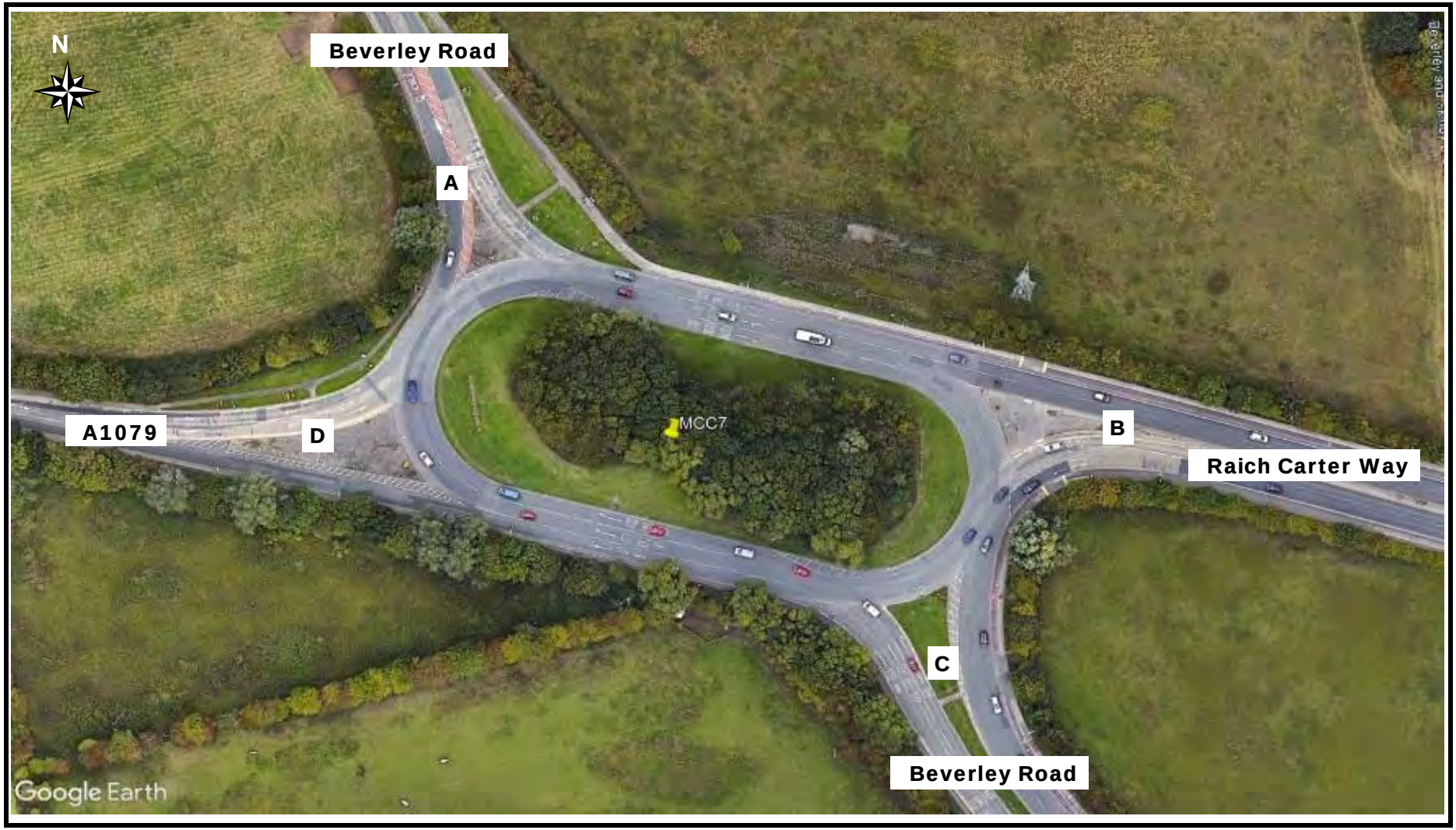
	Grange Way		Hull Bridge Road WB			Swinemoor Lane		Hull Bridge Road EB	
Times	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 3**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**
16:00 - 16:05	3	1	2	3	1	6	4	7	1
16:05 - 16:10	4	2	3	2	3	5	6	15	1
16:10 - 16:15	9	2	2	1	2	5	12	10	2
16:15 - 16:20	4	1	3	2	1	2	17+	9	1
16:20 - 16:25	9	1	2	1	3	5	13+	13	2
16:25 - 16:30	7	2	2	2	3	6	15+	19	1
16:30 - 16:35	8	3	2	1	2	6	17+	18	1
16:35 - 16:40	5	2	3	2	2	6	15+	7	1
16:40 - 16:45	11	2	2	2	3	5	17+	32+	2
16:45 - 16:50	17	3	1	3	1	4	15+	32+	2
16:50 - 16:55	22	2	1	2	2	6	8	32+	1
16:55 - 17:00	23+	1	1	3	3	5	6	21	1
17:00 - 17:05	13	3	1	1	0	4	12	5	1
17:05 - 17:10	16	4	1	2	3	6	7	11	2
17:10 - 17:15	10	4	3	3	2	4	3	15	2
17:15 - 17:20	5	2	1	3	4	5	11	18	2
17:20 - 17:25	11	3	0	2	2	3	12	32+	1
17:25 - 17:30	9	4	2	2	1	4	11	32+	2
17:30 - 17:35	11	2	1	4	2	4	13	30+	1
17:35 - 17:40	10	2	0	1	1	5	15+	18	0
17:40 - 17:45	4	2	3	7	1	3	5	10	1
17:45 - 17:50	6	2	1	2	2	5	12	22+	2
17:50 - 17:55	5	2	3	2	2	6	7	21+	1
17:55 - 18:00	3	1	0	2	1	3	3	9	1
18:00 - 18:05	4	2	3	3	2	4	2	8	2
18:05 - 18:10	7	1	1	1	1	6	5	5	1
18:10 - 18:15	4	1	2	3	6	6	9	4	1
18:15 - 18:20	15	1	2	1	3	4	10	11	1
18:20 - 18:25	7	0	1	2	0	1	4	2	1
18:25 - 18:30	4	2	1	1	0	4	3	8	1
18:30 - 18:35	3	0	2	1	1	1	1	8	1
18:35 - 18:40	3	3	2	1	1	2	4	2	1
18:40 - 18:45	1	0	1	2	2	1	2	1	1
18:45 - 18:50	3	1	3	1	0	2	4	1	1
18:50 - 18:55	3	2	1	0	0	5	0	2	1
18:55 - 19:00	1	1	1	1	0	0	2	4	1

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	37087 Beverley, Yorkshire
Site Number/Name:	Site 7 - Beverley Road/Raich Carter Way
Client:	Royal Haskoning
Date:	07/11/2023
Weather:	AM: Dry and Bright, PM: Cloudy and Dry

Advanced Transport Research	Job Number & Name:	37087 Beverley, Yorkshire
Site 7 - Beverley Road/Raich Carter Way	Date:	Tuesday 07 Nov 2023

Job Type:	Junction Count				
Co-ordinates:	53°47'43.03"N, 0°22'7.49"W	Postcode:	HU6 0AA	Times:	0630-0930 1600-1900



Advanced Transport Research

Site 7 - Beverley Road/Raich Carter Way

Classified Counts

	A to A								A to B								A to C								A to D								B to A							
Times	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**
06:30 - 06:45	0	0	0	0	0	0	0	0	38	4	3	0	0	0	0	0	35	1	0	0	0	1	0	0	5	0	0	0	0	0	0	0	68	10	2	0	0	5	0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	56	8	1	2	0	0	0	0	35	4	0	0	2	0	0	0	8	2	0	0	0	0	0	0	69	9	4	2	1	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	52	13	1	0	0	0	0	0	55	7	3	1	1	0	2	0	8	0	0	0	0	0	0	0	70	15	1	1	0	6	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	72	12	3	0	0	3	0	0	54	9	0	0	1	0	0	0	9	4	0	0	0	0	0	0	91	22	0	1	0	3	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	88	10	3	4	0	0	0	0	67	10	1	0	0	1	0	0	7	4	0	1	0	0	0	0	89	19	2	1	0	2	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	83	13	2	2	1	0	0	0	81	9	0	2	1	1	2	0	9	3	0	0	0	0	0	0	108	21	4	1	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	72	13	2	1	0	0	0	0	69	8	2	1	0	1	1	0	6	1	0	1	0	0	0	0	103	12	2	1	1	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	69	8	1	1	0	0	0	0	44	9	1	2	3	0	1	0	2	3	1	0	0	1	0	0	107	13	2	1	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	80	10	4	0	1	0	0	0	46	1	0	2	0	0	0	0	5	1	0	0	0	0	0	0	109	10	3	2	1	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	68	6	3	1	0	0	0	0	51	4	2	2	1	0	0	0	4	0	1	0	0	0	0	0	99	13	1	1	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	64	10	2	3	0	0	0	0	48	3	0	0	0	1	0	0	8	2	0	0	0	0	0	0	64	9	2	1	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	41	10	2	0	1	0	0	0	52	6	0	0	1	0	0	0	1	3	2	0	0	0	0	0	63	15	4	1	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	73	16	0	0	0	4	0	0	60	2	0	1	1	1	0	0	4	2	0	0	0	0	0	0	85	12	0	2	0	1	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	98	10	1	0	0	0	0	0	58	11	1	0	1	1	0	0	5	1	0	0	0	0	0	0	93	5	0	0	0	1	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	88	15	2	0	0	1	0	0	82	9	1	0	0	1	0	0	6	1	0	0	0	0	0	0	85	9	0	0	0	3	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	96	12	0	0	0	2	0	0	63	9	1	0	0	2	0	0	6	2	0	0	0	0	0	0	104	3	1	0	1	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	97	11	0	0	0	1	0	0	64	8	0	1	3	1	1	0	8	0	0	0	0	0	0	0	96	4	1	0	2	3	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	90	9	2	0	0	1	0	0	73	9	0	0	1	1	1	0	5	0	0	0	0	0	0	0	80	9	1	2	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	101	11	0	0	0	0	0	0	82	4	1	0	1	0	0	0	5	1	0	0	0	0	0	0	91	7	0	1	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	105	7	1	1	1	2	0	0	75	7	0	0	0	0	0	0	6	0	0	0	0	1	0	0	87	3	1	0	0	2	1	0
18:00 - 18:15	0	0	0	0	0	0	0	0	95	4	2	0	0	0	0	0	75	5	0	0	1	0	0	0	2	0	0	0	0	0	0	0	80	6	0	0	1	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	70	4	0	0	0	1	0	0	46	5	0	0	1	0	0	0	3	0	0	0	0	0	0	0	60	3	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	40	7	0	0	0	0	0	0	35	4	1	0	0	0	0	0	3	0	0	0	0	0	0	0	73	1	0	0	0	2	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	45	1	0	0	0	1	0	0	44	1	1	0	1	0	0	0	2	0	1	0	0	0	0	0	48	2	0	0	0	1	0	0
06:30 - 07:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*218*	*37*	*8*	*2*	*0*	*3*	*0*	*0*	*179*	*21*	*3*	*1*	*4*	*1*	*2*	*0*	*30*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*298*	*56*	*7*	*4*	*1*	*14*	*0*	*0*
06:45 - 07:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*268*	*43*	*8*	*6*	*0*	*3*	*0*	*0*	*211*	*30*	*4*	*1*	*4*	*1*	*2*	*0*	*32*	*10*	*0*	*1*	*0*	*0*	*0*	*0*	*319*	*65*	*7*	*5*	*1*	*11*	*0*	*0*
07:00 - 08:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*295*	*48*	*9*	*6*	*1*	*3*	*0*	*0*	*257*	*35*	*4*	*3*	*3*	*2*	*4*	*0*	*33*	*11*	*0*	*1*	*0*	*0*	*0*	*0*	*358*	*77*	*7*	*4*	*0*	*11*	*0*	*0*
07:15 - 08:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*315*	*48*	*10*	*7*	*1*	*3*	*0*	*0*	*271*	*36*	*3*	*3*	*2*	*3*	*3*	*0*	*31*	*12*	*0*	*2*	*0*	*0*	*0*	*0*	*391*	*74*	*8*	*4*	*1*	*5*	*0*	*0*
07:30 - 08:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*312*	*44*	*8*	*8*	*1*	*0*	*0*	*0*	*261*	*36*	*4*	*5*	*4*	*3*	*4*	*0*	*24*	*11*	*1*	*2*	*0*	*1*	*0*	*0*	*407*	*65*	*10*	*4*	*1*	*2*	*0*	*0*
07:45 - 08:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*304*	*44*	*9*	*4*	*2*	*0*	*0*	*0*	*240*	*27*	*3*	*7*	*4*	*2*	*4*	*0*	*22*	*8*	*1*	*1*	*0*	*1*	*0*	*0*	*427*	*56*	*11*	*5*	*2*	*0*	*0*	*0*
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*289*	*37*	*10*	*3*	*1*	*0*	*0*	*0*	*210*	*22*	*5*	*7*	*4*	*1*	*2*	*0*	*17*	*5*	*2*	*1*	*0*	*1*	*0*	*0*	*418*	*48*	*8*	*5*	*2*	*0*	*0*	*0*
08:15 - 09:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*281*	*34*	*10*	*5*	*1*	*0*	*0*	*0*	*189*	*17*	*3*	*6*	*4*	*1*	*1*	*0*	*19*	*6*	*2*	*0*	*0*	*1*	*0*	*0*	*379*	*45*	*8*	*5*	*1*	*0*	*0*	*0*
08:30 - 09:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*253*	*36*	*11*	*4*	*2*	*0*	*0*	*0*	*197*	*14*	*2*	*4*	*2*	*1*	*0*	*0*	*18*	*6*	*3*	*0*	*0*	*0*	*0*	*0*	*335*	*47*	*10*	*5*	*1*	*0*	*0*	*0*
16:00 - 17:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*355*	*53*	*3*	*0*	*0*	*7*	*0*	*0*	*263*	*31*	*3*	*1*	*2*	*5*	*0*	*0*	*21*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*367*	*29*	*1*	*2*	*1*	*5*	*0*	*0*
16:15 - 17:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*379*	*48*	*3*	*0*	*0*	*4*	*0*	*0*	*267*	*37*	*3*	*1*	*4*	*5*	*1*	*0*	*25*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*378*	*21*	*2*	*0*	*3*	*7*	*0*	*0*
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*371*	*47*	*4*	*0*	*0*	*5*	*0*	*0*	*282*	*35*	*2*	*1*	*4*	*5*	*2*	*0*	*25*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*365*	*25*	*3*	*2*	*3*	*6*	*0*	*0*
16:45 - 17:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*384*	*43*	*2*	*0*	*0*	*4*	*0*	*0*	*282*	*30*	*2*	*1*	*5*	*4*	*2*	*0*	*24*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*371*	*23*	*3*	*3*	*3*	*3*	*0*	*0*
17:00 - 18:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*393*	*38*	*3*	*1*	*1*	*4*	*0*	*0*	*294*	*28*	*1*	*1*	*5*	*2*	*2*	*0*	*24*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*354*	*23*	*3*	*3*	*2*	*5*	*1*	*0*
17:15 - 18:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*391*	*31*	*5*	*1*	*1*	*3*	*0*	*0*	*305*	*25*	*1*	*0*	*3*	*1*	*1*	*0*	*18*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*338*	*25*	*2*	*3*	*1*	*2*	*1*	*0*
17:30 - 18:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*371*	*26*	*3*	*1*	*1*	*3*	*0*	*0*	*278*	*21*	*1*	*0*	*3*	*0*	*0*	*0*	*16*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*318*	*19*	*1*	*1*	*1*	*2*	*1*	*0*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*310*	*22*	*3*	*1*	*1*	*3*	*0*	*0*	*231*	*21*	*1*	*0*	*2*	*0*	*0*	*0*	*14*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*300*	*13*	*1*	*0*	*1*	*4*	*1*	*0*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*250*	*16*	*2*	*0*	*0*	*2*	*0*	*0*	*200*	*15*	*2*	*0*	*3*	*0*	*0*	*0*	*10*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*261*	*12*	*0*	*0*	*1*	*3*	*0*	*0*
AM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**783**	**117**	**27**	**14**	**3**	**3**	**0**	**0**	**637**	**71**	**9**	**10**	**10**	**5**	**6**	**0**	**72**	**23**	**4**	**2**	**0**	**1**	**0**	**0**	**1040**	**168**	**27**	**13**	**3**	**16**	**0**	**0**
PM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**998**	**107**	**8**	**1**	**1**	**13**	**0**	**0**	**757**	**74**	**6**	**2**	**10**	**7**	**2**	**0**	**55**	**7**	**1**	**0**	**0**	**1**	**0**	**0**	**982**	**64**	**4**	**5**	**4**	**13**	**1**	**0**
Daily Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1781**	**224**	**35**	**15**	**4**	**16**	**0**	**0**	**1394**	**145**	**15**	**12**	**20**	**12**	**8**	**0**	**127**	**30**	**5**	**2**	**0**	**2**	**0**	**0**	**2022**	**232**	**31**	**18**	**7**	**29**	**1**	**0**
AM Peak Hour																																								
07:15 - 08:15	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***315***	***48***	***10***	***7***	***1***	***3***	***0***	***0***	***271***	***36***	***3***	***3***	***2***	***3***	***3***	***0***	***31***	***12***	***0***	***2***	***0***	***0***	***0***	***0***	***391***	***74***	***8***	***4***	***1***	***5***	***0***	***0***
PM Peak Hour																																								
16:15 - 17:15	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***379***	***48***	***3***	***0***	***0***	***4***	***0***	***0***	***267***	***37***	***3***	***1***	***4***	***5***	***1***	***0***	***25***	***4***	***0***	***0***	***0***	***0***	***0***	***0***	***378***	***21***	***2***	***0***	***3***	***7***	***0***	***0***

B to B								B to C								B to D								C to A								C to B							
Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	0	0	0	0	0	0	0	34	8	0	0	1	0	0	0	187	33	2	0	1	5	0	0	39	9	0	0	0	0	0	0	17	2	0	0	1	0	0	0
0	0	0	0	0	0	0	0	42	9	0	0	1	0	0	0	129	45	4	4	0	4	0	0	38	10	1	1	1	0	0	0	19	5	0	1	0	0	0	0
0	1	0	0	0	0	0	0	62	10	2	0	1	1	0	0	156	53	5	6	0	0	0	0	41	9	0	0	2	2	0	1	18	3	0	1	2	0	0	0
1	0	0	0	0	0	0	0	94	13	1	0	2	1	0	0	168	54	4	3	1	0	0	0	35	10	1	0	0	1	0	0	61	6	0	7	0	0	0	0
0	0	0	0	0	0	0	0	86	12	0	0	2	1	0	0	157	41	6	5	0	3	0	0	41	10	2	0	0	0	1	0	66	10	1	2	4	0	0	0
0	0	0	0	0	0	0	0	94	16	1	0	2	0	0	0	122	44	8	6	0	0	0	0	34	16	0	2	1	0	0	0	71	8	0	1	2	0	0	0
0	0	0	0	0	0	0	0	119	18	1	2	3	0	0	0	151	33	2	6	0	0	0	0	49	9	2	0	0	1	0	0	82	13	0	1	1	0	0	0
0	0	0	0	0	0	0	0	116	11	0	0	5	1	0	0	121	37	2	6	0	0	0	0	54	10	2	0	1	1	0	0	88	6	1	0	2	0	0	0
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0	0	0	0	0	0	0	0	100	16	0	1	0	0	0	0	152	16	2	3	0	1	0	0	60	5	0	0	0	1	1	0	132	18	1	0	4	1	0	0
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1	0	0	0	0	0	0	0	103	8	0	0	1	0	0	0	177	10	0	0	0	0	0	0	46	6	0	0	1	0	0	0	167	17	2	0	2	0	0	0
0	0	0	0	0	0	0	0	78	9	0	0	1	1	0	0	169	12	1	0	0	1	0	0	63	4	1	0	0	0	1	0	163	15	1	0	1	2	0	0
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1	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*232*	*40*	*3*	*0*	*5*	*2*	*0*	*0*	*640*	*185*	*15*	*13*	*2*	*9*	*0*	*0*	*153*	*38*	*2*	*1*	*3*	*3*	*0*	*1*	*115*	*16*	*0*	*9*	*3*	*0*	*0*	*0*
1	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*284*	*44*	*3*	*0*	*6*	*3*	*0*	*0*	*610*	*193*	*19*	*18*	*1*	*7*	*0*	*0*	*155*	*39*	*4*	*1*	*3*	*3*	*1*	*1*	*164*	*24*	*1*	*11*	*6*	*0*	*0*	*0*
1	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*336*	*51*	*4*	*0*	*7*	*3*	*0*	*0*	*603*	*192*	*23*	*20*	*1*	*3*	*0*	*0*	*151*	*45*	*3*	*2*	*3*	*3*	*1*	*1*	*216*	*27*	*1*	*11*	*8*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*393*	*59*	*3*	*2*	*9*	*2*	*0*	*0*	*598*	*172*	*20*	*20*	*1*	*3*	*0*	*0*	*159*	*45*	*5*	*2*	*1*	*2*	*1*	*0*	*280*	*37*	*1*	*11*	*7*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*415*	*57*	*2*	*2*	*12*	*2*	*0*	*0*	*551*	*155*	*18*	*23*	*0*	*3*	*0*	*0*	*178*	*45*	*6*	*2*	*2*	*2*	*1*	*0*	*307*	*37*	*2*	*4*	*9*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*410*	*52*	*3*	*3*	*14*	*1*	*0*	*0*	*516*	*139*	*20*	*20*	*1*	*0*	*0*	*0*	*190*	*45*	*6*	*2*	*4*	*3*	*1*	*0*	*305*	*33*	*3*	*2*	*7*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*393*	*44*	*2*	*3*	*15*	*1*	*0*	*0*	*490*	*119*	*17*	*22*	*2*	*2*	*0*	*0*	*188*	*36*	*7*	*2*	*4*	*3*	*1*	*0*	*354*	*35*	*4*	*1*	*8*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*352*	*33*	*1*	*1*	*13*	*1*	*0*	*0*	*435*	*113*	*17*	*22*	*2*	*2*	*0*	*0*	*179*	*31*	*5*	*3*	*4*	*2*	*1*	*0*	*348*	*30*	*5*	*1*	*10*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*289*	*27*	*2*	*3*	*9*	*1*	*0*	*0*	*377*	*95*	*19*	*23*	*2*	*3*	*0*	*0*	*161*	*29*	*5*	*3*	*6*	*1*	*1*	*0*	*329*	*28*	*5*	*2*	*9*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*443*	*44*	*0*	*1*	*8*	*2*	*0*	*0*	*595*	*56*	*4*	*10*	*0*	*6*	*0*	*0*	*215*	*30*	*2*	*1*	*4*	*4*	*1*	*0*	*562*	*67*	*1*	*0*	*10*	*2*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*449*	*42*	*0*	*1*	*7*	*1*	*0*	*0*	*652*	*48*	*2*	*8*	*0*	*6*	*0*	*0*	*205*	*29*	*2*	*1*	*5*	*2*	*1*	*0*	*591*	*64*	*3*	*0*	*10*	*2*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*427*	*42*	*0*	*1*	*5*	*1*	*0*	*0*	*658*	*44*	*3*	*5*	*0*	*4*	*0*	*0*	*216*	*25*	*3*	*0*	*3*	*1*	*2*	*0*	*619*	*64*	*4*	*0*	*10*	*4*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*423*	*31*	*0*	*0*	*6*	*1*	*0*	*0*	*669*	*37*	*1*	*2*	*0*	*4*	*0*	*0*	*222*	*22*	*4*	*1*	*4*	*1*	*2*	*0*	*652*	*63*	*4*	*0*	*7*	*5*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*359*	*32*	*0*	*0*	*6*	*1*	*0*	*0*	*621*	*37*	*3*	*0*	*0*	*2*	*0*	*0*	*224*	*15*	*3*	*1*	*2*	*1*	*4*	*0*	*641*	*58*	*4*	*0*	*6*	*4*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*338*	*26*	*0*	*0*	*6*	*1*	*0*	*0*	*554*	*33*	*3*	*0*	*0*	*3*	*0*	*0*	*234*	*14*	*3*	*1*	*2*	*1*	*5*	*0*	*622*	*50*	*2*	*0*	*5*	*5*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*349*	*24*	*0*	*0*	*6*	*1*	*0*	*0*	*475*	*27*	*2*	*1*	*0*	*2*	*0*	*0*	*226*	*14*	*2*	*1*	*3*	*1*	*4*	*0*	*576*	*39*	*1*	*0*	*6*	*3*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*331*	*20*	*0*	*0*	*7*	*1*	*0*	*0*	*404*	*24*	*2*	*1*	*0*	*1*	*0*	*0*	*185*	*16*	*1*	*0*	*2*	*1*	*3*	*0*	*478*	*29*	*1*	*0*	*7*	*1*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*319*	*19*	*0*	*0*	*5*	*2*	*0*	*0*	*380*	*25*	*0*	*3*	*0*	*1*	*0*	*0*	*164*	*15*	*0*	*0*	*2*	*1*	*1*	*0*	*401*	*26*	*1*	*0*	*6*	*1*	*0*	*0*
1	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**936**	**124**	**7**	**5**	**26**	**5**	**0**	**0**	**1568**	**435**	**52**	**59**	**4**	**15**	**0**	**0**	**492**	**112**	**13**	**6**	**11**	**6**	**2**	**1**	**751**	**81**	**7**	**15**	**21**	**0**	**0**	**0**
1	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1121**	**95**	**0**	**1**	**19**	**5**	**0**	**0**	**1596**	**118**	**7**	**13**	**0**	**9**	**0**	**0**	**603**	**60**	**5**	**2**	**8**	**6**	**6**	**0**	**1604**	**151**	**6**	**0**	**22**	**7**	**0**	**0**
2	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2057**	**219**	**7**	**6**	**45**	**10**	**0**	**0**	**3164**	**553**	**59**	**72**	**4**	**24**	**0**	**0**	**1095**	**172**	**18**	**8**	**19**	**12**	**8**	**1**	**2355**	**232**	**13**	**15**	**43**	**7**	**0**	**0**
1	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***393***	***59***	***3***	***2***	***9***	***2***	***0***	***0***	***598***	***172***	***20***	***20***	***1***	***3***	***0***	***0***	***159***	***45***	***5***	***2***	***1***	***2***	***1***	***0***	***280***	***37***	***1***	***11***	***7***	***0***	***0***	***0***
1	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***449***	***42***	***0***	***1***	***7***	***1***	***0***	***0***	***652***	***48***	***2***	***8***	***0***	***6***	***0***	***0***	***205***	***29***	***2***	***1***	***5***	***2***	***1***	***0***	***591***	***64***	***3***	***0***	***10***	***2***	***0***	***0***

Job Number & Name: **37087 Beverley, Yorkshire**
Client: **Royal Haskoning**
Date: **Tuesday 07 November 2023**

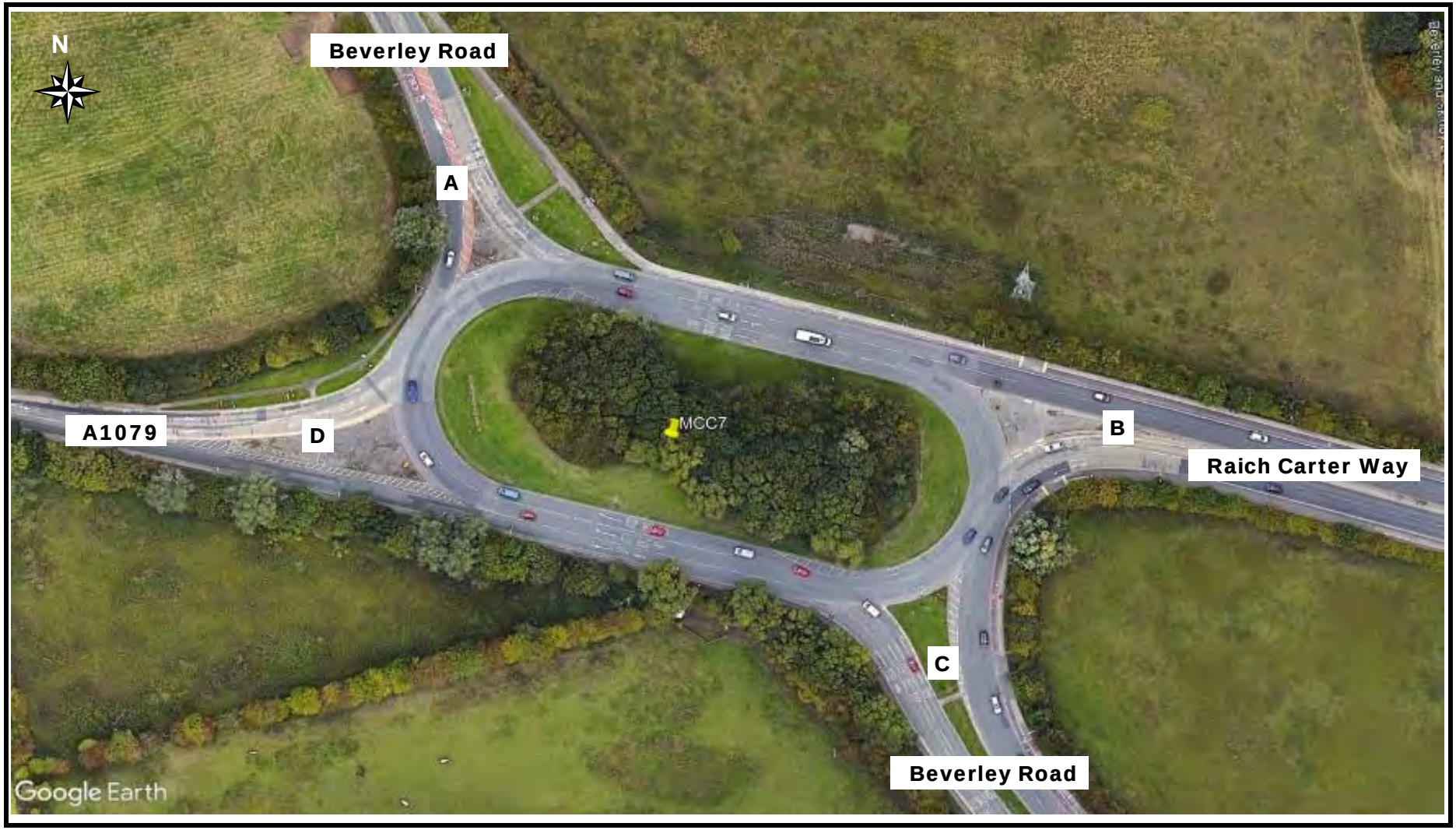
C to C								C to D								D to A								D to B								D to C								D to D							
Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	0	0	0	0	0	0	0	79	10	2	1	0	1	0	0	6	0	0	0	0	0	2	0	56	11	2	4	0	0	0	0	24	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	53	18	1	0	1	0	0	0	0	0	0	0	0	0	0	0	139	24	0	6	0	1	0	0	87	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	25	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	84	12	0	0	0	1	0	0	57	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*229*	*40*	*10*	*4*	*4*	*2*	*0*	*0*	*16*	*1*	*0*	*1*	*0*	*0*	*3*	*0*	*365*	*53*	*8*	*10*	*2*	*0*	*0*	*0*	*174*	*24*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*203*	*48*	*9*	*3*	*5*	*1*	*0*	*0*	*10*	*1*	*0*	*1*	*0*	*0*	*1*	*0*	*448*	*66*	*6*	*12*	*2*	*1*	*0*	*0*	*237*	*27*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*196*	*51*	*7*	*2*	*6*	*0*	*0*	*0*	*13*	*1*	*0*	*1*	*0*	*0*	*1*	*0*	*513*	*71*	*6*	*17*	*2*	*2*	*0*	*0*	*298*	*26*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*197*	*50*	*9*	*5*	*6*	*2*	*0*	*0*	*14*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*547*	*63*	*8*	*19*	*1*	*2*	*0*	*0*	*329*	*28*	*2*	*2*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*205*	*54*	*7*	*4*	*3*	*2*	*0*	*0*	*14*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*528*	*71*	*7*	*19*	*0*	*2*	*0*	*0*	*326*	*23*	*2*	*2*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*188*	*41*	*7*	*4*	*3*	*2*	*0*	*0*	*18*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*479*	*62*	*10*	*20*	*1*	*2*	*0*	*0*	*280*	*24*	*3*	*2*	*5*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*187*	*38*	*7*	*4*	*2*	*2*	*0*	*0*	*18*	*2*	*0*	*2*	*0*	*0*	*0*	*0*	*424*	*63*	*14*	*17*	*1*	*3*	*0*	*0*	*234*	*19*	*1*	*4*	*6*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*164*	*36*	*7*	*4*	*2*	*0*	*0*	*0*	*18*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*393*	*72*	*12*	*20*	*1*	*3*	*0*	*0*	*198*	*16*	*3*	*6*	*7*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*135*	*28*	*8*	*5*	*2*	*0*	*0*	*0*	*17*	*5*	*1*	*1*	*0*	*0*	*0*	*0*	*375*	*73*	*16*	*21*	*2*	*3*	*0*	*0*	*148*	*18*	*5*	*10*	*5*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*274*	*24*	*3*	*1*	*6*	*2*	*0*	*0*	*14*	*1*	*0*	*1*	*0*	*0*	*1*	*0*	*582*	*130*	*7*	*9*	*2*	*4*	*0*	*0*	*182*	*33*	*0*	*1*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*291*	*18*	*2*	*2*	*6*	*3*	*0*	*0*	*10*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*576*	*134*	*8*	*8*	*2*	*4*	*0*	*0*	*170*	*20*	*0*	*1*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*310*	*17*	*1*	*3*	*4*	*3*	*0*	*0*	*11*	*0*	*0*	*0*	*0*	*1*	*1*	*0*	*539*	*121*	*6*	*10*	*3*	*5*	*0*	*0*	*149*	*29*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*284*	*16*	*2*	*3*	*1*	*1*	*0*	*0*	*10*	*0*	*0*	*0*	*0*	*1*	*1*	*0*	*555*	*102*	*4*	*12*	*5*	*4*	*0*	*0*	*129*	*28*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*293*	*13*	*2*	*3*	*2*	*2*	*0*	*0*	*11*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*579*	*96*	*2*	*12*	*4*	*6*	*0*	*0*	*135*	*15*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*269*	*18*	*2*	*2*	*2*	*1*	*0*	*0*	*15*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*627*	*77*	*0*	*10*	*3*	*6*	*0*	*0*	*126*	*24*	*1*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*228*	*16*	*2*	*1*	*1*	*1*	*0*	*0*	*15*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*602*	*67*	*0*	*8*	*2*	*4*	*0*	*0*	*145*	*16*	*1*	*1*	*3*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*195*	*15*	*2*	*0*	*2*	*1*	*0*	*0*	*14*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*547*	*58*	*0*	*6*	*0*	*3*	*1*	*0*	*152*	*12*	*1*	*1*	*4*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*149*	*13*	*1*	*1*	*1*	*0*	*0*	*0*	*13*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*468*	*45*	*0*	*3*	*0*	*2*	*1*	*0*	*171*	*21*	*1*	*2*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**569**	**122**	**25**	**13**	**9**	**4**	**0**	**0**	**47**	**6**	**1**	**4**	**0**	**0**	**3**	**0**	**1268**	**197**	**31**	**50**	**4**	**5**	**0**	**0**	**648**	**65**	**8**	**15**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**716**	**50**	**6**	**5**	**9**	**4**	**0**	**0**	**38**	**3**	**0**	**1**	**0**	**1**	**1**	**0**	**1629**	**271**	**9**	**24**	**6**	**12**	**1**	**0**	**488**	**69**	**2**	**3**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1285**	**172**	**31**	**18**	**18**	**8**	**0**	**0**	**85**	**9**	**1**	**5**	**0**	**1**	**4**	**0**	**2897**	**468**	**40**	**74**	**10**	**17**	**1**	**0**	**1136**	**134**	**10**	**18**	**14**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***197***	***50***	***9***	***5***	***6***	***2***	***0***	***0***	***14***	***1***	***0***	***2***	***0***	***0***	***0***	***0***	***547***	***63***	***8***	***19***	***1***	***2***	***0***	***0***	***329***	***28***	***2***	***2***	***1***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
0	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***291***	***18***	***2***	***2***	***6***	***3***	***0***	***0***	***10***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***576***	***134***	***8***	***8***	***2***	***4***	***0***	***0***	***170***	***20***	***0***	***1***	***0***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	37087 Beverley, Yorkshire
Site Number/Name:	Site 7 - Beverley Road/Raich Carter Way
Client:	Royal Haskoning
Date:	09/11/2023
Weather:	Cloudy and Dry

Advanced Transport Research	Job Number & Name:	37087 Beverley, Yorkshire
Site 7 - Beverley Road/Raich Carter Way	Date:	Thursday 09 Nov 2023

Job Type:	Junction Count				
Co-ordinates:	53°47'43.03"N, 0°22'7.49"W	Postcode:	HU6 0AA	Times:	0630-0930 1600-1900



Advanced Transport Research

Site 7 - Beverley Road/Raich Carter Way

Classified Counts

	A to A								A to B								A to C								A to D								B to A							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
06:30 - 06:45	0	0	0	0	0	0	0	0	39	5	1	0	0	0	0	0	31	2	0	0	0	0	0	0	5	2	1	0	0	0	0	0	81	8	3	1	0	4	0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	53	8	0	2	0	0	0	0	39	2	2	0	2	0	0	0	7	2	0	0	0	0	0	0	67	8	2	1	0	3	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	62	11	2	0	0	0	0	0	37	7	1	0	1	0	0	0	5	1	0	1	0	0	0	0	67	20	1	0	0	5	0	0
07:15 - 07:30	0	0	0	0	1	0	0	0	65	12	3	0	1	1	0	0	54	12	1	0	0	1	0	0	10	2	0	0	0	0	0	0	85	15	3	0	1	1	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	90	12	3	0	1	1	0	0	86	9	0	1	0	1	0	0	6	3	0	1	0	0	0	0	87	24	1	2	0	3	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	88	9	1	1	0	0	0	0	71	5	0	3	1	0	1	0	9	1	0	0	0	0	0	0	106	21	1	1	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	74	17	1	0	1	0	0	0	74	7	0	0	1	1	1	0	8	0	1	0	0	0	0	0	106	19	4	2	0	3	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	70	10	3	1	0	1	0	0	65	8	1	0	6	1	0	0	12	4	0	0	0	1	0	0	101	10	5	1	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	67	6	2	5	0	0	0	0	42	6	1	1	0	0	1	0	3	3	2	0	0	0	0	0	125	17	1	2	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	84	8	1	4	1	0	0	0	65	7	2	1	1	0	0	0	7	1	2	0	0	0	0	0	83	20	1	2	1	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	73	6	1	0	0	0	0	0	34	5	1	2	0	0	0	0	4	0	0	0	0	0	0	0	72	11	4	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	55	6	5	3	3	2	3	0	41	3	2	1	1	0	0	0	2	3	0	0	0	0	0	0	58	10	1	2	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	82	18	3	0	0	5	0	0	59	9	0	0	1	1	0	0	9	0	0	0	0	0	0	0	81	7	0	1	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	95	21	0	0	0	1	0	0	54	10	1	0	1	1	0	0	10	0	0	0	0	0	0	0	90	16	2	1	0	1	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	99	15	1	0	0	2	0	0	82	7	0	0	0	0	0	0	9	2	0	0	0	0	0	0	94	13	1	1	0	1	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	94	13	1	0	0	3	0	0	74	7	1	0	0	4	0	0	7	1	0	0	0	0	0	0	93	9	0	0	1	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	83	9	1	1	1	0	0	0	92	13	0	1	2	1	0	0	9	0	0	0	0	0	0	0	98	9	0	0	1	2	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	93	10	1	0	0	3	0	0	66	6	0	0	1	1	1	0	9	0	0	0	0	0	0	0	81	5	0	0	0	1	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	98	11	0	0	0	0	0	0	72	2	1	0	1	0	0	0	7	0	0	0	0	0	0	0	78	5	0	0	0	1	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	82	5	0	0	0	1	0	0	78	5	0	0	1	1	0	0	1	0	0	0	0	0	0	0	80	6	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	112	11	0	0	0	1	0	0	107	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	98	3	0	0	1	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	61	10	0	0	0	1	0	0	99	6	4	0	1	0	0	0	3	1	0	0	0	0	0	0	84	6	0	0	0	1	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	51	7	0	0	1	0	0	0	41	2	0	0	2	0	0	0	5	0	0	0	0	0	0	0	84	3	0	0	0	1	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	45	5	0	0	0	0	0	0	39	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45	4	0	0	0	3	0	0
06:30 - 07:30	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*219*	*36*	*6*	*2*	*1*	*1*	*0*	*0*	*161*	*23*	*4*	*0*	*3*	*1*	*0*	*0*	*27*	*7*	*1*	*1*	*0*	*0*	*0*	*0*	*300*	*51*	*9*	*2*	*1*	*13*	*0*	*0*
06:45 - 07:45	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*270*	*43*	*8*	*2*	*2*	*2*	*0*	*0*	*216*	*30*	*4*	*1*	*3*	*2*	*0*	*0*	*28*	*8*	*0*	*2*	*0*	*0*	*0*	*0*	*306*	*67*	*7*	*3*	*1*	*12*	*0*	*0*
07:00 - 08:00	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*305*	*44*	*9*	*1*	*2*	*2*	*0*	*0*	*248*	*33*	*2*	*4*	*2*	*2*	*1*	*0*	*30*	*7*	*0*	*2*	*0*	*0*	*0*	*0*	*345*	*80*	*6*	*3*	*1*	*9*	*0*	*0*
07:15 - 08:15	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*317*	*50*	*8*	*1*	*3*	*2*	*0*	*0*	*285*	*33*	*1*	*4*	*2*	*3*	*2*	*0*	*33*	*6*	*1*	*1*	*0*	*0*	*0*	*0*	*384*	*79*	*9*	*5*	*1*	*7*	*0*	*0*
07:30 - 08:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*322*	*48*	*8*	*2*	*2*	*2*	*0*	*0*	*296*	*29*	*1*	*4*	*8*	*3*	*2*	*0*	*35*	*8*	*1*	*1*	*0*	*1*	*0*	*0*	*400*	*74*	*11*	*6*	*0*	*6*	*0*	*0*
07:45 - 08:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*299*	*42*	*7*	*7*	*1*	*1*	*0*	*0*	*252*	*26*	*2*	*4*	*8*	*2*	*3*	*0*	*32*	*8*	*3*	*0*	*0*	*1*	*0*	*0*	*438*	*67*	*11*	*6*	*0*	*3*	*0*	*0*
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*295*	*41*	*7*	*10*	*2*	*1*	*0*	*0*	*246*	*28*	*4*	*2*	*8*	*2*	*2*	*0*	*30*	*8*	*5*	*0*	*0*	*1*	*0*	*0*	*415*	*66*	*11*	*7*	*1*	*3*	*0*	*0*
08:15 - 09:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*294*	*30*	*7*	*10*	*1*	*1*	*0*	*0*	*206*	*26*	*5*	*4*	*7*	*1*	*1*	*0*	*26*	*8*	*4*	*0*	*0*	*1*	*0*	*0*	*381*	*58*	*11*	*5*	*1*	*0*	*0*	*0*
08:30 - 09:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*279*	*26*	*9*	*12*	*4*	*2*	*3*	*0*	*182*	*21*	*6*	*5*	*2*	*0*	*1*	*0*	*16*	*7*	*4*	*0*	*0*	*0*	*0*	*0*	*338*	*58*	*7*	*6*	*1*	*0*	*0*	*0*
16:00 - 17:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*370*	*67*	*5*	*0*	*0*	*11*	*0*	*0*	*269*	*33*	*2*	*0*	*2*	*6*	*0*	*0*	*35*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*358*	*45*	*3*	*3*	*1*	*2*	*0*	*0*
16:15 - 17:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*371*	*58*	*3*	*1*	*1*	*6*	*0*	*0*	*302*	*37*	*2*	*1*	*3*	*6*	*0*	*0*	*35*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*375*	*47*	*3*	*2*	*2*	*4*	*0*	*0*
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*369*	*47*	*4*	*1*	*1*	*8*	*0*	*0*	*314*	*33*	*1*	*1*	*3*	*6*	*1*	*0*	*34*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*366*	*36*	*1*	*1*	*2*	*4*	*0*	*0*
16:45 - 17:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*368*	*43*	*3*	*1*	*1*	*6*	*0*	*0*	*304*	*28*	*2*	*1*	*4*	*6*	*1*	*0*	*32*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*350*	*28*	*0*	*0*	*2*	*4*	*0*	*0*
17:00 - 18:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*356*	*35*	*2*	*1*	*1*	*4*	*0*	*0*	*308*	*26*	*1*	*1*	*5*	*3*	*1*	*0*	*26*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*337*	*25*	*0*	*0*	*1*	*4*	*0*	*0*
17:15 - 18:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*385*	*37*	*1*	*0*	*0*	*5*	*0*	*0*	*323*	*16*	*1*	*0*	*3*	*3*	*1*	*0*	*18*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*337*	*19*	*0*	*0*	*1*	*2*	*0*	*0*
17:30 - 18:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*353*	*37*	*0*	*0*	*0*	*3*	*0*	*0*	*356*	*16*	*5*	*0*	*3*	*2*	*0*	*0*	*12*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*340*	*20*	*0*	*0*	*1*	*2*	*0*	*0*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*306*	*33*	*0*	*0*	*1*	*3*	*0*	*0*	*325*	*16*	*4*	*0*	*4*	*2*	*0*	*0*	*10*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*346*	*18*	*0*	*0*	*1*	*2*	*0*	*0*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*269*	*33*	*0*	*0*	*1*	*2*	*0*	*0*	*286*	*11*	*5*	*0*	*3*	*1*	*0*	*0*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*311*	*16*	*0*	*0*	*1*	*5*	*0*	*0*
AM Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**820**	**110**	**23**	**16**	**7**	**5**	**3**	**0**	**639**	**73**	**11**	**9**	**13**	**4**	**3**	**0**	**78**	**22**	**6**	**2**	**0**	**1**	**0**	**0**	**1038**	**183**	**27**	**14**	**2**	**19**	**0**	**0**
PM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**995**	**135**	**7**	**1**	**2**	**17**	**0**	**0**	**863**	**70**	**8**	**1**	**10**	**10**	**1**	**0**	**70**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1006**	**86**	**3**	**3**	**3**	**11**	**0**	**0**
Daily Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1815**	**245**	**30**	**17**	**9**	**22**	**3**	**0**	**1502**	**143**	**19**	**10**	**23**	**14**	**4**	**0**	**148**	**26**	**6**	**2**	**0**	**1**	**0**	**0**	**2044**	**269**	**30**	**17**	**5**	**30**	**0**	**0**
AM Peak Hour																																								
07:30 - 08:30	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***322***	***48***	***8***	***2***	***2***	***2***	***0***	***0***	***296***	***29***	***1***	***4***	***8***	***3***	***2***	***0***	***35***	***8***	***1***	***1***	***0***	***1***	***0***	***0***	***400***	***74***	***11***	***6***	***0***	***6***	***0***	***0***
PM Peak Hour				0							384								343								46								497						
16:00 - 17:00	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***370***	***67***	***5***	***0***	***0***	***11***	***0***	***0***	***269***	***33***	***2***	***0***	***2***	***6***	***0***	***0***	***35***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***358***	***45***	***3***	***3***	***1***	***2***	***0***	***0***
				0							453								312								38								412						
	A to A								**A to B**								**A to C**								**A to D**								**B to A**							

B to B								B to C								B to D								C to A								C to B								C to C							
Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	0	0	0	0	0	0	0	31	7	0	0	1	0	0	0	185	39	3	5	1	3	0	0	40	8	0	0	0	1	1	0	17	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	36	6	0	0	1	0	0	0	113	34	1	5	1	1	0	0	40	18	1	0	1	0	1	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	42	9	0	0	1	1	0	0	181	44	3	5	1	2	0	0	40	3	0	0	1	3	0	0	22	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	67	12	0	0	2	0	0	0	156	34	5	3	0	2	0	0	49	10	1	1	2	3	0	0	46	5	0	5	1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	79	13	1	0	1	1	0	0	156	50	8	2	0	1	0	0	44	13	2	1	0	1	0	0	75	6	1	0	4	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	102	16	0	0	2	0	0	0	147	49	3	4	0	1	0	0	45	9	0	1	1	0	0	0	68	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	89	18	1	0	2	0	0	0	126	35	3	6	0	1	0	0	29	19	0	0	1	1	0	0	59	12	1	1	2	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	90	8	2	1	4	1	0	0	132	35	5	7	1	0	0	0	50	8	0	1	1	0	0	0	88	8	0	1	2	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	91	4	1	1	3	0	0	0	143	32	4	3	0	0	0	0	49	11	0	1	1	0	0	0	75	10	0	1	2	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	75	12	1	0	2	0	0	0	115	27	3	10	3	0	0	0	37	4	4	0	2	1	0	0	96	4	1	0	3	2	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	91	6	0	0	0	1	0	0	89	27	2	7	0	0	0	0	36	8	2	2	2	0	1	0	86	8	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	57	2	1	0	5	0	0	0	77	13	3	8	0	0	0	0	35	7	1	2	1	0	0	0	67	10	2	0	3	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	95	8	0	0	0	0	0	0	149	22	5	9	0	0	0	0	53	7	0	0	1	0	1	0	134	18	0	0	1	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	70	12	1	0	2	1	0	0	186	25	4	8	0	1	0	0	59	3	1	0	1	1	0	0	143	19	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	108	13	1	0	1	0	0	0	185	15	0	4	0	1	0	0	49	6	0	0	2	1	1	0	145	20	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	106	6	0	1	0	0	0	0	156	16	1	9	0	0	0	0	56	4	1	0	2	0	0	0	148	19	0	0	5	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	71	4	0	0	1	0	0	0	165	15	2	7	0	1	0	0	52	11	0	0	0	0	0	0	157	19	1	0	1	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	106	7	0	0	0	0	0	0	158	23	2	5	0	0	0	0	52	5	0	1	2	0	0	0	152	22	0	0	3	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	99	7	0	0	4	0	0	0	168	12	2	0	0	2	0	0	64	6	0	0	0	1	0	0	190	12	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	79	5	0	0	1	0	0	0	152	15	0	4	0	0	0	0	60	5	0	0	0	2	1	0	169	12	1	0	2	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	85	9	0	0	2	1	0	0	140	8	2	5	0	2	0	0	53	9	0	0	1	1	1	0	154	5	2	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	75	7	0	0	2	0	0	0	111	3	0	1	0	0	0	0	54	4	0	0	2	0	0	0	133	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	80	4	0	0	1	0	0	0	80	14	0	4	0	0	0	0	24	2	0	0	2	0	0	0	104	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	74	4	0	0	1	0	0	0	93	6	0	2	0	0	0	0	62	0	0	0	0	4	0	0	58	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*176*	*34*	*0*	*0*	*5*	*1*	*0*	*0*	*635*	*151*	*12*	*18*	*3*	*8*	*0*	*0*	*169*	*39*	*2*	*1*	*4*	*7*	*2*	*0*	*108*	*14*	*2*	*6*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*224*	*40*	*1*	*0*	*5*	*2*	*0*	*0*	*606*	*162*	*17*	*15*	*2*	*6*	*0*	*0*	*173*	*44*	*4*	*2*	*4*	*7*	*1*	*0*	*166*	*16*	*3*	*6*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*290*	*50*	*1*	*0*	*6*	*2*	*0*	*0*	*640*	*177*	*19*	*14*	*1*	*6*	*0*	*0*	*178*	*35*	*3*	*3*	*4*	*7*	*0*	*0*	*211*	*21*	*5*	*6*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*337*	*59*	*2*	*0*	*7*	*1*	*0*	*0*	*585*	*168*	*19*	*15*	*0*	*5*	*0*	*0*	*167*	*51*	*3*	*3*	*4*	*5*	*0*	*0*	*248*	*30*	*4*	*6*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*360*	*55*	*4*	*1*	*9*	*2*	*0*	*0*	*561*	*169*	*19*	*19*	*1*	*3*	*0*	*0*	*168*	*49*	*2*	*3*	*3*	*2*	*0*	*0*	*290*	*33*	*4*	*2*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*372*	*46*	*4*	*2*	*11*	*1*	*0*	*0*	*548*	*151*	*15*	*20*	*1*	*2*	*0*	*0*	*173*	*47*	*0*	*3*	*4*	*1*	*0*	*0*	*290*	*37*	*3*	*3*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*345*	*42*	*5*	*2*	*11*	*1*	*0*	*0*	*516*	*129*	*15*	*26*	*4*	*1*	*0*	*0*	*165*	*42*	*4*	*2*	*5*	*2*	*0*	*0*	*318*	*34*	*2*	*3*	*9*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*347*	*30*	*4*	*2*	*9*	*2*	*0*	*0*	*479*	*121*	*14*	*27*	*4*	*0*	*0*	*0*	*172*	*31*	*6*	*4*	*6*	*1*	*1*	*0*	*345*	*30*	*3*	*2*	*8*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*314*	*24*	*3*	*1*	*10*	*1*	*0*	*0*	*424*	*99*	*12*	*28*	*3*	*0*	*0*	*0*	*157*	*30*	*7*	*5*	*6*	*1*	*1*	*0*	*324*	*32*	*5*	*1*	*9*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*379*	*39*	*2*	*1*	*3*	*1*	*0*	*0*	*676*	*78*	*10*	*30*	*0*	*2*	*0*	*0*	*217*	*20*	*2*	*0*	*6*	*2*	*2*	*0*	*570*	*76*	*0*	*0*	*9*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*355*	*35*	*2*	*1*	*4*	*1*	*0*	*0*	*692*	*71*	*7*	*28*	*0*	*3*	*0*	*0*	*216*	*24*	*2*	*0*	*5*	*2*	*1*	*0*	*593*	*77*	*1*	*0*	*9*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*391*	*30*	*1*	*1*	*2*	*0*	*0*	*0*	*664*	*69*	*5*	*25*	*0*	*2*	*0*	*0*	*209*	*26*	*1*	*1*	*6*	*1*	*1*	*0*	*602*	*80*	*1*	*0*	*10*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*382*	*24*	*0*	*1*	*5*	*0*	*0*	*0*	*647*	*66*	*7*	*21*	*0*	*3*	*0*	*0*	*224*	*26*	*1*	*1*	*4*	*1*	*0*	*0*	*647*	*72*	*1*	*0*	*10*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*355*	*23*	*0*	*0*	*6*	*0*	*0*	*0*	*643*	*65*	*6*	*16*	*0*	*3*	*0*	*0*	*228*	*27*	*0*	*1*	*2*	*3*	*1*	*0*	*668*	*65*	*2*	*0*	*7*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*369*	*28*	*0*	*0*	*7*	*1*	*0*	*0*	*618*	*58*	*6*	*14*	*0*	*4*	*0*	*0*	*229*	*25*	*0*	*1*	*3*	*4*	*2*	*0*	*665*	*51*	*3*	*0*	*8*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*338*	*28*	*0*	*0*	*9*	*1*	*0*	*0*	*571*	*38*	*4*	*10*	*0*	*4*	*0*	*0*	*231*	*24*	*0*	*0*	*3*	*4*	*2*	*0*	*646*	*33*	*3*	*0*	*7*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*319*	*25*	*0*	*0*	*6*	*1*	*0*	*0*	*483*	*40*	*2*	*14*	*0*	*2*	*0*	*0*	*191*	*20*	*0*	*0*	*5*	*3*	*2*	*0*	*560*	*24*	*4*	*0*	*6*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*314*	*24*	*0*	*0*	*6*	*1*	*0*	*0*	*424*	*31*	*2*	*12*	*0*	*2*	*0*	*0*	*193*	*15*	*0*	*0*	*5*	*5*	*1*	*0*	*449*	*18*	*3*	*0*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**850**	**113**	**7**	**2**	**24**	**4**	**0**	**0**	**1620**	**419**	**43**	**65**	**7**	**11**	**0**	**0**	**494**	**118**	**11**	**9**	**13**	**10**	**3**	**0**	**722**	**79**	**11**	**9**	**21**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1048**	**86**	**2**	**1**	**15**	**2**	**0**	**0**	**1743**	**174**	**18**	**58**	**0**	**7**	**0**	**0**	**638**	**62**	**2**	**1**	**13**	**10**	**4**	**0**	**1687**	**159**	**5**	**0**	**20**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1898**	**199**	**9**	**3**	**39**	**6**	**0**	**0**	**3363**	**593**	**61**	**123**	**7**	**18**	**0**	**0**	**1132**	**180**	**13**	**10**	**26**	**20**	**7**	**0**	**2409**	**238**	**16**	**9**	**41**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***360***	***55***	***4***	***1***	***9***	***2***	***0***	***0***	***561***	***169***	***19***	***19***	***1***	***3***	***0***	***0***	***168***	***49***	***2***	***3***	***3***	***2***	***0***	***0***	***290***	***33***	***4***	***2***	***9***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
			1								431								772								227								338								0				
1	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***379***	***39***	***2***	***1***	***3***	***1***	***0***	***0***	***676***	***78***	***10***	***30***	***0***	***2***	***0***	***0***	***217***	***20***	***2***	***0***	***6***	***2***	***2***	***0***	***570***	***76***	***0***	***0***	***9***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
			1								425								796								249								658								0				
B to B								B to C								B to D								C to A								C to B								C to C							

Job Number & Name: **37087 Beverley, Yorkshire**
Client: **Royal Haskoning**
Date: **Thursday 09 November 2023**

C to D								D to A								D to B								D to C								D to D							
Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
71	8	0	0	0	1	0	0	3	0	0	0	0	0	0	0	59	6	2	3	0	0	0	0	29	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
48	11	3	0	1	1	0	0	2	0	0	1	0	0	0	0	67	13	2	0	0	0	0	0	38	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0
44	13	1	0	2	0	0	0	2	0	0	0	0	0	0	0	92	16	3	0	0	0	0	0	40	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0
61	13	1	1	1	0	0	0	3	0	0	0	0	0	0	0	134	20	1	2	0	0	0	0	72	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0
68	18	1	1	2	0	0	0	2	0	0	0	0	0	0	0	139	22	0	4	0	0	0	0	63	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	140	21	2	4	0	2	0	0	61	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0
48	17	2	1	1	1	0	0	4	0	0	1	0	0	0	0	137	15	2	7	0	0	0	0	108	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0
51	10	3	1	1	0	0	0	8	0	0	0	0	0	0	0	130	27	0	3	0	0	0	0	78	3	3	0	2	0	0	0	0	0	0	0	0	0	0	0
38	7	1	0	1	0	0	0	3	1	0	0	0	0	0	0	106	15	1	5	1	1	0	0	69	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0
36	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	106	14	6	5	1	1	0	0	59	5	2	0	1	1	0	0	0	0	0	0	0	0	0	0
31	12	2	1	1	0	0	0	5	1	0	1	0	0	0	0	81	15	3	8	1	0	0	0	55	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
23	5	1	0	0	0	0	0	5	2	0	0	0	0	0	0	85	18	7	2	0	0	0	0	47	0	1	1	2	0	0	0	0	0	0	1	0	0	0	0
80	7	0	2	0	0	0	0	1	0	0	0	0	0	0	0	163	29	2	3	1	1	0	0	57	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0
72	8	1	3	3	1	0	0	0	0	0	0	0	0	0	0	151	36	2	4	0	2	0	0	61	2	1	4	1	2	0	0	0	0	0	0	0	0	0	0
76	6	0	1	0	0	0	0	3	1	1	0	0	0	0	0	146	21	3	2	0	0	0	0	41	9	2	0	0	1	0	0	0	0	0	0	0	0	0	0
89	3	0	1	2	1	0	0	3	0	0	0	0	0	0	0	150	25	2	5	0	0	0	0	45	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0
83	9	0	0	0	0	0	0	1	2	0	0	0	0	0	0	134	21	2	2	3	1	0	0	30	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0
72	2	0	3	1	0	0	0	4	0	0	0	0	1	0	0	148	20	1	3	1	1	0	0	36	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70	6	0	2	0	0	0	0	2	0	0	0	0	0	0	0	124	19	3	4	2	1	0	0	50	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0
79	2	1	0	1	0	0	0	4	0	0	0	0	0	0	0	155	15	1	3	0	0	0	0	36	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0
60	7	0	0	1	2	0	0	3	0	0	0	0	0	0	0	146	9	2	4	1	0	0	0	24	5	0	1	1	1	0	0	0	0	0	0	0	0	0	0
48	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	160	22	4	2	0	1	0	0	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47	1	0	2	0	0	0	0	3	1	0	0	0	0	0	0	164	10	0	3	0	1	1	0	92	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0
35	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	140	9	0	2	0	0	0	0	98	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
224	*45*	*5*	*1*	*4*	*2*	*0*	*0*	*10*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*352*	*55*	*8*	*5*	*0*	*0*	*0*	*0*	*179*	*14*	*5*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
221	*55*	*6*	*2*	*6*	*1*	*0*	*0*	*9*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*432*	*71*	*6*	*6*	*0*	*0*	*0*	*0*	*213*	*17*	*5*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
230	*58*	*4*	*2*	*5*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*505*	*79*	*6*	*10*	*0*	*2*	*0*	*0*	*236*	*24*	*5*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
234	*62*	*5*	*3*	*4*	*1*	*0*	*0*	*9*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*550*	*78*	*5*	*17*	*0*	*2*	*0*	*0*	*304*	*29*	*2*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
224	*59*	*7*	*3*	*4*	*1*	*0*	*0*	*14*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*546*	*85*	*4*	*18*	*0*	*2*	*0*	*0*	*310*	*26*	*5*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
194	*48*	*7*	*2*	*3*	*1*	*0*	*0*	*15*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*513*	*78*	*5*	*19*	*1*	*3*	*0*	*0*	*316*	*29*	*5*	*2*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
173	*34*	*6*	*2*	*3*	*1*	*0*	*0*	*18*	*4*	*0*	*1*	*0*	*0*	*0*	*0*	*479*	*71*	*9*	*20*	*2*	*2*	*0*	*0*	*314*	*24*	*7*	*1*	*5*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
156	*29*	*6*	*2*	*3*	*0*	*0*	*0*	*19*	*5*	*0*	*1*	*0*	*0*	*0*	*0*	*423*	*71*	*10*	*21*	*3*	*2*	*0*	*0*	*261*	*19*	*6*	*1*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
128	*24*	*4*	*1*	*2*	*0*	*0*	*0*	*16*	*7*	*0*	*1*	*0*	*0*	*0*	*0*	*378*	*62*	*17*	*20*	*3*	*2*	*0*	*0*	*230*	*16*	*4*	*2*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*
317	*24*	*1*	*7*	*5*	*2*	*0*	*0*	*7*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*610*	*111*	*9*	*14*	*1*	*3*	*0*	*0*	*204*	*29*	*5*	*5*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
320	*26*	*1*	*5*	*5*	*2*	*0*	*0*	*7*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*581*	*103*	*9*	*13*	*3*	*3*	*0*	*0*	*177*	*23*	*5*	*6*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
320	*20*	*0*	*5*	*3*	*1*	*0*	*0*	*11*	*3*	*1*	*0*	*0*	*1*	*0*	*0*	*578*	*87*	*8*	*12*	*4*	*2*	*0*	*0*	*152*	*27*	*4*	*2*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
314	*20*	*0*	*6*	*3*	*1*	*0*	*0*	*10*	*2*	*0*	*0*	*0*	*1*	*0*	*0*	*556*	*85*	*8*	*14*	*6*	*3*	*0*	*0*	*161*	*23*	*2*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
304	*19*	*1*	*5*	*2*	*0*	*0*	*0*	*11*	*2*	*0*	*0*	*0*	*1*	*0*	*0*	*561*	*75*	*7*	*12*	*6*	*3*	*0*	*0*	*152*	*24*	*1*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
281	*17*	*1*	*5*	*3*	*2*	*0*	*0*	*13*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*573*	*63*	*7*	*14*	*4*	*2*	*0*	*0*	*146*	*22*	*0*	*2*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
257	*17*	*1*	*2*	*2*	*2*	*0*	*0*	*10*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*585*	*65*	*10*	*13*	*3*	*2*	*0*	*0*	*138*	*22*	*0*	*2*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
234	*12*	*1*	*2*	*2*	*2*	*0*	*0*	*11*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*625*	*56*	*7*	*12*	*1*	*2*	*1*	*0*	*180*	*21*	*0*	*1*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
190	*13*	*0*	*2*	*1*	*2*	*0*	*0*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*610*	*50*	*6*	*11*	*1*	*2*	*1*	*0*	*242*	*18*	*1*	*1*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
576	**128**	**16**	**5**	**10**	**3**	**0**	**0**	**40**	**7**	**0**	**3**	**0**	**0**	**0**	**0**	**1276**	**202**	**29**	**43**	**3**	**4**	**0**	**0**	**719**	**56**	**14**	**7**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
811	**56**	**2**	**14**	**8**	**4**	**0**	**0**	**27**	**4**	**1**	**0**	**0**	**1**	**0**	**0**	**1781**	**236**	**22**	**37**	**8**	**8**	**1**	**0**	**598**	**71**	**7**	**9**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1387	**184**	**18**	**19**	**18**	**7**	**0**	**0**	**67**	**11**	**1**	**3**	**0**	**1**	**0**	**0**	**3057**	**438**	**51**	**80**	**11**	**12**	**1**	**0**	**1317**	**127**	**21**	**16**	**13**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
224	***59***	***7***	***3***	***4***	***1***	***0***	***0***	***14***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***546***	***85***	***4***	***18***	***0***	***2***	***0***	***0***	***310***	***26***	***5***	***2***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
			298							15								655								346								0					
317	***24***	***1***	***7***	***5***	***2***	***0***	***0***	***7***	***1***	***1***	***0***	***0***	***0***	***0***	***0***	***610***	***111***	***9***	***14***	***1***	***3***	***0***	***0***	***204***	***29***	***5***	***5***	***2***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
			356							9								748								248								0					

C to D	D to A	D to B	D to C	D to D

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 37087 Beverley, Yorkshire

Site Number/Name: Site 7 - Beverley Road/Raich Carter Way

Client: Royal Haskoning

Date: 7th & 9th November 2023

Advanced Transport Research	Job Number & Name:	37087 Beverley, Yorkshire
Site 7 - Beverley Road/Raich Carter Way	Date:	7th & 9th November 2023

Job Type:	Queue Lengths				
Co-ordinates:	53°47'43.03"N, 0°22'7.49"W	Postcode:	HU6 0AA	Times:	0630-0930 1600-1900



Advanced Transport Research	*Job Number & Name:*	**37087 Beverley, Yorkshire**
Site 7 - Beverley Road/Raich Carter Way	*Client:*	**Royal Haskoning**
Queue Lengths	*Date:*	**7th & 9th November 2023**

	Beverley Road SB		Raich Carter Way			Beverley Road NB			A1079	
Times	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 3**	**Lane 1**	**Lane 2**	**Lane 3**	**Lane 1**	**Lane 2**
06:30 - 06:35	1	1	1	4	2	4	2	3	2	3
06:35 - 06:40	1	4	0	10	0	3	4	2	2	2
06:40 - 06:45	1	1	1	7	2	5	2	2	7	1
06:45 - 06:50	3	1	2	1	1	3	5	1	1	4
06:50 - 06:55	3	3	1	4	3	5	2	2	2	1
06:55 - 07:00	1	0	1	14	4	1	1	2	2	2
07:00 - 07:05	2	5	1	11	2	2	3	3	2	8
07:05 - 07:10	1	1	2	22+	2	5	2	1	5	6
07:10 - 07:15	2	5	3	23+	14	5	2	2	9	6
07:15 - 07:20	3	5	4	23+	5	6	6	5	4	5
07:20 - 07:25	4	17+	4	22+	9	3	6	4	7	7
07:25 - 07:30	6	3	2	23+	9	4	6	5	5	5
07:30 - 07:35	4	8	3	22+	6	4	5	3	5	5
07:35 - 07:40	6	5	5	19	3	5	4	4	10	8
07:40 - 07:45	9	7	6	22+	9	5	6	4	6	8
07:45 - 07:50	7	5	3	23+	16	4	6	6	6	5
07:50 - 07:55	7	9	5	24+	25+	1	5	5	9	10
07:55 - 08:00	5	18+	5	24+	25+	2	2	7	10	24+
08:00 - 08:05	3	6	5	23+	16	3	3	2	9	15
08:05 - 08:10	8	13	5	24+	3	15	3	8	13	23+
08:10 - 08:15	8	19+	5	25+	9	3	6	3	13	8
08:15 - 08:20	2	5	5	25+	16	4	5	5	14	10
08:20 - 08:25	4	4	5	24+	7	4	6	6	12	19+
08:25 - 08:30	5	2	5	13	7	1	3	4	10	13
08:30 - 08:35	3	2	3	4	3	1	2	5	6	6
08:35 - 08:40	2	3	2	11	6	1	4	3	6	3
08:40 - 08:45	2	3	3	20	4	1	5	4	5	7
08:45 - 08:50	2	1	3	8	2	2	2	6	5	5
08:50 - 08:55	6	16+	2	4	4	3	2	9	11	11
08:55 - 09:00	5	2	2	4	2	3	2	10	7	4
09:00 - 09:05	6	4	5	2	6	1	5	4	12	6
09:05 - 09:10	4	3	2	4	2	1	2	3	1	3
09:10 - 09:15	3	3	5	4	3	1	2	6	5	6
09:15 - 09:20	3	1	2	4	2	1	3	4	4	6
09:20 - 09:25	2	8	3	4	3	1	1	3	7	5
09:25 - 09:30	3	2	2	5	2	4	2	3	8	5

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	**37087 Beverley, Yorkshire**
Site 7 - Beverley Road/Raich Carter Way	*Client:*	**Royal Haskoning**
Queue Lengths	*Date:*	**7th & 9th November 2023**

	Beverley Road SB		Raich Carter Way			Beverley Road NB			A1079	
Times	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 3**	**Lane 1**	**Lane 2**	**Lane 3**	**Lane 1**	**Lane 2**
16:00 - 16:05	2	3	3	5	3	5	3	16	11	19+
16:05 - 16:10	7	18+	5	14	8	6	2	11	12	15
16:10 - 16:15	8	17+	4	4	6	3	6	11	7	9
16:15 - 16:20	8	12	3	5	5	4	3	29	6	9
16:20 - 16:25	9	13	4	18	5	3	4	23	10	11
16:25 - 16:30	9	15+	2	15	5	2	8	18	7	8
16:30 - 16:35	9	17+	4	4	4	6	4	22	8	5
16:35 - 16:40	10	18+	5	25+	5	5	3	8	12	16
16:40 - 16:45	9	16+	4	25+	5	4	2	13	11	15
16:45 - 16:50	9	18+	5	24+	4	5	10	28	13	22+
16:50 - 16:55	9	19+	5	18	4	3	10	30	14	11
16:55 - 17:00	9	18+	5	9	4	4	4	20	13	17+
17:00 - 17:05	10	19+	5	25+	7	4	4	33	12	19+
17:05 - 17:10	9	15+	5	26+	4	6	3	34	14	20+
17:10 - 17:15	9	18+	4	25+	4	5	4	18	13	23+
17:15 - 17:20	9	19+	5	13	3	7	9	25	14	24+
17:20 - 17:25	9	19+	3	24+	3	6	6	28	12	17+
17:25 - 17:30	10	19+	2	12	2	3	5	29	13	12
17:30 - 17:35	9	18+	2	5	8	4	5	25	14	20+
17:35 - 17:40	6	19+	4	15	13	3	5	20	12	18+
17:40 - 17:45	9	18+	3	9	13	3	7	24	14	20+
17:45 - 17:50	9	19+	2	3	3	3	2	13	12	22+
17:50 - 17:55	9	18+	4	1	5	4	2	11	11	20+
17:55 - 18:00	10	16+	2	3	2	4	3	20	14	13
18:00 - 18:05	9	15	2	6	3	5	5	18	12	22+
18:05 - 18:10	7	17	2	3	2	4	2	10	14	19+
18:10 - 18:15	9	19+	5	8	7	4	2	9	12	11
18:15 - 18:20	6	16	4	5	6	2	2	6	7	9
18:20 - 18:25	4	8	2	3	3	2	1	9	12	2
18:25 - 18:30	5	5	5	3	3	2	2	6	4	5
18:30 - 18:35	3	3	2	2	1	1	1	4	4	4
18:35 - 18:40	4	9	2	2	2	2	1	2	4	6
18:40 - 18:45	1	2	1	2	2	1	3	4	2	6
18:45 - 18:50	2	2	2	5	3	1	2	4	2	4
18:50 - 18:55	3	7	5	3	3	1	3	4	3	3
18:55 - 19:00	4	4	4	1	1	3	1	4	1	2

Advanced Transport Research	*Job Number & Name:*	**37087 Beverley, Yorkshire**
Site 7 - Beverley Road/Raich Carter Way	*Client:*	**Royal Haskoning**
Queue Lengths	*Date:*	**7th & 9th November 2023**

	Beverley Road SB		Raich Carter Way			Beverley Road NB			A1079	
Times	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 3**	**Lane 1**	**Lane 2**	**Lane 3**	**Lane 1**	**Lane 2**
06:30 - 06:35	1	1	2	2	4	6	3	1	3	2
06:35 - 06:40	0	0	0	5	3	3	3	1	2	1
06:40 - 06:45	1	5	2	12	2	4	2	2	4	3
06:45 - 06:50	3	2	1	5	2	11	5	2	2	3
06:50 - 06:55	3	4	2	3	1	1	3	1	3	3
06:55 - 07:00	2	1	1	4	1	4	4	2	3	3
07:00 - 07:05	3	2	1	6	3	3	1	3	2	3
07:05 - 07:10	1	0	0	7	2	6	5	2	1	2
07:10 - 07:15	2	2	0	9	1	6	4	2	4	2
07:15 - 07:20	7	11	4	17	9	3	4	2	14	8
07:20 - 07:25	6	7	9	24	8	6	4	1	5	7
07:25 - 07:30	2	3	4	12	7	8	4	2	5	8
07:30 - 07:35	4	4	3	25+	4	6	4	9	5	5
07:35 - 07:40	7	7	4	8	4	5	2	4	13	18+
07:40 - 07:45	3	4	2	16	6	3	6	7	11	5
07:45 - 07:50	3	3	2	10	2	4	8	10	6	5
07:50 - 07:55	7	4	4	20	7	7	4	3	12	12
07:55 - 08:00	8	16	6	13	8	3	2	5	8	9
08:00 - 08:05	8	17+	2	25+	24+	3	3	1	9	12
08:05 - 08:10	7	8	6	24+	13	4	5	8	9	19+
08:10 - 08:15	6	12	6	25+	15	4	4	6	11	8
08:15 - 08:20	8	18+	6	24+	12	3	2	7	12	12
08:20 - 08:25	6	14	4	22+	5	7	7	4	10	19+
08:25 - 08:30	4	4	5	24+	4	5	6	4	8	11
08:30 - 08:35	3	2	2	17	4	3	3	5	11	9
08:35 - 08:40	5	4	4	3	7	4	6	6	6	5
08:40 - 08:45	6	3	2	11	5	1	3	9	5	7
08:45 - 08:50	5	3	2	10	8	2	4	3	4	7
08:50 - 08:55	2	4	3	23+	10	5	2	7	7	10
08:55 - 09:00	4	3	2	11	3	1	1	11	8	9
09:00 - 09:05	1	2	1	8	2	1	2	4	3	9
09:05 - 09:10	3	2	2	10	1	3	5	5	5	7
09:10 - 09:15	3	3	2	8	3	2	3	4	4	5
09:15 - 09:20	4	3	2	2	2	1	3	3	8	4
09:20 - 09:25	4	2	3	5	1	3	2	5	5	5
09:25 - 09:30	5	3	1	1	4	1	2	4	4	1

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	**37087 Beverley, Yorkshire**
Site 7 - Beverley Road/Raich Carter Way	*Client:*	**Royal Haskoning**
Queue Lengths	*Date:*	**7th & 9th November 2023**

	Beverley Road SB		Raich Carter Way			Beverley Road NB			A1079	
Times	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 3**	**Lane 1**	**Lane 2**	**Lane 3**	**Lane 1**	**Lane 2**
16:00 - 16:05	4	5	3	16	3	9	3	14	7	9
16:05 - 16:10	7	5	3	25+	4	8	3	20	13	8
16:10 - 16:15	8	16	5	24+	2	6	5	21	11	19+
16:15 - 16:20	9	18+	4	24	2	5	7	20	7	18+
16:20 - 16:25	8	18+	2	24+	5	5	12	22	5	13
16:25 - 16:30	7	17+	2	25+	5	10	8	26	12	10
16:30 - 16:35	8	18+	4	24+	3	3	5	24	13	10
16:35 - 16:40	9	17+	2	12	7	5	7	26	13	8
16:40 - 16:45	8	19+	5	10	3	5	5	27	11	13
16:45 - 16:50	7	18+	3	18	4	12	12	31	8	13
16:50 - 16:55	9	17+	6	24+	5	9	7	33	13	18+
16:55 - 17:00	8	19+	5	10	10	6	4	31	12	18+
17:00 - 17:05	10	18+	4	11	8	4	17	30	13	19+
17:05 - 17:10	9	18+	2	24+	4	7	5	29	12	22+
17:10 - 17:15	8	19+	3	25+	12	4	6	32	9	13
17:15 - 17:20	9	18+	5	24+	4	6	10	27	13	13
17:20 - 17:25	9	18+	4	11	1	6	11	32	12	10
17:25 - 17:30	9	17+	5	9	2	6	5	30	12	9
17:30 - 17:35	8	17+	2	8	2	6	9	32	13	22+
17:35 - 17:40	7	18+	2	9	5	4	11	31	12	21+
17:40 - 17:45	9	18+	4	11	4	4	5	28	11	22+
17:45 - 17:50	8	18+	4	12	2	3	9	30	12	20+
17:50 - 17:55	8	19+	3	8	6	10	2	31	13	19+
17:55 - 18:00	9	19+	3	11	6	3	4	26	11	12
18:00 - 18:05	8	17+	6	9	8	3	4	27	12	20+
18:05 - 18:10	8	18+	6	7	4	6	2	16	13	21+
18:10 - 18:15	8	18+	4	15	3	10	5	12	12	9
18:15 - 18:20	9	18+	4	7	3	4	3	21	12	21+
18:20 - 18:25	8	17+	5	6	4	1	2	5	14	22+
18:25 - 18:30	8	4	5	6	6	2	3	8	11	14
18:30 - 18:35	8	5	2	4	4	3	2	11	7	11
18:35 - 18:40	3	2	6	6	4	2	1	4	7	8
18:40 - 18:45	5	3	3	3	4	1	1	5	9	10
18:45 - 18:50	4	3	5	6	1	2	3	5	3	7
18:50 - 18:55	2	3	2	3	1	1	1	4	11	10
18:55 - 19:00	1	1	1	2	3	2	2	3	4	5

Annex 2 Details of Growth Factors

Annex 2

Growth Factors

Growth Period	Kingston upon Hull, City of		East Riding of Yorkshire	
	Annual Average Daily Traffic	Annual Average Weekday Traffic	Annual Average Daily Traffic	Annual Average Weekday Traffic
From 2019 to 2022	1.0326	1.0328	1.0239	1.0238
From 2022 to 2026	1.0337	1.0334	1.0305	1.0299
From 2023 to 2026	1.0247	1.0245	1.0226	1.0222
Using car driver for all roads using NTM AF15 dataset on TEMPro 7.2				

Annex 2

2023-2026 Weekday AM Peak Factor		
Level	Area	Local Growth Figure
Authority	East Riding of Yorkshire	1.018
Using NRTP 2022 Core for Car Driver		

2023-2026 Weekday PM Peak Factor		
Level	Area	Local Growth Figure
Authority	East Riding of Yorkshire	1.017
Using NRTP 2022 Core for Car Driver		

2022-2026 Weekday AM Peak Factor		
Level	Area	Local Growth Figure
Authority	East Riding of Yorkshire	1.018
Using NRTP 2022 Core for Car Driver		

2022-2026 Weekday PM Peak Factor		
Level	Area	Local Growth Figure
Authority	East Riding of Yorkshire	1.020
Using NRTP 2022 Core for Car Driver		

Annex 3 Forecast Future Year (2026) Traffic Flows

Link Details	2026 Future Data				
Link ID	Base 24HR AADT			Base 18HR AAWT	
	HGVs	Total		HGVs	Total
1	556	11238		671	11959
2	556	11238		671	11959
3	763	10447		920	11119
4	100	2650		123	2637
5	40	1224		49	1258
6	104	2799		125	2787
7	56	133		68	157
8	33	913		40	912
9	556	11238		671	11959
10	241	7708		174	7773
11	8	200		10	220
12	1247	18557		1505	19750
13	586	8737		708	9298
14	586	8737		708	9298
15	586	8737		708	9298
16	586	8737		708	9298
17	696	26834		837	28655
18	1149	15560		1382	16617
19	1344	19465		1618	20786
20	1092	11664		1314	12456
21	4619	41211		5558	44009
22	1092	11664		1314	12456
23	3241	30420		3900	32485
24	4968	44501		5978	47522
25	5965	53535		7177	57169
26	6370	56155		7686	59764
27	6413	50346		7738	53581
28	2981	31913		3597	33963
29	2610	31575		3150	33604
30	1343	19584		1620	20842
31	1343	19584		1620	20842
32	1343	19584		1620	20842
33	1550	34214		1870	36412
34	1550	34214		1870	36412
35	1550	34214		1870	36412
36	37	1970		48	2187
37	65	2577		79	2742
38	991	23203		1195	24692
39	529	11581		635	12075
40	837	20173		1007	21543
45	929	22393		1117	23913
46	487	14646		597	15404
49	487	14646		597	15404
50	491	10102		592	10750
51	491	10102		592	10750
52	847	16535		1022	17596
53	847	16535		1022	17596
54	992	17896		1198	19046
55	992	17896		1198	19046
56	992	17896		1198	19046
57	773	12316		933	13107
58	2	87		2	91
59	338	9938		413	10828
60	1008	10614		1216	11294
61	1019	15481		1230	16474
62	150	5821		172	6004
63	1313	20951		1584	22297
64	232	6401		292	6883
65	729	11609		887	12344
66	1035	18817		1248	20026
68	232	6401		292	6883
71	119	6309		146	6558
73	2	46		3	53
74	1948	25640		2344	27381
75	837	20173		1007	21543
76	469	11544		584	11753

AADT = Annual Average Daily Traffic
AAWT = Annual Average Weekday Traffic

Annex 4 Calculation of Collision Rates

Annex 4

Link	Description of links	Link Length (Miles)	Road Type	Number of recorded collisions (2017-2021)				Annual Average Daily Traffic Flows	Calculated collision rate (per billion vehicle miles)	UK Average collision rate (per billion vehicle miles)
				Fatal	Serious	Slight	Total			
1	A165 Carnaby to Lissett	4	RA	0	6	9	15	10906	188.4	188
2	A165 Lissett to Beeford	2.9	RA	0	1	8	9	10906	156	188
3	A165 Beeford to Brandesburton	4.3	RA	0	3	9	12	10138	151	188
4	B1242 Lissett to Skipsea	2.5	RO	0	2	5	7	2572	597	324
5	Beeford Road	2.5	RO	0	0	4	4	1188	738	324
6	B1242 Skipsea to End	1	RO	0	0	3	3	2716	605	324
7	Dunnington Lane	0.6	RO	0	0	0	0	129	0	324
8	Catfoss Road	1.8	RO	0	1	4	5	886	1719	324
9	A165 Brandesburton to Leven	1.3	RA	1	2	6	9	10906	348	188
10	A1035 Leven to Catwick	1.9	RA	0	2	5	7	7480	270	188
11	Catwick Stub	0.3	RO	0	0	0	0	194	0	324
12	A1035 Leven to A165	1.1	RA	0	3	3	6	18008	166	188
13	A165 from A1035 to Skirlaugh	3.2	RA	0	5	4	9	8478	182	188
14	A165 through Skirlaugh	0.6	RA	0	1	1	2	8478	215	188
15	A165 from Skirlaugh to Coniston	2.6	RA	0	4	7	11	8478	273	188
16	A165 from Coniston to Holderness Road	2	RA	1	2	8	11	8478	355	188
17	A165/Holderness Road	1.4	UA	1	14	40	55	26040	826	695
18	A165/Holderness Road	1.6	UA	1	28	118	147	15100	3332	695
19	Mount Pleasant/A1033	0.3	UA	0	3	6	9	18889	870	695
20	A1033 Slip Road	0.6	UA	0	4	5	9	11319	726	695
21	A1033/Hedon Road	0.5	UA	0	3	7	10	39992	274	695
22	A1033/Hedon Road	3.5	UA	0	6	18	24	11319	332	695
23	A63	0.6	UA	0	3	4	7	29520	217	695
24	A63	1.5	UA	1	14	42	57	43184	482	695
25	A63	1.5	UA	3	4	30	37	51951	260	695
26	A63	6.7	RA	2	6	28	36	54493	54	188
27	A63	0.6	RA	0	2	7	9	48856	168	188
28	A15/Boothferry Road	0.9	RA	0	5	7	12	30968	236	188
29	Humberbridge	1	RA	0	2	20	22	30640	393	188
30	A164	1	RA	0	1	10	11	19004	317	188
31	A164	2.3	RA	0	4	7	11	19004	138	188
32	A164	0.9	RA	0	3	7	10	19004	320	188
33	A164	1	RA	0	0	4	4	33201	66	188
34	A164	0.9	RA	0	1	6	7	33201	128	188
35	A164	1	RA	0	7	12	19	33201	314	188
36	Dunflat Road off A164	0.5	RO	0	0	1	1	1912	573	324
37	Coppleflat Lane	1.4	RO	0	1	3	4	2500	626	324
38	A164	0.4	RA	0	1	9	10	22517	608	188
39	B1248	0.2	RO	0	0	0	0	11325	0	324
40	A1033/Thomas Clarkson Way	0.9	UA	0	2	16	18	19576	559	695
45	A1033	0.7	UA	0	3	17	20	21730	720	695
46	A1174	1.8	RA	0	2	15	17	14213	364	188
49	A1174	1.4	RA	0	2	10	12	14213	330	188
50	A164/ Woodmansey	1.2	RA	0	1	3	4	9803	186	188
51	A164/Woodmansey	0.5	RA	0	1	3	4	9803	447	188
52	A1174/A164	0.6	UA	0	0	2	2	16046	114	695
53	A1174/A164/Swinemoor Lane	0.8	UA	0	3	9	12	16046	512	695
54	A1035	1.7	RA	0	3	7	10	17366	186	188
55	A1035	1.3	RA	2	1	6	9	17366	218	188
56	A1035	1.8	RA	0	2	6	8	17366	140	188
57	A1035/A164	1.8	RA	0	3	7	10	11951	255	188
58	Stub off A1035	0.1	RO	0	0	0	0	85	0	324
59	A164/Driffield Road	0.4	RA	0	4	1	5	9643	710	188
60	A1035	1	RA	0	1	5	6	10299	319	188
61	A1035/Dog Kennel Lane	1.1	RA	0	4	8	12	15023	398	188
62	A1174	1.3	RA	0	0	4	4	5648	298	188
63	A1079	2.3	RA	0	3	5	8	20331	94	188
64	Killingwoldgraves Lane	0.6	RO	0	0	2	2	6212	294	324
65	A1079/Bishop Burton	0.7	RA	0	0	4	4	11265	278	188
66	A1079	3.4	RA	1	1	11	13	18260	115	188
68	Coppleflat Lane	0.8	RO	0	1	0	1	6212	110	324
71	Broadgate/B1230	1.8	RO	1	0	5	6	6123	298	324
73	Eske Lane	0.5	RO	0	0	0	0	45	0	324
74	Mount Pleasant/A1033 and Stoneferry Rd/A1165	2.1	UA	0	19	39	58	24881	608	695
75	Sutton Road/A1033	0.5	UA	2	1	13	16	19576	895	695
76	Marfleet Lane/ Maybury Road	1.7	UO	0	10	43	53	11289	1512	649

Study time period - Hull County Council	
Start date	31/10/2017
End date	31/10/2022
Number of days	1826

Study time period - East Riding of Yorkshire Council	
Start date	01/01/2017
End date	31/12/2021
Number of days	1825

Road Type	National average collision rates per road type (per billion vehicle miles)
RA (Rural A road)	188
UA (Urban A-road)	695
RO (Rural Other road)	324
UO (Urban Other road)	649

Source: RAS0302, Department for Transport (2023)

Annex 5 Summary of HGV and LV Trips Per Section (All scenarios)

Unrestricted

Annex 5

Projects in-isolation
Daily vehicle movements per section

Average Total Employees Two Way Movements per day

Overall	Minimum	Maximum	Average	
Section 1	49	132	70	Over 18 Month Cable Route Construction Programme
Section 2	51	121	73	Over 18 Month Cable Route Construction Programme
Section 3	0	82	44	Over 18 Month Cable Route Construction Programme
Section 4A	0	25	7	Over 18 Month Cable Route Construction Programme
Section 4B	0	102	57	Over 18 Month Cable Route Construction Programme
Section 5	60	165	112	Over 18 Month Cable Route Construction Programme
Section 6A	0	86	51	Over 18 Month Cable Route Construction Programme
Section 6B	0	102	54	Over 18 Month Cable Route Construction Programme
Section 7	0	86	54	Over 18 Month Cable Route Construction Programme
Section 8	0	99	44	Over 18 Month Cable Route Construction Programme
Section 9	0	86	38	Over 18 Month Cable Route Construction Programme
Section 10A1	0	16	4	Over 18 Month Cable Route Construction Programme
Section 10A2	0	91	45	Over 18 Month Cable Route Construction Programme
Section 10B1	53	124	98	Over 18 Month Cable Route Construction Programme
Section 10B2	0	14	6	Over 18 Month Cable Route Construction Programme
Section 16B1	0	104	48	Over 18 Month Cable Route Construction Programme
Section 14 (including 400kV)	9	93	62	Over 18 Month Cable Route Construction Programme
Substation Zone 4	86	231	134	Over 45 Month Substation Construction Programme
Section 15 (400kV)	20	117	66	Over 18 Month Cable Route Construction Programme
	0	0	0	
Total	86	1580	507	Over 45 Month Substation Construction Programme
Total	744	1580	1111	Over 18 Month Cable Route Construction Programme

Annex 5

Average Total Two-Way HGV Movements Per Day

Overall	Minimum	Maximum	Average	
Section 1	15	59	32	Over 18 Month Cable Route Construction Programme
Section 2	9	56	39	Over 18 Month Cable Route Construction Programme
Section 3	0	43	19	Over 18 Month Cable Route Construction Programme
Section 4A	0	30	11	Over 18 Month Cable Route Construction Programme
Section 4B	0	43	14	Over 18 Month Cable Route Construction Programme
Section 5	7	60	37	Over 18 Month Cable Route Construction Programme
Section 6A	0	44	20	Over 18 Month Cable Route Construction Programme
Section 6B	0	41	19	Over 18 Month Cable Route Construction Programme
Section 7	0	38	18	Over 18 Month Cable Route Construction Programme
Section 8	0	48	20	Over 18 Month Cable Route Construction Programme
Section 9	0	39	14	Over 18 Month Cable Route Construction Programme
Section 10A1	0	17	3	Over 18 Month Cable Route Construction Programme
Section 10A2	0	46	12	Over 18 Month Cable Route Construction Programme
Section 10B1	5	47	18	Over 18 Month Cable Route Construction Programme
Section 10B2	0	26	8	Over 18 Month Cable Route Construction Programme
Section 16B1	0	45	17	Over 18 Month Cable Route Construction Programme
Section 14 (including 400kV)	1	46	24	Over 18 Month Cable Route Construction Programme
Substation Zone 4	2	114	44	Over 45 Month Substation Construction Programme
Section 15 (400kV)	4	48	24	Over 18 Month Cable Route Construction Programme
Total	2	469	184	Over 45 Month Substation Construction Programme
Total	253	469	394	Over 18 Month Cable Route Construction Programme

Annex 5

Projects sequentially
Daily vehicle movements per section

Average Total Two-Way HGV Movements Per Day

Overall	Minimum	Maximum	Average	
Section 1	0	67	46	Over 18 Month Cable Route Construction Programme
Section 2	0	78	51	Over 18 Month Cable Route Construction Programme
Section 3	0	44	25	Over 18 Month Cable Route Construction Programme
Section 4A	0	38	16	Over 18 Month Cable Route Construction Programme
Section 4B	0	43	17	Over 18 Month Cable Route Construction Programme
Section 5	5	68	45	Over 18 Month Cable Route Construction Programme
Section 6A	0	46	24	Over 18 Month Cable Route Construction Programme
Section 6B	0	61	23	Over 18 Month Cable Route Construction Programme
Section 7	0	53	24	Over 18 Month Cable Route Construction Programme
Section 8	0	48	25	Over 18 Month Cable Route Construction Programme
Section 9	0	44	17	Over 18 Month Cable Route Construction Programme
Section 10A1	0	31	5	Over 18 Month Cable Route Construction Programme
Section 10A2	0	46	15	Over 18 Month Cable Route Construction Programme
Section 10B1	6	56	23	Over 18 Month Cable Route Construction Programme
Section 10B2	0	39	11	Over 18 Month Cable Route Construction Programme
Section 16B1	0	47	21	Over 18 Month Cable Route Construction Programme
Section 14 (including 400kV)	0	75	32	Over 18 Month Cable Route Construction Programme
Substation Zone 4	2	120	41	Over 45 Month Substation Construction Programme
Section 15 (400kV)	0	59	46	Over 18 Month Cable Route Construction Programme
Total	2	579	212	Over 72 Month Substation Construction Programme
Total	141	579	510	Over 18 Month Cable Route Construction Programme

Annex 5

Projects sequentially
Daily vehicle movements per section

Average Total Employees Two Way Movements per day

Overall	Minimum	Maximum	Average	
Section 1	0	119	78	Over 18 Month Cable Route Construction Programme
Section 2	0	126	83	Over 18 Month Cable Route Construction Programme
Section 3	0	97	57	Over 18 Month Cable Route Construction Programme
Section 4A	0	20	8	Over 18 Month Cable Route Construction Programme
Section 4B	0	91	63	Over 18 Month Cable Route Construction Programme
Section 5	53	168	121	Over 18 Month Cable Route Construction Programme
Section 6A	0	84	57	Over 18 Month Cable Route Construction Programme
Section 6B	0	97	59	Over 18 Month Cable Route Construction Programme
Section 7	0	97	57	Over 18 Month Cable Route Construction Programme
Section 8	0	97	55	Over 18 Month Cable Route Construction Programme
Section 9	0	80	45	Over 18 Month Cable Route Construction Programme
Section 10A1	0	14	4	Over 18 Month Cable Route Construction Programme
Section 10A2	0	91	51	Over 18 Month Cable Route Construction Programme
Section 10B1	53	132	106	Over 18 Month Cable Route Construction Programme
Section 10B2	0	16	7	Over 18 Month Cable Route Construction Programme
Section 16B1	0	97	53	Over 18 Month Cable Route Construction Programme
Section 14 (including 400kV)	0	104	66	Over 18 Month Cable Route Construction Programme
Substation Zone 4	86	231	145	Over 45 Month Substation Construction Programme
Section 15 (400kV)	0	117	82	Over 18 Month Cable Route Construction Programme
Total	86	1447	571	Over 45 Month Substation Construction Programme
Total	513	1447	1230	Over 18 Month Cable Route Construction Programme

Annex 5

Projects concurrently
Daily vehicle movements per section

Average Total Two-Way HGV Movements Per Day

Overall	Minimum	Maximum	Average	
Section 1	20	67	47	Over 18 Month Cable Route Construction Programme
Section 2	33	78	52	Over 18 Month Cable Route Construction Programme
Section 3	0	49	26	Over 18 Month Cable Route Construction Programme
Section 4A	0	41	17	Over 18 Month Cable Route Construction Programme
Section 4B	1	43	17	Over 18 Month Cable Route Construction Programme
Section 5	20	70	48	Over 18 Month Cable Route Construction Programme
Section 6A	2	49	25	Over 18 Month Cable Route Construction Programme
Section 6B	3	65	24	Over 18 Month Cable Route Construction Programme
Section 7	5	53	24	Over 18 Month Cable Route Construction Programme
Section 8	3	48	25	Over 18 Month Cable Route Construction Programme
Section 9	1	44	18	Over 18 Month Cable Route Construction Programme
Section 10A1	0	31	5	Over 18 Month Cable Route Construction Programme
Section 10A2	0	46	15	Over 18 Month Cable Route Construction Programme
Section 10B1	8	56	23	Over 18 Month Cable Route Construction Programme
Section 10B2	0	41	11	Over 18 Month Cable Route Construction Programme
Section 16B1	1	51	22	Over 18 Month Cable Route Construction Programme
Section 14 (including 400kV)	0	75	34	Over 18 Month Cable Route Construction Programme
Substation Zone 4	4	131	70	Over 45 Month Substation Construction Programme
Section 15 (400kV)	14	62	47	Over 18 Month Cable Route Construction Programme
Total	4	642	262	Over 45 Month Substation Construction Programme
Total	411	642	567	Over 18 Month Cable Route Construction Programme

Annex 5

Projects concurrently
Daily vehicle movements per section

Average Total Employees Two Way Movements per day

Overall	Minimum	Maximum	Average	
Section 1	51	132	84	Over 18 Month Cable Route Construction Programme
Section 2	51	126	90	Over 18 Month Cable Route Construction Programme
Section 3	0	110	60	Over 18 Month Cable Route Construction Programme
Section 4A	0	27	9	Over 18 Month Cable Route Construction Programme
Section 4B	40	104	69	Over 18 Month Cable Route Construction Programme
Section 5	95	174	127	Over 18 Month Cable Route Construction Programme
Section 6A	9	110	59	Over 18 Month Cable Route Construction Programme
Section 6B	20	104	61	Over 18 Month Cable Route Construction Programme
Section 7	16	88	63	Over 18 Month Cable Route Construction Programme
Section 8	9	110	57	Over 18 Month Cable Route Construction Programme
Section 9	0	82	47	Over 18 Month Cable Route Construction Programme
Section 10A1	0	14	4	Over 18 Month Cable Route Construction Programme
Section 10A2	0	91	55	Over 18 Month Cable Route Construction Programme
Section 10B1	88	148	112	Over 18 Month Cable Route Construction Programme
Section 10B2	0	22	8	Over 18 Month Cable Route Construction Programme
Section 16B1	9	110	55	Over 18 Month Cable Route Construction Programme
Section 14 (including 400kV)	0	108	69	Over 18 Month Cable Route Construction Programme
Substation Zone 4	86	231	134	Over 45 Month Substation Construction Programme
Section 15 (400kV)	51	121	88	Over 18 Month Cable Route Construction Programme
	0	0	0	
Total	86	1646	580	Over 45 Month Substation Construction Programme
Total	1056	1646	1294	Over 18 Month Cable Route Construction Programme

Annex 6 Derivation of HGV and LV trips

Vendor Coversheet

Project Name:	**Dogger Bank South (DBS)**	**Package No:**	WP7

Document Title:	Onshore Cable Route and Substation Construction Metrics - Single HVDC Project
Classification:	Confidential

Vendor Doc. No:	Onshore Cable Route and Substation Construction Metrics - Single HVDC Project	**Vendor Revision:**	04
Date:	20 October 2023	**Pages:**	

Employers Doc. No:	004875222-04	**Employer Revision:**	4
Document Status:	For Review and Approval		

Registered office:
Dogger Bank South Offshore Wind Farm
RWE Renewables UK Ltd
Windmill Hill Business Park
Whitehill Way, Swindon, SN5 6PB

Client	**RWE**
Project	**Dogger Bank South Offshore Wind Farm**
Document Title	**Onshore Cable Route and Substation Construction Metrics Single HVDC**
RWE Ecodoc Reference	**004875222-04**
Version	**4.0**
Date	**20/10/2023**
Prepared By	**Alastair Macfarlane Renewable Energy Engineer**
Reviewed By	**Peter Macfarlane Associate Director**
Approved By	**Aidan Harber Renewable Engineering Director**



Contents

Appendix A	**Material Requirements Per Section (HGV Movements)**
Appendix B	**Substation Foundation and Superstructure Material Requirements**
Appendix C	**Material Stockpile, Import and Export Requirements**
Appendix D	**Compound Welfare Requirements**
Appendix E	**Programme and Average Monthly Vehicle Movements**
Appendix F	**Overall Vehicle Movements**
Appendix G	**Indicative Construction Plant Noise Assessment**
Appendix H	**Images Showing Sections of Onshore Cable Route**

Notes:

1. Construction Metrics based on Wardell Armstrong Shapefiles
- 100m Cable Corridor Rev J - Dated 22.09.2023
- Indicative Zone of Off Route Access Rev L - Dated 22.09.2023
- Onward Connection to National Grid Rev E - Dated 22.09.2023
- Substation General Arrangements and Engineering Designs issued 29.09.2023

These metrics assumed construction of DBS West and DBS East as co-located convertor stations within Substation Zone 4. Any changes in the routeing of the Onshore Cable Corridor and substation designs may result in updates of these construction metrics.

2. Tabs in red are working and only used to populate other sections of the metrics and not for reference within main construction metrics output

3. No bulking or compaction ratios have been considered within the calculation of waste soils generated and removed from site or import of materials required as conservative bulk density values. Bulking factor of 1.5 has been used to determine volumes of material stockpile onsite.

4. Sections referred to in these construction metrics are presented within Wardell Armstrong Shapefile - Sections of Onshore Cable Route Rev I - Dated 22.09.2023 with screen shots of sections presented in Appendix H.

5. Short HDD of minor obstacles has not been considered separate to trenching within construction metrics as direct trenching considered to be worst case assessment in terms of materials volumes and traffic movements associated with these crossings.

6. These construction metrics have assumed the following:
- construction of both DBS West and DBS East ac co-located projects within Substation Zone 4
- lengths used within assessment of metrics taken along centre line of onshore cable rout

7. Substation foundation assessment is based on assumption that ground conditions are suitable for a shallow foundation solution.

8. Substation foundation assessment is based on worst case HVDC Rigid Bi-Pole Convertor Station design information provided by Mott MacDonald.

9. Programme presented is indicative only and final construction programme would not be confirmed until detailed design.

10. Section 1 of onshore cable route includes metrics for Landfall Operations including landfall HDD and construction of Transition Joint Bays.

11. Within construction metrics is has been assumed that there is no reuse of haul road materials within / between sections of the onshore cable route. Some reuse of materials for HDDs has been considered within sections.

12. HDD crossings identified are those presented within Wardell Armstrong Obstacle Crossing Register 004491138-05 with obstacle name included within construction metrics to allow referencing.

13. Construction Metrics Assumes Cable Route Split into Following Sections (Presented in Appendix H of these construction metrics):
- Section 1 - Landfall to Minor Watercourse West of Bewholme Lane - Accessed from B1242 Hornsea Road
- Section 2 - Minor Watercourse West of Bewholme Lane to Nunkeeling Drain - Accessed from Dunnington Lane
- Section 3 - Nunkeeling Drain to Minor Watercourse South of Harsell Lane - Accessed from Catfoss Road
- Section 4A - Minor Watercourse South of Harsell Lane to A1035 West Road - Accessed off Catwick Heads
- Section 4B - A1035 West Road to Stream Dike - Accessed off A1035 West Road
- Section 5 - Stream Dike to Monk Dike - Accessed off A165 Whitecross Road
- Section 6A - Monk Dike to Poultry Farm Track - Accessed off A1035
- Section 6B - Poultry Farm Track to Holderness Drain - Accessed off A1035
- Section 7 - Holderness Drain to River Hull - Accessed off Eske Lane
- Section 8 - River Hull to Railway Crossing - Accessed off A1035 Hull Bridge Road
- Section 9 - Railway Crossing to Disused Railway Line - Accessed off Ings Road
- Section 10A1 - Disused Railway Line to A164 Driffield Road - Accessed off A164 Driffield Road
- Section 10A2 - A164 Driffield Road to A1035 - Accessed off A1035
- Section 10B1 - A1035 to A1174 - Accessed off A1035
- Section 10B2 - A1174 to Newbald Road - Accessed off A1174
- Section 16B1 - Newbald Road to A1079 - Accessed off B1230 Broadgate
- Section 14 - A1079 to A164 (Substation Zone 4) - Accessed off A1079
- Section 15 - A164 to National Grid Substation - Accessed off New Jocks Lodge Road or from A1079.

14. Construction metrics have assumed an average of 22 delivery days and working days per month for all activities accept for major HDDs where 24/7 working may be required and therefore 30 working days per month have been assessed, these have retained assumption for 22 delivery days per month.

Appendix E. Programme and Average Monthly Vehicle Movements

Section 1 (Including Landfall & Transition Bay Works)

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCCs and site accesses	44	375	8.5	8.5																
Mobilisation of Welfare and Operation Plant to TCC	22	26	1.2																	
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	66	952		14.4	14.4	14.4														
Cable Construction Works																				
Trench Excavation and duct installation	66	594									9.0	9.0	9.0							
Trench Backfill with CBS and protective covers	66	455									6.9	6.9	6.9							
Jointing Bay Excavation	44	29											0.7	0.7						
Jointing Bay Base Construction	44	29											0.7	0.7						
Pulling and connection of cables	44	36												0.8	0.8					
Backfill over Jointing Bays	44	17												0.4	0.4					
HDD At Landfall																				
Establish Landfall HDD construction compound / Topsoil Strip in Landfall Laydown Area	44	272					6.2	6.2												
Mobilisation of HDD Kit and Welfare to Landfall Compound	22	25						1.1												
HDD Drilling works & Ducting (assume working 24/7 7 days a week but 22 delivery days a month)	60	363							8.3	8.3										
Demobilisation of HDD kit and welfare	22	25									1.1									
Transition Bays at Landfall																				
Excavation of transition bays	44	34											0.8	0.8						
Construction of transition bay and link box base and walls	44	29											0.7	0.7						
Connection of Cables in Transition Bays	44	4												0.1	0.1					
Transition bay backfill and roof and backfill over transition bay	44	33												0.8	0.8					
Landfall Compound Removal and Reinstatement	44	272														6.2	6.2			
Minor HDD crossing of B1242 - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds	22	85							3.9											
Mobilisation of HDD Kit and Welfare to compounds	22	19							0.9											
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	21								1.0										
Demobilisation of HDD Kit and welfare to next minor HDD	22	19									0.9									
Remove of onshore HDD Entry and Exit Compounds - materials reused at next minor HDD	22	85													3.9					
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	66	952																14.4	14.4	14.4
Demobilisation of Welfare from TCC	22	26																		1.2
TCC and access road Removal	44	375																	8.5	8.5
Average Section Skip HGV Movements Per Day	396	272	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Total HGVs per day			10.4	23.6	15.1	15.1	6.9	8.0	13.7	9.9	18.6	16.6	19.3	5.5	6.6	6.9	6.9	15.1	23.6	24.8
Total two-way HGV movements per day			20.8	47.3	30.2	30.2	13.7	16.0	27.3	19.8	37.2	33.2	38.7	11.0	13.2	13.7	13.7	30.2	47.3	49.6

Appendix E. Programme and Average Monthly Vehicle Movements

Section 1 (Including Landfall & Transition Bay Works)

Indicative Construction Plant Requirements

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer	1	2	1	1	1	1	1					2	3	2	2	2	3	3
30T Excavator	2	3	2	2	2	2	2		3	3	3	3	3	2	2	2	3	3
20T Dumper	3	3	3	3	3	3			4	4	6	6	4	2	2	2	4	4
Smooth Drum vibrio road roller	1	2	1	1	1	1	1				1	1	1	1	1	1	2	2
21T excavator	1	2	1	1	1	1	1		3	3	3	3	2	1	1	1	2	2
5T Forward Tipping Dumper	1	2	1	1	1	1	1		3	3	3	3	2	1	1	1	2	2
Loading shovel	1	2	1	1	1	1	1		3	3	3	2	3	2	2	2	3	3
Trench Roller									2	2	2	2	2					
Tractor & fencing kit	1	1	1	1	1	1	1						1	1	1	1	1	1
Tractor & trailer	1	2	1	1	1	1	1		2	2	3	3	2	1	1	1	2	2
Tractor & Fuel bowser (or self-propelled)	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1
Tractor & Water bowser (for dust suppression)	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1
Tractor & cable drum trailer												1	1					
Tractor & soil tiller, roller, seeder																1	1	1
Cement mixer												1	1					
Mobile crane												1	1					
Grader	1	2	1	1	1	1	1											
Cable laying tracked crane												1	1					
Cable winch												1	1					
Pre-cast concrete truck												1	1					
Mobile concrete pump											1	1						
Telehandler	1	2	1	1	1	1	1		2	2	2	2	1					
Mobile self-contained welfare unit	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1
Crawler Crane									1	1	1	1	1					
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1	1	1	1		2	2	6	8	5	2	2	1	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	1	1	1		2	2	4	4	3	1	1	2	2	2
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)									1	1	3	4	2					
Total Plant Onsite In Section Per Month	21	31	20	20	19	19	16	0	31	31	44	54	44	19	19	20	30	30
Total HGV Movements	21	10	11	0	1	0	3	16	31	0	13	12	16	25	0	3	10	30
Average HGV Movements Per Day	1.0	0.5	0.5	0.0	0.0	0.0	0.1	0.7	1.4	0.0	0.6	0.5	0.7	1.1	0.0	0.1	0.5	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	0	1	0	1	2	3	0	2	2	2	3	0	1	1	3

Appendix E. Programme and Average Monthly Vehicle Movements

Section 1 (Including Landfall & Transition Bay Works)

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCC and site accesses	44	132	3	3																
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	66	198		3	3	3														
Cable Construction Works																				
Trench Excavation and duct installation	66	132									2	2	2							
Trench Backfill with CBS and protective covers	66	132									2	2	2							
Jointing Bay Excavation	44	88											2	2						
Jointing Bay Base Construction	44	88											2	2						
Pulling and connection of cables	44	132												3	3					
Backfill over Jointing Bays	44	88												2	2					
HDD At Landfall																				
Establish Landfall HDD construction compound	44	132					3	3												
HDD Drilling works & Ducting (assume working 24/7 7 days a week) Includes Admin of HDD Compound	60	960							16	16										
Transition Bays at Landfall																				
Excavation of transition bays	44	88											2	2						
Construction of transition bay base and walls	44	132											3	3						
Connection of Cables in Transition Bays	44	132												3	3					
Transition bay Roof and backfill over transition bay	44	132												3	3					
Landfall Compound Removal and Reinstatement	44	132														3	3			
Minor HDD crossing of B1242 - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compound	22	44							2											
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	110								5										
Remove of onshore HDD Entry and Exit Compounds	22	44													2					
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	66	198																3	3	3
TCC and access road Removal	44	132																	3	3
Plant Operators																				
Overall Plant Operators	468	9,464	17	26	16	16	16	16	13	0	25	25	30	36	32	15	15	16	25	25
Section 1 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	468	1,872	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Average Total Employees per day			24	36	23	23	23	23	35	25	33	33	47	60	49	22	22	23	35	35
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	72	46	46	46	46	70	50	66	66	94	120	98	44	44	46	70	70

Appendix E. Programme and Average Monthly Vehicle Movements

Section 1 (Including Landfall & Transition Bay Works)
Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	21	47	30	30	14	16	27	20	37	33	39	11	13	14	14	30	47	50
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	24	53	34	34	16	18	31	23	42	37	44	13	15	16	16	34	53	56
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	0	1	0	1	2	3	0	2	2	2	3	0	1	1	3
Average total two-way HGV Movements Per Day	**26**	**54**	**35**	**34**	**17**	**18**	**32**	**25**	**45**	**37**	**46**	**15**	**17**	**19**	**16**	**35**	**54**	**59**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	46	46	46	46	70	50	66	66	94	120	98	44	44	46	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**80**	**51**	**51**	**51**	**51**	**77**	**55**	**73**	**73**	**104**	**132**	**108**	**49**	**49**	**51**	**77**	**77**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**79**	**134**	**86**	**85**	**68**	**69**	**109**	**80**	**118**	**110**	**150**	**147**	**125**	**68**	**65**	**86**	**131**	**136**

Appendix E. Programme and Average Monthly Vehicle Movements

Section 2

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCCs and site accesses	44	190	4.3	4.3																
Mobilisation of Welfare and Operation Plant to TCC	22	13	0.6																	
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	132	1,844	14.0	14.0	14.0	14.0	14.0	14.0												
Cable Construction Works																				
Trench Excavation and duct installation	110	1,145							10.4	10.4	10.4	10.4	10.4							
Trench Backfill with CBS and protective covers	110	878							8.0	8.0	8.0	8.0	8.0							
Jointing Bay Excavation	88	56								0.6	0.6	0.6	0.6							
Jointing Bay Base Construction	88	56								0.6	0.6	0.6	0.6							
Pulling and connection of cables	88	72									0.8	0.8	0.8	0.8						
Backfill over Jointing Bays	88	33									0.4	0.4	0.4	0.4						
Minor HDD crossing of National Grid High Pressure Gas Main - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds	22	82								3.7										
Mobilisation of HDD Kit and Welfare to compounds	22	19								0.9										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	23									1.0									
Demobilisation of HDD Kit and welfare - Reuse at next HDD in Section.	22	0										0.0								
Remove of onshore HDD Entry and Exit Compounds - Reuse at next HDD in Section.	22	0										0.0								
Minor HDD crossing of Dunnington Lane - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds - Reuse from previous HDD in section.	22	0										0.0								
Mobilisation of HDD Kit and Welfare to compounds - Reuse from previous HDD in section.	22	0										0.0								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	23											1.0							
Demobilisation of HDD Kit and welfare	22	19												0.9						
Remove of onshore HDD Entry and Exit Compounds	22	82													3.7					
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	132	1,844													14.0	14.0	14.0	14.0	14.0	14.0
Demobilisation of Welfare from TCC	22	13																		0.6
TCC and access road Removal	44	190																	4.3	4.3
Average Section Skip HGV Movements Per Day	396	143	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
		Total HGVs per day	19.2	18.6	14.3	14.3	14.3	14.3	18.8	24.6	22.2	21.2	22.2	2.4	18.0	14.3	14.3	14.3	18.6	19.2
		Total two-way HGV movements per day	38.5	37.3	28.7	28.7	28.7	28.7	37.5	49.2	44.5	42.4	44.5	4.8	36.1	28.7	28.7	28.7	37.3	38.5

Appendix E. Programme and Average Monthly Vehicle Movements

Section 2

Indicative Construction Plant Requirements

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer	2	2	1	1	1	1		1	2	3	2	2	2	2	2	2	3	3
30T Excavator	3	3	2	2	2	2	3	3	3	3	3	2	2	2	2	2	3	3
20T Dumper	3	3	3	3	3	3	4	6	6	6	6	2	2	2	2	2	4	4
Smooth Drum vibrio road roller	2	2	1	1	1	1		1		1			1	1	1	1	2	2
21T excavator	2	2	1	1	1	1	3	3	3	3	3	1	2	1	1	1	2	2
5T Forward Tipping Dumper	2	2	1	1	1	1	3	3	2	3	2	1	2	1	1	1	2	2
Loading shovel	2	2	1	1	1	1	3	3	3	3	3	1	2	2	2	2	3	3
Trench Roller							2	2	2	2	2	1						
Tractor & fencing kit	1	1	1	1	1	1		1		1			1	1	1	1	1	1
Tractor & trailer	2	2	1	1	1	1	2	1	3	2	3		2	1	1	1	2	2
Tractor & Fuel bowser (or self-propelled)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Tractor & Water bowser (for dust suppression)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Tractor & cable drum trailer									1	1	1	1						
Tractor & soil tiller, roller, seeder													1	1	1	1	1	1
Cement mixer																		
Mobile crane																		
Grader	2	2	1	1	1	1		1		1								
Cable laying tracked crane																		
Cable winch									1	1	1	1						
Pre-cast concrete truck																		
Mobile concrete pump								1	1	1	1							
Telehandler	2	2	1	1	1	1	2	2	3	2	3							
Mobile self-contained welfare unit	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Crawler Crane							1	1	1	1	1							
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1	1	1	2	5	6	7	6	2	2	1	1	1	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	2	2	2	2	2	2	2	4	4	5	4	1	2	2	2	2	2	2
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)							1	2	3	3	3	1						
Total Plant Onsite In Section Per Month	31	31	20	20	20	20	31	43	47	52	47	19	24	20	20	20	30	30
Total HGV Movements	31	0	11	0	0	0	19	14	12	9	9	28	13	4	0	0	10	30
Average HGV Movements Per Day	1.4	0.0	0.5	0.0	0.0	0.0	0.9	0.6	0.5	0.4	0.4	1.3	0.6	0.2	0.0	0.0	0.5	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	3	0	1	0	0	0	2	2	2	1	1	3	2	1	0	0	1	3

Appendix E. Programme and Average Monthly Vehicle Movements

Section 2

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCC and site accesses	44	132	3	3																
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	132	396	3	3	3	3	3	3												
Cable Construction Works																				
Trench Excavation and duct installation	110	220							2	2	2	2	2							
Trench Backfill with CBS and protective covers	110	220							2	2	2	2	2							
Jointing Bay Excavation	88	176								2	2	2	2							
Jointing Bay Base Construction	88	176								2	2	2	2							
Pulling and connection of cables	88	264									3	3	3	3						
Backfill over Jointing Bays	88	176									2	2	2	2						
Minor HDD crossing of National Grid High Pressure Gas Main - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compound	22	44								2										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	110									5									
Remove of onshore HDD Entry and Exit Compounds - materials reused at next minor HDD	22	22										1								
Minor HDD crossing of Dunnington Lane - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds - Reuse from previous HDD in section.	22	22										1								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	110											5							
Remove of onshore HDD Entry and Exit Compounds	22	44													2					
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	156	468													3	3	3	3	3	3
TCC and access road Removal	52	156																	3	3
Plant Operators																				
Overall Plant Operators	468	10,530	26	26	16	16	16	16	25	31	33	36	33	14	19	16	16	16	25	25
Section 2 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	468	1,872	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

Average Total Employees per day			36	36	23	23	23	23	33	45	55	55	55	23	28	23	23	23	35	35
Maximum Total Employee Two-way Movements Per Day (car/small van)			72	72	46	46	46	46	66	90	110	110	110	46	56	46	46	46	70	70

Appendix E. Programme and Average Monthly Vehicle Movements

Section 2

Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	38	37	29	29	29	29	38	49	44	42	44	5	36	29	29	29	37	38
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	43	41	32	32	32	32	42	54	49	47	49	6	40	32	32	32	41	43
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	3	0	1	0	0	0	2	2	2	1	1	3	2	1	0	0	1	3
Average total two-way HGV Movements Per Day	**46**	**41**	**33**	**32**	**32**	**32**	**44**	**56**	**51**	**48**	**50**	**9**	**42**	**33**	**32**	**32**	**42**	**46**
Maximum Total Employee Two-way Movements Per Day (car/small van)	72	72	46	46	46	46	66	90	110	110	110	46	56	46	46	46	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**80**	**80**	**51**	**51**	**51**	**51**	**73**	**99**	**121**	**121**	**121**	**51**	**62**	**51**	**51**	**51**	**77**	**77**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**126**	**121**	**84**	**83**	**83**	**83**	**117**	**155**	**172**	**169**	**171**	**60**	**104**	**84**	**83**	**83**	**119**	**123**

Appendix E. Programme and Average Monthly Vehicle Movements

Section 3

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCCs and site accesses	44	195							4.4	4.4										
Mobilisation of Welfare and Operation Plant to TCC	22	13							0.6											
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	66	823								12.5	12.5	12.5								
Cable Construction Works																				
Trench Excavation and duct installation	66	575											8.7	8.7	8.7					
Trench Backfill with CBS and protective covers	66	441											6.7	6.7	6.7					
Jointing Bay Excavation	44	29													0.7	0.7				
Jointing Bay Base Construction	44	29													0.7	0.7				
Pulling and connection of cables	44	36														0.8	0.8			
Backfill over Jointing Bays	44	17														0.4	0.4			
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	66	823																12.5	12.5	12.5
Demobilisation of Welfare from TCC	22	13																		0.6
TCC and access road Removal	44	195																	4.4	4.4
Average Section Skip HGV Movements Per Day	264	78							0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total HGVs per day			0.0	0.0	0.0	0.0	0.0	0.0	5.3	17.2	12.8	12.8	15.7	15.7	17.0	2.8	1.5	12.8	17.2	17.8
Total two-way HGV movements per day			0.0	0.0	0.0	0.0	0.0	0.0	10.6	34.4	25.5	25.5	31.4	31.4	34.0	5.6	3.0	25.5	34.4	35.6

Appendix E. Programme and Average Monthly Vehicle Movements

Section 3

Indicative Construction Plant Requirements

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer							1	2	1	1				2	2	2	3	3
30T Excavator							2	3	2	2	3	3	3	3	2	2	3	3
20T Dumper							3	3	3	3	4	4	4	4	2	2	4	4
Smooth Drum vibrio road roller							1	2	1	1						1	2	2
21T excavator							1	2	1	1	3	3	3	2	1	1	2	2
5T Forward Tipping Dumper							1	2	1	1	3	3	3	2	1	1	2	2
Loading shovel							1	2	1	1	3	3	3	1	1	2	3	3
Trench Roller											2	2	2	1	1			
Tractor & fencing kit							1	1	1	1						1	1	1
Tractor & trailer							1	2	1	1	2	2	2	1		1	2	2
Tractor & Fuel bowser (or self-propelled)							1	1	1	1	1	1	1	1	1	1	1	1
Tractor & Water bowser (for dust suppression)							1	1	1	1	1	1	1	1	1	1	1	1
Tractor & cable drum trailer														1	1			
Tractor & soil tiller, roller, seeder																1	1	1
Cement mixer																		
Mobile crane																		
Grader							1	2	1	1								
Cable laying tracked crane																		
Cable winch														1	1			
Pre-cast concrete truck																		
Mobile concrete pump														1				
Telehandler							1	2	1	1	2	2	2	1				
Mobile self-contained welfare unit							1	1	1	1	1	1	1	1	1	1	1	1
Crawler Crane											1	1	1					
Mobile generator HGV Movements (corrected for 2 per delivery)							2	2	1	1	2	2	2	4	2	1	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)							1	2	2	2	2	2	2	2	1	2	2	2
Road surface paver & roller							1	1										
Pump HGV Movements (corrected for 4 per delivery)											1	1	1	2	1			
Total Plant Onsite In Section Per Month	0	0	0	0	0	0	21	31	20	20	31	31	31	31	19	20	30	30
Total HGV Movements	0	0	0	0	0	0	21	10	11	0	19	0	0	16	12	11	10	30
Average HGV Movements Per Day	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.5	0.5	0.0	0.9	0.0	0.0	0.7	0.5	0.5	0.5	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	0	0	0	0	0	0	2	1	1	0	2	0	0	2	2	1	1	3

Appendix E. Programme and Average Monthly Vehicle Movements

Section 3

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCC and site accesses	44	132							3	3										
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	66	198								3	3	3								
Cable Construction Works																				
Trench Excavation and duct installation	66	132											2	2	2					
Trench Backfill with CBS and protective covers	66	132											2	2	2					
Jointing Bay Excavation	44	88													2	2				
Jointing Bay Base Construction	44	88													2	2				
Pulling and connection of cables	44	132														3	3			
Backfill over Jointing Bays	44	88														2	2			
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	66	198																3	3	3
TCC and access road Removal	44	132																	3	3
Plant Operators																				
Overall Plant Operators	264	5,544							17	26	16	16	25	25	25	22	14	16	25	25
Section 3 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	264	1,056							4	4	4	4	4	4	4	4	4	4	4	4
Average Total Employees per day			0	0	0	0	0	0	24	36	23	23	33	33	37	35	23	23	35	35
Maximum Total Employee Two-way Movements Per Day (car/small van)			0	0	0	0	0	0	48	72	46	46	66	66	74	70	46	46	70	70

Appendix E. Programme and Average Monthly Vehicle Movements

Section 3
Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	0	0	0	0	0	0	11	34	26	26	31	31	34	6	3	26	34	36
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	0	0	0	0	0	0	12	38	29	29	35	35	38	7	4	29	38	40
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	0	0	0	0	0	0	2	1	1	0	2	0	0	2	2	1	1	3
Average total two-way HGV Movements Per Day	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**39**	**30**	**29**	**37**	**35**	**38**	**9**	**6**	**30**	**39**	**43**
Maximum Total Employee Two-way Movements Per Day (car/small van)	0	0	0	0	0	0	48	72	46	46	66	66	74	70	46	46	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**80**	**51**	**51**	**73**	**73**	**82**	**77**	**51**	**51**	**77**	**77**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**0**	**0**	**0**	**0**	**0**	**0**	**67**	**119**	**81**	**80**	**110**	**108**	**120**	**86**	**57**	**81**	**116**	**120**

Appendix E. Programme and Average Monthly Vehicle Movements

Section 4B

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCCs and site accesses	44	190				4.3	4.3													
Mobilisation of Welfare and Operation Plant to TCC	22	13				0.6														
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	44	541					12.3	12.3												
Cable Construction Works																				
Trench Excavation and duct installation	44	165												3.8	3.8					
Trench Backfill with CBS and protective covers	44	128												2.9	2.9					
Jointing Bay Excavation	22	15													0.7					
Jointing Bay Base Construction	22	16													0.7					
Pulling and connection of cables	22	23														1.0				
Backfill over Jointing Bays	22	9														0.4				
Major HDD crossing of A1035 and Catfoss Drain - HDD Entry Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in section.	22	0									0.0									
Mobilisation of HDD Kit and Welfare to compounds - Reuse from previous HDD in section.	22	0									0.0									
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	44	33										0.7	0.7							
Demobilisation of HDD Kit and welfare	22	25												1.1						
Remove of onshore HDD Entry Compound	22	80												3.6						
Major HDD crossing of Stream Dike - HDD Entry Only																				
Establish HDD Entry Pit Compound	22	80							3.6											
Mobilisation of HDD Kit and Welfare to compounds	22	25							1.1											
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	33								1.5										
Demobilisation of HDD Kit and welfare - Reuse at next HDD in Section	22	0									0.0									
Remove of onshore HDD Entry Compound -Reuse at next HDD in Section	22	0									0.0									
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	44	541																12.3	12.3	
Demobilisation of Welfare from TCC	22	13																	0.6	
TCC and access road Removal	44	190																4.3	4.3	
Average Section Skip HGV Movements Per Day	352	106		0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	
Total HGVs per day			0.0	0.3	0.3	5.2	16.9	12.6	5.1	1.8	0.3	1.0	1.0	11.7	8.4	1.8	0.3	16.9	17.5	0.0
Total two-way HGV movements per day			0.0	0.6	0.6	10.4	33.8	25.2	10.1	3.6	0.6	2.1	2.1	23.5	16.7	3.5	0.6	33.8	35.0	0.0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 4B

Indicative Construction Plant Requirements

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer				1	2	2	1	1	2			3	3	2	3	3	3	
30T Excavator				2	3	3	3	2	4	3	3	3	3	2	3	3	3	
20T Dumper				3	3	3	3	3	4	4	4	6	6	2	4	4	4	
Smooth Drum vibrio road roller				1	2	2	2	1	1			1	1	1	2	2	2	
21T excavator				1	2	2	2	1	3	3	3	3	3	1	2	2	2	
5T Forward Tipping Dumper				1	2	2	2	1	3	3	3	3	3	1	2	2	2	
Loading shovel				1	2	2	2	1	3	3	3	3	3	2	3	3	3	
Trench Roller									2	2	2	2	2	1				
Tractor & fencing kit				1	1	1	1	1	1			1	1	1	1	1	1	
Tractor & trailer				1	2	2	1	1	1	2	2	2	2	1	2	2	2	
Tractor & Fuel bowser (or self-propelled)				1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Tractor & Water bowser (for dust suppression)				1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Tractor & cable drum trailer												1	1	1				
Tractor & soil tiller, roller, seeder														1	1	1	1	
Cement mixer																		
Mobile crane																		
Grader				1	2	2	1	1	1									
Cable laying tracked crane																		
Cable winch												1	1	1				
Pre-cast concrete truck																		
Mobile concrete pump												1	1					
Telehandler				1	2	2	1	1	1	2	2	1	1					
Mobile self-contained welfare unit				1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Crawler Crane									1	1	1	1	1					
Mobile generator HGV Movements (corrected for 2 per delivery)				2	2	2	2	1	3	2	2	7	7	3	2	2	2	
Temporary lighting HGV Movements (corrected for 8 per delivery)				1	2	2	2	2	3	2	2	5	5	3	2	2	2	
Road surface paver & roller				1	1	1												
Pump HGV Movements (corrected for 4 per delivery)									1	1	1	3	3	1				
Total Plant Onsite In Section Per Month	0	0	0	21	31	31	26	20	37	31	31	50	50	27	30	30	30	0
Total HGV Movements	0	0	0	21	10	0	5	6	17	10	0	21	0	25	15	0	30	0
Average HGV Movements Per Day	0.0	0.0	0.0	1.0	0.5	0.0	0.2	0.3	0.8	0.5	0.0	1.0	0.0	1.1	0.7	0.0	1.4	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	0	0	0	2	1	0	1	1	2	1	0	2	0	3	2	0	3	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 4B

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCC and site accesses	44	132				3	3													
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	44	132					3	3												
Cable Construction Works																				
Trench Excavation and duct installation	44	88												2	2					
Trench Backfill with CBS and protective covers	44	88												2	2					
Jointing Bay Excavation	22	44													2					
Jointing Bay Base Construction	22	44													2					
Pulling and connection of cables	22	66														3				
Backfill over Jointing Bays	22	44														2				
Major HDD crossing of A1035 and Catfoss Drain - HDD Entry Only																				
Establish HDD Entry Pit Compound	22	22									1									
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	44	264										6	6							
Remove of onshore HDD Entry Compound -Reuse at next HDD in Section	22	44												2						
Major HDD crossing of Stream Dike - HDD Entry Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in section.	22	44							2											
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	132								6										
Remove of onshore HDD Entry Compound	22	22									1									
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	52	156																3	3	
TCC and access road Removal	52	156																3	3	
Plant Operators																				
Overall Plant Operators	364	9,022				17	26	26	21	16	29	25	25	34	34	19	25	25	25	
Section 4B Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	364	1,456				4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Average Total Employees per day			0	0	0	24	36	33	27	26	35	35	35	44	46	28	29	35	35	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			0	0	0	48	72	66	54	52	70	70	70	88	92	56	58	70	70	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 4B
Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	0	1	1	10	34	25	10	4	1	2	2	23	17	4	1	34	35	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	0	1	1	12	38	29	12	4	1	3	3	27	19	4	1	38	40	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	0	0	0	2	1	0	1	1	2	1	0	2	0	3	2	0	3	0
Average total two-way HGV Movements Per Day	**0**	**1**	**1**	**14**	**39**	**29**	**13**	**5**	**3**	**4**	**3**	**29**	**19**	**7**	**3**	**38**	**43**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	0	0	0	48	72	66	54	52	70	70	70	88	92	56	58	70	70	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**0**	**0**	**0**	**53**	**80**	**73**	**60**	**58**	**77**	**77**	**77**	**97**	**102**	**62**	**64**	**77**	**77**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**0**	**1**	**1**	**67**	**119**	**102**	**73**	**63**	**80**	**81**	**80**	**126**	**121**	**69**	**67**	**115**	**120**	**0**

Appendix E. Programme and Average Monthly Vehicle Movements

Section 4A

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish site accesses	22	10						0.5												
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	44	511							11.6	11.6										
Cable Construction Works																				
Trench Excavation and duct installation	66	404									6.1	6.1	6.1							
Trench Backfill with CBS and protective covers	66	310									4.7	4.7	4.7							
Jointing Bay Excavation	44	22											0.5	0.5						
Jointing Bay Base Construction	44	22											0.5	0.5						
Pulling and connection of cables	44	27												0.6	0.6					
Backfill over Jointing Bays	44	13												0.3	0.3					
Major HDD crossing of A1035 and Catfoss Drain - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	55									2.5									
Mobilisation of HDD Kit and Welfare to compounds	22	5									0.2									
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	44	24										0.5	0.5							
Demobilisation of HDD Kit and welfare	22	5												0.2						
Remove of onshore HDD Exit Compound	22	55													2.5					
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	44	511														11.6	11.6			
Site access Removal	22	10															0.5			
Average Section Skip HGV Movements Per Day	110	11									0.1	0.1	0.1	0.1	0.1					
Total HGVs per day			0.0	0.0	0.0	0.0	0.0	0.5	11.6	11.6	13.6	11.5	12.5	2.2	3.5	11.6	12.1	0.0	0.0	0.0
Total two-way HGV movements per day			0.0	0.0	0.0	0.0	0.0	0.9	23.2	23.2	27.3	22.9	24.9	4.5	7.0	23.2	24.1	0.0	0.0	0.0

Section 4A

Indicative Construction Plant Requirements

Plant requirements and engineering staff considered for section 4 as a whole and is covered in section 4B

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer																		
30T Excavator																		
20T Dumper																		
Smooth Drum vibrio road roller																		
21T excavator																		
5T Forward Tipping Dumper																		
Loading shovel																		
Trench Roller																		
Tractor & fencing kit																		
Tractor & trailer																		
Tractor & Fuel bowser (or self-propelled)																		
Tractor & Water bowser (for dust suppression)																		
Tractor & cable drum trailer																		
Tractor & soil tiller, roller, seeder																		
Cement mixer																		
Mobile crane																		
Grader																		
Cable laying tracked crane																		
Cable winch																		
Pre-cast concrete truck																		
Mobile concrete pump																		
Telehandler																		
Mobile self-contained welfare unit																		
Crawler Crane																		
Mobile generator HGV Movements (corrected for 2 per delivery)																		
Temporary lighting HGV Movements (corrected for 8 per delivery)																		
Road surface paver & roller																		
Pump HGV Movements (corrected for 4 per delivery)																		
Total Plant Onsite In Section Per Month	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total HGV Movements	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average HGV Movements Per Day	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 4A

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish site accesses	22	66						3												
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	44	132							3	3										
Cable Construction Works																				
Trench Excavation and duct installation	66	132									2	2	2							
Trench Backfill with CBS and protective covers	66	132									2	2	2							
Jointing Bay Excavation	44	88											2	2						
Jointing Bay Base Construction	44	88											2	2						
Pulling and connection of cables	44	132												3	3					
Backfill over Jointing Bays	44	88												2	2					
Major HDD crossing of A1035 and Catfoss Drain - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	44									2									
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	44	132										3	3							
Remove of onshore HDD Exit Compound	22	44													2					
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	44	132														3	3			
Site access Removal	22	66															3			
Average Total Employees per day			0	0	0	0	0	3	3	3	6	7	11	9	7	3	6	0	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			0	0	0	0	0	6	6	6	12	14	22	18	14	6	12	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 4A
Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	0	0	0	0	0	1	23	23	27	23	25	4	7	23	24	0	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	0	0	0	0	0	1	26	26	30	26	28	5	8	26	27	0	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average total two-way HGV Movements Per Day	**0**	**0**	**0**	**0**	**0**	**1**	**26**	**26**	**30**	**26**	**28**	**5**	**8**	**26**	**27**	**0**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	0	0	0	0	0	6	6	6	12	14	22	18	14	6	12	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**0**	**0**	**0**	**0**	**0**	**7**	**7**	**7**	**14**	**16**	**25**	**20**	**16**	**7**	**14**	**0**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**0**	**0**	**0**	**0**	**0**	**8**	**33**	**33**	**44**	**42**	**53**	**25**	**24**	**33**	**41**	**0**	**0**	**0**

Section 5

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCCs and site accesses	44	332	7.5	7.5																
Mobilisation of Welfare and Operation Plant to TCC	22	32	1.5																	
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	110	1,515		13.8	13.8	13.8	13.8	13.8												
Cable Construction Works																				
Trench Excavation and duct installation	66	646									9.8	9.8	9.8							
Trench Backfill with CBS and protective covers	66	495									7.5	7.5	7.5							
Jointing Bay Excavation	66	43										0.7	0.7	0.7						
Jointing Bay Base Construction	66	43										0.7	0.7	0.7						
Pulling and connection of cables	66	54											0.8	0.8	0.8					
Backfill over Jointing Bays	66	24											0.4	0.4	0.4					
Cable Drum Storage in Main Compound	308	360			1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2		
Major HDD crossing of Monk Dike and Meaux & Routh East Drain - HDD Entry Only																				
Establish HDD Exit Pit Compound	22	80					3.6													
Mobilisation of HDD Kit and Welfare to compounds	22	25					1.1													
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	37						1.7												
Demobilisation of HDD Kit and welfare	22	25							1.1											
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section	22	0							0.0											
Major HDD crossing of Proposed Solar Farm Development Near Riston Grange - HDD Entry and Exit																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in section with additional material delivered to site	22	54									2.4									
Mobilisation of HDD Kit and Welfare to compounds - Reuse from previous HDD in section with additional equipment delivered to site	22	25									1.1									
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	50										2.3								
Demobilisation of HDD Kit and welfare - reuse of some equipment at next HDD in section with some equipment removed from site	22	30											1.4							
Remove of onshore HDD Entry Compound - reuse of some material at next HDD in section. Surplus removed from site	22	49											2.2							
Major HDD crossing of Stream Dike - HDD Exit Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in section	22	0							0.0											
Mobilisation of HDD Kit and Welfare to compounds - Reuse from previous HDD in section	22	5							0.2											
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	13								0.2										
Demobilisation of HDD Kit and welfare - reuse of some equipment at next HDD in section with some equipment	22	0									0.0									
Remove of onshore HDD Entry Compound - reuse of some material at next HDD in section	22	0									0.0									
Minor HDD crossing of A165 - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds - Reuse from previous HDD in section	22	0											0.0							
Mobilisation of HDD Kit and Welfare to compounds	22	19											0.9							
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	26												1.2						
Demobilisation of HDD Kit and welfare	22	19													0.9					
Remove of onshore HDD Entry and Exit Compounds	22	85													3.9					
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	110	1,515														13.8	13.8	13.8	13.8	13.8
Demobilisation of Welfare from TCC	22	32																		1.5
TCC and access road Removal	44	332																	7.5	7.5
Average Section Skip HGV Movements Per Day	396	272	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Total HGVs per day			9.7	22.0	15.6	15.6	20.4	17.3	3.2	2.1	22.7	22.7	26.1	5.5	7.8	15.6	15.6	15.6	22.0	23.5
Total two-way HGV movements per day			19.4	44.0	31.3	31.3	40.8	34.6	6.4	4.1	45.4	45.4	52.1	11.0	15.5	31.3	31.3	31.3	44.0	46.9

Section 5

Indicative Construction Plant Requirements

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer	1	2	1	1	1	1	2		2		3	2	3	2	2	2	3	3
30T Excavator	2	3	2	2	3	2	2		4	3	3	3	4	2	2	2	3	3
20T Dumper	3	3	3	3	3	3	2		4	4	6	4	4	2	2	2	4	4
Smooth Drum vibrio road roller	1	2	1	1	2	1	1		1		1		1	1	1	1	2	2
21T excavator	1	2	1	1	2	1	1		3	3	3	2	2	1	1	1	2	2
5T Forward Tipping Dumper	1	2	1	1	2	1	1		3	3	3	2	2	1	1	1	2	2
Loading shovel	1	2	1	1	2	1	2		3	3	3	1	3	2	2	2	3	3
Trench Roller									2	2	2	1	1					
Tractor & fencing kit	1	1	1	1	1	1	1		1		1		1	1	1	1	1	1
Tractor & trailer	1	2	1	1	1	1	1		1	2	2	1	1	1	1	1	2	2
Tractor & Fuel bowser (or self-propelled)	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1
Tractor & Water bowser (for dust suppression)	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1
Tractor & cable drum trailer											1	1	1					
Tractor & soil tiller, roller, seeder														1	1	1	1	1
Cement mixer																		
Mobile crane																		
Grader	1	2	1	1	1	1	1		1		1							
Cable laying tracked crane																		
Cable winch											1	1	1					
Pre-cast concrete truck																		
Mobile concrete pump											1	1						
Telehandler	1	2	1	1	1	1	1		1	2	2	1						
Mobile self-contained welfare unit	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1
Crawler Crane									1	1	1							
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1	2	1	1		3	2	7	4	3	1	1	1	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	2	2	1		3	2	5	2	2	2	2	2	2	2
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)									1	1	3	2	1					
Total Plant Onsite In Section Per Month	21	31	20	20	26	20	20	0	37	31	52	31	33	20	20	20	30	30
Total HGV Movements	21	10	11	0	6	6	4	20	37	10	21	21	10	15	0	0	10	30
Average HGV Movements Per Day	1.0	0.5	0.5	0.0	0.3	0.3	0.2	0.9	1.7	0.5	1.0	1.0	0.5	0.7	0.0	0.0	0.5	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	0	1	1	1	2	4	1	2	2	1	2	0	0	1	3

Section 5
Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCC and site accesses	44	132	3	3																
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	110	330		3	3	3	3	3												
Cable Construction Works																				
Trench Excavation and duct installation	66	132									2	2	2							
Trench Backfill with CBS and protective covers	66	132									2	2	2							
Jointing Bay Excavation	66	132										2	2	2						
Jointing Bay Base Construction	66	132										2	2	2						
Pulling and connection of cables	66	198											3	3	3					
Backfill over Jointing Bays	66	132											2	2	2					
Major HDD crossing of Monk Dike and Meaux & Routh East Drain - HDD Entry Only																				
Establish HDD Exit Pit Compound	22	44					2													
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	132						6												
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section	22	22							1											
Major HDD crossing of Proposed Solar Farm Development Near Riston Grange - HDD Entry and Exit																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in section with additional material delivered to site	22	44									2									
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	198										9								
Remove of onshore HDD Entry Compound - reuse of some material at next HDD in section with some material removed from site	22	22											1							
Major HDD crossing of Stream Dike - HDD Exit Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in section	22	22							1											
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	66								3										
Remove of onshore HDD Entry Compound	22	44									2									
Minor HDD crossing of A165 - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds	22	22											1							
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	110												5						
Remove of onshore HDD Entry and Exit Compounds	22	44													2					
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	130	390														3	3	3	3	3
TCC and access road Removal	52	156																	3	3
Plant Operators																				
Overall Plant Operators	468	9,490	17	26	16	16	21	16	17	0	29	25	36	22	26	16	16	16	25	25
Section 5 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	468	1,872	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Project Engineering Personnel Based at Main TCC																				
Head Engineer, 2 x Admin Staff, QS, Assistant QS, Overall Site Foreman, H&S Supervisor, H&S Assistant, Environmental Clerk, Assistant Environmental Clerk, Lead Surveyor, 2 x catering staff, 2 x client representative, 2 x owners engineers, 3 x additional allowance	468	9,360	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Average Total Employees per day			44	56	43	43	50	49	43	27	61	66	75	60	57	43	43	43	55	55
Maximum Total Employee Two-way Movements Per Day (car/small van)			88	112	86	86	100	98	86	54	122	132	150	120	114	86	86	86	110	110

Section 5
Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	19	44	31	31	41	35	6	4	45	45	52	11	16	31	31	31	44	47
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	22	49	35	35	46	39	8	5	51	51	58	13	18	35	35	35	49	52
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	0	1	1	1	2	4	1	2	2	1	2	0	0	1	3
Average total two-way HGV Movements Per Day	**24**	**50**	**36**	**35**	**47**	**40**	**9**	**7**	**55**	**52**	**60**	**15**	**19**	**37**	**35**	**35**	**50**	**55**
Maximum Total Employee Two-way Movements Per Day (car/small van)	88	112	86	86	100	98	86	54	122	132	150	120	114	86	86	86	110	110
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**97**	**124**	**95**	**95**	**110**	**108**	**95**	**60**	**135**	**146**	**165**	**132**	**126**	**95**	**95**	**95**	**121**	**121**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**121**	**174**	**131**	**130**	**157**	**148**	**104**	**67**	**190**	**198**	**225**	**147**	**145**	**132**	**130**	**130**	**171**	**176**

Appendix E. Programme and Average Monthly Vehicle Movements

Section 6A

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCCs and site accesses	44	190	4.3	4.3																
Mobilisation of Welfare and Operation Plant to TCC	22	13	0.6																	
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	66	873		13.2	13.2	13.2														
Cable Construction Works																				
Trench Excavation and duct installation	44	336							7.6	7.6										
Trench Backfill with CBS and protective covers	44	258							5.9	5.9										
Jointing Bay Excavation	44	22										0.5	0.5							
Jointing Bay Base Construction	44	22										0.5	0.5							
Pulling and connection of cables	44	27											0.6	0.6						
Backfill over Jointing Bays	44	13											0.3	0.3						
Major HDD crossing of Monk Dike and Meaux & Routh East Drain - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	55					2.5													
Mobilisation of HDD Kit and Welfare to compounds	22	5					0.2													
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	14						0.6												
Demobilisation of HDD Kit and welfare	22	5							0.2											
Remove of onshore HDD Exit Compound - Material reused at next HDD compound	22	0							0.0											
Minor HDD crossing of Meaux Lane - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds - additional material delivered to site	22	29							1.3											
Mobilisation of HDD Kit and Welfare to compounds	22	19							0.9											
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	20								0.9										
Demobilisation of HDD Kit and welfare	22	2									0.1									
Remove of onshore HDD Entry and Exit Compounds	22	33										1.5								
Minor HDD crossing of Poultry Farm Track - HDD Entry Only																				
Establish HDD Entry and Exit Pit Compounds - additional material delivered to site	22	0										0.0								
Mobilisation of HDD Kit and Welfare to compounds	22	0										0.0								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	15											0.7							
Demobilisation of HDD Kit and welfare	22	17												0.8						
Remove of onshore HDD Entry and Exit Compounds	22	51												2.3						
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	66	873													13.2	13.2	13.2			
Demobilisation of Welfare from TCC	22	13															0.6			
TCC and access road Removal	44	190														4.3	4.3			
Average Section Skip HGV Movements Per Day	330	124	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4			
Total HGVs per day			5.3	17.9	13.6	13.6	3.1	1.0	16.3	14.8	0.5	2.9	3.0	4.4	13.6	17.9	18.5	0.0	0.0	0.0
Total two-way HGV movements per day			10.6	35.8	27.2	27.2	6.2	2.0	32.5	29.6	0.9	5.8	5.9	8.7	27.2	35.8	37.0	0.0	0.0	0.0

Section 6A

Indicative Construction Plant Requirements

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer	1	2	1	1	1		2			2	2	3	2	3	3			
30T Excavator	2	3	2	2	2		4	3		3	3	4	2	3	3			
20T Dumper	3	3	3	3			4	4		4	4	4	2	4	4			
Smooth Drum vibrio road roller	1	2	1	1	1		1			1		1	1	2	2			
21T excavator	1	2	1	1	1		3	3		2	2	2	1	2	2			
5T Forward Tipping Dumper	1	2	1	1	1		3	3		2	2	2	1	2	2			
Loading shovel	1	2	1	1	1		3	3		2	1	3	2	3	3			
Trench Roller							2	2			1	1						
Tractor & fencing kit	1	1	1	1	1		1			1		1	1	1	1			
Tractor & trailer	1	2	1	1	1		1	2		2	1	1	1	2	2			
Tractor & Fuel bowser (or self-propelled)	1	1	1	1	1		1	1		1	1	1	1	1	1			
Tractor & Water bowser (for dust suppression)	1	1	1	1	1		1	1		1	1	1	1	1	1			
Tractor & cable drum trailer											1	1						
Tractor & soil tiller, roller, seeder													1	1	1			
Cement mixer																		
Mobile crane																		
Grader	1	2	1	1	1		1			1								
Cable laying tracked crane																		
Cable winch											1	1						
Pre-cast concrete truck																		
Mobile concrete pump										1	1							
Telehandler	1	2	1	1	1		1	2		1	1							
Mobile self-contained welfare unit	1	1	1	1	1		1	1		1	1	1	1	1	1			
Crawler Crane							1	1										
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1	1		3	2		3	4	3	1	2	2			
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	1		3	2		2	2	2	2	2	2			
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)							1	1		1	2	1						
Total Plant Onsite In Section Per Month	21	31	20	20	16	0	37	31	0	31	31	33	20	30	30	0	0	0
Total HGV Movements	21	10	11	0	4	16	37	10	31	31	10	10	15	10	30	0	0	0
Average HGV Movements Per Day	1.0	0.5	0.5	0.0	0.2	0.7	1.7	0.5	1.4	1.4	0.5	0.5	0.7	0.5	1.4	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	0	1	2	4	1	3	3	1	1	2	1	3	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 6A
Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCC and site accesses	44	132	3	3																
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	66	198		3	3	3														
Cable Construction Works																				
Trench Excavation and duct installation	44	88							2	2										
Trench Backfill with CBS and protective covers	44	88							2	2										
Jointing Bay Excavation	44	88										2	2							
Jointing Bay Base Construction	44	88										2	2							
Pulling and connection of cables	44	132											3	3						
Backfill over Jointing Bays	44	88											2	2						
Major HDD crossing of Monk Dike and Meaux & Routh East Drain - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	44					2													
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	66						3												
Remove of onshore HDD Exit Compound - Material reused at next HDD compound	22	22							1											
Minor HDD crossing of Meaux Lane - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds - additional material delivered to site	22	22							1											
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of	22	110								5										
Remove of onshore HDD Entry and Exit Compounds	22	22										1								
Minor HDD crossing of Poultry Farm Track - HDD Entry Only																				
Establish HDD Entry and Exit Pit Compounds - additional material delivered to site	22	22										1								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of	22	66											3							
Remove of onshore HDD Entry and Exit Compounds	22	44												2						
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	78	234													3	3	3			
TCC and access road Removal	52	156														3	3			
Plant Operators																				
Overall Plant Operators	390	7,280	17	26	16	16	13	0	29	25	0	24	22	26	16	25	25			
Section 6A Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	390	1,560	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Average Total Employees per day			24	36	23	23	19	7	39	38	4	34	38	37	23	35	35	0	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	72	46	46	38	14	78	76	8	68	76	74	46	70	70	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 6A

Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	11	36	27	27	6	2	33	30	1	6	6	9	27	36	37	0	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	12	40	31	31	7	3	36	33	2	7	7	10	31	40	41	0	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	0	1	2	4	1	3	3	1	1	2	1	3	0	0	0
Average total two-way HGV Movements Per Day	**14**	**41**	**32**	**31**	**8**	**5**	**40**	**34**	**5**	**10**	**8**	**11**	**33**	**41**	**44**	**0**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	46	46	38	14	78	76	8	68	76	74	46	70	70	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**80**	**51**	**51**	**42**	**16**	**86**	**84**	**9**	**75**	**84**	**82**	**51**	**77**	**77**	**0**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**67**	**121**	**83**	**82**	**50**	**21**	**126**	**118**	**14**	**85**	**92**	**93**	**84**	**118**	**121**	**0**	**0**	**0**

Section 6B

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCCs and site accesses	44	195	4.4	4.4																
Mobilisation of Welfare and Operation Plant to TCC	22	13	0.6																	
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	66	784			11.9	11.9	11.9													
Cable Construction Works																				
Trench Excavation and duct installation	44	301							6.8	6.8										
Trench Backfill with CBS and protective covers	44	232							5.3	5.3										
Jointing Bay Excavation	44	22										0.5	0.5							
Jointing Bay Base Construction	44	22										0.5	0.5							
Pulling and connection of cables	44	27											0.6	0.6						
Backfill over Jointing Bays	44	13											0.3	0.3						
Major HDD crossing of Holderness Drain - HDD Entry Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in section. Additional material brought to site	22	31										1.4								
Mobilisation of HDD Kit and Welfare to compounds	22	25										1.1								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	15											0.7							
Demobilisation of HDD Kit and welfare	22	25												1.1						
Remove of onshore HDD Exit Compound	22	81												3.7						
Minor HDD crossing of the A1035 - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds	22	81						3.7												
Mobilisation of HDD Kit and Welfare to compounds	22	19						0.9												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	30							1.4											
Demobilisation of HDD Kit and welfare - Reuse at next HDD in Section	22	0								0.0										
Remove of onshore HDD Entry and Exit Compounds - Reuse at next HDD in Section	22	0								0.0										
Minor HDD crossing of Onshore Export Cables of Dogger Bank A & B - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds - Reuse from previous HDD in section	22	0								0.0										
Mobilisation of HDD Kit and Welfare to compounds - Reuse from previous HDD in section	22	0								0.0										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	30									1.4									
Demobilisation of HDD Kit and welfare	22	17										0.8								
Remove of onshore HDD Entry and Exit Compounds - Reuse at next HDD in Section	22	0										0.0								
Minor HDD crossing of Poultry Farm Track - HDD Exit Only																				
Establish HDD Entry and Exit Pit Compounds - Reuse from previous HDD in section	22	0										0.0								
Mobilisation of HDD Kit and Welfare to compounds - Reuse from previous HDD in section	22	0										0.0								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	9											0.4							
Demobilisation of HDD Kit and welfare	22	2												0.1						
Remove of onshore HDD Entry and Exit Compounds - Reuse at next HDD in Section	22	30												1.4						
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	66	784													11.9	11.9	11.9			
Demobilisation of Welfare from TCC	22	13															0.6			
TCC and access road Removal	44	195														4.4	4.4			
Average Section Skip HGV Movements Per Day	330	132	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4			
Total HGVs per day			5.4	4.8	12.3	12.3	12.3	4.9	13.9	12.5	1.8	4.7	3.4	7.6	12.3	16.7	17.3	0.0	0.0	0.0
Total two-way HGV movements per day			10.8	9.7	24.6	24.6	24.6	9.9	27.7	25.0	3.5	9.4	6.8	15.2	24.6	33.4	34.6	0.0	0.0	0.0

Section 6B

Indicative Construction Plant Requirements

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer	1	1	1	1	1	1		2		2	2	3	2	3	3			
30T Excavator	2	2	2	2	2	2	3	4		3	3	4	2	3	3			
20T Dumper	3	3	3	3	3		4	4		4	4	4	2	4	4			
Smooth Drum vibrio road roller	1	1	1	1	1	1		1		1		1	1	2	2			
21T excavator	1	1	1	1	1	1	3	3		2	2	2	1	2	2			
5T Forward Tipping Dumper	1	1	1	1	1	1	3	3		2	2	2	1	2	2			
Loading shovel	1	1	1	1	1	1	3	3		2	1	3	2	3	3			
Trench Roller							2	2			1	1						
Tractor & fencing kit	1	1	1	1	1	1		1		1		1	1	1	1			
Tractor & trailer	1	1	1	1	1	1	2	1		2	1	1	1	2	2			
Tractor & Fuel bowser (or self-propelled)	1	1	1	1	1	1	1	1		1	1	1	1	1	1			
Tractor & Water bowser (for dust suppression)	1	1	1	1	1	1	1	1		1	1	1	1	1	1			
Tractor & cable drum trailer											1	1						
Tractor & soil tiller, roller, seeder													1	1	1			
Cement mixer																		
Mobile crane																		
Grader	1	1	1	1	1	1		1		1								
Cable laying tracked crane																		
Cable winch											1	1						
Pre-cast concrete truck																		
Mobile concrete pump										1	1							
Telehandler	1	1	1	1	1	1	2	1		1	1							
Mobile self-contained welfare unit	1	1	1	1	1	1	1	1		1	1	1	1	1	1			
Crawler Crane							1	1										
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1	1	1	2	3		3	4	3	1	2	2			
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	1	2	2	2	1	2	3		2	2	2	2	2	2			
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)							1	1		1	2	1						
Total Plant Onsite In Section Per Month	21	21	20	20	20	16	31	37	0	31	31	33	20	30	30	0	0	0
Total HGV Movements	21	0	3	0	0	4	23	10	37	31	10	10	15	10	30	0	0	0
Average HGV Movements Per Day	1.0	0.0	0.1	0.0	0.0	0.2	1.0	0.5	1.7	1.4	0.5	0.5	0.7	0.5	1.4	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	0	1	0	0	1	3	1	4	3	1	1	2	1	3	0	0	0

Section 6B

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCC and site accesses	44	132	3	3																
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	66	198			3	3	3													
Cable Construction Works																				
Trench Excavation and duct installation	44	88							2	2										
Trench Backfill with CBS and protective covers	44	88							2	2										
Jointing Bay Excavation	44	88										2	2							
Jointing Bay Base Construction	44	88										2	2							
Pulling and connection of cables	44	132											3	3						
Backfill over Jointing Bays	44	88											2	2						
Major HDD crossing of Holderness Drain - HDD Entry Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in section. Additional material brought to site	22	44										2								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	132											6							
Remove of onshore HDD Exit Compound	22	44												2						
Minor HDD crossing of the A1035 - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds	22	44						2												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	110							5											
Remove of onshore HDD Entry and Exit Compounds - Reuse at next HDD in Section	22	22								1										
Minor HDD crossing of Onshore Export Cables of Dogger Bank A & B - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds - Reuse from previous HDD in section	22	22								1										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of	22	110									5									
Remove of onshore HDD Entry and Exit Compounds	22	22										1								
Minor HDD crossing of Onshore Export Cables of Dogger Bank A & B - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds - Reuse from previous HDD in section	22	22										1								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of	22	110											5							
Remove of onshore HDD Entry and Exit Compounds	22	44												2						
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	66	198													3	3	3			
TCC and access road Removal	44	132														3	3			
Plant Operators																				
Overall Plant Operators	330	6,314	17	17	16	16	16	13	25	29	0	24	22	26	16	25	25			
Section 6B Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	330	1,320	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Average Total Employees per day			24	24	23	23	23	19	38	39	9	36	46	39	23	35	35	0	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	48	46	46	46	38	76	78	18	72	92	78	46	70	70	0	0	0

Section 6B

Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	11	10	25	25	25	10	28	25	4	9	7	15	25	33	35	0	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	12	11	27	27	27	11	31	28	4	11	8	17	27	37	38	0	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	0	1	0	0	1	3	1	4	3	1	1	2	1	3	0	0	0
Average total two-way HGV Movements Per Day	**14**	**11**	**28**	**27**	**27**	**12**	**34**	**29**	**8**	**14**	**9**	**18**	**29**	**38**	**41**	**0**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	48	46	46	46	38	76	78	18	72	92	78	46	70	70	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**53**	**51**	**51**	**51**	**42**	**84**	**86**	**20**	**80**	**102**	**86**	**51**	**77**	**77**	**0**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**67**	**64**	**79**	**78**	**78**	**54**	**118**	**115**	**28**	**94**	**111**	**104**	**80**	**115**	**118**	**0**	**0**	**0**

Section 7

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCCs and site accesses	44	195			4.4	4.4														
Mobilisation of Welfare and Operation Plant to TCC	22	13			0.6															
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	66	675				10.2	10.2	10.2												
Cable Construction Works																				
Trench Excavation and duct installation	66	444							6.7	6.7	6.7									
Trench Backfill with CBS and protective covers	66	341							5.2	5.2	5.2									
Jointing Bay Excavation	44	22											0.5	0.5						
Jointing Bay Base Construction	44	22											0.5	0.5						
Pulling and connection of cables	44	27												0.6	0.6					
Backfill over Jointing Bays	44	13												0.3	0.3					
Major HDD crossing of Holderness Drain - HDD Exit Only																				
Establish HDD Exit Pit Compound - Reuse from previous HDD in Section and surplus imported to site.	22	0										0.0								
Mobilisation of HDD Kit and Welfare to compounds - Reuse from previous HDD in Section	22	0										0.0								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	10											0.5							
Demobilisation of HDD Kit and welfare	22	5												0.2						
Remove of onshore HDD Entry Compound	22	54													2.4					
Major HDD crossing of River Hull and Beverley and Barmston Drain - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	54						2.4												
Mobilisation of HDD Kit and Welfare to compounds	22	5						0.2												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	10							0.5											
Demobilisation of HDD Kit and welfare - Reuse at next HDD in Section	22	0								0.0										
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section	22	0								0.0										
Minor HDD crossing of Eske Lane - HDD Entry and Exit																				
Establish HDD Exit Pit Compound - Reuse from previous HDD in Section and surplus imported to site.	22	32								1.4										
Mobilisation of HDD Kit and Welfare to compounds	22	19								0.9										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	16									0.4									
Demobilisation of HDD Kit and welfare - Reuse at next HDD in Section	22	19										0.9								
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section. Surplus removed from site	22	32										1.4								
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	66	675														10.2	10.2	10.2		
Demobilisation of Welfare from TCC	22	13																0.6		
TCC and access road Removal	44	195															4.4	4.4		
Average Section Skip HGV Movements Per Day	308	120			0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4		
Total HGVs per day			0.0	0.0	5.4	15.0	10.6	13.3	12.7	14.6	12.6	2.7	1.8	2.5	3.7	10.6	15.0	15.6	0.0	0.0
Total two-way HGV movements per day			0.0	0.0	10.8	30.1	21.2	26.6	25.5	29.2	25.3	5.4	3.7	5.1	7.5	21.2	30.1	31.3	0.0	0.0

Section 7

Indicative Construction Plant Requirements

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer			1	2	1	1		2		2		2	3	2	3	3		
30T Excavator			2	3	2	3	3	4	3	2	2	3	4	2	3	3		
20T Dumper			3	3	3	3	4	4	4	2	2	4	4	2	4	4		
Smooth Drum vibrio road roller			1	2	1	2		1		1			1	1	2	2		
21T excavator			1	2	1	2	3	3	3	1	1	2	2	1	2	2		
5T Forward Tipping Dumper			1	2	1	2	3	3	3	1	1	2	2	1	2	2		
Loading shovel			1	2	1	2	3	3	3	2		1	3	2	3	3		
Trench Roller							2	2	2			1	1					
Tractor & fencing kit			1	1	1	1		1		1			1	1	1	1		
Tractor & trailer			1	2	1	1	2	1	2	1	1	1	1	1	2	2		
Tractor & Fuel bowser (or self-propelled)			1	1	1	1	1	1	1	1	2	1	1	1	1	1		
Tractor & Water bowser (for dust suppression)			1	1	1	1	1	1	1	1	2	1	1	1	1	1		
Tractor & cable drum trailer												1	1					
Tractor & soil tiller, roller, seeder														1	1	1		
Cement mixer																		
Mobile crane																		
Grader			1	2	1	1		1		1								
Cable laying tracked crane																		
Cable winch												1	1					
Pre-cast concrete truck																		
Mobile concrete pump											1	1						
Telehandler			1	2	1	1	2	1	2	1	1	1						
Mobile self-contained welfare unit			1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Crawler Crane							1	1	1									
Mobile generator HGV Movements (corrected for 2 per delivery)			2	2	1	2	2	3	2	1	2	4	3	1	2	2		
Temporary lighting HGV Movements (corrected for 8 per delivery)			1	2	2	2	2	3	2	1	1	2	2	2	2	2		
Road surface paver & roller			1	1														
Pump HGV Movements (corrected for 4 per delivery)							1	1	1		1	2	1					
Total Plant Onsite In Section Per Month	0	0	21	31	20	26	31	37	31	20	18	31	33	20	30	30	0	0
Total HGV Movements	0	0	21	10	11	6	15	10	10	21	12	17	10	15	10	30	0	0
Average HGV Movements Per Day	0.0	0.0	1.0	0.5	0.5	0.3	0.7	0.5	0.5	1.0	0.5	0.8	0.5	0.7	0.5	1.4	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	0	0	2	1	1	1	2	1	1	2	2	2	1	2	1	3	0	0

Section 7

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCC and site accesses	44	132			3	3														
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	66	198				3	3	3												
Cable Construction Works																				
Trench Excavation and duct installation	66	132							2	2	2									
Trench Backfill with CBS and protective covers	66	132							2	2	2									
Jointing Bay Excavation	44	88											2	2						
Jointing Bay Base Construction	44	88											2	2						
Pulling and connection of cables	44	132												3	3					
Backfill over Jointing Bays	44	88												2	2					
Major HDD crossing of Holderness Drain - HDD Exit Only																				
Establish HDD Exit Pit Compound - Reuse from previous HDD in Section and surplus imported to site.	22	22										1								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	66											3							
Remove of onshore HDD Entry Compound	22	44													2					
Major HDD crossing of River Hull and Beverley and Barmston Drain - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	44						2												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of	22	66							3											
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section	22	22								1										
Minor HDD crossing of Eske Lane - HDD Entry and Exit																				
Establish HDD Exit Pit Compound	22	22								1										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of	22	110									5									
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section	22	22										1								
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	66	198														3	3	3		
TCC and access road Removal	44	132															3	3		
Plant Operators																				
Overall Plant Operators	308	6,666			17	26	16	21	25	29	25	17	13	22	26	16	25	25		
Section 7 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	308	1,232			4	4	4	4	4	4	4	4	4	4	4	4	4	4		
Average Total Employees per day			0	0	24	36	23	30	36	39	38	23	24	35	37	23	35	35	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			0	0	48	72	46	60	72	78	76	46	48	70	74	46	70	70	0	0

Section 7

Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	0	0	11	30	21	27	25	29	25	5	4	5	7	21	30	31	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	0	0	12	33	24	30	28	32	28	6	5	6	9	24	33	35	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	0	0	2	1	1	1	2	1	1	2	2	2	1	2	1	3	0	0
Average total two-way HGV Movements Per Day	**0**	**0**	**14**	**34**	**25**	**31**	**30**	**33**	**29**	**8**	**7**	**8**	**10**	**26**	**34**	**38**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	0	0	48	72	46	60	72	78	76	46	48	70	74	46	70	70	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**0**	**0**	**53**	**80**	**51**	**66**	**80**	**86**	**84**	**51**	**53**	**77**	**82**	**51**	**77**	**77**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**0**	**0**	**67**	**114**	**76**	**97**	**110**	**119**	**113**	**59**	**60**	**85**	**92**	**77**	**111**	**115**	**0**	**0**

Appendix E. Programme and Average Monthly Vehicle Movements

Section 8

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCCs and site accesses	44	190				4.3	4.3													
Mobilisation of Welfare and Operation Plant to TCC	22	13				0.6														
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	66	981					14.9	14.9	14.9											
Cable Construction Works																				
Trench Excavation and duct installation	44	293								6.7	6.7									
Trench Backfill with CBS and protective covers	44	225								5.1	5.1									
Jointing Bay Excavation	44	22									0.5	0.5								
Jointing Bay Base Construction	44	22									0.5	0.5								
Pulling and connection of cables	44	27										0.6	0.6							
Backfill over Jointing Bays	44	13										0.3	0.3							
Major HDD crossing of Railway Line NORTH - HDD Entry Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in Section	22	0								0.0										
Mobilisation of HDD Kit and Welfare to compounds - Reuse from previous HDD in Section	22	0								0.0										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	22									1.0									
Demobilisation of HDD Kit and welfare - Reuse at next HDD in Section	22	25										1.1								
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section and surplus removed from site.	22	80										3.6								
Major HDD crossing of River Hull and Beverley and Barmston Drain - HDD Entry Only																				
Establish HDD Entry Pit Compound	22	80						3.6												
Mobilisation of HDD Kit and Welfare to compounds	22	25						1.1												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	22							1.0											
Demobilisation of HDD Kit and welfare - Reuse at next HDD in Section	22	0								0.0										
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section and surplus removed from site.	22	0								0.0										
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	66	981												14.9	14.9	14.9				
Demobilisation of Welfare from TCC	22	13														0.6				
TCC and access road Removal	44	190													4.3	4.3				
Average Section Skip HGV Movements Per Day	242	83				0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3				
Total HGVs per day			0.0	0.0	0.0	5.3	19.5	20.0	16.2	12.1	14.1	7.0	1.3	15.2	19.5	20.1	0.0	0.0	0.0	0.0
Total two-way HGV movements per day			0.0	0.0	0.0	10.5	39.0	40.0	32.4	24.2	28.2	14.0	2.5	30.4	39.0	40.2	0.0	0.0	0.0	0.0

Section 8

Indicative Construction Plant Requirements

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer				1	2	1	1	2		3	2	2	3	3				
30T Excavator				2	3	3	2	4	3	4	2	2	3	3				
20T Dumper				3	3	3	3	4	4	6	2	2	4	4				
Smooth Drum vibrio road roller				1	2	2	1	1		1		1	2	2				
21T excavator				1	2	2	1	3	3	2	1	1	2	2				
5T Forward Tipping Dumper				1	2	2	1	3	3	2	1	1	2	2				
Loading shovel				1	2	2	1	3	3	2	1	2	3	3				
Trench Roller								2	2	1	1							
Tractor & fencing kit				1	1	1	1	1		1		1	1	1				
Tractor & trailer				1	2	1	1	1	2	2		1	2	2				
Tractor & Fuel bowser (or self-propelled)				1	1	1	1	1	1	1	1	1	1	1				
Tractor & Water bowser (for dust suppression)				1	1	1	1	1	1	1	1	1	1	1				
Tractor & cable drum trailer										1	1							
Tractor & soil tiller, roller, seeder												1	1	1				
Cement mixer																		
Mobile crane																		
Grader				1	2	1	1	1										
Cable laying tracked crane																		
Cable winch										1	1							
Pre-cast concrete truck																		
Mobile concrete pump										1								
Telehandler				1	2	1	1	1	2	1								
Mobile self-contained welfare unit				1	1	1	1	1	1	1	1	1	1	1				
Crawler Crane								1	1									
Mobile generator HGV Movements (corrected for 2 per delivery)				2	2	2	1	3	2	5	2	1	2	2				
Temporary lighting HGV Movements (corrected for 8 per delivery)				1	2	2	2	3	2	3	1	2	2	2				
Road surface paver & roller				1	1													
Pump HGV Movements (corrected for 4 per delivery)								1	1	2	1							
Total Plant Onsite In Section Per Month	0	0	0	21	31	26	20	37	31	41	19	20	30	30	0	0	0	0
Total HGV Movements	0	0	0	21	10	5	6	17	10	22	22	11	10	30	0	0	0	0
Average HGV Movements Per Day	0.0	0.0	0.0	1.0	0.5	0.2	0.3	0.8	0.5	1.0	1.0	0.5	0.5	1.4	0.0	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	0	0	0	2	1	1	1	2	1	2	2	1	1	3	0	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 8

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCC and site accesses	44	132				3	3													
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	66	198					3	3	3											
Cable Construction Works																				
Trench Excavation and duct installation	44	88								2	2									
Trench Backfill with CBS and protective covers	44	88								2	2									
Jointing Bay Excavation	44	88									2	2								
Jointing Bay Base Construction	44	88									2	2								
Pulling and connection of cables	44	132										3	3							
Backfill over Jointing Bays	44	88										2	2							
Major HDD crossing of Railway Line NORTH - HDD Entry Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in Section	22	22								1										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	132									6									
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section and surplus removed from site.	22	44										2								
Major HDD crossing of River Hull and Beverley and Barmston Drain - HDD Entry Only																				
Establish HDD Entry Pit Compound	22	44						2												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	132							6											
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section and surplus removed from site.	22	22								1										
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	66	198												3	3	3				
TCC and access road Removal	44	132													3	3				
Plant Operators																				
Overall Plant Operators	242	5,368				17	26	21	16	29	25	30	14	16	25	25				
Section 8 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	242	968				4	4	4	4	4	4	4	4	4	4	4				
Average Total Employees per day			0	0	0	24	36	30	29	39	43	45	23	23	35	35	0	0	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			0	0	0	48	72	60	58	78	86	90	46	46	70	70	0	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 8
Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	0	0	0	11	39	40	32	24	28	14	3	30	39	40	0	0	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	0	0	0	12	44	45	36	27	32	16	3	34	44	45	0	0	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	0	0	0	2	1	1	1	2	1	2	2	1	1	3	0	0	0	0
Average total two-way HGV Movements Per Day	**0**	**0**	**0**	**14**	**45**	**46**	**37**	**29**	**33**	**18**	**5**	**35**	**45**	**48**	**0**	**0**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	0	0	0	48	72	60	58	78	86	90	46	46	70	70	0	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**0**	**0**	**0**	**53**	**80**	**66**	**64**	**86**	**95**	**99**	**51**	**51**	**77**	**77**	**0**	**0**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**0**	**0**	**0**	**67**	**125**	**112**	**101**	**115**	**128**	**117**	**56**	**86**	**122**	**125**	**0**	**0**	**0**	**0**

Appendix E. Programme and Average Monthly Vehicle Movements

Section 9

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCCs and site accesses	44	190			4.3	4.3														
Mobilisation of Welfare and Operation Plant to TCC	22	13			0.6															
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	44	466				10.6	10.6													
Cable Construction Works																				
Trench Excavation and duct installation	44	226							5.1	5.1										
Trench Backfill with CBS and protective covers	44	174							4.0	4.0										
Jointing Bay Excavation	22	15										0.7								
Jointing Bay Base Construction	22	16										0.7								
Pulling and connection of cables	22	18											0.8							
Backfill over Jointing Bays	22	9											0.4							
Major HDD crossing of Railway Line NORTH - HDD Exit Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in Section	22	0								0.0										
Mobilisation of HDD Kit and Welfare to compounds	22	5								0.2										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	8									0.2									
Demobilisation of HDD Kit and welfare - Reuse at next HDD in Section	22	0										0.0								
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section - surplus removed from site	22	55										2.5								
Major HDD crossing of Catchwater Drain and Old Railway - HDD Entry																				
Establish HDD Entry Pit Compound	22	81						3.7												
Mobilisation of HDD Kit and Welfare to compounds	22	25						1.1												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	39							1.8											
Demobilisation of HDD Kit and welfare	22	25								1.1										
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section - surplus removed from site	22	26								1.2										
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	44	466												10.6	10.6					
Demobilisation of Welfare from TCC	22	13													0.6					
TCC and access road Removal	44	190												4.3	4.3					
Average Section Skip HGV Movements Per Day	242	86			0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4					
Total HGVs per day			0.0	0.0	5.3	15.3	10.9	5.2	11.2	12.0	0.5	4.3	1.6	15.3	15.9	0.0	0.0	0.0	0.0	0.0
Total two-way HGV movements per day			0.0	0.0	10.5	30.5	21.9	10.3	22.4	24.0	1.1	8.5	3.2	30.5	31.7	0.0	0.0	0.0	0.0	0.0

Section 9

Indicative Construction Plant Requirements

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer			1	2	1	1		2		2	2	3	3					
30T Excavator			2	3	2	2	3	4		3	2	3	3					
20T Dumper			3	3	3		4	4		4	2	4	4					
Smooth Drum vibrio road roller			1	2	1	1		1		1		2	2					
21T excavator			1	2	1	1	3	3		2	1	2	2					
5T Forward Tipping Dumper			1	2	1	1	3	3		2	1	2	2					
Loading shovel			1	2	1	1	3	3		2	1	3	3					
Trench Roller							2	2			1							
Tractor & fencing kit			1	1	1	1		1		1		1	1					
Tractor & trailer			1	2	1	1	2	1		1		2	2					
Tractor & Fuel bowser (or self-propelled)			1	1	1	1	1	1		1	1	1	1					
Tractor & Water bowser (for dust suppression)			1	1	1	1	1	1		1	1	1	1					
Tractor & cable drum trailer											1							
Tractor & soil tiller, roller, seeder												1	1					
Cement mixer																		
Mobile crane																		
Grader			1	2	1	1		1										
Cable laying tracked crane																		
Cable winch											1							
Pre-cast concrete truck																		
Mobile concrete pump										1								
Telehandler			1	2	1	1	2	1		1								
Mobile self-contained welfare unit			1	1	1	1	1	1		1	1	1	1					
Crawler Crane							1	1										
Mobile generator HGV Movements (corrected for 2 per delivery)			2	2	1	1	2	3		3	2	2	2					
Temporary lighting HGV Movements (corrected for 8 per delivery)			1	2	2	1	2	3		2	1	2	2					
Road surface paver & roller			1	1														
Pump HGV Movements (corrected for 4 per delivery)							1	1		1	1							
Total Plant Onsite In Section Per Month	0	0	21	31	20	16	31	37	0	29	19	30	30	0	0	0	0	0
Total HGV Movements	0	0	21	10	11	4	23	10	37	29	16	19	30	0	0	0	0	0
Average HGV Movements Per Day	0.0	0.0	1.0	0.5	0.5	0.2	1.0	0.5	1.7	1.3	0.7	0.9	1.4	0.0	0.0	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	0	0	2	1	1	1	3	1	4	3	2	2	3	0	0	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 9

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCC and site accesses	44	132			3	3														
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	44	132				3	3													
Cable Construction Works																				
Trench Excavation and duct installation	44	88							2	2										
Trench Backfill with CBS and protective covers	44	88							2	2										
Jointing Bay Excavation	22	44										2								
Jointing Bay Base Construction	22	44										2								
Pulling and connection of cables	22	66											3							
Backfill over Jointing Bays	22	44											2							
Major HDD crossing of Railway Line NORTH - HDD Exit Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in Section	22	22								1										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	66									3									
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section - surplus removed from site	22	44										2								
Major HDD crossing of Catchwater Drain and Old Railway - HDD Entry																				
Establish HDD Entry Pit Compound	22	44						2												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	132							6											
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section - surplus removed from site	22	22								1										
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	44	132												3	3					
TCC and access road Removal	44	132												3	3					
Plant Operators																				
Overall Plant Operators	242	4,664			17	26	16	13	25	29	0	22	14	25	25					
Section 9 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	242	968			4	4	4	4	4	4	4	4	4	4	4					
Average Total Employees per day			0	0	24	36	23	19	39	39	7	32	23	35	35	0	0	0	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			0	0	48	72	46	38	78	78	14	64	46	70	70	0	0	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 9
Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	0	0	11	31	22	10	22	24	1	9	3	31	32	0	0	0	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	0	0	12	34	25	12	25	27	2	10	4	34	36	0	0	0	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	0	0	2	1	1	1	3	1	4	3	2	2	3	0	0	0	0	0
Average total two-way HGV Movements Per Day	**0**	**0**	**14**	**35**	**26**	**13**	**28**	**28**	**6**	**13**	**6**	**36**	**39**	**0**	**0**	**0**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	0	0	48	72	46	38	78	78	14	64	46	70	70	0	0	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**0**	**0**	**53**	**80**	**51**	**42**	**86**	**86**	**16**	**71**	**51**	**77**	**77**	**0**	**0**	**0**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**0**	**0**	**67**	**115**	**77**	**55**	**114**	**114**	**22**	**84**	**57**	**113**	**116**	**0**	**0**	**0**	**0**	**0**

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10A1

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish site accesses	22	10			0.5															
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	22	110				5.0														
Cable Construction Works																				
Trench Excavation and duct installation	22	81							3.7											
Trench Backfill with CBS and protective covers	22	63							2.9											
Major HDD crossing of Catchwater Drain - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	55						2.5												
Mobilisation of HDD Kit and Welfare to compounds	22	5						0.2												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	17							0.8											
Demobilisation of HDD Kit and welfare	22	5								0.2										
Remove of onshore HDD Exit Compound - Materials reused in next HDD in section. Surplus material removed from site.	22	22								1.0										
Minor HDD crossing of Driffield Road - HDD Exit Only																				
Establish HDD Exit Pit Compound - Reuse of materials from previous HDD in section	22	0								0.0										
Mobilisation of HDD Kit and Welfare to compound	22	2								0.1										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	8									0.4									
Demobilisation of HDD Kit and welfare	22	2										0.1								
Remove of onshore HDD Exit Compound	22	33										1.5								
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	22	110											5.0							
Site access Removal	22	10											0.5							
Average Section Skip HGV Movements Per Day	110	14						0.1	0.1	0.1	0.1	0.1								
Total HGVs per day			0.0	0.0	0.5	5.0	0.0	2.9	7.4	1.4	0.5	1.7	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total two-way HGV movements per day			0.0	0.0	0.9	10.0	0.0	5.7	14.9	2.9	1.0	3.4	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10A1

Indicative Construction Plant Requirements

Plant requirements and engineering staff considered for section 10A as a whole and is covered in section 10A2

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer																		
30T Excavator																		
20T Dumper																		
Smooth Drum vibrio road roller																		
21T excavator																		
5T Forward Tipping Dumper																		
Loading shovel																		
Trench Roller																		
Tractor & fencing kit																		
Tractor & trailer																		
Tractor & Fuel bowser (or self-propelled)																		
Tractor & Water bowser (for dust suppression)																		
Tractor & cable drum trailer																		
Tractor & soil tiller, roller, seeder																		
Cement mixer																		
Mobile crane																		
Grader																		
Cable laying tracked crane																		
Cable winch																		
Pre-cast concrete truck																		
Mobile concrete pump																		
Telehandler																		
Mobile self-contained welfare unit																		
Crawler Crane																		
Mobile generator HGV Movements (corrected for 2 per delivery)																		
Temporary lighting HGV Movements (corrected for 8 per delivery)																		
Road surface paver & roller																		
Pump HGV Movements (corrected for 4 per delivery)																		
Total Plant Onsite In Section Per Month	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total HGV Movements	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average HGV Movements Per Day	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10A1

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish site accesses	22	66			3															
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	22	66				3														
Cable Construction Works																				
Trench Excavation and duct installation	22	44							2											
Trench Backfill with CBS and protective covers	22	44							2											
Major HDD crossing of Catchwater Drain - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	44						2												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	66							3											
Remove of onshore HDD Exit Compound - Materials reused in next HDD in section. Surplus material removed	22	22								1										
Minor HDD crossing of Driffield Road - HDD Exit Only																				
Establish HDD Exit Pit Compound - Reuse of materials from previous HDD in section	22	22								1										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	44									2									
Remove of onshore HDD Exit Compound	22	44										2								
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	26	78											3							
Site access Removal	26	78											3							
Average Total Employees per day			0	0	3	3	0	2	7	2	2	2	6	0	0	0	0	0	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			0	0	6	6	0	4	14	4	4	4	12	0	0	0	0	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10A1
Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	0	0	1	10	0	6	15	3	1	3	11	0	0	0	0	0	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	0	0	1	11	0	7	17	4	2	4	12	0	0	0	0	0	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average total two-way HGV Movements Per Day	**0**	**0**	**1**	**11**	**0**	**7**	**17**	**4**	**2**	**4**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	0	0	6	6	0	4	14	4	4	4	12	0	0	0	0	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**0**	**0**	**7**	**7**	**0**	**5**	**16**	**5**	**5**	**5**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**0**	**0**	**8**	**18**	**0**	**12**	**33**	**9**	**7**	**9**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10A2

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCCs and site accesses	44	195	4.4	4.4																
Mobilisation of Welfare and Operation Plant to TCC	22	13	0.6																	
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	44	432		9.8	9.8															
Cable Construction Works																				
Trench Excavation and duct installation	22	193						8.8												
Trench Backfill with CBS and protective covers	22	149						6.8												
Jointing Bay Excavation	22	15										0.7								
Jointing Bay Base Construction	22	16										0.7								
Pulling and connection of cables	22	23											1.0							
Backfill over Jointing Bays	22	9											0.4							
Minor HDD crossing of A1035 - HDD Entry Only																				
Establish HDD Entry Pit Compound	22	51						2.3												
Mobilisation of HDD Kit and Welfare to compound	22	17						0.8												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	17							0.8											
Demobilisation of HDD Kit and welfare - Reuse at next HDD in Section	22	0								0.0										
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section	22	0								0.0										
Minor HDD crossing of Driffield Road - HDD Entry Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in Section	22	0								0.0										
Mobilisation of HDD Kit and Welfare to compound - Reuse from previous HDD in Section	22	0								0.0										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	17									0.8									
Demobilisation of HDD Kit and welfare	22	17										0.8								
Remove of onshore HDD Entry Compound	22	51										2.3								
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	44	432												9.8	9.8					
Demobilisation of Welfare from TCC	22	13													0.6					
TCC and access road Removal	44	195												4.4	4.4					
Average Section Skip HGV Movements Per Day	286	95	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3					
Total HGVs per day			5.4	14.6	10.2	0.3	0.3	18.9	1.1	0.3	1.1	4.8	1.8	14.6	15.2	0.0	0.0	0.0	0.0	0.0
Total two-way HGV movements per day			10.7	29.2	20.3	0.7	0.7	37.9	2.2	0.7	2.2	9.6	3.6	29.2	30.3	0.0	0.0	0.0	0.0	0.0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10A2

Indicative Construction Plant Requirements

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer	1	2	2	1		1		2		2	4	3	3					
30T Excavator	2	3	3	2		4	3	2		3	4	3	3					
20T Dumper	3	3	3	3		4	4	2		4	4	4	4					
Smooth Drum vibrio road roller	1	2	2	1		1		1		1	2	2	2					
21T excavator	1	2	2	1		3	3	1		2	3	2	2					
5T Forward Tipping Dumper	1	2	2	1		3	3	1		2	3	2	2					
Loading shovel	1	2	2	1		3	3	2		2	3	3	3					
Trench Roller						2	2				1							
Tractor & fencing kit	1	1	1	1		1		1		1	1	1	1					
Tractor & trailer	1	2	2	1		2	2	1		1	2	2	2					
Tractor & Fuel bowser (or self-propelled)	1	1	1	1		1	1	1		1	1	1	1					
Tractor & Water bowser (for dust suppression)	1	1	1	1		1	1	1		1	1	1	1					
Tractor & cable drum trailer											1							
Tractor & soil tiller, roller, seeder											1	1	1					
Cement mixer																		
Mobile crane																		
Grader	1	2	2	1		1		1										
Cable laying tracked crane																		
Cable winch											1							
Pre-cast concrete truck																		
Mobile concrete pump										1								
Telehandler	1	2	2	1		2	2	1		1								
Mobile self-contained welfare unit	1	1	1	1		1	1	1		1	1	1	1					
Crawler Crane						1	1											
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	2	1		3	2	1		3	4	2	2					
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2		3	2	1		2	4	2	2					
Road surface paver & roller	1	1	1															
Pump HGV Movements (corrected for 4 per delivery)						1	1			1	1							
Total Plant Onsite In Section Per Month	21	31	31	20	0	38	31	20	0	29	42	30	30	0	0	0	0	0
Total HGV Movements	21	10	0	11	20	38	7	21	20	29	17	12	30	0	0	0	0	0
Average HGV Movements Per Day	1.0	0.5	0.0	0.5	0.9	1.7	0.3	1.0	0.9	1.3	0.8	0.5	1.4	0.0	0.0	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	0	1	2	4	1	2	2	3	2	2	3	0	0	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10A2

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCC and site accesses	44	132	3	3																
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	44	132		3	3															
Cable Construction Works																				
Trench Excavation and duct installation	22	44						2												
Trench Backfill with CBS and protective covers	22	44						2												
Jointing Bay Excavation	22	44										2								
Jointing Bay Base Construction	22	44										2								
Pulling and connection of cables	22	66											3							
Backfill over Jointing Bays	22	44											2							
Minor HDD crossing of A1035 - HDD Entry Only																				
Establish HDD Entry Pit Compound	22	44						2												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	66							3											
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section	22	22								1										
Minor HDD crossing of Driffield Road - HDD Entry Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in Section	22	22								1										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	66									3									
Remove of onshore HDD Entry Compound	22	44										2								
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	44	132												3	3					
TCC and access road Removal	44	132												3	3					
Plant Operators																				
Overall Plant Operators	338	6,786	17	26	26	16	0	30	25	17	0	22	32	25	25					
Section 10A2 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	338	1,352	4	4	4	4	4	4	4	4	4	4	4	4	4					
Average Total Employees per day			24	36	33	20	4	40	32	23	7	32	41	35	35	0	0	0	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	72	66	40	8	80	64	46	14	64	82	70	70	0	0	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10A2
Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	11	29	20	1	1	38	2	1	2	10	4	29	30	0	0	0	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	12	32	23	1	1	42	3	1	3	11	4	32	34	0	0	0	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	0	1	2	4	1	2	2	3	2	2	3	0	0	0	0	0
Average total two-way HGV Movements Per Day	**14**	**33**	**23**	**2**	**3**	**46**	**4**	**3**	**5**	**14**	**6**	**34**	**37**	**0**	**0**	**0**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	66	40	8	80	64	46	14	64	82	70	70	0	0	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**80**	**73**	**44**	**9**	**88**	**71**	**51**	**16**	**71**	**91**	**77**	**77**	**0**	**0**	**0**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**67**	**113**	**96**	**46**	**12**	**134**	**75**	**54**	**21**	**85**	**97**	**111**	**114**	**0**	**0**	**0**	**0**	**0**

Section 10B1

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCCs and site accesses	44	332	7.5	7.5																
Mobilisation of Welfare and Operation Plant to TCC	22	32	1.5																	
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	44	440		10.0	10.0															
Cable Construction Works																				
Trench Excavation and duct installation	44	235					5.3	5.3												
Trench Backfill with CBS and protective covers	44	181					4.1	4.1												
Jointing Bay Excavation	22	15											0.7							
Jointing Bay Base Construction	22	16											0.7							
Pulling and connection of cables	22	18												0.8						
Backfill over Jointing Bays	22	9												0.4						
Cable Drum Storage in Main Compound	308	380			1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2		
Minor HDD crossing of A1035 - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	33						1.5												
Mobilisation of HDD Kit and Welfare to compound	22	2						0.1												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	9							0.4											
Demobilisation of HDD Kit and welfare	22	2								0.1										
Remove of onshore HDD Exit Compound - Reuse at next HDD in section	22	0								0.0										
Minor HDD crossing of A1174 - HDD Entry Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in section additional material imported to site.	22	19								0.9										
Mobilisation of HDD Kit and Welfare to compound	22	17								0.8										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	20									0.9									
Demobilisation of HDD Kit and welfare	22	17										0.8								
Remove of onshore HDD Entry Compound	22	52										2.4								
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	44	440																	10.0	10.0
Demobilisation of Welfare from TCC	22	32																		1.5
TCC and access road Removal	44	332																	7.5	7.5
Average Section Skip HGV Movements Per Day	396	248	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Total HGVs per day			9.6	18.2	11.9	1.9	11.3	12.9	2.3	3.6	2.8	5.0	3.3	3.1	1.9	1.9	1.9	1.9	18.2	19.6
Total two-way HGV movements per day			19.3	36.3	23.7	3.7	22.6	25.8	4.5	7.2	5.5	10.0	6.5	6.2	3.7	3.7	3.7	3.7	36.3	39.3

Section 10B1

Indicative Construction Plant Requirements

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer	1	2	2	1	1						2	2	3				3	3
30T Excavator	2	3	3	2	3	3	3	3		2	3	2	3				3	3
20T Dumper	3	3	3	3	4	4	4	4		2	4	2	4				4	4
Smooth Drum vibrio road roller	1	2	2	1								1	2				2	2
21T excavator	1	2	2	1	3	3	3	3		1	2	1	2				2	2
5T Forward Tipping Dumper	1	2	2	1	3	3	3	3		1	2	1	2				2	2
Loading shovel	1	2	2	1	3	3	3	3			1	2	3				3	3
Trench Roller					2	2	2	2			1	1						
Tractor & fencing kit	1	1	1	1	1							1	1				1	1
Tractor & trailer	1	2	2	1	2	2	2	2		1	1	1	2				2	2
Tractor & Fuel bowser (or self-propelled)	1	1	1	1	1	1	1	1		2	1	1	1				1	1
Tractor & Water bowser (for dust suppression)	1	1	1	1	1	1	1	1		2	1	1	1				1	1
Tractor & cable drum trailer											1	1						
Tractor & soil tiller, roller, seeder												1	1				1	1
Cement mixer																		
Mobile crane																		
Grader	1	2	2	1														
Cable laying tracked crane																		
Cable winch											1	1						
Pre-cast concrete truck																		
Mobile concrete pump										1	1							
Telehandler	1	2	2	1	2	2	2	2		1	1							
Mobile self-contained welfare unit	1	1	1	1	1	1	1	1		1	1	1	1				1	1
Crawler Crane					1	1	1	1										
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	2	1	2	2	2	2		2	4	3	2				2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	2	2	2	2		1	2	3	2				2	2
Road surface paver & roller	1	1	1															
Pump HGV Movements (corrected for 4 per delivery)					1	1	1	1		1	2	1						
Total Plant Onsite In Section Per Month	21	31	31	20	33	31	31	31	0	18	31	27	30	0	0	0	30	30
Total HGV Movements	21	10	0	11	17	2	0	0	31	18	17	14	15	30	0	0	30	30
Average HGV Movements Per Day	1.0	0.5	0.0	0.5	0.8	0.1	0.0	0.0	1.4	0.8	0.8	0.6	0.7	1.4	0.0	0.0	1.4	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	0	1	2	1	0	0	3	2	2	2	2	3	0	0	3	3

Section 10B1
Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCC and site accesses	44	132	3	3																
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	44	132		3	3															
Cable Construction Works																				
Trench Excavation and duct installation	44	88					2	2												
Trench Backfill with CBS and protective covers	44	88					2	2												
Jointing Bay Excavation	22	44											2							
Jointing Bay Base Construction	22	44											2							
Pulling and connection of cables	22	66												3						
Backfill over Jointing Bays	22	44												2						
Minor HDD crossing of A1035 - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	44						2												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	44							2											
Remove of onshore HDD Exit Compound - Reuse at next HDD in section	22	22								1										
Minor HDD crossing of A1174 - HDD Entry Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in section additional material imported to site.	22	22								1										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	66									3									
Remove of onshore HDD Entry Compound	22	44										2								
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	52	156																	3	3
TCC and access road Removal	52	156																	3	3
Plant Operators																				
Overall Plant Operators	468	8,216	17	26	26	16	27	25	25	25	0	13	22	19	25	0	0	0	25	25
Section 10B1 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	468	1,872	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Project Engineering Personnel Based at Main TCC																				
Head Engineer, 2 x Admin Staff, QS, Assistant QS, Overall Site Foreman, H&S Supervisor, H&S Assistant, Environmental Clerk, Assistant Environmental Clerk, Lead Surveyor, 2 x catering staff, 2 x client representative, 2 x owners engineers, 3 x additional allowance	468	9,360	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Average Total Employees per day			44	56	53	40	55	55	51	51	27	39	50	48	49	24	24	24	55	55
Maximum Total Employee Two-way Movements Per Day (car/small van)			88	112	106	80	110	110	102	102	54	78	100	96	98	48	48	48	110	110

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10B1
Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	19	36	24	4	23	26	5	7	6	10	7	6	4	4	4	4	36	39
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	22	40	26	5	25	29	5	8	7	11	8	7	5	5	5	5	40	44
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	0	1	2	1	0	0	3	2	2	2	2	3	0	0	3	3
Average total two-way HGV Movements Per Day	**24**	**41**	**26**	**6**	**27**	**30**	**5**	**8**	**10**	**13**	**10**	**9**	**7**	**8**	**5**	**5**	**43**	**47**
Maximum Total Employee Two-way Movements Per Day (car/small van)	88	112	106	80	110	110	102	102	54	78	100	96	98	48	48	48	110	110
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**97**	**124**	**117**	**88**	**121**	**121**	**113**	**113**	**60**	**86**	**110**	**106**	**108**	**53**	**53**	**53**	**121**	**121**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**121**	**165**	**143**	**94**	**148**	**151**	**118**	**121**	**70**	**99**	**120**	**115**	**115**	**61**	**58**	**58**	**164**	**168**

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10B2

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish site accesses	22	10			0.5															
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	44	365				8.3	8.3													
Cable Construction Works																				
Trench Excavation and duct installation	44	280							6.4	6.4										
Trench Backfill with CBS and protective covers	44	216							4.9	4.9										
Jointing Bay Excavation	22	15										0.7								
Jointing Bay Base Construction	22	16										0.7								
Pulling and connection of cables	22	18											0.8							
Backfill over Jointing Bays	22	9											0.4							
Minor HDD crossing of Newbald Road - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	31						1.4												
Mobilisation of HDD Kit and Welfare to compound	22	2						0.1												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	7							0.3											
Demobilisation of HDD Kit and welfare - Reuse at next HDD in Section	22	0								0.0										
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section	22	0								0.0										
Minor HDD crossing of A1174 - HDD Exit Only																				
Establish HDD Exit Pit Compound - Reuse from previous HDD in Section	22	0								0.0										
Mobilisation of HDD Kit and Welfare to compound - Reuse from previous HDD in Section	22	0								0.0										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	7									0.3									
Demobilisation of HDD Kit and welfare	22	2										0.1								
Remove of onshore HDD Exit Compound	22	31										1.4								
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	44	365												8.3	8.3					
Site access Removal	22	10													0.5					
Average Section Skip HGV Movements Per Day	110	11						0.1	0.1	0.1	0.1	0.1								
Total HGVs per day			0.0	0.0	0.5	8.3	8.3	1.6	11.7	11.4	0.4	3.0	1.2	8.3	8.8	0.0	0.0	0.0	0.0	0.0
Total two-way HGV movements per day			0.0	0.0	0.9	16.6	16.6	3.2	23.3	22.7	0.8	6.0	2.5	16.6	17.5	0.0	0.0	0.0	0.0	0.0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10B2

Indicative Construction Plant Requirements

Plant requirements and engineering staff considered for section 10B as a whole and is covered in section 10B1

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer																		
30T Excavator																		
20T Dumper																		
Smooth Drum vibrio road roller																		
21T excavator																		
5T Forward Tipping Dumper																		
Loading shovel																		
Trench Roller																		
Tractor & fencing kit																		
Tractor & trailer																		
Tractor & Fuel bowser (or self-propelled)																		
Tractor & Water bowser (for dust suppression)																		
Tractor & cable drum trailer																		
Tractor & soil tiller, roller, seeder																		
Cement mixer																		
Mobile crane																		
Grader																		
Cable laying tracked crane																		
Cable winch																		
Pre-cast concrete truck																		
Mobile concrete pump																		
Telehandler																		
Mobile self-contained welfare unit																		
Crawler Crane																		
Mobile generator HGV Movements (corrected for 2 per delivery)																		
Temporary lighting HGV Movements (corrected for 8 per delivery)																		
Road surface paver & roller																		
Pump HGV Movements (corrected for 4 per delivery)																		
Total Plant Onsite In Section Per Month	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total HGV Movements	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average HGV Movements Per Day	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10B2

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish site accesses	22	66			3															
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	44	132				3	3													
Cable Construction Works																				
Trench Excavation and duct installation	44	88							2	2										
Trench Backfill with CBS and protective covers	44	88							2	2										
Jointing Bay Excavation	22	44										2								
Jointing Bay Base Construction	22	44										2								
Pulling and connection of cables	22	66											3							
Backfill over Jointing Bays	22	44											2							
Minor HDD crossing of Newbald Road - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	44						2												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	44							2											
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section	22	22								1										
Minor HDD crossing of A1174 - HDD Exit Only																				
Establish HDD Exit Pit Compound - Reuse from previous HDD in Section	22	22								1										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	44									2									
Remove of onshore HDD Exit Compound	22	44										2								
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	52	156												3	3					
Site access Removal	26	78													3					
Average Total Employees per day			0	0	3	3	3	2	6	6	2	6	5	3	6	0	0	0	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			0	0	6	6	6	4	12	12	4	12	10	6	12	0	0	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10B2
Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	0	0	1	17	17	3	23	23	1	6	2	17	18	0	0	0	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	0	0	1	19	19	4	26	25	1	7	3	19	20	0	0	0	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average total two-way HGV Movements Per Day	**0**	**0**	**1**	**19**	**19**	**4**	**26**	**25**	**1**	**7**	**3**	**19**	**20**	**0**	**0**	**0**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	0	0	6	6	6	4	12	12	4	12	10	6	12	0	0	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**0**	**0**	**7**	**7**	**7**	**5**	**14**	**14**	**5**	**14**	**11**	**7**	**14**	**0**	**0**	**0**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**0**	**0**	**8**	**26**	**26**	**9**	**40**	**39**	**6**	**21**	**14**	**26**	**34**	**0**	**0**	**0**	**0**	**0**

Section 16B1

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCCs and site accesses	44	195		4.4	4.4															
Mobilisation of Welfare and Operation Plant to TCC	22	13		0.6																
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	44	606				13.8	13.8													
Cable Construction Works																				
Trench Excavation and duct installation	44	367											8.3	8.3						
Trench Backfill with CBS and protective covers	44	282											6.4	6.4						
Jointing Bay Excavation	44	22												0.5	0.5					
Jointing Bay Base Construction	44	22												0.5	0.5					
Pulling and connection of cables	44	27													0.6	0.6				
Backfill over Jointing Bays	44	13													0.3	0.3				
Minor HDD crossing of Newbald Road - HDD Entry Only																				
Establish HDD Entry Pit Compound	22	51						2.3												
Mobilisation of HDD Kit and Welfare to compound	22	17						0.8												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	12							0.5											
Demobilisation of HDD Kit and welfare - Reuse at next HDD in Section	22	0								0.0										
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section	22	0								0.0										
Minor HDD crossing of B1230 - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds - Reuse from previous HDD in Section additional materials delivered to site.	22	31								1.4										
Mobilisation of HDD Kit and Welfare to compounds - Reuse from previous HDD in Section additional equipment delivered to site.	22	2								0.1										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	19									0.9									
Demobilisation of HDD Kit and welfare - Reuse at next HDD in Section	22	17										0.8								
Remove of onshore HDD Entry and Exit Compound - Reuse at next HDD in Section Surplus material removed from site.	44	51										0.0			2.3					
Minor HDD crossing of A1079 - HDD Exit Only																				
Establish HDD Exit Pit Compound - Reuse from previous HDD in Section	22	0										0.0								
Mobilisation of HDD Kit and Welfare to compound - Reuse from previous HDD in Section	22	0										0.0								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	7											0.3							
Demobilisation of HDD Kit and welfare	22	2												0.1						
Remove of onshore HDD Exit Compound	22	31													1.4					
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	44	606															13.8	13.8		
Demobilisation of Welfare from TCC	22	13																0.3		
TCC and access road Removal	44	195															4.4	4.4		
Average Section Skip HGV Movements Per Day	330	127		0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4		
Total HGVs per day			0.0	5.4	4.8	14.2	14.2	3.5	0.9	1.9	1.2	1.2	15.5	16.2	6.0	1.3	18.6	18.9	0.0	0.0
Total two-way HGV movements per day			0.0	10.8	9.6	28.3	28.3	6.9	1.9	3.8	2.5	2.3	30.9	32.5	12.0	2.6	37.2	37.8	0.0	0.0

Section 16B1

Indicative Construction Plant Requirements

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer		1	1	1	1	1		2		2			3	2	3	3		
30T Excavator		2	2	2	2	2		2		2	3	3	4	2	3	3		
20T Dumper		3	3	3	3			2		2	4	4	6	2	4	4		
Smooth Drum vibrio road roller		1	1	1	1	1		1		1			1		2	2		
21T excavator		1	1	1	1	1		1		1	3	3	2	1	2	2		
5T Forward Tipping Dumper		1	1	1	1	1		1		1	3	3	2	1	2	2		
Loading shovel		1	1	1	1	1		2		2	3	3	2	1	3	3		
Trench Roller											2	2	1	1				
Tractor & fencing kit		1	1	1	1	1		1		1			1		1	1		
Tractor & trailer		1	1	1	1	1		1		1	2	2	2		2	2		
Tractor & Fuel bowser (or self-propelled)		1	1	1	1	1		1		1	1	1	1	1	1	1		
Tractor & Water bowser (for dust suppression)		1	1	1	1	1		1		1	1	1	1	1	1	1		
Tractor & cable drum trailer													1	1				
Tractor & soil tiller, roller, seeder															1	1		
Cement mixer																		
Mobile crane																		
Grader		1	1	1	1	1		1		1								
Cable laying tracked crane																		
Cable winch													1	1				
Pre-cast concrete truck																		
Mobile concrete pump													1					
Telehandler		1	1	1	1	1		1		1	2	2	1					
Mobile self-contained welfare unit		1	1	1	1	1		1		1	1	1	1	1	1	1		
Crawler Crane											1	1						
Mobile generator HGV Movements (corrected for 2 per delivery)		2	2	1	1	1		1		1	2	2	5	2	2	2		
Temporary lighting HGV Movements (corrected for 8 per delivery)		1	1	2	2	1		1		1	2	2	3	1	2	2		
Road surface paver & roller		1	1															
Pump HGV Movements (corrected for 4 per delivery)											1	1	2	1				
Total Plant Onsite In Section Per Month	0	21	21	20	20	16	0	20	0	20	31	31	41	19	30	30	0	0
Total HGV Movements	0	21	0	3	0	4	16	20	20	20	21	0	22	22	19	30	0	0
Average HGV Movements Per Day	0.0	1.0	0.0	0.1	0.0	0.2	0.7	0.9	0.9	0.9	1.0	0.0	1.0	1.0	0.9	1.4	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	0	2	0	1	0	1	2	2	2	2	2	0	2	2	2	3	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 16B1
Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCC and site accesses	44	132		3	3															
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	44	132				3	3													
Cable Construction Works																				
Trench Excavation and duct installation	44	88											2	2						
Trench Backfill with CBS and protective covers	44	88											2	2						
Jointing Bay Excavation	44	88												2	2					
Jointing Bay Base Construction	44	88												2	2					
Pulling and connection of cables	44	132													3	3				
Backfill over Jointing Bays	44	88													2	2				
Minor HDD crossing of Newbald Road - HDD Entry Only																				
Establish HDD Entry Pit Compound	22	44						2												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	66							3											
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section	22	22								1										
Minor HDD crossing of B1230 - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds - Reuse from previous HDD in Section additional materials delivered to	22	22								1										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	110									5									
Remove of onshore HDD Entry and Exit Compound - Reuse at next HDD in Section Surplus material removed from site.	44	66										1			2					
Minor HDD crossing of A1079 - HDD Exit Only																				
Establish HDD Exit Pit Compound - Reuse from previous HDD in Section	22	22										1								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	44											2							
Remove of onshore HDD Exit Compound	22	44													2					
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	52	156															3	3		
TCC and access road Removal	52	156															3	3		
Plant Operators																				
Overall Plant Operators	390	6,682		17	17	16	16	13	0	17	0	17	25	25	30	14	25	25		
Section 16B1 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	390	1,560		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
Average Total Employees per day			0	24	24	23	23	19	7	23	9	23	35	37	47	23	35	35	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			0	48	48	46	46	38	14	46	18	46	70	74	94	46	70	70	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 16B1
Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	0	11	10	28	28	7	2	4	2	2	31	32	12	3	37	38	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	0	12	11	31	31	8	3	5	3	3	34	36	14	3	41	42	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	0	2	0	1	0	1	2	2	2	2	2	0	2	2	2	3	0	0
Average total two-way HGV Movements Per Day	**0**	**14**	**11**	**32**	**31**	**9**	**5**	**7**	**5**	**5**	**36**	**36**	**16**	**5**	**43**	**45**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	0	48	48	46	46	38	14	46	18	46	70	74	94	46	70	70	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**0**	**53**	**53**	**51**	**51**	**42**	**16**	**51**	**20**	**51**	**77**	**82**	**104**	**51**	**77**	**77**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**0**	**67**	**64**	**83**	**82**	**51**	**21**	**58**	**25**	**56**	**113**	**118**	**120**	**56**	**120**	**122**	**0**	**0**

Section 14 (Including 400kV)

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCCs and site accesses	44	190	4.3	4.3																
Mobilisation of Welfare and Operation Plant to TCC	22	13	0.6																	
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	66	855		13.0	13.0	13.0														
Cable Construction Works																				
Trench Excavation and duct installation	88	581						6.6	6.6	6.6	6.6									
Trench Backfill with CBS and protective covers	88	430						4.9	4.9	4.9	4.9									
Jointing Bay Excavation	44	30										0.3	0.3							
Jointing Bay Base Construction	44	32										0.4	0.4							
Pulling and connection of cables	44	74												0.8	0.8					
Backfill over Jointing Bays	44	18												0.2	0.2					
Major HDD Crossing of Bentley Moor Wood - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compound	22	119						5.4												
Mobilisation of HDD Kit and Welfare to compounds	22	30						1.4												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	184							4.2											
Demobilisation of HDD Kit and welfare - Reused at next HDD in section	22	5								0.2										
Remove of onshore HDD Entry and Exit Compounds - materials reused at next HDD in section	44	49								0.0					2.2					
Major HDD Crossing of the A164 and Proposed Road at Jocks Lodge - HDD Entry Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in Section	22	0								0.0										
Mobilisation of HDD Kit and Welfare to compounds - Reuse from previous HDD in Section	22	0								0.0										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	144									6.5									
Demobilisation of HDD Kit and welfare	22	25										1.1								
Remove of onshore HDD Entry and Exit Compounds - materials reused at next HDD in section	22	18										0.8								
Minor HDD crossing of A1079 - HDD Entry																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in Section additional materials delivered to site.	22	0										0.0								
Mobilisation of HDD Kit and Welfare to compounds	22	17										0.8								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	19											0.4							
Demobilisation of HDD Kit and welfare	22	17												0.8						
Remove of onshore HDD Entry Compounds	22	52												2.4						
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	66	855																13.0	13.0	13.0
Demobilisation of Welfare from TCC	22	13																		0.6
TCC and access road Removal	44	190																	4.3	4.3
Average Section Skip HGV Movements Per Day	396	146	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Total HGVs per day			5.3	17.6	13.3	13.3	0.4	18.6	16.0	12.1	18.4	3.8	1.5	4.6	3.6	0.4	0.4	13.3	17.6	18.2
Total two-way HGV movements per day			10.6	35.3	26.6	26.6	0.7	37.3	32.1	24.2	36.8	7.6	3.0	9.1	7.3	0.7	0.7	26.6	35.3	36.5

Section 14

Indicative Construction Plant Requirements

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer	1	2	1	1		1		2		2		3	3			2	3	3
30T Excavator	2	3	2	2		4	3	4	3	3	2	4	4			2	3	3
20T Dumper	3	3	3	3		4	4	4	4	4	2	4	4			2	4	4
Smooth Drum vibrio road roller	1	2	1	1		1		1		1		1	1			1	2	2
21T excavator	1	2	1	1		3	3	3	3	2	1	2	2			1	2	2
5T Forward Tipping Dumper	1	2	1	1		3	3	3	3	2	1	2	2			1	2	2
Loading shovel	1	2	1	1		3	3	3	3	2		3	3			2	3	3
Trench Roller						2	2	2	2			1	1					
Tractor & fencing kit	1	1	1	1		1		1		1		1	1			1	1	1
Tractor & trailer	1	2	1	1		2	2	1	2	2	1	1	1			1	2	2
Tractor & Fuel bowser (or self-propelled)	1	1	1	1		1	1	1	1	1	2	1	1			1	1	1
Tractor & Water bowser (for dust suppression)	1	1	1	1		1	1	1	1	1	2	1	1			1	1	1
Tractor & cable drum trailer												1	1					
Tractor & soil tiller, roller, seeder																1	1	1
Cement mixer																		
Mobile crane																		
Grader	1	2	1	1		1		1		1								
Cable laying tracked crane																		
Cable winch												1	1					
Pre-cast concrete truck																		
Mobile concrete pump										1	1							
Telehandler	1	2	1	1		2	2	1	2	1	1							
Mobile self-contained welfare unit	1	1	1	1		1	1	1	1	1	1	1	1			1	1	1
Crawler Crane						1	1	1	1									
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1		3	2	3	2	3	2	3	3			1	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2		3	2	3	2	2	1	2	2			2	2	2
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)						1	1	1	1	1	1	1	1					
Total Plant Onsite In Section Per Month	21	31	20	20	0	38	31	37	31	31	18	33	33	0	0	20	30	30
Total HGV Movements	21	10	11	0	20	38	7	10	10	14	17	23	0	33	0	20	10	30
Average HGV Movements Per Day	1.0	0.5	0.5	0.0	0.9	1.7	0.3	0.5	0.5	0.6	0.8	1.0	0.0	1.5	0.0	0.9	0.5	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	0	2	4	1	1	1	2	2	3	0	3	0	2	1	3

Section 14

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCC and site accesses	44	132	3	3																
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	66	198		3	3	3														
Cable Construction Works																				
Trench Excavation and duct installation	88	176						2	2	2	2									
Trench Backfill with CBS and protective covers	88	176						2	2	2	2									
Jointing Bay Excavation	44	88										2	2							
Jointing Bay Base Construction	44	88										2	2							
Pulling and connection of cables	44	132												3	3					
Backfill over Jointing Bays	44	88												2	2					
Major HDD Crossing of Bentley Moor Wood - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compound	22	44						2												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	198							9											
Remove of onshore HDD Entry and Exit Compounds - materials reused at next HDD in section	44	66								1					2					
Major HDD Crossing of the A164 and Proposed Road at Jocks Lodge - HDD Entry Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in Section	22	22								1										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	132									6									
Remove of onshore HDD Entry and Exit Compounds - materials reused at next HDD in section	22	22										1								
Minor HDD crossing of A1079 - HDD Entry																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in Section additional materials delivered to site.	22	22										1								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	66											3							
Remove of onshore HDD Entry Compound	22	44												2						
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	78	234																3	3	3
TCC and access road Removal	52	156																	3	3
Plant Operators																				
Overall Plant Operators	468	8,814	17	26	16	16	0	30	25	29	25	24	13	26	26	0	0	16	25	25
Section 14 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	468	1,872	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Average Total Employees per day			24	36	23	23	4	40	42	39	39	34	24	37	37	4	4	23	35	35
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	72	46	46	8	80	84	78	78	68	48	74	74	8	8	46	70	70

Section 14
Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	11	35	27	27	1	37	32	24	37	8	3	9	7	1	1	27	35	36
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	12	40	30	30	1	42	36	27	41	9	4	11	9	1	1	30	40	41
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	0	2	4	1	1	1	2	2	3	0	3	0	2	1	3
Average total two-way HGV Movements Per Day	**14**	**41**	**31**	**30**	**3**	**46**	**37**	**28**	**42**	**11**	**6**	**14**	**9**	**4**	**1**	**32**	**41**	**44**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	46	46	8	80	84	78	78	68	48	74	74	8	8	46	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**80**	**51**	**51**	**9**	**88**	**93**	**86**	**86**	**75**	**53**	**82**	**82**	**9**	**9**	**51**	**77**	**77**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**67**	**121**	**82**	**81**	**12**	**134**	**130**	**114**	**128**	**86**	**59**	**96**	**91**	**13**	**10**	**83**	**118**	**121**

Annex 6a

Appendix E. Programme and Average Monthly Vehicle Movements

Substation Construction Zone 4

Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	MONTH																																												
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Enabling Works																																																
Establish TCCs and site accesses	66	1,015	15.4	15.4	15.4																																										
Mobilisation of Welfare and Operation Plant to TCC	22	75		3.4																																										
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	22	0		0.0																																									
Construction of Permanent Access Road	44	711		16.2	16.2																																									
Development Platform Earthworks	132	5,478				41.5	41.5	41.5	41.5	41.5	41.5																																				
Installation of Permanent Drainage	44	223								5.1	5.1																																				
Substation Structural and Electrical Installation																																															
Construction of External Surfacing within Substation Zone	330	2,616										7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9																					
Foundation Works	330	5,485										16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6																					
Sub-structure Works	330	130													0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4																				
Super-Structure Works	286	29																0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1																				
Construction of Auxiliary Supply to Substation	22	12																					0.5																									
M&E Kit Installation	220	371																								1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7												
Wiring Up	220	0																								0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0												
Commissioning																																															
Commissioning	198	0																																		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Reinstatement																																															
Demobilisation of Welfare from TCC	66	75																																											1.1	1.1	1.1
TCC and access road Removal	66	1,003																																										15.2	15.2	15.2
Average Section Skip HGV Movements Per Day	990	776	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Total HGVs per day			16	36	32	42	42	42	42	47	47	25	25	25	26	26	26	26	26	26	26	26	26	26	26	28	3	3	3	3	2	2	2	2	2	1	1	1	1	1	1	1	1	1	17	17	17
Total two-way HGV movements per day			32	71	65	85	85	85	85	95	95	51	51	51	51	51	51	52	52	52	52	52	53	52	52	55	6	6	6	5	5	5	5	5	5	2	2	2	2	2	2	2	2	2	34	34	34

Monthly Construction Plant Requirements

Activity	Months																																														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
D6 Dozer	1	2	2	3	3	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1																			2	2	2
30T excavator	2	3	4	4	4	4	4	4	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2																			2	2	2
20T Dumper	3	3	4	8	8	8	8	8	8	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4																			2	2	2
Smooth Drum vibrio road roller	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2																			1	1	1
21T excavator	1	2	2	2	2	2	2	2	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4																1	1	1
5T Forward Tipping Dumper	1	2	2	2	2	2	2	2	2	2	2	2	4	4	4	4	4	4	4	4	4	4	4	4	2	2	2																1	1	1
Loading shovel	1	2	2				1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2																			2	2	2
Trench Roller								1	1												1																									
Tractor & fencing kit	1	1	1																																									1	1	1
Tractor & trailer	1	2	1					1	1	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	6	3	3	3	3	3									1	1	1
Tractor & Fuel bowser (or self-propelled)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1									1	1	1
Tractor & Water bowser (for dust suppression)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1																			1	1	1
Tractor & cable drum trailer																																														
Tractor & soil tiller, roller, seeder																																											1	1	1
Cement mixer																																														
Mobile crane																																														
Grader	1	2	2							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1																						
Cable laying tracked crane																																														
Cable winch																																														
Pre-cast concrete truck																																														
Mobile concrete pump																																														
Telehandler	1	2	2					1	1				2	2	2	2	2	2	2	2	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2					
Mobile self-contained welfare unit	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Crawler Crane								1	1												1																									
Mobile generator	2	2	2					1	1	1	1	1	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	2	2	3	3	3	3	3	3	3	3	1	1	1
Temporary lighting	1	3	3	3	3	3	3	4	4	4	4	4	5	5	5	6	6	6	6	6	6	6	6	7	6	6	6	6	4	4	4	4	4	4	4	4	4	4	4	4	4	4	1	1	1
Road surface paver & roller	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1																						
Pump				1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1																			
Concrete batching plant										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1																			
Dry-mix silos										2	2	2	2	2	2	2	2	2	2	2	3	2	2	2	2	2	2	2																			
Cement mixer																1	1	1	1	1	1	1	1	1	1	1	1	1																			
Mobile crane (light for general use)													2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2												
Mobile crane (heavy)																								1	1	1	1	1	1	1	1	1	1												
Specialist heavy-lifting gantry & associated equipment																								1	1	1	1	1	1	1	1	1	1												
Static crane																1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1												
Pre-cast concrete truck										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1																	
Mobile concrete pump										1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	2	2	2	1																	
3T Forward Tipping Dumper													2	2	2	2	2	2	2	2	2	2	2	2	2	2	2																		
Scissor lift																2	2	2	2	2	2	2	2	4	4	4	4	4	2	2	2	2	2	4	4	4	4	4	4	4	4				
Mobile powered aerial platform (boom lift / 'cherry picker')																2	2	2	2	2	2	2	2	4	4	4	4	4	2	2	2	2	2	4	4	4	4	4	4	4	4				
Scaffolding																8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8												
Formwork										8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8																	
JCB Wheeled excavator													2	2	2	2	2	2	2	2	4	2	2	2	2	2	2	2																	
Forklift																								2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3			
Total Plant Onsite In Section Per Month	21	32	33	28	28	28	28	35	35	43	43	43	57	57	57	73	73	73	73	73	82	73	73	82	65	65	65	58	32	32	32	32	32	21	21	21	21	21	21	21	21	21	19	19	19
Total HGV Movements	21	11	3	17	0	0	0	7	0	30	0	0	14	0	0	16	0	0	0	0	9	9	0	9	19	0	0	13	26	0	0	0	0	23	0	0	0	0	0	0	0	0	34	0	19
Average HGV Movements Per Day	1.0	0.5	0.1	0.8	0.0	0.0	0.0	0.3	0.0	1.4	0.0	0.0	0.6	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.4	0.9	0.0	0.0	0.6	1.2	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.9
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	2	0	0	0	1	0	3	0	0	2	0	0	2	0	0	0	0	1	1	0	1	2	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	0	0	4	0	2

Annex 6a

Appendix E. Programme and Average Monthly Vehicle Movements

Substation Construction

Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Months																																												
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Enabling Works																																																	
Establish TCCs and site accesses	78	234	3	3	3																																										
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	26	78		3																																											
Construction of Permanent Access Road	52	208		4	4																																										
Development Platform Earthworks	156	0				0	0	0	0	0	0																																					
Installation of Permanent Drainage	52	156								3	3																																					
Substation Structural and Electrical Installation																																																
Construction of External Surfacing within Substation Zone	390	2,340										6	6	6	6	6	6	6	6	6	6	6	6	6	6																					
Foundation Works	390	2,340										6	6	6	6	6	6	6	6	6	6	6	6	6	6																					
Sub-structure Works	390	2,340													6	6	6	6	6	6	6	6	6	6	6	6	6	6																			
Super-Structure Works	338	2,028																6	6	6	6	6	6	6	6	6	6	6	6																			
Construction of Auxiliary Supply to Substation	26	78																					3																									
M&E Kit Installation	286	2,288																							8	8	8	8	8	8	8	8	8	8	8												
Wiring Up	286	2,288																							8	8	8	8	8	8	8	8	8	8	8												
Commissioning																																																
Commissioning	234	2,340																																		10	10	10	10	10	10	10	10	10				
Reinstatement																																																
TCC and access road Removal	78	234																																												3	3	3
Plant Operators																																															
Overall Plant Operators	1170	26,052	17	26	27	23	23	23	23	28	28	25	25	25	36	36	36	37	37	37	37	37	45	37	37	41	26	26	26	20	13	13	13	13	13	5	5	5	5	5	5	5	5	5	16	16	16
Substation Engineering Personnel																																															
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	1170	4,680	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Project Engineering Personnel Based at Substation																																															
Head Engineer, 2 x Admin Staff, QS, Assistant QS, Overall Site Foreman, H&S Supervisor, H&S Assistant, Environmental Clerk, Assistant Environmental Clerk, Lead Surveyor, 2 x catering staff, 2 x client representative, 2 x owners engineers, 3 x additional allowance	1170	23,400	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Average Total Employees per day			44	60	58	47	47	47	47	55	55	61	61	61	78	78	78	85	85	85	85	85	96	85	101	105	78	78	78	66	53	53	53	53	53	39	39	39	39	39	39	39	39	39	43	43	43
Maximum Total Employee Two-way Movements Per Day (car/small van)			88	120	116	94	94	94	94	110	110	122	122	122	156	156	156	170	170	170	170	170	192	170	202	210	156	156	156	132	106	106	106	106	106	78	78	78	78	78	78	78	78	78	86	86	86

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Total Vehicle Movement Requirements (Substation)

Activity	Week																																															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	32	71	65	85	85	85	85	95	95	51	51	51	51	51	51	52	52	52	52	52	53	52	52	55	6	6	6	5	5	5	5	5	5	2	2	2	2	2	2	2	2	2	34	34	34
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	39	85	77	101	101	101	101	113	113	61	61	61	61	61	61	62	62	62	62	62	63	62	62	66	8	8	8	7	6	6	6	6	6	2	2	2	2	2	2	2	2	2	41	41	41
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Week	2	1	1	2	0	0	0	1	0	3	0	0	2	0	0	2	0	0	0	0	1	1	0	1	2	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	0	0	4	0	2
Average total two-way HGV Movements Per Day	**41**	**86**	**78**	**103**	**101**	**101**	**101**	**114**	**113**	**64**	**61**	**61**	**63**	**61**	**61**	**64**	**62**	**62**	**62**	**62**	**64**	**63**	**62**	**67**	**10**	**8**	**8**	**9**	**9**	**6**	**6**	**6**	**6**	**5**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**45**	**41**	**43**
Maximum Total Employee Two-way Movements Per Day (car/small van)	88	120	116	94	94	94	94	110	110	122	122	122	156	156	156	170	170	170	170	170	192	170	202	210	156	156	156	132	106	106	106	106	106	78	78	78	78	78	78	78	78	78	86	86	86
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**97**	**132**	**128**	**104**	**104**	**104**	**104**	**121**	**121**	**135**	**135**	**135**	**172**	**172**	**172**	**187**	**187**	**187**	**187**	**187**	**212**	**187**	**223**	**231**	**172**	**172**	**172**	**146**	**117**	**117**	**117**	**117**	**117**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**95**	**95**	**95**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**138**	**218**	**206**	**207**	**205**	**205**	**205**	**235**	**234**	**199**	**196**	**196**	**235**	**233**	**233**	**251**	**249**	**249**	**249**	**249**	**276**	**250**	**285**	**298**	**182**	**180**	**180**	**155**	**126**	**123**	**123**	**123**	**123**	**91**	**88**	**88**	**88**	**88**	**88**	**88**	**88**	**88**	**140**	**136**	**138**

Section 15

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month																
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCCs and site accesses	44	192	4.4	4.4																
Mobilisation of Welfare and Operation Plant to TCC	22	13	0.6																	
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	88	790		9.0	9.0	9.0	9.0													
Cable Construction Works																				
Trench Excavation and duct installation	88	818									9.3	9.3	9.3	9.3						
Trench Backfill with CBS and protective covers	88	586									6.7	6.7	6.7	6.7						
Jointing Bay Excavation	66	44											0.7	0.7	0.7					
Jointing Bay Base Construction	66	45											0.7	0.7	0.7					
Pulling and connection of cables	66	96												1.5	1.5	1.5				
Backfill over Jointing Bays	66	26												0.4	0.4	0.4				
Major HDD Crossing of the A164 and Proposed Road at Jocks Lodge - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	1								0.0										
Mobilisation of HDD Kit and Welfare to compounds	22	5								0.2										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	67									3.0									
Demobilisation of HDD Kit and welfare	22	5										0.2								
Remove of onshore HDD Exit Compound	22	1										0.0								
Minor HDD crossing of National Grid High Pressure Gas Main - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds	22	97			4.4															
Mobilisation of HDD Kit and Welfare to compounds	22	19				0.9														
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	103					4.7													
Demobilisation of HDD Kit and welfare - Reused at next HDD in section	22	19						0.9												
Remove of onshore HDD Entry and Exit Compounds - Reuse in next HDD in section. Surplus removed from site	22	49						2.2												
Minor HDD crossing of Hornsea 4 Access (Northern Route)- HDD Entry and Exit																				
Establish HDD Exit Pit Compound - Reuse from previous HDD's in Section	22	0						0.0												
Mobilisation of HDD's Kit and Welfare to compounds - Reuse from previous HDD in Section	22	0						0.0												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	58							1.3											
Demobilisation of HDD Kit and welfare	22	0								0.0										
Remove of onshore HDD Entry and Exit Compounds	22	0								0.0										
Minor HDD crossing of SABIC / INEOS High Pressure Ethylene Pipeline (Northern Route) - HDD Entry and Exit																				
Establish HDD Exit Pit Compound - Reuse from previous HDD's in Section	22	0										0.0								
Mobilisation of HDD's Kit and Welfare to compounds - Reuse from previous HDD in Section	22	0										0.0								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	58											1.3							
Demobilisation of HDD Kit and welfare	22	0												0.0						
Remove of onshore HDD Entry and Exit Compounds	22	49												2.2						
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	88	790															9.0	9.0	9.0	9.0
Demobilisation of Welfare from TCC	22	13																		0.6
TCC and access road Removal	44	192																	4.4	4.4
Average Section Skip HGV Movements Per Day	396	166	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
		Total HGVs per day	5.4	13.7	13.8	10.3	14.1	3.5	1.7	0.7	19.4	16.6	19.0	21.8	3.6	2.3	9.4	9.4	13.7	14.3
		Total two-way HGV movements per day	10.7	27.5	27.6	20.5	28.2	7.0	3.5	1.3	38.8	33.2	38.1	43.6	7.2	4.5	18.8	18.8	27.5	28.7

Section 15

Indicative Construction Plant Requirements

Plant	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer	1	2	1	1	1	2		2		2		3	2	2	2	2	3	3
30T Excavator	2	3	3	2	2	2		2	3	4	3	3	3	2	2	2	3	3
20T Dumper	3	3	3	3	3	2		2	4	4	4	6	4	2	2	2	4	4
Smooth Drum vibrio road roller	1	2	2	1	1	1		1		1		1			1	1	2	2
21T excavator	1	2	2	1	1	1		1	3	3	3	3	2	1	1	1	2	2
5T Forward Tipping Dumper	1	2	2	1	1	1		1	3	3	3	3	2	1	1	1	2	2
Loading shovel	1	2	2	1	1	2		2	3	3	3	3	1	1	2	2	3	3
Trench Roller									2	2	2	2	1	1				
Tractor & fencing kit	1	1	1	1	1	1		1		1		1			1	1	1	1
Tractor & trailer	1	2	1	1	1	1		1	2	1	2	2	1		1	1	2	2
Tractor & Fuel bowser (or self-propelled)	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1
Tractor & Water bowser (for dust suppression)	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1
Tractor & cable drum trailer												1	1	1				
Tractor & soil tiller, roller, seeder															1	1	1	1
Cement mixer																		
Mobile crane																		
Grader	1	2	1	1	1	1		1		1								
Cable laying tracked crane																		
Cable winch												1	1	1				
Pre-cast concrete truck																		
Mobile concrete pump												1	1					
Telehandler	1	2	1	1	1	1		1	2	1	2	1	1					
Mobile self-contained welfare unit	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1
Crawler Crane									1	1	1	1						
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	2	1	1	1		1	2	3	2	7	4	2	1	1	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	2	1		1	2	3	2	5	2	1	2	2	2	2
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)									1	1	1	3	2	1				
Total Plant Onsite In Section Per Month	21	31	26	20	20	20	0	20	31	37	31	50	31	19	20	20	30	30
Total HGV Movements	21	10	5	6	0	4	20	20	21	10	10	21	19	12	11	0	10	30
Average HGV Movements Per Day	1.0	0.5	0.2	0.3	0.0	0.2	0.9	0.9	1.0	0.5	0.5	1.0	0.9	0.5	0.5	0.0	0.5	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	1	0	1	2	2	2	1	1	2	2	2	1	0	1	3

Section 15

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Establish TCC and site accesses	44	132	3	3																
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	88	264		3	3	3	3													
Cable Construction Works																				
Trench Excavation and duct installation	88	176									2	2	2	2						
Trench Backfill with CBS and protective covers	88	176									2	2	2	2						
Jointing Bay Excavation	66	132											2	2	2					
Jointing Bay Base Construction	66	132											2	2	2					
Pulling and connection of cables	66	198												3	3	3				
Backfill over Jointing Bays	66	132												2	2	2				
Major HDD Crossing of the A164 and Proposed Road at Jocks Lodge - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	22								1										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of	22	66									3									
Remove of onshore HDD Exit Compound	22	22										1								
Minor HDD crossing of National Grid High Pressure Gas Main - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds	22	44			2															
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of	22	110					5													
Remove of onshore HDD Entry and Exit Compounds - materials reused at next HDD in section	22	22						1												
Minor HDD crossing of Hornsea 4 Access (Northern Route)- HDD Entry and Exit																				
Establish HDD Exit Pit Compound - Reuse from previous HDD's in Section	22	22						1												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of	22	110							5											
Remove of onshore HDD Entry and Exit Compounds	22	22								1										
Minor HDD crossing of SABIC / INEOS High Pressure Ethylene Pipeline - HDD Entry and Exit																				
Establish HDD Exit Pit Compound - Reuse from previous HDD's in Section	22	22										1								
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of	22	110											5							
Remove of onshore HDD Entry and Exit Compounds	22	44												2						
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	104	312															3	3	3	3
TCC and access road Removal	52	156																	3	3
Plant Operators																				
Overall Plant Operators	468	9,386	17	26	21	16	16	17	0	17	25	29	25	34	22	14	16	16	25	25
Section 15 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	468	1,872	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Average Total Employees per day			24	36	30	23	28	23	9	23	36	39	42	53	35	23	23	23	35	35
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	72	60	46	56	46	18	46	72	78	84	106	70	46	46	46	70	70

Section 15
Indicative Total Vehicle Movement Requirements

Activity	Month																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements	11	27	28	21	28	7	3	1	39	33	38	44	7	5	19	19	27	29
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle	12	31	29	22	30	8	4	2	41	35	40	46	8	5	20	20	29	30
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	1	0	1	2	2	2	1	1	2	2	2	1	0	1	3
Average total two-way HGV Movements Per Day	**14**	**32**	**30**	**23**	**30**	**9**	**6**	**4**	**43**	**36**	**41**	**48**	**10**	**7**	**21**	**20**	**30**	**33**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	60	46	56	46	18	46	72	78	84	106	70	46	46	46	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**80**	**66**	**51**	**62**	**51**	**20**	**51**	**80**	**86**	**93**	**117**	**77**	**51**	**51**	**51**	**77**	**77**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**67**	**112**	**96**	**74**	**92**	**60**	**26**	**55**	**123**	**122**	**134**	**165**	**87**	**58**	**72**	**71**	**107**	**110**

RWE

Vendor Coversheet

Project Name:	**Dogger Bank South (DBS)**	**Package No:**	WP7

Document Title:	Onshore Cable Route and Substation Construction Metrics - Co-located HVDC - Sequential Construction
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Registered office:
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Client	**RWE**
Project	**Dogger Bank South Offshore Wind Farm**
Document Title	**Onshore Cable Route and Substation Construction Metrics** **Co-located HVDC - Sequential Construction**
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Date	**20/10/2023**
Prepared By	**Alastair Macfarlane** **Renewable Energy Engineer**
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Approved By	**Aidan Harber** **Renewable Engineering Director**



Contents

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Notes:

1. Construction Metrics based on Wardell Armstrong Shapefiles
- 100m Cable Corridor Rev J - Dated 22.09.2023
- Indicative Zone of Off Route Access Rev L - Dated 22.09.2023
- Onward Connection to National Grid Rev E - Dated 22.09.2023
- Substation General Arrangements and Engineering Designs issued 29.09.2023

These metrics assumed construction of DBS West and DBS East as co-located convertor stations within Substation Zone 4. Any changes in the routeing of the Onshore Cable Corridor and substation designs may result in updates of these construction metrics. It has been assumed that the projects would be installed sequentially with:

o First project install landfall and onshore cable ducts for second project along with full reinstatement of cable route. (start month 13 of overall programme – total duration 18 months)

o First project also complete all earthworks, drainage and permanent access for second project convertor station. No reinstatement at convertor station zone proposed (Start month 1 of overall programme – total duration 45 months)

o Second project cable route includes for construction of Access, TCC (c. 50% of that for main works) and haul road for entire length prior to jointing bay construction and cable pull, followed by full reinstatement. Works within consecutive sections to be spread out to reduce overall peaks in HGV numbers. (These would start Month 40 of overall programme with total duration of 18 months)

o Second project convertor station start Month 37 of overall programme to allow completion Month 72 (six years construction Total) (based on current durations assumed for foundations, sub-structure, super structure, M&E works etc for the convertor station)

2. Tabs in red are working and only used to populate other sections of the metrics and not for reference within main construction metrics output

3. No bulking or compaction ratios have been considered within the calculation of waste soils generated and removed from site or import of materials required as conservative bulk density values. Bulking factor of 1.5 has been used to determine volumes of material stockpile onsite.

4. Sections referred to in these construction metrics are presented within Wardell Armstrong Shapefile - Sections of Onshore Cable Route Rev I - Dated 22.09.2023 with screen shots of sections presented in Appendix H.

5. Short HDD of minor obstacles has not been considered separate to trenching within construction metrics as direct trenching considered to be worst case assessment in terms of materials volumes and traffic movements associated with these crossings.

6. These construction metrics have assumed the following:
- construction of both DBS West and DBS East ac co-located projects within Substation Zone 4
- lengths used within assessment of metrics taken along centre line of onshore cable rout

7. Substation foundation assessment is based on assumption that ground conditions are suitable for a shallow foundation solution.

8. Substation foundation assessment is based on worst case HVDC Rigid Bi-Pole Convertor Station design information provided by Mott MacDonald.

9. Programme presented is indicative only and final construction programme would not be confirmed until detailed design.

10. Section 1 of onshore cable route includes metrics for Landfall Operations including landfall HDD and construction of Transition Joint Bays.

11. Within construction metrics is has been assumed that there is no reuse of haul road materials within / between sections of the onshore cable route. Some reuse of materials for HDDs has been considered within sections.
12. HDD crossings identified are those presented within Wardell Armstrong Obstacle Crossing Register 004491138-05 with obstacle name included within construction metrics to allow referencing.

13. Construction Metrics Assumes Cable Route Split into Following Sections (Presented in Appendix H of these construction metrics):
- Section 1 - Landfall to Minor Watercourse West of Bewholme Lane - Accessed from B1242 Hornsea Road
- Section 2 - Minor Watercourse West of Bewholme Lane to Nunkeeling Drain - Accessed from Dunnington Lane
- Section 3 - Nunkeeling Drain to Minor Watercourse South of Harsell Lane - Accessed from Catfoss Road
- Section 4A - Minor Watercourse South of Harsell Lane to A1035 West Road - Accessed off Catwick Heads
- Section 4B - A1035 West Road to Stream Dike - Accessed off A1035 West Road
- Section 5 - Stream Dike to Monk Dike - Accessed off A165 Whitecross Road
- Section 6A - Monk Dike to Poultry Farm Track - Accessed off A1035
- Section 6B - Poultry Farm Track to Holderness Drain - Accessed off A1035
- Section 7 - Holderness Drain to River Hull - Accessed off Eske Lane
- Section 8 - River Hull to Railway Crossing - Accessed off A1035 Hull Bridge Road
- Section 9 - Railway Crossing to Disused Railway Line - Accessed off Ings Road
- Section 10A1 - Disused Railway Line to A164 Driffield Road - Accessed off A164 Driffield Road
- Section 10A2 - A164 Driffield Road to A1035 - Accessed off A1035
- Section 10B1 - A1035 to A1174 - Accessed off A1035
- Section 10B2 - A1174 to Newbald Road - Accessed off A1174
- Section 16B1 - Newbald Road to A1079 - Accessed off B1230 Broadgate
- Section 14 - A1079 to A164 (Substation Zone 4) - Accessed off A1079
- Section 15 - A164 to National Grid Substation - Accessed off New Jocks Lodge Road or from A1079.

14. Construction metrics have assumed an average of 22 delivery days and working days per month for all activities accept for major HDDs where 24/7 working may be required and therefore 30 working days per month have been assessed, these have retained assumption for 22 delivery days per month.

Appendix E. Programme and Average Monthly Vehicle Movements

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Section 1 (Including Landfall & Transition Bay Works)

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | Month (Project 1) | | |

Section 1 (Including Landfall & Transition Bay Works)

Indicative Construction Plant Requirements

| Plant | Month (Project 1) | | |

Appendix E. Programme and Average Monthly Vehicle Movements

Section 1 (Including Landfall & Transition Bay Works)

Indicative Average Daily Personnel Requirements

| Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc) | Total Working Days | Total Person Days | Month (Project 1) | | |

Appendix E. Programme and Average Monthly Vehicle Movements

Section 1 (Including Landfall & Transition Bay Works)
Indicative Total Vehicle Movement Requirements

Activity	Month (Project 1)																		Month (Project 2)																							
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	21	47	30	30	49	41	58	56	56	56	50	10	16	35	35	30	47	50										0	0	0	0	0	0	11	39	30	30	4	12	7	30	39	40	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	24	53	34	34	55	46	65	63	63	63	56	11	19	40	40	34	53	56										0	0	0	0	0	0	13	44	34	34	5	14	8	34	44	45	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	0	1	1	2	0	0	0	2	2	2	3	0	1	1	3										0	0	0	0	0	0	2	1	1	0	2	2	2	3	1	3	0	0
Average total two-way HGV Movements Per Day	**26**	**54**	**35**	**34**	**56**	**47**	**67**	**63**	**63**	**63**	**58**	**13**	**21**	**43**	**40**	**35**	**54**	**59**										**0**	**0**	**0**	**0**	**0**	**0**	**15**	**45**	**35**	**34**	**7**	**16**	**10**	**37**	**45**	**48**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	46	46	52	56	98	98	98	98	90	108	82	44	44	46	70	70										0	0	0	0	0	0	48	72	46	46	42	82	86	46	70	70	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**80**	**51**	**51**	**58**	**62**	**108**	**108**	**108**	**108**	**99**	**119**	**91**	**49**	**49**	**51**	**77**	**77**										**0**	**0**	**0**	**0**	**0**	**0**	**53**	**80**	**51**	**51**	**47**	**91**	**95**	**51**	**77**	**77**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**79**	**134**	**86**	**85**	**114**	**109**	**175**	**171**	**171**	**171**	**157**	**132**	**112**	**92**	**89**	**86**	**131**	**136**										**0**	**0**	**0**	**0**	**0**	**0**	**68**	**125**	**86**	**85**	**54**	**107**	**105**	**88**	**122**	**125**	**0**	**0**

Appendix E. Programme and Average Monthly Vehicle Movements

Section 2
Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | Month (Project 1) | | |

Section 2

Indicative Construction Plant Requirements

| Plant | Month (Project 1) | | | | | | | | | | | | | | | | | | | Month (Project 2) | | | | | | | | | | | | | | | | | | |

Section 2

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month (Project 1)																								Month (Project 2)																									
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Establish TCC and site accesses	88	264	3	3																										3	3																							
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	264	792	3	3	3	3	3	3																						3	3	3	3	3	3																	
Cable Construction Works																																																				
Trench Excavation and duct installation	220	440				2	2	2	2	2	2	2	2	2	2																																							
Trench Backfill with CBS and protective covers	220	440				2	2	2	2	2	2	2	2	2	2																																							
Jointing Bay Excavation	176	352											2	2	2	2																			2	2	2	2															
Jointing Bay Base Construction	176	352											2	2	2	2																			2	2	2	2															
Pulling and connection of cables	176	528												3	3	3	3																				3	3	3	3														
Backfill over Jointing Bays	176	352												2	2	2	2																				2	2	2	2														
Minor HDD crossing of National Grid High Pressure Gas Main - HDD Entry and Exit																																																				
Establish HDD Entry and Exit Pit Compound	22	44								2																																										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	110									5																																									
Remove of onshore HDD Entry and Exit Compounds - materials reused at next minor HDD	22	22										1																																									
Minor HDD crossing of Dunnington Lane - HDD Entry and Exit																																																			
Establish HDD Entry and Exit Pit Compounds - Reuse from previous HDD in section	22	22										1																																									
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	22	110											5																																							
Remove of onshore HDD Entry and Exit Compounds	22	44												2																																							
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	264	792													3	3	3	3	3	3																						3	3	3	3	3	3					
TCC and access road Removal	88	264																	3	3																										3	3					
Plant Operators																																																			
Overall Plant Operators	770	17,820	26	26	16	26	26	26	25	30	25	29	25	34	37	24	19	16	25	25										26	26	16	16	16	16	13	31	31	31	14	16	16	16	16	25	25					
Section 2 Engineering Personnel																																																			
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	770	3,080	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4										4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4					
Average Total Employees per day			36	36	23	37	37	37	33	40	38	39	42	53	57	40	31	23	35	35										36	36	23	23	23	23	21	44	44	44	23	23	23	23	23	35	35	0				
Maximum Total Employee Two-way Movements Per Day (car/small van)			72	72	46	74	74	74	66	80	76	78	84	106	114	80	62	46	70	70										72	72	46	46	46	46	42	88	88	88	46	46	46	46	46	70	70	0				

Section 2

Indicative Total Vehicle Movement Requirements

Activity	Month (Project 1)																		Month (Project 2)																							
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	38	37	29	65	65	65	37	51	41	37	44	56	70	33	31	29	37	38										33	33	29	29	29	29	3	6	6	6	3	29	29	29	29	33	33	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	42	41	32	72	72	72	41	57	46	41	48	62	77	37	34	32	41	42										37	36	32	32	32	32	4	7	7	7	4	32	32	32	32	36	37	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	3	0	1	2	0	0	1	1	1	1	1	2	1	2	1	1	1	3										3	0	1	0	0	0	2	3	0	0	3	1	0	0	0	1	0	0
Average total two-way HGV Movements Per Day	**45**	**41**	**33**	**74**	**72**	**72**	**42**	**58**	**47**	**42**	**49**	**64**	**78**	**39**	**35**	**33**	**42**	**45**										**40**	**36**	**33**	**32**	**32**	**32**	**6**	**10**	**7**	**7**	**7**	**33**	**32**	**32**	**32**	**37**	**37**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	72	72	46	74	74	74	66	80	76	78	84	106	114	80	62	46	70	70										72	72	46	46	46	46	42	88	88	88	46	46	46	46	46	70	70	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**80**	**80**	**51**	**82**	**82**	**82**	**73**	**88**	**84**	**86**	**93**	**117**	**126**	**88**	**69**	**51**	**77**	**77**										**80**	**80**	**51**	**51**	**51**	**51**	**47**	**97**	**97**	**97**	**51**	**51**	**51**	**51**	**51**	**77**	**77**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**125**	**121**	**84**	**156**	**154**	**154**	**115**	**146**	**131**	**128**	**142**	**181**	**204**	**127**	**104**	**84**	**119**	**122**										**120**	**116**	**84**	**83**	**83**	**83**	**53**	**107**	**104**	**104**	**58**	**84**	**83**	**83**	**83**	**114**	**114**	**0**

Section 3

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | Month (Project 1) | | |

Section 3

Indicative Construction Plant Requirements

Plant	Month (Project 1)																	
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
D6 Dozer	1	1	1	1	1							2	2	2	3	3		
30T Excavator	2	2	2	2	2	3	3	3	3	3	2	4	2	2	3	3		
20T Dumper	3	3	3	3	3	4	4	4	4	4	2	4	2	2	4	4		
Smooth Drum vibrio road roller	1	1	1	1	1							1		1	2	2		
21T excavator	1	1	1	1	1	3	3	3	3	3	1	3	1	1	2	2		
5T Forward Tipping Dumper	1	1	1	1	1	3	3	3	3	3	1	3	1	1	2	2		
Loading shovel	1	1	1	1	1	3	3	3	3	3		3	1	2	3	3		
Trench Roller						2	2	2	2	2		2	1					
Tractor & fencing kit	1	1	1	1	1							1		1	1	1		
Tractor & trailer	1	1	1	1	1	2	2	2	2	2	1	1		1	2	2		
Tractor & Fuel bowser (or self-propelled)	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1		
Tractor & Water bowser (for dust suppression)	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1		
Tractor & cable drum trailer													1					
Tractor & soil tiller, roller, seeder														1	1	1		
Cement mixer																		
Mobile crane																		
Grader	1	1	1	1	1							1						
Cable laying tracked crane																		
Cable winch													1					
Pre-cast concrete truck																		
Mobile concrete pump											1	1						
Telehandler	1	1	1	1	1	2	2	2	2	2	1	2						
Mobile self-contained welfare unit	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Crawler Crane						1	1	1	1	1		1						
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1	1	2	2	2	2	2	2	5	2	1	2	2		
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	1	2	2	2	2	2	2	2	2	1	4	1	2	2	2		
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)						1	1	1	1	1	1	2	1					
Total Plant Onsite In Section Per Month	21	21	20	20	20	31	31	31	31	31	18	43	19	20	30	30	0	0
Total HGV Movements	21	0	3	0	0	19	0	0	0	0	19	29	28	11	10	30	0	0
Average HGV Movements Per Day	1.0	0.0	0.1	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.9	1.3	1.3	0.5	0.5	1.4	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	0	1	0	0	2	0	0	0	0	2	3	3	1	1	3	0	0

Plant	Month (Project 1)																	
	31	32	33	34	35	36	37	38	39									
D6 Dozer																		
30T Excavator																		
20T Dumper																		
Smooth Drum vibrio road roller																		
21T excavator																		
5T Forward Tipping Dumper																		
Loading shovel																		
Trench Roller																		
Tractor & fencing kit																		
Tractor & trailer																		
Tractor & Fuel bowser (or self-propelled)																		
Tractor & Water bowser (for dust suppression)																		
Tractor & cable drum trailer																		
Tractor & soil tiller, roller, seeder																		
Cement mixer																		
Mobile crane																		
Grader																		
Cable laying tracked crane																		
Cable winch																		
Pre-cast concrete truck																		
Mobile concrete pump																		
Telehandler																		
Mobile self-contained welfare unit																		
Crawler Crane																		
Mobile generator HGV Movements (corrected for 2 per delivery)																		
Temporary lighting HGV Movements (corrected for 8 per delivery)																		
Road surface paver & roller																		
Pump HGV Movements (corrected for 4 per delivery)																		
Total Plant Onsite In Section Per Month																		
Total HGV Movements																		
Average HGV Movements Per Day																		
Average Total two-way HGV movements (Deliveries / Removals) Per Day																		

Plant	Month (Project 2)																	
	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
D6 Dozer	1	2	1	1		2	2	2	3	3								
30T Excavator	2	3	2	2	2	4	2	2	3	3								
20T Dumper	3	3	3	3	2	4	2	2	4	4								
Smooth Drum vibrio road roller	1	2	1	1		1		1	2	2								
21T excavator	1	2	1	1	1	3	1	1	2	2								
5T Forward Tipping Dumper	1	2	1	1	1	3	1	1	2	2								
Loading shovel	1	2	1	1		3	1	2	3	3								
Trench Roller						2	1											
Tractor & fencing kit	1	1	1	1		1		1	1	1								
Tractor & trailer	1	2	1	1	1	1		1	2	2								
Tractor & Fuel bowser (or self-propelled)	1	1	1	1	2	1	1	1	1	1								
Tractor & Water bowser (for dust suppression)	1	1	1	1	2	1	1	1	1	1								
Tractor & cable drum trailer							1											
Tractor & soil tiller, roller, seeder								1	1	1								
Cement mixer																		
Mobile crane																		
Grader	1	2	1	1		1												
Cable laying tracked crane																		
Cable winch							1											
Pre-cast concrete truck																		
Mobile concrete pump					1	1												
Telehandler	1	2	1	1	1	2												
Mobile self-contained welfare unit	1	1	1	1	1	1	1	1	1	1								
Crawler Crane						1												
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1	2	5	2	1	2	2								
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	1	4	1	2	2	2								
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)					1	2	1											
Total Plant Onsite In Section Per Month	21	31	20	20	18	43	19	20	30	30	0	0	0	0	0	0	0	0
Total HGV Movements	21	10	11	0	12	29	28	11	10	30	0	0	0	0	0	0	0	0
Average HGV Movements Per Day	1.0	0.5	0.5	0.0	0.5	1.3	1.3	0.5	0.5	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	0	2	3	3	1	1	3	0	0	0	0	0	0	0	0

Section 3

Indicative Average Daily Personnel Requirements

| Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc) | Total Working Days | Total Person Days | Month (Project 1) | | | | | | | | | | | | | | | | | Month (Project 2) | | | | | | | | | | | | | | | | |

Section 3
Indicative Total Vehicle Movement Requirements

| Activity | Month (Project 1) | | |

Appendix E. Programme and Average Monthly Vehicle Movements

Section 4A

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | Month (Project 1) | | |

Section 4A

Indicative Construction Plant Requirements

Plant requirements and engineering staff considered for section 4 as a whole and is covered in section 4B

Plant	Month (Project 1)																		Month (Project 2)																							
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
D6 Dozer																																													
30T Excavator																																													
20T Dumper																																													
Smooth Drum vibrio road roller																																													
21T excavator																																													
5T Forward Tipping Dumper																																													
Loading shovel																																													
Trench Roller																																													
Tractor & fencing kit																																													
Tractor & trailer																																													
Tractor & Fuel bowser (or self-propelled)																																													
Tractor & Water bowser (for dust suppression)																																													
Tractor & cable drum trailer																																													
Tractor & soil tiller, roller, seeder																																													
Cement mixer																																													
Mobile crane																																													
Grader																																													
Cable laying tracked crane																																													
Cable winch																																													
Pre-cast concrete truck																																													
Mobile concrete pump																																													
Telehandler																																													
Mobile self-contained welfare unit																																													
Crawler Crane																																													
Mobile generator HGV Movements (corrected for 2 per delivery)																																													
Temporary lighting HGV Movements (corrected for 8 per delivery)																																													
Road surface paver & roller																																													
Pump HGV Movements (corrected for 4 per delivery)																																													
Total Plant Onsite In Section Per Month	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total HGV Movements	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average HGV Movements Per Day	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Section 4A
Indicative Average Daily Personnel Requirements

| Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc) | Total Working Days | Total Person Days | Month (Project 1) | | |

Section 4A
Indicative Total Vehicle Movement Requirements

Activity	Month (Project 1)																		Month (Project 2)																							
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	0	0	0	1	23	23	10	32	33	34	34	4	4	12	23	24	0	0										0	0	0	1	23	23	2	4	2	23	24	0	0	0	0	0	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	0	0	0	1	26	26	11	36	37	38	38	4	5	13	26	27	0	0										0	0	0	1	26	26	3	5	2	26	27	0	0	0	0	0	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average total two-way HGV Movements Per Day	**0**	**0**	**0**	**1**	**26**	**26**	**11**	**36**	**37**	**38**	**38**	**4**	**5**	**13**	**26**	**27**	**0**	**0**										**0**	**0**	**0**	**1**	**26**	**26**	**3**	**5**	**2**	**26**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	0	0	0	6	6	6	4	8	8	14	14	14	18	14	6	12	0	0										0	0	0	6	6	6	8	18	10	6	12	0	0	0	0	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**0**	**0**	**0**	**7**	**7**	**7**	**5**	**9**	**9**	**16**	**16**	**16**	**20**	**16**	**7**	**14**	**0**	**0**										**0**	**0**	**0**	**7**	**7**	**7**	**9**	**20**	**11**	**7**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**0**	**0**	**0**	**8**	**33**	**33**	**16**	**45**	**46**	**54**	**54**	**20**	**25**	**29**	**33**	**41**	**0**	**0**										**0**	**0**	**0**	**8**	**33**	**33**	**12**	**25**	**13**	**33**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Appendix E. Programme and Average Monthly Vehicle Movements

Section 4B

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | Month (Project 1) | | |

Section 4B

Indicative Construction Plant Requirements

Plant	Month (Project 1)																		Month (Project 2)																							
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
D6 Dozer	1	1	1	2	1	1	1		2				2	3	2	2	3	3											1	2	2	1	1		2	2	2	3	3	3					
30T Excavator	2	2	2	3	2	2	2	3	4	3	3	3	3	4	3	2	3	3											2	3	3	2	2	2	3	3	2	3	3	3					
20T Dumper	3	3	3	3	3	3		4	4	4	4	4	6	4	4	2	4	4											3	3	3	3	3	2	4	4	2	4	4	4					
Smooth Drum vibrio road roller	1	1	1	2	1	1	1		1					1	1	1	2	2											1	2	2	1	1				1	2	2	2					
21T excavator	1	1	1	2	1	1	1	3	3	3	3	3	3	2	2	1	2	2											1	2	2	1	1	1	2	2	1	2	2	2					
5T Forward Tipping Dumper	1	1	1	2	1	1	1	3	3	3	3	3	2	2	2	1	2	2											1	2	2	1	1	1	2	2	1	2	2	2					
Loading shovel	1	1	1	2	1	1	1	3	3	3	3	3	3	3	2	2	3	3											1	2	2	1	1		1	1	2	3	3	3					
Trench Roller								2	2	2	2	2	2	1		1																		1	1	1								
Tractor & fencing kit	1	1	1	1	1	1	1		1					1	1	1	1	1											1	1	1	1	1				1	1	1	1					
Tractor & trailer	1	1	1	2	1	1	1	2	1	2	2	2	3	1	1	1	2	2											1	2	2	1	1	1	1	1	1	2	2	2					
Tractor & Fuel bowser (or self-propelled)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1											1	1	1	1	1	2	1	1	1	1	1	1					
Tractor & Water bowser (for dust suppression)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1											1	1	1	1	1	2	1	1	1	1	1	1					
Tractor & cable drum trailer													1	1		1																		1	1	1								
Tractor & soil tiller, roller, seeder															1	1	1	1																		1	1	1	1					
Cement mixer																																												
Mobile crane																																												
Grader	1	1	1	2	1	1	1		1																				1	2	2	1	1											
Cable laying tracked crane																																												
Cable winch													1	1		1																		1	1	1								
Pre-cast concrete truck																																												
Mobile concrete pump													1		1																		1	1	1								
Telehandler	1	1	1	2	1	1	1	2	1	2	2	2	3		1														1	2	2	1	1	1	1	1								
Mobile self-contained welfare unit	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1											1	1	1	1	1	1	1	1	1	1	1	1					
Crawler Crane								1	1	1	1	1	1																																
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	2	1	1	1	2	3	2	2	2	6	3	3	3	2	2											2	2	2	1	1	2	4	4	3	2	2	2					
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	1	2	2	2	2	1	2	3	2	2	2	4	2	3	3	2	2											1	2	2	2	2	1	2	2	3	2	2	2					
Road surface paver & roller	1	1		1																									1	1	1													
Pump HGV Movements (corrected for 4 per delivery)								1	1	1	1	1	3	1	1	1																		1	2	2	1							
Total Plant Onsite In Section Per Month	0	0	0	31	20	20	16	31	37	31	31	31	47	33	31	27	30	30										0	21	31	31	20	20	18	31	31	27	30	30	30	0	0	0	0	0
Total HGV Movements	0	0	0	11	11	0	4	23	10	10	0	0	18	22	10	10	15	30										0	21	10	0	11	0	12	17	0	14	15	0	30	0	0	0	0	0
Average HGV Movements Per Day	0.0	0.0	0.0	0.5	0.5	0.0	0.2	1.0	0.5	0.5	0.0	0.0	0.8	1.0	0.5	0.5	0.7	1.4										0.0	1.0	0.5	0.0	0.5	0.0	0.5	0.8	0.0	0.6	0.7	0.0	1.4	0.0	0.0	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	0	0	0	1	1	0	1	3	1	1	0	0	2	2	1	1	2	3										0	2	1	0	1	0	2	2	0	2	2	0	3	0	0	0	0	0

Section 4B
Indicative Average Daily Personnel Requirements

| Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc) | Total Working Days | Total Person Days | Month (Project 1) | | |

Section 4B
Indicative Total Vehicle Movement Requirements

| Activity | Month (Project 1) | | |

Appendix E. Programme and Average Monthly Vehicle Movements

Section 5
Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | Month (Project 1) | | |

Section 5

Indicative Construction Plant Requirements

| Plant | Month (Project 1) | | |

Section 5

Indicative Average Daily Personnel Requirements

| Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc) | Total Working Days | Total Person Days | Month (Project 1) | | |

Section 5
Indicative Total Vehicle Movement Requirements

| Activity | Month (Project 1) | | |

Appendix E. Programme and Average Monthly Vehicle Movements

Section 6A
Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | Month (Project 1) | | |

Section 6A

Indicative Construction Plant Requirements

| Plant | Month (Project 1) | | |

Section 6A
Indicative Average Daily Personnel Requirements

| Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc) | Total Working Days | Total Person Days | Month (Project 1) | | |

Section 6A

Indicative Total Vehicle Movement Requirements

Activity	Month (Project 1)																		Month (Project 2)																					
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	37	36	27	11	2	2	5	4	1	5	39	38	39	4	10	27	36	37										0	0	0	0	0	0	0	0	0	32	31	27	3	4	2	27	31	32
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	41	40	30	13	3	3	7	5	1	7	44	43	43	5	12	30	40	41										0	0	0	0	0	0	0	0	0	36	35	30	3	5	3	30	35	36
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	3	0	1	1	2	0	2	2	0	2	2	0	0	2	1	2	0	0										0	0	0	0	0	0	0	0	0	3	0	1	2	2	2	1	1	0
Average total two-way HGV Movements Per Day	**44**	**40**	**31**	**14**	**5**	**3**	**9**	**7**	**1**	**9**	**46**	**43**	**43**	**7**	**13**	**32**	**40**	**41**										**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**35**	**31**	**5**	**7**	**5**	**31**	**36**	**36**
Maximum Total Employee Two-way Movements Per Day (car/small van)	72	72	46	38	14	14	46	18	8	46	76	66	74	70	74	46	70	70										0	0	0	0	0	0	0	0	0	72	72	46	42	70	46	46	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**80**	**80**	**51**	**42**	**16**	**16**	**51**	**20**	**9**	**51**	**84**	**73**	**82**	**77**	**82**	**51**	**77**	**77**										**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**80**	**80**	**51**	**47**	**77**	**51**	**51**	**77**	**77**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**124**	**120**	**82**	**56**	**21**	**19**	**60**	**27**	**10**	**60**	**130**	**116**	**125**	**84**	**95**	**83**	**117**	**118**										**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**119**	**115**	**82**	**52**	**84**	**56**	**82**	**113**	**113**

Section 6B

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | Month (Project 1) | | |

Section 6B

Indicative Construction Plant Requirements

| Plant | Month (Project 1) | | |

Section 6B
Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month (Project 1)																		Month (Project 2)																			
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Establish TCC and site accesses	104	312	3	3																															3	3											
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	156	468			3	3	3																													3	3	3								
Cable Construction Works																																														
Trench Excavation and duct installation	78	156											2	2	2																														
Trench Backfill with CBS and protective covers	78	156											2	2	2																														
Jointing Bay Excavation	104	208													2	2																								2	2					
Jointing Bay Base Construction	104	208													2	2																								2	2					
Pulling and connection of cables	104	312														3	3																								3	3				
Backfill over Jointing Bays	104	208														2	2																								2	2				
Major HDD crossing of Holderness Drain - HDD Entry Only																																													
Establish HDD Entry Pit Compound - Reuse from previous HDD in section. Additional material brought to site	26	26										1																																	
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	26	156											6																																
Remove of onshore HDD Exit Compound	26	52												2																																
Minor HDD crossing of the A1035 - HDD Entry and Exit																																													
Establish HDD Entry and Exit Pit Compounds	26	52						2																																				
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	26	130							5																																			
Remove of onshore HDD Entry and Exit Compounds - Reuse at next HDD in Section	26	26								1																																			
Minor HDD crossing of Onshore Export Cables of Dogger Bank A & B - HDD Entry and Exit																																													
Establish HDD Entry and Exit Pit Compounds - Reuse from previous HDD in section	26	26								1																																			
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of	26	130									5																																	
Remove of onshore HDD Entry and Exit Compounds	26	26										1																																	
Minor HDD crossing of Poultry Farm Track - HDD Exit Only																																													
Establish HDD Entry and Exit Pit Compounds - Reuse from previous HDD in section	26	26										1																																	
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of	26	130											5																																
Remove of onshore HDD Entry and Exit Compounds	26	52												2																																
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	156	468																3	3	3																							3	3	3		
TCC and access road Removal	104	312																	3	3																								3	3		
Plant Operators																																														
Overall Plant Operators	754	13,650	17	17	16	16	16	13	0	17	0	17	25	29	25	31	14	16	25	25															17	17	16	16	16	13	31	14	16	25	25		
Section 6B Engineering Personnel																																														
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	754	3,016	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4															4	4	4	4	4	4	4	4	4	4	4		
Average Total Employees per day			24	24	23	23	23	19	9	23	9	24	44	41	37	44	23	23	35	35										0	0	0	0	0	24	24	23	23	23	21	44	23	23	35	35	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	48	46	46	46	38	18	46	18	48	88	82	74	88	46	46	70	70										0	0	0	0	0	48	48	46	46	46	42	88	46	46	70	70	0	0

Section 6B

Indicative Total Vehicle Movement Requirements

| Activity | Month (Project 1) | | |

Section 7

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month (Project 1)																								Month (Project 2)																									
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Establish TCCs and site accesses	88	195	4.4	4.4																														2.2	2.2																			
Mobilisation of Welfare and Operation Plant to TCC	44	13	0.6																															0.3																			
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	132	675		10.2	10.2	10.2																													10.2	10.2	10.2															
Cable Construction Works																																																					
Trench Excavation and duct installation	88	888					10.1	10.1	10.1	10.1																																													
Trench Backfill with CBS and protective covers	88	680					7.7	7.7	7.7	7.7																																													
Jointing Bay Excavation	88	43													0.5	0.5																						0.5	0.5															
Jointing Bay Base Construction	88	43													0.5	0.5																						0.5	0.5															
Pulling and connection of cables	88	54														0.6	0.6																						0.6	0.6															
Backfill over Jointing Bays	88	24														0.3	0.3																						0.3	0.3															
Major HDD crossing of Holderness Drain - HDD Exit Only																																																				
Establish HDD Exit Pit Compound - Reuse from previous HDD in Section and surplus imported to site.	22	0										0.0																																									
Mobilisation of HDD Kit and Welfare to compounds - Reuse from previous HDD in Section	22	0										0.0																																									
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	20											0.9																																								
Demobilisation of HDD Kit and welfare	22	5												0.2																																							
Remove of onshore HDD Entry Compound	22	107															4.8																																					
Major HDD crossing of River Hull and Beverley and Barmston Drain - HDD Exit Only																																																				
Establish HDD Exit Pit Compound	22	107					4.8																																													
Mobilisation of HDD Kit and Welfare to compounds	22	5					0.2																																													
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	44	20						0.4	0.4																																											
Demobilisation of HDD Kit and welfare - Reuse at next HDD in Section	22	0								0.0																																										
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section	22	0								0.0																																										
Minor HDD crossing of Eske Lane - HDD Entry and Exit																																																			
Establish HDD Exit Pit Compound - Reuse from previous HDD in Section and surplus imported to site.	22	30								1.3																																										
Mobilisation of HDD Kit and Welfare to compounds	22	19								0.9																																										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	26									0.6																																									
Demobilisation of HDD Kit and welfare - Reuse at next HDD in Section	22	19										0.9																																								
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section. Surplus removed from site	22	30										1.3																																								
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	132	675																10.2	10.2	10.2																								10.2	10.2	10.2							
Demobilisation of Welfare from TCC	44	13																		0.6																										0.3							
TCC and access road Removal	88	195																	4.4	4.4																									2.2	2.2						
Average Section Skip HGV Movements Per Day	616	215	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3														0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3						
Total HGVs per day			5.4	15.0	10.6	10.6	23.2	18.6	18.6	20.4	0.9	2.6	1.2	0.6	1.3	2.2	6.1	10.6	15.0	15.6										0.0	0.0	0.0	0.0	2.9	12.8	10.6	10.6	1.3	2.2	1.2	10.6	12.8	13.1	0.0	0.0	0.0	0.0
Total two-way HGV movements per day			10.7	30.0	21.2	21.2	46.5	37.2	37.2	40.7	1.9	5.1	2.5	1.2	2.7	4.4	12.2	21.2	30.0	31.2										0.0	0.0	0.0	0.0	5.7	25.6	21.2	21.2	2.7	4.4	2.5	21.2	25.6	26.2	0.0	0.0	0.0	0.0

Section 7

Indicative Construction Plant Requirements

| Plant | Month (Project 1) | | |

Appendix E. Programme and Average Monthly Vehicle Movements

Section 7
Indicative Average Daily Personnel Requirements

| Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc) | Total Working Days | Total Person Days | Month (Project 1) | | |

Section 7

Indicative Total Vehicle Movement Requirements

| Activity | Month (Project 1) | | |

Appendix E. Programme and Average Monthly Vehicle Movements

Section 8

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | Month (Project 1) | | |

Section 8

Indicative Construction Plant Requirements

Plant	Month (Project 1)																		Month (Project 2)																							
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
D6 Dozer	1	2	1	1	1			2						2	3	2	3	3												1	2	1	1		2	2	2	3	3						
30T Excavator	2	3	2	2	2			2			3	3	3	3	4	2	3	3												2	3	2	2	2	4	2	2	3	3						
20T Dumper	3	3	3	3				2			4	4	4	4	4	2	4	4												3	3	3	3	2	4	2	2	4	4						
Smooth Drum vibrio road roller	1	2	1	1	1			1							1	1	2	2												1	2	1	1		1		1	2	2						
21T excavator	1	2	1	1	1			1			3	3	3	2	2	1	2	2												1	2	1	1	1	3	1	1	2	2						
5T Forward Tipping Dumper	1	2	1	1	1			1			3	3	3	2	2	1	2	2												1	2	1	1	1	3	1	1	2	2						
Loading shovel	1	2	1	1	1			2			3	3	3	1	3	2	3	3												1	2	1	1		3	1	2	3	3						
Trench Roller											2	2	2	1	1																			2	1									
Tractor & fencing kit	1	1	1	1	1			1							1	1	1	1												1	1	1	1		1		1	1	1						
Tractor & trailer	1	2	1	1	1			1			2	2	2	1	1	1	2	2												1	2	1	1	1	1		1	2	2						
Tractor & Fuel bowser (or self-propelled)	1	1	1	1	1			1			1	1	1	1	1	1	1	1												1	1	1	1	2	1	1	1	1	1						
Tractor & Water bowser (for dust suppression)	1	1	1	1	1			1			1	1	1	1	1	1	1	1												1	1	1	1	2	1	1	1	1	1						
Tractor & cable drum trailer														1	1																				1									
Tractor & soil tiller, roller, seeder																1	1	1																		1	1	1						
Cement mixer																																													
Mobile crane																																												
Grader	1	2	1	1	1			1																						1	2	1	1		1										
Cable laying tracked crane																																												
Cable winch														1	1																					1								
Pre-cast concrete truck																																												
Mobile concrete pump														1																				1	1									
Telehandler	1	2	1	1	1			1			2	2	2	1																1	2	1	1	1	2									
Mobile self-contained welfare unit	1	1	1	1	1			1			1	1	1	1	1	1	1	1												1	1	1	1	1	1	1	1	1	1						
Crawler Crane											1	1	1																					1									
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1	1			1			2	2	2	4	3	1	2	2												2	2	1	1	2	5	2	1	2	2						
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	1			1			2	2	2	2	2	2	2	2												1	2	2	2	1	4	1	2	2	2						
Road surface paver & roller	1	1																												1	1													
Pump HGV Movements (corrected for 4 per delivery)											1	1	1	2	1																			1	2	1							
Total Plant Onsite In Section Per Month	21	31	20	20	16	0	0	20	0	0	31	31	31	31	33	20	30	30										0	0	21	31	20	20	18	43	19	20	30	30	0	0	0	0	0	0
Total HGV Movements	21	10	11	0	4	16	0	20	20	0	31	0	0	16	10	15	10	30										0	0	21	10	11	0	12	29	28	11	10	30	0	0	0	0	0	0
Average HGV Movements Per Day	1.0	0.5	0.5	0.0	0.2	0.7	0.0	0.9	0.9	0.0	1.4	0.0	0.0	0.7	0.5	0.7	0.5	1.4										0.0	0.0	1.0	0.5	0.5	0.0	0.5	1.3	1.3	0.5	0.5	1.4	0.0	0.0	0.0	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	0	1	2	0	2	2	0	3	0	0	2	1	2	1	3										0	0	2	1	1	0	2	3	3	1	1	3	0	0	0	0	0	0

Section 8

Indicative Average Daily Personnel Requirements

| Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc) | Total Working Days | Total Person Days | Month (Project 1) | | |

Section 8
Indicative Total Vehicle Movement Requirements

Activity	Month (Project 1)																		Month (Project 2)																							
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	10	39	30	30	17	3	3	1	5	3	32	32	34	4	17	30	39	40										0	0	6	35	30	30	3	4	2	30	35	35	0	0	0	0	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	12	44	34	34	20	3	3	1	6	4	36	36	38	5	19	34	44	45										0	0	7	39	34	34	3	5	3	34	39	40	0	0	0	0	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	0	1	2	0	2	2	0	3	0	0	2	1	2	1	3										0	0	2	1	1	0	2	3	3	1	1	3	0	0	0	0	0	0
Average total two-way HGV Movements Per Day	**14**	**45**	**35**	**34**	**21**	**5**	**3**	**3**	**8**	**4**	**39**	**36**	**38**	**7**	**20**	**36**	**45**	**48**										**0**	**0**	**9**	**40**	**35**	**34**	**5**	**8**	**6**	**35**	**40**	**43**	**0**	**0**	**0**	**0**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	46	46	38	20	20	46	20	8	66	66	74	70	74	46	70	70										0	0	48	72	46	46	42	88	46	46	70	70	0	0	0	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**80**	**51**	**51**	**42**	**22**	**22**	**51**	**22**	**9**	**73**	**73**	**82**	**77**	**82**	**51**	**77**	**77**										**0**	**0**	**53**	**80**	**51**	**51**	**47**	**97**	**51**	**51**	**77**	**77**	**0**	**0**	**0**	**0**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**67**	**125**	**86**	**85**	**63**	**27**	**25**	**54**	**30**	**13**	**112**	**109**	**120**	**84**	**102**	**87**	**122**	**125**										**0**	**0**	**62**	**120**	**86**	**85**	**52**	**105**	**57**	**86**	**117**	**120**	**0**	**0**	**0**	**0**	**0**	**0**

Section 9

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month (Project 1)																		Month (Project 2)																					
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Establish TCCs and site accesses	88	190		4.3	4.3																										2.2	2.2																
Mobilisation of Welfare and Operation Plant to TCC	44	13		0.6																										0.3																
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	88	466			10.6	10.6																									10.6	10.6														
Cable Construction Works																																														
Trench Excavation and duct installation	44	450													10.2	10.2																														
Trench Backfill with CBS and protective covers	44	346													7.9	7.9																														
Jointing Bay Excavation	44	29															0.7																		0.7												
Jointing Bay Base Construction	44	29															0.7																		0.7												
Pulling and connection of cables	44	36																0.8																		0.8											
Backfill over Jointing Bays	44	17																0.4																		0.4											
Major HDD crossing of Railway Line NORTH - HDD Exit Only																																													
Establish HDD Entry Pit Compound - Reuse from previous HDD in Section	22	0								0.0																																			
Mobilisation of HDD Kit and Welfare to compounds	22	5								0.2																																			
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	14									0.3																																		
Demobilisation of HDD Kit and welfare - Reuse at next HDD in Section	22	0										0.0																																		
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section - surplus removed from site	22	107										4.9																																		
Major HDD crossing of Catchwater Drain and Old Railway - HDD Entry																																													
Establish HDD Entry Pit Compound	22	160					7.3																																						
Mobilisation of HDD Kit and Welfare to compounds	22	25					1.1																																						
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	44	76						1.7	1.7																																				
Demobilisation of HDD Kit and welfare	22	25								1.1																																			
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section - surplus removed from site	22	53								2.4																																			
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	88	466																	10.6	10.6																10.6	10.6									
Demobilisation of Welfare from TCC	44	13																		0.6																	0.3									
TCC and access road Removal	88	190																	4.3	4.3																2.2	2.2									
Average Section Skip HGV Movements Per Day	528	178		0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3											0.3	0.3	0.3	0.3	0.3	0.3	0.3								
Total HGVs per day			0.0	5.2	15.2	10.9	8.7	2.1	2.1	4.1	0.7	5.2	0.3	0.3	18.4	18.4	1.7	1.5	15.2	15.8										0.0	0.0	2.8	13.1	10.9	1.7	1.5	13.1	13.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total two-way HGV movements per day			0.0	10.5	30.5	21.9	17.5	4.1	4.1	8.2	1.3	10.4	0.7	0.7	36.9	36.9	3.3	3.1	30.5	31.7										0.0	0.0	5.6	26.2	21.9	3.3	3.1	26.2	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Section 9

Indicative Construction Plant Requirements

| Plant | Month (Project 1) | | | | | | | | | | | | | | | | | | Month (Project 2) | | | | | | | | | | | | | | | | | |

Section 9
Indicative Average Daily Personnel Requirements

| Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc) | Total Working Days | Total Person Days | Month (Project 1) | | |

Section 9
Indicative Total Vehicle Movement Requirements

Activity	Month (Project 1)																		Month (Project 2)																							
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	0	10	30	22	17	4	4	8	1	10	1	1	37	37	3	3	30	32										0	0	6	26	22	3	3	26	27	0	0	0	0	0	0	0	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	0	12	34	25	20	5	5	10	2	12	1	1	41	41	4	4	34	36										0	0	7	30	25	4	4	30	30	0	0	0	0	0	0	0	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	0	2	1	1	1	2	0	2	2	2	2	0	3	0	2	1	2	3										0	0	2	1	1	2	1	2	3	0	0	0	0	0	0	0	0	0
Average total two-way HGV Movements Per Day	**0**	**14**	**35**	**26**	**21**	**7**	**5**	**12**	**4**	**14**	**3**	**1**	**44**	**41**	**6**	**5**	**36**	**39**										**0**	**0**	**9**	**31**	**26**	**6**	**5**	**32**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	8	48	72	46	38	20	20	46	14	42	8	8	66	66	42	46	70	70										0	0	48	72	46	42	46	70	70	0	0	0	0	0	0	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**9**	**53**	**80**	**51**	**42**	**22**	**22**	**51**	**16**	**47**	**9**	**9**	**73**	**73**	**47**	**51**	**77**	**77**										**0**	**0**	**53**	**80**	**51**	**47**	**51**	**77**	**77**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**9**	**67**	**115**	**77**	**63**	**29**	**27**	**63**	**20**	**61**	**12**	**10**	**117**	**114**	**53**	**56**	**113**	**116**										**0**	**0**	**62**	**111**	**77**	**53**	**56**	**109**	**110**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10A1

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | Month (Project 1) | | |

Section 10A1

Indicative Construction Plant Requirements

Plant requirements and engineering staff considered for section 10A as a whole and is covered in section 10A2

Plant	Month (Project 1)																		Month (Project 2)																							
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
D6 Dozer																																													
30T Excavator																																													
20T Dumper																																												
Smooth Drum vibrio road roller																																												
21T excavator																																												
5T Forward Tipping Dumper																																												
Loading shovel																																												
Trench Roller																																												
Tractor & fencing kit																																												
Tractor & trailer																																												
Tractor & Fuel bowser (or self-propelled)																																												
Tractor & Water bowser (for dust suppression)																																												
Tractor & cable drum trailer																																												
Tractor & soil tiller, roller, seeder																																												
Cement mixer																																												
Mobile crane																																												
Grader																																												
Cable laying tracked crane																																												
Cable winch																																												
Pre-cast concrete truck																																												
Mobile concrete pump																																												
Telehandler																																												
Mobile self-contained welfare unit																																												
Crawler Crane																																												
Mobile generator HGV Movements (corrected for 2 per delivery)																																												
Temporary lighting HGV Movements (corrected for 8 per delivery)																																												
Road surface paver & roller																																												
Pump HGV Movements (corrected for 4 per delivery)																																												
Total Plant Onsite In Section Per Month	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total HGV Movements	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average HGV Movements Per Day	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Section 10A1

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month (Project 1)																								Month (Project 2)																											
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Establish site accesses	26	78			3																																																		
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	26	78				3																																														
Cable Construction Works																																																					
Trench Excavation and duct installation	26	52									2																																										
Trench Backfill with CBS and protective covers	26	52									2																																									
Major HDD crossing of Catchwater Drain - HDD Exit Only																																																			
Establish HDD Exit Pit Compound	26	52					2																																												
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	52	156						3	3																																											
Remove of onshore HDD Exit Compound - Materials reused in next HDD in section. Surplus material removed	26	26								1																																										
Minor HDD crossing of Driffield Road - HDD Exit Only																																																			
Establish HDD Exit Pit Compound - Reuse of materials from previous HDD in section	26	26								1																																										
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	26	52									2																																									
Remove of onshore HDD Exit Compound	26	52										2																																									
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	26	78														3																																					
Site access Removal	26	78														3																																					
Average Total Employees per day			0	0	3	3	2	3	3	2	6	2	0	0	0	6	0	0	0	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			0	0	6	6	4	6	6	4	12	4	0	0	0	12	0	0	0	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10A1
Indicative Total Vehicle Movement Requirements

Activity	Month (Project 1)																																											
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	0	0	1	10	10	2	2	6	28	5	0	0	0	11	0	0	0	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	0	0	1	11	12	2	2	7	31	6	0	0	0	12	0	0	0	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average total two-way HGV Movements Per Day	**0**	**0**	**1**	**11**	**12**	**2**	**2**	**7**	**31**	**6**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**										**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	0	0	6	6	4	6	6	4	12	4	0	0	0	12	0	0	0	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**0**	**0**	**7**	**7**	**5**	**7**	**7**	**5**	**14**	**5**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**										**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**0**	**0**	**8**	**18**	**17**	**9**	**9**	**12**	**45**	**11**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**										**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10A2

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | Month (Project 1) | | |

Section 10A2

Indicative Construction Plant Requirements

Plant	Month (Project 1)																		Month (Project 2)																							
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
D6 Dozer	1	2	2	1	1	1		2		2				4	3	3													1	2	1		2	3	3											
30T Excavator	2	3	3	2	2	2		2	3	3	3		2	4	3	3													2	3	2	2	2	3	3										
20T Dumper	3	3	3	3				2	4	4	4		2	4	4	4													3	3	3	2	2	4	4										
Smooth Drum vibrio road roller	1	2	2	1	1	1		1		1				2	2	2													1	2	1			2	2										
21T excavator	1	2	2	1	1	1		1	3	3	3		1	3	2	2													1	2	1	1	1	2	2										
5T Forward Tipping Dumper	1	2	2	1	1	1		1	3	3	3		1	3	2	2													1	2	1	1	1	2	2										
Loading shovel	1	2	2	1	1	1		2	3	3	3			3	3	3													1	2	1		1	3	3										
Trench Roller									2	2	2			1																		1												
Tractor & fencing kit	1	1	1	1	1	1		1		1				1	1	1													1	1	1			1	1										
Tractor & trailer	1	2	2	1	1	1		1	2	1	2		1	2	2	2													1	2	1	1		2	2										
Tractor & Fuel bowser (or self-propelled)	1	1	1	1	1	1		1	1	1	1		2	1	1	1													1	1	1	2	1	1	1										
Tractor & Water bowser (for dust suppression)	1	1	1	1	1	1		1	1	1	1		2	1	1	1													1	1	1	2	1	1	1										
Tractor & cable drum trailer														1																		1											
Tractor & soil tiller, roller, seeder														1	1	1																		1	1									
Cement mixer																																													
Mobile crane																																													
Grader	1	2	2	1	1	1		1																					1	2	1												
Cable laying tracked crane																																												
Cable winch														1																		1											
Pre-cast concrete truck																																												
Mobile concrete pump													1																			1											
Telehandler	1	2	2	1	1	1		1	2	2	2		1																1	2	1	1											
Mobile self-contained welfare unit	1	1	1	1	1	1		1	1	1	1		1	1	1	1													1	1	1	1	1	1	1										
Crawler Crane									1	1	1																																	
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	2	1	1	1		1	2	3	2		2	4	2	2													2	2	1	2	2	2	2										
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	1	1		1	2	3	2		1	4	2	2													1	2	2	1	1	2	2										
Road surface paver & roller	1	1	1																										1	1														
Pump HGV Movements (corrected for 4 per delivery)									1	1	1		1	1																		1	1										
Total Plant Onsite In Section Per Month	21	31	31	20	16	16	0	20	31	36	31	0	18	42	30	30	0	0										0	21	31	20	18	19	30	30	0	0	0	0	0	0	0	0	0
Total HGV Movements	21	10	0	11	4	0	16	20	21	7	7	31	18	32	12	30	0	0										0	21	10	11	12	11	19	30	0	0	0	0	0	0	0	0	0
Average HGV Movements Per Day	1.0	0.5	0.0	0.5	0.2	0.0	0.7	0.9	1.0	0.3	0.3	1.4	0.8	1.5	0.5	1.4	0.0	0.0										0.0	1.0	0.5	0.5	0.5	0.5	0.9	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	0	1	1	0	2	2	2	1	1	3	2	3	2	3	0	0										0	2	1	1	2	1	2	3	0	0	0	0	0	0	0	0	0

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10A2
Indicative Average Daily Personnel Requirements

| Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc) | Total Working Days | Total Person Days | Month (Project 1) | | |

Section 10A2
Indicative Total Vehicle Movement Requirements

| Activity | Month (Project 1) | | |

Section 10B1

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | Month (Project 1) | | |

Section 10B1

Indicative Construction Plant Requirements

Plant	Month (Project 1)																		Month (Project 2)																									
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
D6 Dozer	1	2	2	1	1	1		2		2	2	2		2	3	2	2	2										1	2	1				2	2											3	3
30T Excavator	2	3	3	2	2	4	3	4	3	3	3	2	2	2	3	2	2	2										2	3	2			2	4	2										3	3
20T Dumper	3	3	3	3	3	4	4	4	4	4	3	2	2	2	4	2	2	2										3	3	3			2	4	2										4	4
Smooth Drum vibrio road roller	1	2	2	1	1	1		1		1	1			1	2	1	1	1										1	2	1				1											2	2
21T excavator	1	2	2	1	1	3	3	3	3	3	2	1	1	1	2	1	1	1										1	2	1			1	3	1										2	2
5T Forward Tipping Dumper	1	2	2	1	1	3	3	3	3	3	2	1	1	1	2	1	1	1										1	2	1			1	3	1										2	2
Loading shovel	1	2	2	1	1	3	3	3	3	3	2	1		2	3	2	2	2										1	2	1				3	1										3	3
Trench Roller						2	2	2	2	2		1		1																				2	1											
Tractor & fencing kit	1	1	1	1	1	1		1		1	1			1	1	1	1	1										1	1	1				1											1	1
Tractor & trailer	1	2	2	1	1	2	2	1	2	1	1		1	1	2	1	1	1										1	2	1			1	1											2	2
Tractor & Fuel bowser (or self-propelled)	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1										1	1	1			2	1	1										1	1
Tractor & Water bowser (for dust suppression)	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1										1	1	1			2	1	1										1	1
Tractor & cable drum trailer												1		1																				1											
Tractor & soil tiller, roller, seeder														1	1	1	1	1																									1	1
Cement mixer																																													
Mobile crane																																													
Grader	1	2	2	1	1	1		1																				1	2	1				1											
Cable laying tracked crane																																													
Cable winch												1		1																					1										
Pre-cast concrete truck																																													
Mobile concrete pump											1		1																				1	1											
Telehandler	1	2	2	1	1	2	2	1	2	2	1		1															1	2	1			1	2											
Mobile self-contained welfare unit	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1										1	1	1			1	1	1										1	1
Crawler Crane						1	1	1	1	1																								1											
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	2	1	1	3	2	3	2	3	3	2	2	3	2	1	1	1										2	2	1			2	5	2										2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	2	3	2	3	2	3	2	1	1	3	2	2	1	1										1	2	2			1	4	1										2	2
Road surface paver & roller	1	1	1																									1	1																
Pump HGV Movements (corrected for 4 per delivery)						1	1	1	1	1	1	1	1	1																				1	2	1										
Total Plant Onsite In Section Per Month	21	31	31	20	20	38	31	37	31	36	28	19	18	27	30	20	19	19										21	31	20	0	0	18	43	19	0	0	0	0	0	0	0	0	30	30
Total HGV Movements	21	10	0	11	0	18	7	10	10	7	10	15	11	17	15	10	1	19										21	10	11	20	0	18	29	28	19	0	0	0	0	0	0	0	30	30
Average HGV Movements Per Day	1.0	0.5	0.0	0.5	0.0	0.8	0.3	0.5	0.5	0.3	0.5	0.7	0.5	0.8	0.7	0.5	0.0	0.9										1.0	0.5	0.5	0.9	0.0	0.8	1.3	1.3	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	0	1	0	2	1	1	1	1	1	2	1	2	2	1	1	2										2	1	1	2	0	2	3	3	2	0	0	0	0	0	0	0	3	3

Section 10B1
Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Total Working Days	Total Person Days	Month (Project 1)																								Month (Project 2)																	
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Establish TCC and site accesses	104	312	3	3																										3	3																
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip	104	312		3	3																										3	3														
Cable Construction Works																																														
Trench Excavation and duct installation	52	104						2	2																																						
Trench Backfill with CBS and protective covers	52	104						2	2																																						
Jointing Bay Excavation	52	104													2																				2													
Jointing Bay Base Construction	52	104													2																				2													
Pulling and connection of cables	52	156														3																				3												
Backfill over Jointing Bays	52	104														2																				2												
Minor HDD crossing of A1035 - HDD Exit Only																																														
Establish HDD Exit Pit Compound	26	52						2																																						
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	26	52							2																																					
Remove of onshore HDD Exit Compound - Reuse at next HDD in section	26	26								1																																				
Minor HDD crossing of A1174 - HDD Entry Only																																														
Establish HDD Entry Pit Compound - Reuse from previous HDD in section additional material imported to site.	26	26								1																																				
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month. Includes admin of HDD compound	26	78									3																																			
Remove of onshore HDD Entry Compound	26	52											2																																		
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	104	312															3	3																												3	3
TCC and access road Removal	104	312																	3	3																										3	3
Plant Operators																																														
Overall Plant Operators	936	14,170	17	26	26	16	16	30	25	29	25	28	21	14	13	19	25	16	16	16										17	26	16	0	0	13	31	14	0	0	0	0	0	0	0	25	25
Section 10B1 Engineering Personnel																																														
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	936	3,744	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4										4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Project Engineering Personnel Based at Main TCC																																														
Head Engineer, 2 x Admin Staff, QS, Assistant QS, Overall Site Foreman, H&S Supervisor, H&S Assistant, Environmental Clerk, Assistant Environmental Clerk, Lead Surveyor, 2 x catering staff, 2 x client representative, 2 x owners engineers, 3 x additional allowance	936	18,720	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20										20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Average Total Employees per day			44	56	53	40	40	60	55	55	52	52	47	38	41	48	52	43	43	43										44	56	43	24	24	41	60	38	24	24	24	24	24	24	24	24	55	55
Maximum Total Employee Two-way Movements Per Day (car/small van)			88	112	106	80	80	120	110	110	104	104	94	76	82	96	104	86	86	86										88	112	86	48	48	82	120	76	48	48	48	48	48	48	48	48	110	110

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10B1
Indicative Total Vehicle Movement Requirements

| Activity | Month (Project 1) | | |

Section 10B2

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | Month (Project 1) | | |

Section 10B2

Indicative Construction Plant Requirements

Plant requirements and engineering staff considered for section 10B as a whole and is covered in section 10B1

Plant	Month (Project 1)																		Month (Project 2)																							
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
D6 Dozer																																													
30T Excavator																																													
20T Dumper																																												
Smooth Drum vibrio road roller																																												
21T excavator																																												
5T Forward Tipping Dumper																																												
Loading shovel																																												
Trench Roller																																												
Tractor & fencing kit																																												
Tractor & trailer																																												
Tractor & Fuel bowser (or self-propelled)																																												
Tractor & Water bowser (for dust suppression)																																												
Tractor & cable drum trailer																																												
Tractor & soil tiller, roller, seeder																																												
Cement mixer																																												
Mobile crane																																												
Grader																																												
Cable laying tracked crane																																												
Cable winch																																												
Pre-cast concrete truck																																												
Mobile concrete pump																																												
Telehandler																																												
Mobile self-contained welfare unit																																												
Crawler Crane																																												
Mobile generator HGV Movements (corrected for 2 per delivery)																																												
Temporary lighting HGV Movements (corrected for 8 per delivery)																																												
Road surface paver & roller																																												
Pump HGV Movements (corrected for 4 per delivery)																																												
Total Plant Onsite In Section Per Month	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total HGV Movements	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average HGV Movements Per Day	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Section 10B2

Indicative Average Daily Personnel Requirements

| Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc) | Total Working Days | Total Person Days | Month (Project 1) | | |

Appendix E. Programme and Average Monthly Vehicle Movements

Section 10B2
Indicative Total Vehicle Movement Requirements

Activity	Month (Project 1)																									Month (Project 2)																									
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Materials and Welfare and Operation Plant Daily HGV Movements Total Two-way HGV Movements Per Day	0	0	1	17	17	5	1	30	31	35	3	2	0	17	18	0	0	0										0	0	0	1	17	17	3	2	17	18	0	0	0	0	0	0	0	0	0	0	0
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	0	0	1	19	19	6	2	33	35	39	3	3	0	19	20	0	0	0										0	0	0	1	19	19	3	3	19	20	0	0	0	0	0	0	0	0	0	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average total two-way HGV Movements Per Day	**0**	**0**	**1**	**19**	**19**	**6**	**2**	**33**	**35**	**39**	**3**	**3**	**0**	**19**	**20**	**0**	**0**	**0**										**0**	**0**	**0**	**1**	**19**	**19**	**3**	**3**	**19**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	0	0	6	6	6	4	6	12	14	12	8	10	0	6	12	0	0	0										0	0	0	6	6	6	8	10	6	12	0	0	0	0	0	0	0	0	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**0**	**0**	**7**	**7**	**7**	**5**	**7**	**14**	**16**	**14**	**9**	**11**	**0**	**7**	**14**	**0**	**0**	**0**										**0**	**0**	**0**	**7**	**7**	**7**	**9**	**11**	**7**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**0**	**0**	**8**	**26**	**26**	**11**	**9**	**47**	**51**	**53**	**12**	**14**	**0**	**26**	**34**	**0**	**0**	**0**										**0**	**0**	**0**	**8**	**26**	**26**	**12**	**14**	**26**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Section 16B1

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | Month (Project 1) | | |

Section 16B1

Indicative Construction Plant Requirements

| Plant | Month (Project 1) | | |

Appendix E. Programme and Average Monthly Vehicle Movements

Section 16B1
Indicative Average Daily Personnel Requirements

| Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc) | Total Working Days | Total Person Days | Month (Project 1) | | |

Appendix E. Programme and Average Monthly Vehicle Movements

Section 16B1
Indicative Total Vehicle Movement Requirements

| Activity | Month (Project 1) | | |

Section 14 (Including 400kV)

Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

Activity	Total Working Days	Total HGVs	Month (Project 1)																								Month (Project 2)																											
			13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Establish TCCs and site accesses	88	190	4.3	4.3																															2.2	2.2																						
Mobilisation of Welfare and Operation Plant to TCC	44	13	0.6																																0.3																						
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	132	855		13.0	13.0	13.0																														13.0	13.0	13.0																			
Cable Construction Works																																																									
Trench Excavation and duct installation	110	1,160					10.5	10.5	10.5	10.5	10.5																																																	
Trench Backfill with CBS and protective covers	110	857					7.8	7.8	7.8	7.8	7.8																																																
Jointing Bay Excavation	88	58											0.7	0.7																										0.7	0.7																	
Jointing Bay Base Construction	88	58											0.7	0.7																										0.7	0.7																	
Pulling and connection of cables	88	148												1.7	1.7																										1.7	1.7																	
Backfill over Jointing Bays	88	34												0.4	0.4																										0.4	0.4																	
Major HDD Crossing of Bentley Moor Wood - HDD Entry and Exit																																																									
Establish HDD Entry and Exit Pit Compound	22	234					10.6																																																			
Mobilisation of HDD Kit and Welfare to compounds	22	30					1.4																																																			
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	365						8.3																																																		
Demobilisation of HDD Kit and welfare - Reused at next HDD in section	22	5							0.2																																																
Remove of onshore HDD Entry and Exit Compounds - materials reused at next HDD in section	44	94							0.0					4.3																																											
Major HDD Crossing of the A164 and Proposed Road at Jocks Lodge - HDD Entry Only																																																									
Establish HDD Entry Pit Compound - Reuse from previous HDD in Section	22	0							0.0																																															
Mobilisation of HDD Kit and Welfare to compounds - Reuse from previous HDD in Section	22	0							0.0																																															
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	44	286								6.5	6.5																																														
Demobilisation of HDD Kit and welfare	22	25										1.1																																														
Remove of onshore HDD Entry and Exit Compounds - materials reused at next HDD in section	22	56										2.5																																														
Minor HDD crossing of A1079 - HDD Entry																																																									
Establish HDD Entry Pit Compound - Reuse from previous HDD in Section additional materials delivered to site.	22	0										0.0																																													
Mobilisation of HDD Kit and Welfare to compounds	22	17										0.8																																														
HDD drilling works and ducting (assume working 12 hrs, 6 days a week, average 22 days a month	22	36											0.8																																													
Demobilisation of HDD Kit and welfare	22	17												0.8																																												
Remove of onshore HDD Entry Compounds	22	84												3.8																																												
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	132	855														13.0	13.0	13.0																																								
Demobilisation of Welfare from TCC	44	13																0.6																																								
TCC and access road Removal	88	190															4.3	4.3																																								
Average Section Skip HGV Movements Per Day	572	197	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.0	0.0										0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3										
Total HGVs per day			5.3	17.6	13.3	13.3	30.7	27.0	18.9	25.2	25.2	4.8	2.5	12.6	2.4	13.3	17.6	18.2	0.0	0.0										0.0	0.0	0.0	0.0	0.0	2.8	15.5	13.3	13.3	1.7	3.7	2.4	13.3	15.5	15.8	0.0	0.0	0.0
Total two-way HGV movements per day			10.5	35.2	26.6	26.6	61.3	54.0	37.8	50.4	50.4	9.6	5.0	25.2	4.8	26.6	35.2	36.4	0.0	0.0										0.0	0.0	0.0	0.0	0.0	5.6	30.9	26.6	26.6	3.3	7.5	4.8	26.6	30.9	31.5	0.0	0.0	0.0

Section 14

Indicative Construction Plant Requirements

Plant	Month (Project 1)																		Month (Project 2)																					
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
D6 Dozer	1	2	1	1	1		2			3	2	3	2	2	3	3																	1	2	1	1		2	2	2	3	3			
30T Excavator	2	3	2	2	4	3	4	3	3	4	3	4	2	2	3	3																	2	3	2	2	2	4	2	2	3	3			
20T Dumper	3	3	3	3	4	4	4	4	4	6	4	6	2	2	4	4																	3	3	3	3	2	4	2	2	4	4			
Smooth Drum vibrio road roller	1	2	1	1	1		1			1		1		1	2	2																	1	2	1	1		1		1	2	2			
21T excavator	1	2	1	1	3	3	3	3	3	2	2	2	1	1	2	2																	1	2	1	1	1	3	1	1	2	2			
5T Forward Tipping Dumper	1	2	1	1	3	3	3	3	3	2	2	2	1	1	2	2																	1	2	1	1	1	3	1	1	2	2			
Loading shovel	1	2	1	1	3	3	3	3	3	3	1	2	1	2	3	3																	1	2	1	1		3	1	2	3	3			
Trench Roller					2	2	2	2	2	1	1	1	1																									2	1					
Tractor & fencing kit	1	1	1	1	1		1			1		1		1	1	1																	1	1	1	1		1		1	1	1			
Tractor & trailer	1	2	1	1	2	2	1	2	2	1	1	2		1	2	2																	1	2	1	1	1	1		1	2	2			
Tractor & Fuel bowser (or self-propelled)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1																	1	1	1	1	2	1	1	1	1	1			
Tractor & Water bowser (for dust suppression)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1																	1	1	1	1	2	1	1	1	1	1			
Tractor & cable drum trailer										1	1	1	1																									1						
Tractor & soil tiller, roller, seeder														1	1	1																							1	1	1			
Cement mixer																																												
Mobile crane																																												
Grader	1	2	1	1	1		1			1																							1	2	1	1		1							
Cable laying tracked crane																																												
Cable winch										1	1	1	1																										1					
Pre-cast concrete truck																																												
Mobile concrete pump										1	1	1																										1	1					
Telehandler	1	2	1	1	2	2	1	2	2	2	1	1																					1	2	1	1	1	2							
Mobile self-contained welfare unit	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1																	1	1	1	1	1	1	1	1	1	1			
Crawler Crane					1	1	1	1	1																														1						
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1	3	2	3	2	2	5	4	5	2	1	2	2																	2	2	1	1	2	5	2	1	2	2			
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	3	2	3	2	2	3	2	3	1	2	2	2																	1	2	2	2	1	4	1	2	2	2			
Road surface paver & roller	1	1																															1	1											
Pump HGV Movements (corrected for 4 per delivery)					1	1	1	1	1	2	2	2	1																									1	2	1					
Total Plant Onsite In Section Per Month	21	31	20	20	38	31	37	31	31	43	31	41	19	20	30	30	0	0										0	0	0	0	0	21	31	20	20	18	43	19	20	30	30	0	0	0
Total HGV Movements	21	10	11	0	56	0	10	10	0	22	12	10	22	11	10	30	0	0										0	0	0	0	0	21	10	11	0	12	29	28	11	10	30	0	0	0
Average HGV Movements Per Day	1.0	0.5	0.5	0.0	2.5	0.0	0.5	0.5	0.0	1.0	0.5	0.5	1.0	0.5	0.5	1.4	0.0	0.0										0.0	0.0	0.0	0.0	0.0	1.0	0.5	0.5	0.0	0.5	1.3	1.3	0.5	0.5	1.4	0.0	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	0	6	0	1	1	0	2	2	1	2	1	1	3	0	0										0	0	0	0	0	2	1	1	0	2	3	3	1	1	3	0	0	0

Section 14
Indicative Average Daily Personnel Requirements

| Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc) | Total Working Days | Total Person Days | Month (Project 1) | | |

Section 14
Indicative Total Vehicle Movement Requirements

| Activity | Month (Project 1) | | |

Annex 6b

Appendix E. Programme and Average Monthly Vehicle Movements

Substation Construction Zone 4
Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | MONTH (Project 1) | | |

Appendix E. Programme and Average Monthly Vehicle Movements

wardell armstrong

Section 15
Indicative Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | Month (Project 1) | | |

Section 15

Indicative Construction Plant Requirements

| Plant | Month (Project 1) | | |

Appendix E. Programme and Average Monthly Vehicle Movements

Section 15

Indicative Average Daily Personnel Requirements

| Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc) | Total Working Days | Total Person Days | Month (Project 1) | | |

Section 15
Indicative Total Vehicle Movement Requirements

| Activity | Month (Project 1) | | |

Annex 7 HGV and LV Trips Per Section Per Month (Projects In Isolation)

Unrestricted

004300168

Annex 7

HGV and LV trips per section per month (Projects in-isolation)

Average Total Two-Way HGV Movements Per Day

Including miscellaneous allowances

	Months																																										
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Section 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	26	54	35	34	17	18	32	25	45	37	46	15	17	19	16	35	54	59	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	46	41	33	32	32	32	44	56	51	48	50	9	42	33	32	32	42	46	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	14	39	30	29	37	35	38	9	6	30	39	43	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 4A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	1	26	26	30	26	28	5	8	26	27	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 4B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	1	1	14	39	29	13	5	3	4	3	29	19	7	3	38	43	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	24	50	36	35	47	40	9	7	55	52	60	15	19	37	35	35	50	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 6A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14	41	32	31	8	5	40	34	5	10	8	11	33	41	44	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 6B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14	11	28	27	27	12	34	29	8	14	9	18	29	38	41	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	14	34	25	31	30	33	29	8	7	8	10	26	34	38	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	14	45	46	37	29	33	18	5	35	45	48	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	14	35	26	13	28	28	6	13	6	36	39	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10A1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	1	11	0	7	17	4	2	4	12	0	0	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10A2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14	33	23	2	3	46	4	3	5	14	6	34	37	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10B1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	24	41	26	6	27	30	5	8	10	13	10	9	7	8	5	5	43	47	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10B2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	1	19	19	4	26	25	1	7	3	19	20	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 16B1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	14	11	32	31	9	5	7	5	5	36	36	16	5	43	45	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 14 (including 400kV)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14	41	31	30	3	46	37	28	42	11	6	14	9	4	1	32	41	44	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Substation Zone 4	41	86	78	103	101	101	101	114	113	64	61	61	63	61	61	64	62	62	62	62	64	63	62	67	10	8	8	9	9	6	6	6	6	5	2	2	2	2	2	2	2	2	45	41	43
Section 15 (400kV)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14	32	30	23	30	9	6	4	43	36	41	48	10	7	21	20	30	33	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	86	78	103	101	101	101	114	113	64	61	61	253	420	377	443	441	440	469	452	467	412	435	443	408	316	316	319	351	333	6	6	6	5	2	2	2	2	2	2	2	2	45	41	43

Annex 7

HGV and LV trips per section per month (Projects in-iolation)

Average Total Employees Two Way Movements per day

	Months																																									
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Section 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	80	51	51	51	51	77	55	73	73	104	132	108	49	49	51	77	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	80	80	51	51	51	51	73	99	121	121	121	51	62	51	51	51	77	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	53	80	51	51	73	73	82	77	51	51	77	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 4A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	7	7	7	14	16	25	20	16	7	14	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 4B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	53	80	73	60	58	77	77	77	97	102	62	64	77	77	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	97	124	95	95	110	108	95	60	135	146	165	132	126	95	95	95	121	121	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 6A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	80	51	51	42	16	86	84	9	75	84	82	51	77	77	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 6B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	53	51	51	51	42	84	86	20	80	102	86	51	77	77	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	53	80	51	66	80	86	84	51	53	77	82	51	77	77	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	53	80	66	64	86	95	99	51	51	77	77	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	53	80	51	42	86	86	16	71	51	77	77	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10A1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	7	7	0	5	16	5	5	5	14	0	0	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10A2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	80	73	44	9	88	71	51	16	71	91	77	77	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10B1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	97	124	117	88	121	121	113	113	60	86	110	106	108	53	53	53	121	121	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10B2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	7	7	7	5	14	14	5	14	11	7	14	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 16B1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	53	53	51	51	42	16	51	20	51	77	82	104	51	77	77	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 14 (including 400kV)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	80	51	51	9	88	93	86	86	75	53	82	82	9	9	51	77	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Substation Zone 4	97	132	128	104	104	104	104	121	121	135	135	135	172	172	172	187	187	187	187	187	212	187	223	231	172	172	172	146	117	117	117	117	117	86	86	86	86	86	86	86	86	86	95	95	95
Section 15 (400kV)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	80	66	51	62	51	20	51	80	86	93	117	77	51	51	51	77	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	97	132	128	104	104	104	104	121	121	135	135	135	764	1006	951	1051	1013	1109	1295	1345	1179	1435	1578	1580	1468	959	917	780	821	744	117	117	117	86	86	86	86	86	86	86	86	86	95	95	95

Dogger Bank South Offshore Wind Farms

Annex 8 HGV and LV Trips Per Section Per Month (Projects Concurrently)

Unrestricted

004300168

Annex 8

HGV and LV trips per section per month (Projects concurrently)

Average Total Two-Way HGV Movements Per Day

Including miscellaneous allowances

	Months																																										
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Section 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	26	55	35	34	56	47	67	63	63	63	58	20	26	47	43	35	55	59	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	45	41	33	74	72	72	45	64	52	48	52	63	78	39	35	33	42	45	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14	11	29	28	28	44	42	42	44	49	9	7	6	29	39	42	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 4A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	1	26	26	11	36	37	38	41	8	7	14	26	27	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 4B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	12	11	29	30	2	1	21	11	2	4	3	35	34	22	8	5	41	43	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	24	50	39	57	43	42	51	50	66	57	56	70	20	45	46	45	50	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 6A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	44	40	32	14	5	3	9	7	2	9	46	46	49	9	13	33	40	41	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 6B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14	11	28	27	27	18	9	3	9	15	43	65	44	9	6	27	38	41	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14	34	25	24	53	42	41	46	7	8	5	7	9	7	15	26	34	38	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14	45	35	34	21	5	3	3	8	4	39	39	44	9	21	36	45	48	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	14	35	26	21	7	5	12	4	14	3	1	44	44	9	6	36	39	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10A1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	1	11	12	2	2	7	31	6	0	0	0	12	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10A2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14	33	23	2	2	11	6	3	6	46	36	6	9	6	34	37	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10B1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	24	41	29	9	8	56	51	14	12	12	19	11	13	12	31	30	19	24	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10B2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	1	19	19	6	2	33	35	41	6	3	0	19	20	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 16B1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14	42	32	3	1	13	6	9	7	5	5	47	47	51	22	6	44	45	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 14 (including 400kV)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14	41	31	30	75	61	44	58	59	21	13	30	8	31	44	44	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Substation Zone 4	78	131	115	92	90	90	90	90	120	123	120	120	123	121	121	124	122	122	122	122	124	123	122	131	16	14	14	15	15	12	12	12	12	7	4	4	4	4	4	4	4	4	85	81	83
Section 15 (400kV)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14	41	31	51	49	56	59	50	56	57	58	51	57	62	38	35	40	42	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	78	131	115	92	90	90	90	90	120	123	120	120	411	631	589	598	642	634	596	633	624	620	614	640	511	481	464	482	499	532	12	12	12	7	4	4	4	4	4	4	4	4	85	81	83

Average Total Employees Two Way Movements per day

	Months																																									
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Section 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	80	51	51	58	62	108	108	108	108	99	132	124	95	71	51	77	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	80	80	51	82	82	82	82	115	121	121	121	117	126	88	69	51	77	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	53	51	51	51	73	73	73	82	110	77	77	51	51	77	77	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 4A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	7	7	7	5	9	9	16	25	27	20	16	7	14	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 4B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	53	51	73	44	44	40	77	77	77	77	104	91	86	82	62	77	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	97	124	95	110	108	108	130	132	165	174	174	168	132	113	106	106	121	121	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 6A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	80	80	51	42	16	16	51	20	9	51	84	82	110	77	82	51	77	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 6B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	53	51	51	51	42	20	51	20	53	97	104	93	97	51	51	77	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	80	51	51	88	80	80	88	16	51	16	47	77	77	82	51	77	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	80	51	51	42	22	22	51	22	9	73	82	110	77	82	51	77	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	53	80	51	42	22	22	51	16	47	9	9	73	82	77	51	77	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10A1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	7	7	5	7	7	5	14	5	0	0	0	14	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10A2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	80	73	44	38	42	16	51	71	84	73	47	77	91	77	77	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10B1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	97	124	117	88	88	132	121	121	115	148	124	110	121	106	115	95	95	95	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 10B2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	7	7	7	5	7	14	16	22	20	11	0	7	14	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 16B1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	80	51	9	9	42	16	51	20	51	14	73	82	110	88	93	77	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Section 14 (including 400kV)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	80	51	51	88	93	86	86	95	108	84	104	51	51	77	77	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Substation Zone 4	97	132	128	104	104	104	104	104	121	135	135	135	172	172	172	187	187	187	187	187	212	187	223	231	172	172	172	146	117	117	117	117	117	86	86	86	86	86	86	86	86	86	95	95	95
Section 15 (400kV)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	80	51	66	62	86	99	93	91	104	121	121	121	117	88	69	77	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	97	132	128	104	104	104	104	104	121	135	135	135	1056	1352	1112	1079	1073	1152	1172	1383	1279	1526	1511	1646	1631	1527	1417	1173	1103	1103	117	117	117	86	86	86	86	86	86	86	86	86	95	95	95

Annex 9 Distribution of Local Accommodation

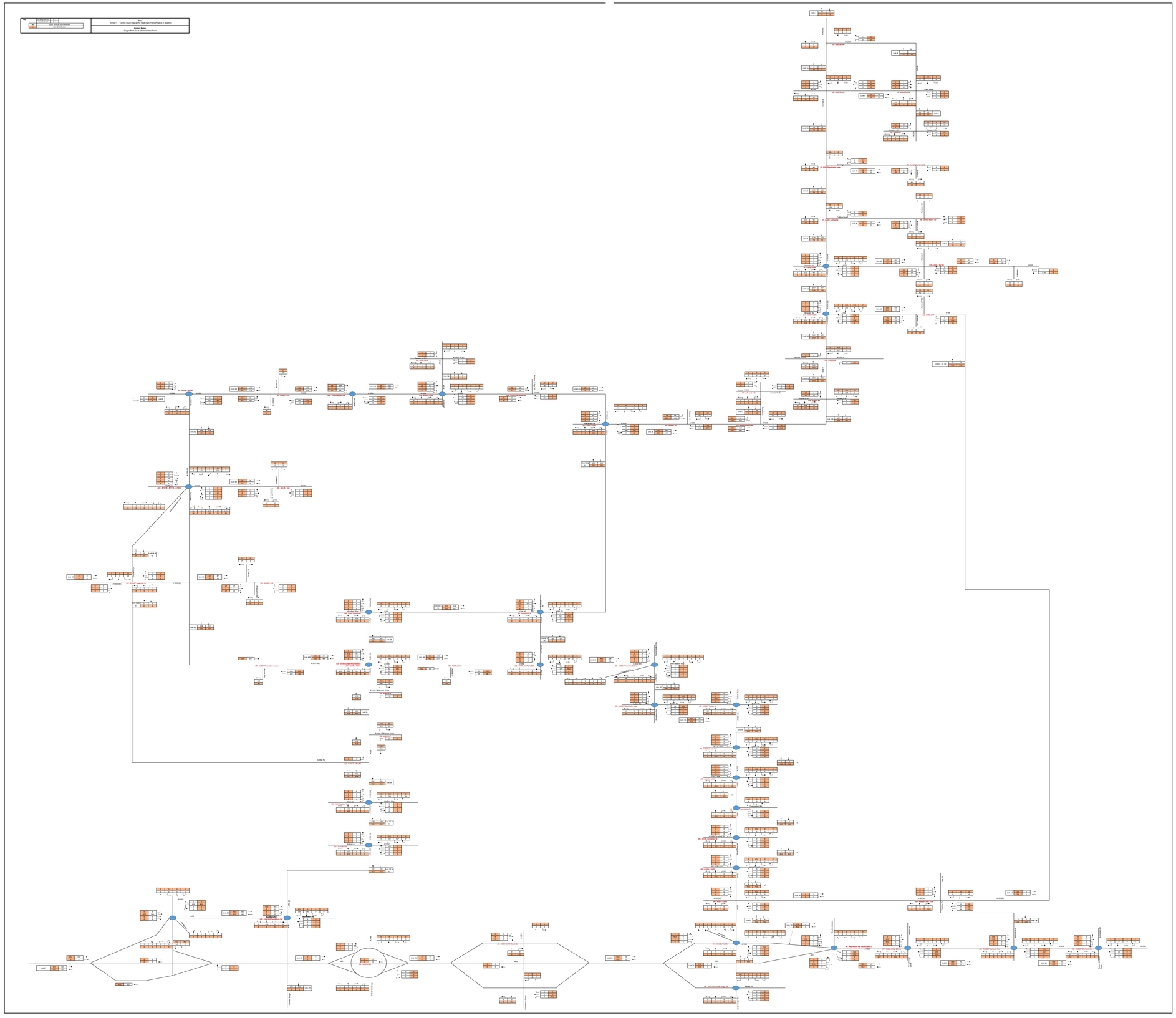
Postcode	Entry link	Number of rooms per postcode	Journey time (minutes)	Factor*	Percentage distribution	Entry link	Percentage distribution by point of entry
YO15	1	27	30	0.9	1.0%	1	1.0%
HU11	14	11	20	0.6	0.6%	14	0.6%
HU12	22	39	26	1.5	1.6%	22	1.6%
DN14	27	15	37.5	0.4	0.4%	27	11.6%
DN8	27	26	40	0.7	0.7%		
HU14	27	98	12	8.2	8.6%		
HU15	27	14	17	0.8	0.9%		
YO8	27	41	45	0.9	1.0%		
DN15	29	97	35	2.8	2.9%	29	16.4%
DN19	29	9	29	0.3	0.3%		
DN31	29	124	40	3.1	3.3%		
DN32	29	86	40	2.2	2.3%		
DN37	29	45	35	1.3	1.4%		
DN38	29	24	22	1.1	1.2%		
DN39	29	104	30	3.5	3.7%		
DN40	29	43	33.5	1.3	1.4%		
HU1	32	109	21	5.2	5.5%	32	25.6%
HU10	32	100	8	12.5	13.2%		
HU4	32	127	19.5	6.5	6.9%		
HU16	34	43	5	8.6	9.1%	34	9.1%
YO17	39	29	40	0.7	0.8%	39	1.5%
YO25	39	16	22	0.7	0.8%		
HU2	66	249	14	17.8	18.8%	66	20.1%
HU5	66	14	12	1.2	1.2%		
HU9	74	62	17	3.6	3.9%	74	3.9%
HU17	Beverley	41	5	8.2	8.7%	Beverley	8.7%
*Factor equates to number of rooms per minute of journey time							

Annex 10 Distribution of local employees

Postcode	Entry link	Travel time (minutes)	Number of construction workers	Entry link	Number of workers per travel time minute	Percentage distribution of workers by entry link
YO15	1	55	968	1	17.6	1.04%
YO16	1	50	579		11.6	
HU18	10	26	335	10	12.9	0.46%
HU11	14	30	575	14	19.2	0.68%
HU12	22	35	1503	22	42.9	1.53%
DN2	27	55	996	27	18.1	20.12%
DN3	27	55	1701		30.9	
DN4	27	55	1869		34.0	
DN5	27	60	1664		27.7	
DN6	27	55	1286		23.4	
DN7	27	45	1100		24.4	
DN8	27	50	760		15.2	
LS25	27	60	2168		36.1	
S64	27	70	1761		25.2	
S65	27	65	1107		17.0	
S66	27	65	1873		28.8	
S72	27	70	1128		16.1	
S81	27	70	1797		25.7	
WF1	27	65	1296		19.9	
WF10	27	55	2397		43.6	
WF11	27	55	444		8.1	
WF2	27	70	1302		18.6	
WF3	27	65	1304		20.1	
WF4	27	70	1837		26.2	
WF5	27	65	1357		20.9	
WF6	27	60	662		11.0	
WF7	27	60	1243		20.7	
WF8	27	55	1064		19.3	
WF9	27	65	1277		19.6	
DN9	29	45	641	29	14.2	14.73%
DN15	29	35	1142		32.6	
DN16	29	35	1209		34.5	
DN17	29	40	1611		40.3	
DN18	29	20	475		23.8	
DN19	29	26	235		9.0	
DN20	29	28	608		21.7	
DN21	29	50	1658		33.2	
DN31	29	35	209		6.0	
DN32	29	40	1331		33.3	
DN33	29	40	496		12.4	
DN34	29	40	167		4.2	
DN35	29	45	1552		34.5	
DN36	29	50	428		8.6	
DN37	29	40	1052		26.3	
DN38	29	30	280		9.3	
DN40	29	35	328		9.4	
DN41	29	35	285		8.1	
LN2	29	55	1632		29.7	
LN7	29	35	338		9.7	
LN8	29	60	788		13.1	
HU13	30	12	1001	30	83.4	2.97%
HU14	31	12	247	31	20.6	0.73%
HU10	32	10	685	32	68.5	5.30%
HU3	32	16	634		39.6	
HU4	32	16	652		40.8	
HU16	34	5	458	34	91.6	9.23%
HU5	34	14	1834		131.0	
HU15	34	22	808		36.7	
HU7	45	10	1835	45	183.5	10.94%
HU8	45	14	1735		123.9	
YO11	39	45	888	39	19.7	4.64%
YO12	39	45	1090		24.2	
YO17	39	40	1193		29.8	
YO25	39	28	1334		47.6	
DN14	65	35	1514	65	43.3	10.66%
LS9	27	65	939		14.4	
LS23	65	60	455		7.6	
LS24	65	50	258		5.2	
YO10	65	40	242		6.1	
YO19	39	45	398		8.8	
YO23	65	50	828		16.6	
YO24	65	45	996		22.1	
YO30	65	50	803		16.1	
YO31	65	40	1713		42.8	
YO32	65	50	972		19.4	
YO41	65	35	349		10.0	
YO42	65	26	388		14.9	
YO43	65	18	526		29.2	
YO8	65	40	2653		66.3	
HU6	66	9	1233	66	137.0	4.88%
HU17	Beverley	6	1541	Beverley	256.8	9.14%
HU2	74	16	423	74	26.4	0.94%
HU9	75	18	1028	75	57.1	2.03%

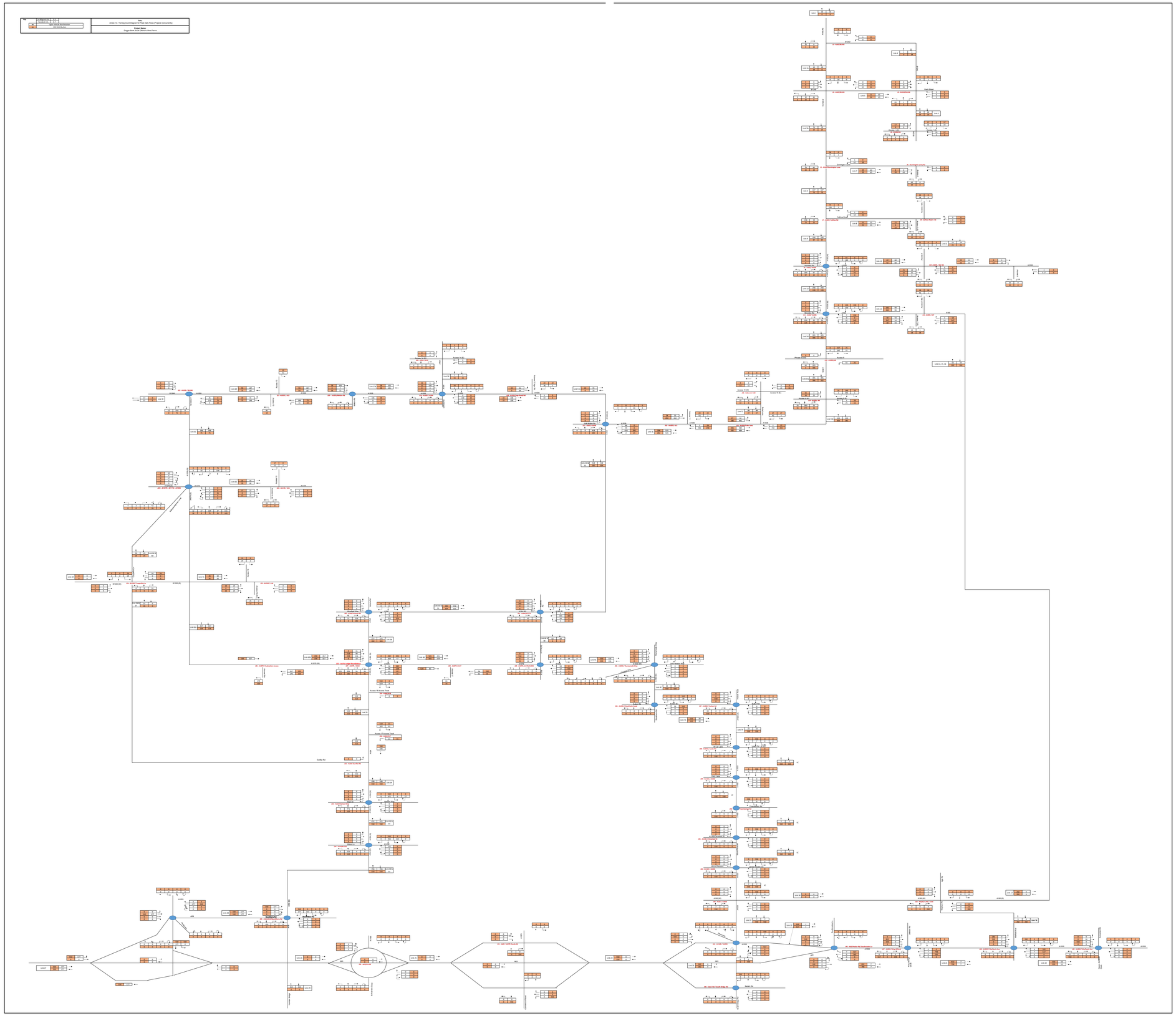
Annex 11 Turning Count Diagram for Peak Daily Flows (Projects In Isolation)

No.	Title
1	Annex 11 – Turning Count Diagram – Peak Daily Flows (Projects & Isolation)
Project	
Dragon Bone Hotel (Peninsula West) Karma	


Dunlin Rd
Dunlin Rd Access Track
Access to Dunlin Rd
Access to Dunlin Rd
Dunlin Rd Access Track
Access to Dunlin Rd
Access to Dunlin Rd
Dunlin Rd
Dunlin Rd

Annex 12 Turning Count Diagram for Peak Daily Flows (Projects Concurrently)

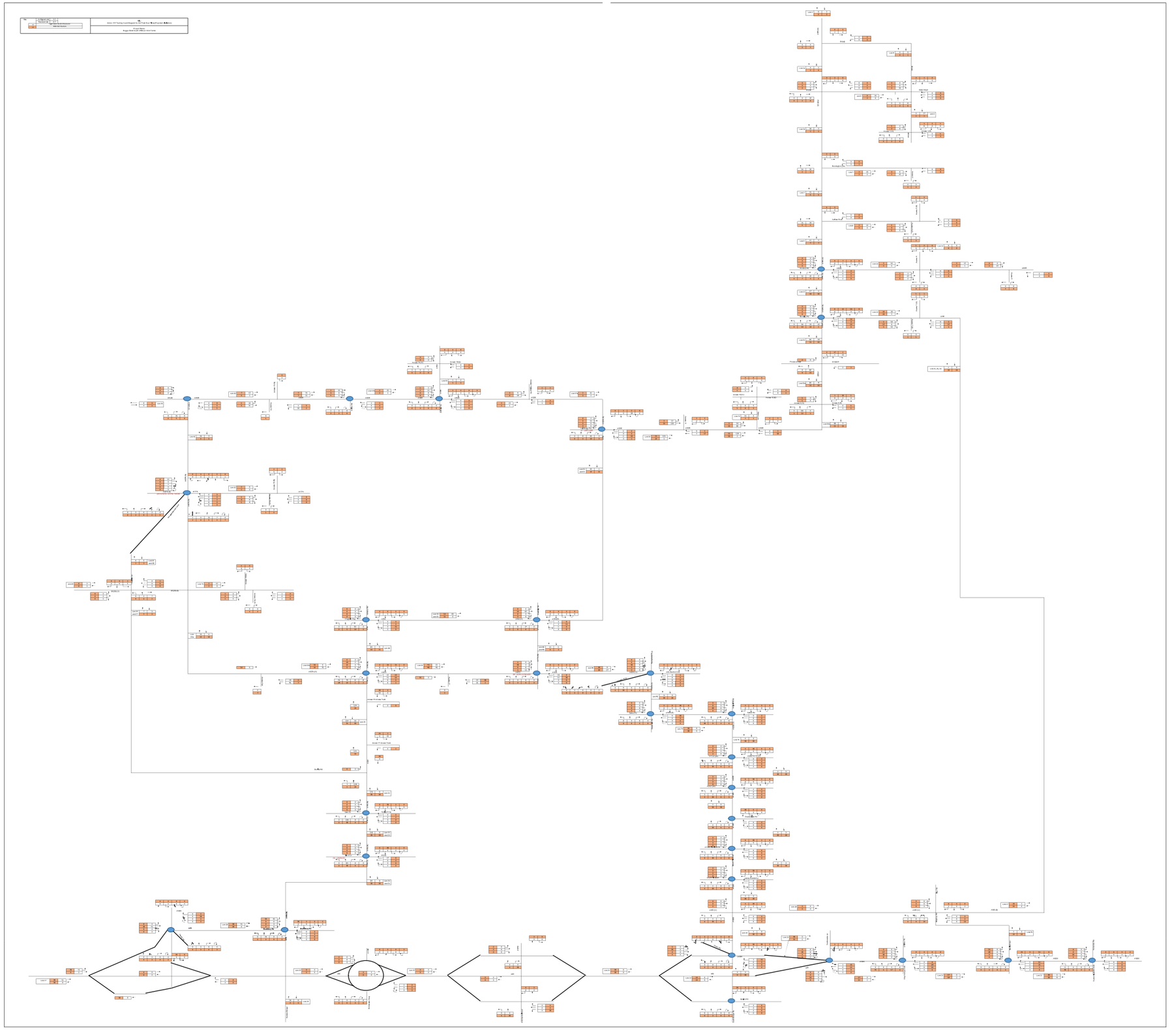
No.	Title
1	Annex 12 - Turning Count Diagrams (Peak Daily Flows (Projects Concurrently))
Project	Project Name
Client	Dragon Bone Investments Wind Farms



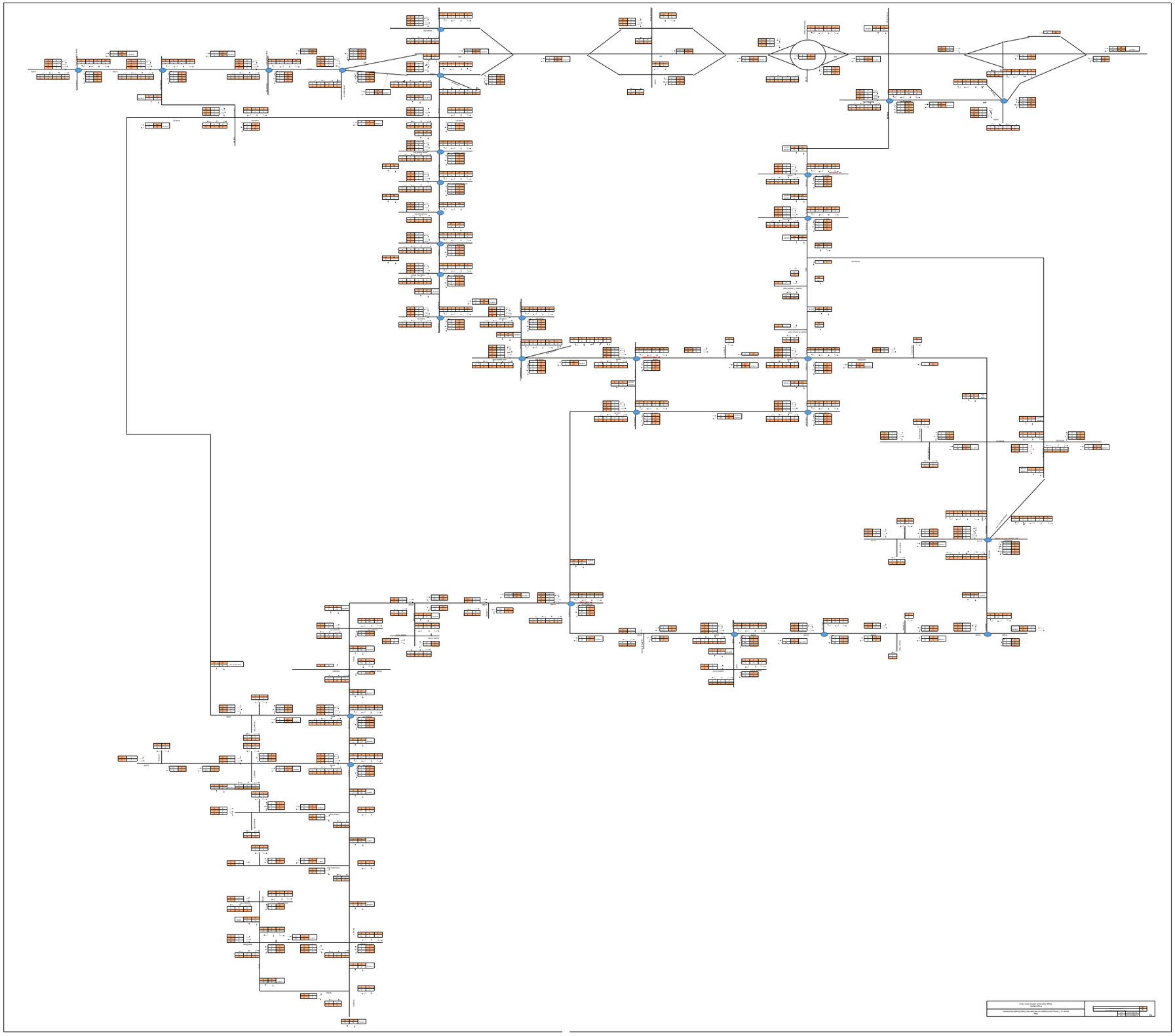
Annex 13 Turning Count Diagram for AM Peak Hour Flows (Projects In Isolation)

Annex 01

Title	Author
Project Name Project Number Application Submission Date Issued	Jones Old Tanning Creek Bridge Replacement Project Project Name Kruger Brady Smith Fellers Hand Crane



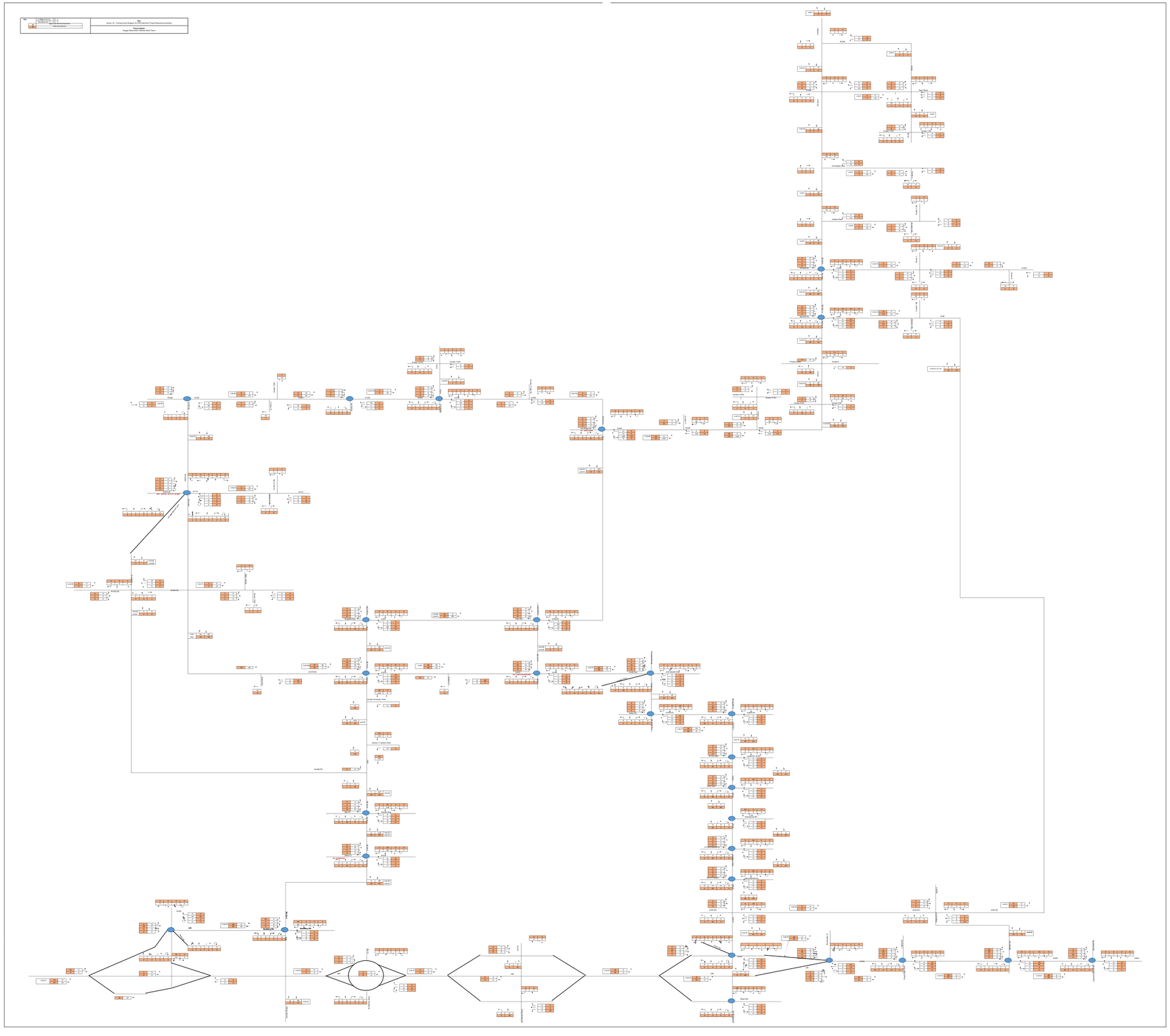
Annex 14 Turning Count Diagram for AM Peak Hour Flows (Projects Concurrently)



Annex 15 Turning Count Diagram for PM Peak Hour Flows (Projects In Isolation)

Key		Title
	Subject to Change	Version 15 – Training Event Engine Line Re-Paint Has Posted Photos (Possible to Iterations)
	Not to Scale	Project Name
	Information Needed	Oxygen Bar Events Private Metro Trains

Annex 16 Turning Count Diagram for PM Peak Hour Flows (Projects Concurrently)


Key
Legend Information
Title
Version 46 - Training Zoom Diagram (w/ Pre-Feature Three (Psychic/Immunity))
Project Name
Oxygen Not Included Modded Metric Farms

Annex 17 Link Traffic Flows

Unrestricted

Annex 17

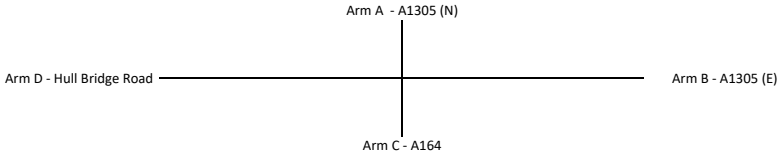
Dogger Bank South Offshore Wind Farms

Annex 18 Junction Modelling Turning Counts

Unrestricted

004300168

J14 - Swinemoor Lane Roundabout



	Total Traffic - 2023 Base AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	233	273	207
Arm B	303	0	281	389
Arm C	198	289	0	79
Arm D	158	205	85	2

	Total Traffic - 2023 Base PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	345	155	135
Arm B	266	1	241	307
Arm C	311	476	0	105
Arm D	142	338	33	0

	HGV Traffic - 2023 Base AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	22	16	1
Arm B	25	0	21	4
Arm C	17	25	0	3
Arm D	3	7	5	0

	HGV Traffic - 2023 Base PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	9	5	0
Arm B	8	0	8	1
Arm C	2	10	0	3
Arm D	1	2	1	0

	HGV Percentage - 2023 Base AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	9	6	0
Arm B	8	0	7	1
Arm C	9	9	0	4
Arm D	2	3	6	0

	HGV Percentage - 2023 Base PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	3	3	0
Arm B	3	0	3	0
Arm C	1	2	0	3
Arm D	1	1	3	0

	Total Traffic - 2026 Base AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	237	278	211
Arm B	309	0	286	396
Arm C	202	294	0	80
Arm D	161	209	87	2

	Total Traffic - 2026 Base PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	351	158	137
Arm B	270	1	245	312
Arm C	316	484	0	107
Arm D	144	344	34	0

	HGV Traffic - 2026 Base AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	22	16	1
Arm B	25	0	21	4
Arm C	17	25	0	3
Arm D	3	7	5	0

	HGV Traffic - 2026 Base PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	9	5	0
Arm B	8	0	8	1
Arm C	2	10	0	3
Arm D	1	2	1	0

	HGV Percentage - 2023 Base AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	9	6	0
Arm B	8	0	7	1
Arm C	9	9	0	4
Arm D	2	3	6	0

	HGV Percentage - 2023 Base PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	3	3	0
Arm B	3	0	3	0
Arm C	1	2	0	3
Arm D	1	1	3	0

	Total Traffic - 2026 ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	16	34	20
Arm B	16	0	0	0
Arm C	34	0	0	0
Arm D	20	0	0	0

	Total Traffic - 2026 ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	16	34	20
Arm B	16	0	0	0
Arm C	34	0	0	0
Arm D	20	0	0	0

	HGV Traffic - 2026 ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	0	0	0
Arm D	0	0	0	0

	HGV Traffic - 2026 ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	0	0	0
Arm D	0	0	0	0

	HGV Percentage - 2026 ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	0	0	0
Arm D	0	0	0	0

	HGV Percentage - 2026 ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	0	0	0
Arm D	0	0	0	0

	Total Traffic - 2026 Base + ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	253	312	231
Arm B	325	0	286	396
Arm C	236	294	0	80
Arm D	181	209	87	2

	Total Traffic - 2026 Base + ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	367	192	157
Arm B	286	1	245	312
Arm C	350	484	0	107
Arm D	164	344	34	0

	HGV Traffic - 2026 Base + ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	22	16	1
Arm B	25	0	21	4
Arm C	17	25	0	3
Arm D	3	7	5	0

	HGV Traffic - 2026 Base + ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	9	5	0
Arm B	8	0	8	1
Arm C	2	10	0	3
Arm D	1	2	1	0

	HGV Percentage - 2026 Base + ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	9	5	0
Arm B	8	0	7	1
Arm C	7	9	0	4
Arm D	2	3	6	0

	HGV Percentage - 2026 Base + ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	2	3	0
Arm B	3	0	3	0
Arm C	1	2	0	3
Arm D	1	1	3	0

	Total Traffic - 2026 In-isolation Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	14	2	0
Arm B	1	2	20	0
Arm C	0	115	0	0
Arm D	1	11	0	0

	Total Traffic - 2026 In-isolation Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	1	2	1
Arm B	14	2	115	11
Arm C	0	20	0	0
Arm D	0	0	0	0

	HGV Traffic - 2026 In-isolation Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	2	0
Arm B	0	2	19	0
Arm C	0	19	0	0
Arm D	0	0	0	0

	HGV Traffic - 2026 In-isolation Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	2	0
Arm B	0	2	19	0
Arm C	0	19	0	0
Arm D	0	0	0	0

	HGV Percentage - 2026 In-isolation Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	100	0
Arm B	0	100	95	0
Arm C	0	17	0	0
Arm D	0	0	0	0

	HGV Percentage - 2026 In-isolation Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	100	0
Arm B	0	83	17	0
Arm C	0	95	0	0
Arm D	0	0	0	0

	al Traffic - 2026 Base + ComDev + In-isolation Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	267	314	231
Arm B	326	2	306	396
Arm C	236	409	0	80
Arm D	182	220	87	2

	al Traffic - 2026 Base + ComDev + In-isolation Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	368	193	158
Arm B	300	3	360	323
Arm C	350	504	0	107
Arm D	164	344	34	0

	V Traffic - 2026 Base + ComDev + In-isolation Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	22	18	1
Arm B	25	2	41	4
Arm C	17	45	0	3
Arm D	3	7	5	0

	V Traffic - 2026 Base + ComDev + In-isolation Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	9	7	0
Arm B	8	2	27	1
Arm C	2	29	0	3
Arm D	1	2	1	0

	ercentage - 2026 Base + ComDev + In-isolation Scenar			
	Arm A	Arm B	Arm C	Arm D
Arm A	#DIV/0!	8	6	0
Arm B	8	100	13	1
Arm C	7	11	#DIV/0!	4
Arm D	2	3	6	0

	ercentage - 2026 Base + ComDev + In-isolation Scenar			
	Arm A	Arm B	Arm C	Arm D
Arm A	#DIV/0!	2	3	0
Arm B	3	57	8	0
Arm C	1	6	#DIV/0!	3
Arm D	1	1	3	#DIV/0!

	Total Traffic - 2026 Concurrent Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	15	2	0
Arm B	1	2	25	0
Arm C	0	127	0	0
Arm D	1	12	0	0

185

	Total Traffic - 2026 Concurrent Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	1	2	1
Arm B	15	3	127	12
Arm C	0	25	0	0
Arm D	0	0	0	0

185

	HGV Traffic - 2026 Concurrent Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	2	0
Arm B	0	2	23	0
Arm C	0	23	0	0
Arm D	0	0	0	0

	HGV Traffic - 2026 Concurrent Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	2	0
Arm B	0	2	23	0
Arm C	0	23	0	0
Arm D	0	0	0	0

	HGV Percentage - 2026 Concurrent Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	100	0
Arm B	0	100	95	0
Arm C	0	18	0	0
Arm D	0	0	0	0

	HGV Percentage - 2026 Concurrent Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	100	0
Arm B	0	81	18	0
Arm C	0	95	0	0
Arm D	0	0	0	0

	al Traffic - 2026 Base + ComDev + Concurrent Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	268	314	231
Arm B	326	2	311	396
Arm C	236	421	0	80
Arm D	182	221	87	2

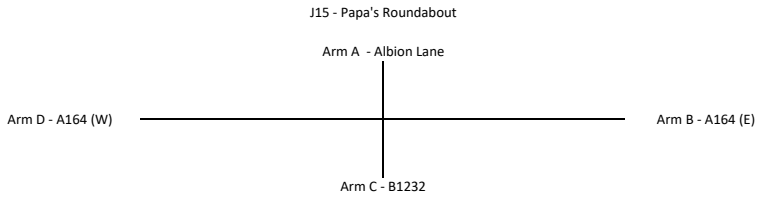
	al Traffic - 2026 Base + ComDev + Concurrent Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	368	193	158
Arm B	302	4	372	324
Arm C	350	509	0	107
Arm D	164	344	34	0

	V Traffic - 2026 Base + ComDev + Concurrent Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	22	18	1
Arm B	25	2	45	4
Arm C	17	49	0	3
Arm D	3	7	5	0

	V Traffic - 2026 Base + ComDev + Concurrent Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	9	7	0
Arm B	8	2	32	1
Arm C	2	34	0	3
Arm D	1	2	1	0

	ercentage - 2026 Base + ComDev + Concurrent Scenar			
	Arm A	Arm B	Arm C	Arm D
Arm A	#DIV/0!	8	6	0
Arm B	8	100	14	1
Arm C	7	12	#DIV/0!	4
Arm D	2	3	6	0

	ercentage - 2026 Base + ComDev + Concurrent Scenar			
	Arm A	Arm B	Arm C	Arm D
Arm A	#DIV/0!	2	4	0
Arm B	3	58	8	0
Arm C	1	7	#DIV/0!	3
Arm D	1	1	3	#DIV/0!



	Total PCUs - 2022 Base AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	9	8	4
Arm B	18	7	577	1185
Arm C	13	521	0	183
Arm D	30	1534	198	0

	Total PCUs Mix - 2022 Base PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	21	24	13
Arm B	4	36	1032	1051
Arm C	3	474	0	292
Arm D	4	1498	350	0

	Total PCUs - 2026 Base AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	9	8	4
Arm B	18	7	588	1207
Arm C	13	531	0	186
Arm D	31	1562	202	0

	Total PCUs Mix - 2026 Base PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	21	24	13
Arm B	4	37	1049	1069
Arm C	3	482	0	297
Arm D	4	1523	356	0

	Total Traffic - 2026 ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	0	0	0
Arm D	0	0	0	0

	Total Traffic - 2026 ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	0	0	0
Arm D	0	0	0	0

	HGV Traffic - 2026 ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	0	0	0
Arm D	0	0	0	0

	HGV Traffic - 2026 ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	0	0	0
Arm D	0	0	0	0

	Total PCUs - 2026 ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	0	0	0
Arm D	0	0	0	0

	Total PCUs - 2026 ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	0	0	0
Arm D	0	0	0	0

	Total PCUs - 2026 Base + ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	9	8	4
Arm B	18	7	577	1185
Arm C	13	521	0	183
Arm D	30	1534	198	0

	Total PCUs - 2026 Base + ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	21	24	13
Arm B	4	36	1032	1051
Arm C	3	474	0	292
Arm D	4	1498	350	0

	Total Traffic - 2026 In-isolation Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	27	0	0
Arm D	0	83	0	0

	Total Traffic - 2026 In-isolation Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	27	83
Arm C	0	0	0	0
Arm D	0	0	0	0

	HGV Traffic - 2026 In-isolation Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	38
Arm C	0	0	0	0
Arm D	0	38	0	0

	HGV Traffic - 2026 In-isolation Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	38
Arm C	0	0	0	0
Arm D	0	38	0	0

	Total PCUs - 2026 In-isolation Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	87
Arm C	0	27	0	0
Arm D	0	169	0	0

	Total PCUs - 2026 In-isolation Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	27	169
Arm C	0	0	0	0
Arm D	0	87	0	0

	ercentage - 2026 Base + ComDev + In-isolation Scenar			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	9	8	4
Arm B	18	7	577	1272
Arm C	13	548	0	183
Arm D	30	1703	198	0

	ercentage - 2026 Base + ComDev + In-isolation Scenar			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	21	24	13
Arm B	4	36	1059	1220
Arm C	3	474	0	292
Arm D	4	1585	350	0

	LV Traffic - 2026 Concurrent Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	29	0	0
Arm D	0	89	0	0

	LV Traffic - 2026 Concurrent Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	29	89
Arm C	0	0	0	0
Arm D	0	0	0	0

	HGV Traffic - 2026 Concurrent Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	46
Arm C	0	0	0	0
Arm D	0	46	0	0

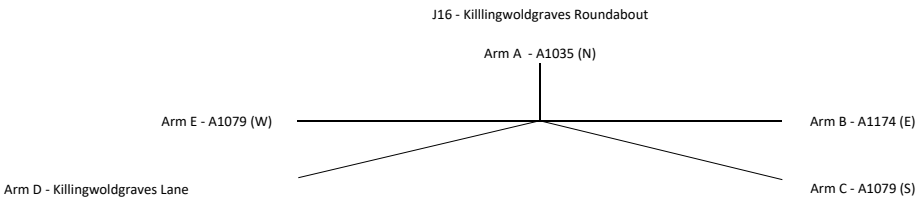
	HGV Traffic - 2026 Concurrent Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	46
Arm C	0	0	0	0
Arm D	0	46	0	0

	HGV Percentage - 2026 Concurrent Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	110
Arm C	0	29	0	0
Arm D	0	199	0	0

	HGV Percentage - 2026 Concurrent Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	29	199
Arm C	0	0	0	0
Arm D	0	110	0	0

	ercentage - 2026 Base + ComDev + Concurrent Scenar			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	9	8	4
Arm B	18	7	577	1295
Arm C	13	550	0	183
Arm D	30	1733	198	0

	ercentage - 2026 Base + ComDev + Concurrent Scenar			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	21	24	13
Arm B	4	36	1061	1250
Arm C	3	474	0	292
Arm D	4	1608	350	0



	Total Traffic - 2023 Base AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	32	677	145	87
Arm B	26	0	174	39	129
Arm C	424	58	1	130	317
Arm D	165	42	123	0	23
Arm E	68	92	291	31	0

	Total Traffic - 2023 Base PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	30	485	126	64
Arm B	35	0	123	50	139
Arm C	407	126	0	100	247
Arm D	233	83	110	0	26
Arm E	127	174	395	13	0

	HGV Traffic - 2023 Base AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	1	35	4	9
Arm B	1	0	3	0	7
Arm C	38	4	0	9	23
Arm D	6	0	0	0	1
Arm E	17	1	17	0	0

	HGV Traffic - 2023 Base PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	15	2	8
Arm B	0	0	0	0	5
Arm C	6	3	0	0	9
Arm D	3	0	1	0	1
Arm E	10	8	19	0	0

	HGV Percentage - 2023 Base AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	3	5	3	10
Arm B	4	0	2	0	5
Arm C	9	7	0	7	7
Arm D	4	0	0	0	4
Arm E	25	1	6	0	0

	HGV Percentage - 2023 Base PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	3	2	13
Arm B	0	0	0	0	4
Arm C	1	2	0	0	4
Arm D	1	0	1	0	4
Arm E	8	5	5	0	0

	Total Traffic - 2026 Base AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	33	689	148	89
Arm B	26	0	177	40	131
Arm C	432	59	1	132	323
Arm D	168	43	125	0	23
Arm E	69	94	296	32	0

	Total Traffic - 2026 Base PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	31	493	128	65
Arm B	36	0	125	51	141
Arm C	414	128	0	102	251
Arm D	237	84	112	0	26
Arm E	129	177	402	13	0

	HGV Traffic - 2026 Base AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	1	36	4	9
Arm B	1	0	3	0	7
Arm C	39	4	0	9	23
Arm D	6	0	0	0	1
Arm E	17	1	17	0	0

	HGV Traffic - 2026 Base PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	15	2	8
Arm B	0	0	0	0	5
Arm C	6	3	0	0	9
Arm D	3	0	1	0	1
Arm E	10	8	19	0	0

	HGV Percentage - 2026 Base AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	3	5	3	10
Arm B	4	0	2	0	5
Arm C	9	7	0	7	7
Arm D	4	0	0	0	4
Arm E	25	1	6	0	0

	HGV Percentage - 2026 Base PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	3	2	13
Arm B	0	0	0	0	4
Arm C	1	2	0	0	4
Arm D	1	0	1	0	4
Arm E	8	5	5	0	0

	Total Traffic - 2026 ComDev AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	0	0	0
Arm B	0	0	0	0	0
Arm C	0	0	0	0	0
Arm D	0	0	0	0	0
Arm E	0	0	0	0	0

	Total Traffic - 2026 ComDev PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	0	0	0
Arm B	0	0	0	0	0
Arm C	0	0	0	0	0
Arm D	0	0	0	0	0
Arm E	0	0	0	0	0

	HGV Traffic - 2026 ComDev AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	0	0	0
Arm B	0	0	0	0	0
Arm C	0	0	0	0	0
Arm D	0	0	0	0	0
Arm E	0	0	0	0	0

	HGV Traffic - 2026 ComDev PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	0	0	0
Arm B	0	0	0	0	0
Arm C	0	0	0	0	0
Arm D	0	0	0	0	0
Arm E	0	0	0	0	0

	HGV Percentage - 2026 ComDev AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arm B	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arm C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arm D	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arm E	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

	HGV Percentage - 2026 Com Dev PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arm B	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arm C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arm D	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arm E	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

	Total Traffic - 2026 Base + ComDev AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	33	689	148	89
Arm B	26	0	177	40	131
Arm C	432	59	1	132	323
Arm D	168	43	125	0	23
Arm E	69	94	296	32	0

	Total Traffic - 2026 Base + ComDev PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	31	493	128	65
Arm B	36	0	125	51	141
Arm C	414	128	0	102	251
Arm D	237	84	112	0	26
Arm E	129	177	402	13	0

	HGV Traffic - 2026 Base + ComDev AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	1	36	4	9
Arm B	1	0	3	0	7
Arm C	39	4	0	9	23
Arm D	6	0	0	0	1
Arm E	17	1	17	0	0

	HGV Traffic - 2026 Base + ComDev PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	15	2	8
Arm B	0	0	0	0	5
Arm C	6	3	0	0	9
Arm D	3	0	1	0	1
Arm E	10	8	19	0	0

	HGV Percentage - 2026 Base + ComDev AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	3	5	3	10
Arm B	4	0	2	0	5
Arm C	9	7	0	7	7
Arm D	4	0	0	0	4
Arm E	25	1	6	0	0

	HGV Percentage - 2026 Base + ComDev PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	3	2	13
Arm B	0	0	0	0	4
Arm C	1	2	0	0	4
Arm D	1	0	1	0	4
Arm E	8	5	5	0	0

	Total Traffic - 2026 In-isolation Scenario AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	1	7	1	0
Arm B	0	0	2	0	0
Arm C	30	9	7	5	0
Arm D	0	0	2	0	0
Arm E	12	1	4	1	0

	Total Traffic - 2026 In-isolation Scenario PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	30	0	12
Arm B	1	0	9	0	1
Arm C	7	2	43	2	4
Arm D	1	0	12	0	1
Arm E	0	0	0	0	0

	HGV Traffic - 2026 In-isolation Scenario AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	5	0	0
Arm B	0	0	2	0	0
Arm C	5	2	7	2	0
Arm D	0	0	2	0	0
Arm E	0	0	0	0	0

	HGV Traffic - 2026 In-isolation Scenario PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	5	0	0
Arm B	0	0	2	0	0
Arm C	5	2	7	2	0
Arm D	0	0	2	0	0
Arm E	0	0	0	0	0

	HGV Percentage - 2026 In-isolation Scenario AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	72	0	0
Arm B	0	0	100	0	0
Arm C	18	22	100	41	0
Arm D	0	0	100	0	0
Arm E	0	0	0	0	0

	HGV Percentage - 2026 In-isolation Scenario PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	18	0	0
Arm B	0	0	22	0	0
Arm C	72	100	16	100	0
Arm D	0	0	16	0	0
Arm E	0	0	0	0	0

	Total Traffic - 2026 Base + ComDev + In-isolation Scenario AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	33	697	148	89
Arm B	26	0	179	40	131
Arm C	462	69	8	137	323
Arm D	168	43	127	0	23
Arm E	81	94	300	33	0

	Total Traffic - 2026 Base + ComDev + In-isolation Scenario PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	31	523	128	77
Arm B	36	0	135	51	142
Arm C	421	130	43	104	255
Arm D	238	84	124	0	27
Arm E	129	177	402	13	0

	HGV Traffic - 2026 Base + ComDev + In-isolation Scenario AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	1	41	4	9
Arm B	1	0	5	0	7
Arm C	44	6	7	11	23
Arm D	6	0	2	0	1
Arm E	17	1	17	0	0

	HGV Traffic - 2026 Base + ComDev + In-isolation Scenario PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	20	2	8
Arm B	0	0	2	0	5
Arm C	11	5	7	2	9
Arm D	3	0	3	0	1
Arm E	10	8	19	0	0

	HGV Percentage -2026 Base + ComDev + In-isolation Scenario AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	#DIV/0!	3	6	3	10
Arm B	4	#DIV/0!	3	0	5
Arm C	10	9	87	8	7
Arm D	4	0	2	#DIV/0!	4
Arm E	21	1	6	0	#DIV/0!

	HGV Percentage - 2026 Base + ComDev + In-isolation Scenario PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	#DIV/0!	0	4	2	11
Arm B	0	#DIV/0!	2	0	4
Arm C	3	4	16	2	4
Arm D	1	0	2	#DIV/0!	4
Arm E	8	5	5	0	#DIV/0!

	Total Traffic - 2026 Concurrent Scenario AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	1	8	1	0
Arm B	0	0	3	0	0
Arm C	31	12	9	5	0
Arm D	0	0	2	0	0
Arm E	13	1	4	1	0

	Total Traffic - 2026 Concurrent Scenario PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	31	0	13
Arm B	1	0	12	0	1
Arm C	8	3	46	2	4
Arm D	1	0	13	0	1
Arm E	0	0	0	0	0

	HGV Traffic - 2026 Concurrent Scenario AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	6	0	0
Arm B	0	0	3	0	0
Arm C	6	3	9	2	0
Arm D	0	0	2	0	0
Arm E	0	0	0	0	0

	HGV Traffic - 2026 Concurrent Scenario PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	6	0	0
Arm B	0	0	3	0	0
Arm C	6	3	9	2	0
Arm D	0	0	2	0	0
Arm E	0	0	0	0	0

	HGV Percentage - 2026 Concurrent Scenario AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	74	0	0
Arm B	0	0	100	0	0
Arm C	20	24	100	41	0
Arm D	0	0	100	0	0
Arm E	0	0	0	0	0

	HGV Percentage - 2026 Concurrent Scenario PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	20	0	0
Arm B	0	0	24	0	0
Arm C	74	100	19	100	0
Arm D	0	0	17	0	0
Arm E	0	0	0	0	0

	Total Traffic - 2026 Base + ComDev + Concurrent Scenario AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	33	698	148	89
Arm B	26	0	180	40	131
Arm C	463	71	10	138	323
Arm D	168	43	127	0	23
Arm E	82	95	301	33	0

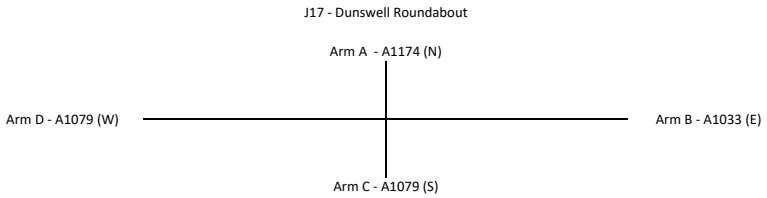
	Total Traffic - 2026 Base + ComDev + Concurrent Scenario PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	31	525	128	78
Arm B	36	0	137	51	142
Arm C	422	131	46	104	255
Arm D	238	84	125	0	27
Arm E	129	177	402	13	0

	HGV Traffic - 2026 Base + ComDev + Concurrent Scenario AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	1	42	4	9
Arm B	1	0	6	0	7
Arm C	45	7	9	11	23
Arm D	6	0	2	0	1
Arm E	17	1	17	0	0

	HGV Traffic - 2026 Base + ComDev + Concurrent Scenario PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	0	21	2	8
Arm B	0	0	3	0	5
Arm C	12	6	9	2	9
Arm D	3	0	3	0	1
Arm E	10	8	19	0	0

	HGV Percentage -2026 Base + ComDev + Concurrent Scenario AM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	#DIV/0!	3	6	3	10
Arm B	4	#DIV/0!	3	0	5
Arm C	10	10	89	8	7
Arm D	4	0	2	#DIV/0!	4
Arm E	21	1	6	0	#REF!

	HGV Percentage - 2026 Base + ComDev + Concurrent Scenario PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	#DIV/0!	0	4	2	10
Arm B	0	#DIV/0!	2	0	4
Arm C	3	5	19	2	4
Arm D	1	0	3	#DIV/0!	4
Arm E	8	5	5	0	#DIV/0!



	Total Traffic - 2026 Base AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	384	343	46
Arm B	497	1	431	772
Arm C	227	338	0	298
Arm D	15	655	346	0

	Total Traffic - 2026 Base PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	453	312	38
Arm B	412	1	425	796
Arm C	249	658	0	356
Arm D	9	748	248	0

	HGV Traffic - 2026 Base AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	12	13	2
Arm B	17	0	14	39
Arm C	8	15	0	14
Arm D	1	22	10	0

	HGV Traffic - 2026 Base PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	5	4	0
Arm B	7	0	6	40
Arm C	8	9	0	13
Arm D	1	24	12	0

	HGV Percentage - 2026 Base AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	3	4	4
Arm B	3	0	3	5
Arm C	4	4	0	5
Arm D	7	3	3	0

	HGV Percentage - 2026 Base PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	1	1	0
Arm B	2	0	1	5
Arm C	3	1	0	4
Arm D	11	3	5	0

	Total Traffic - 2026 Base AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	391	349	47
Arm B	506	1	439	786
Arm C	231	344	0	303
Arm D	15	667	352	0

	Total Traffic - 2026 Base PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	461	317	39
Arm B	419	1	432	809
Arm C	253	669	0	362
Arm D	9	761	252	0

	HGV Traffic - 2026 Base AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	12	13	2
Arm B	17	0	14	40
Arm C	8	15	0	14
Arm D	1	22	10	0

	HGV Traffic - 2026 Base PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	5	4	0
Arm B	7	0	6	41
Arm C	8	9	0	13
Arm D	1	24	12	0

	HGV Percentage - 2026 Base AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	3	4	4
Arm B	3	0	3	5
Arm C	4	5	0	5
Arm D	7	3	3	0

	HGV Percentage - 2026 Base PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	1	1	0
Arm B	2	0	1	5
Arm C	3	1	0	4
Arm D	11	3	5	0

	Total Traffic - 2026 ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	0	0	0
Arm D	0	0	0	0

	Total Traffic - 2026 ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	0	0	0
Arm D	0	0	0	0

	HGV Traffic - 2026 ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	0	0	0
Arm D	0	0	0	0

	HGV Traffic - 2026 ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	0
Arm C	0	0	0	0
Arm D	0	0	0	0

	HGV Percentage - 2026 ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arm B	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arm C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arm D	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

	HGV Percentage - 2026 ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arm B	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arm C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arm D	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

	Total Traffic - 2026 Base + ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	391	349	47
Arm B	506	1	439	786
Arm C	231	344	0	303
Arm D	15	667	352	0

	Total Traffic - 2026 Base + ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	461	317	39
Arm B	419	1	432	809
Arm C	253	669	0	362
Arm D	9	761	252	0

	HGV Traffic - 2026 Base + ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	12	13	2
Arm B	17	0	14	39
Arm C	8	15	0	14
Arm D	1	22	10	0

	HGV Traffic - 2026 Base + ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	5	4	0
Arm B	7	0	6	40
Arm C	8	9	0	13
Arm D	1	24	12	0

	HGV Percentage - 2026 Base + ComDev AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	3	4	4
Arm B	3	0	3	5
Arm C	3	4	0	5
Arm D	7	3	3	0

	HGV Percentage - 2026 Base + ComDev PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	1	1	0
Arm B	2	0	1	5
Arm C	3	1	0	4
Arm D	11	3	5	0

	Total Traffic - 2026 In-isolation Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	1
Arm B	14	0	51	0
Arm C	0	0	0	0
Arm D	0	38	0	14

	Total Traffic - 2026 In-isolation Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	14	0	1
Arm B	14	0	0	51
Arm C	0	0	0	0
Arm D	1	51	0	14

	HGV Traffic - 2026 In-isolation Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	38
Arm C	0	0	0	0
Arm D	0	38	0	2

	HGV Traffic - 2026 In-isolation Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	38
Arm C	0	0	0	0
Arm D	0	38	0	2

	HGV Percentage - 2026 In-isolation Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	#DIV/0!	0	0
Arm B	0	0	0	0
Arm C	0	0	0	0
Arm D	#DIV/0!	100	0	18

	HGV Percentage - 2026 In-isolation Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	#DIV/0!	0	#DIV/0!	0
Arm B	0	#DIV/0!	#DIV/0!	74
Arm C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arm D	0	74	#DIV/0!	18

	l Traffic - 2026 Base + ComDev + In-isolation Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	391	349	48
Arm B	520	1	490	786
Arm C	231	344	0	303
Arm D	15	705	352	14

	l Traffic - 2026 Base + ComDev + In-isolation Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	474	317	40
Arm B	433	1	432	860
Arm C	253	669	0	362
Arm D	10	812	252	14

	/ Traffic - 2026 Base + ComDev + In-isolation Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	12	13	2
Arm B	17	0	14	77
Arm C	8	15	0	14
Arm D	1	60	10	2

	/ Traffic - 2026 Base + ComDev + In-isolation Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	5	4	0
Arm B	7	0	6	78
Arm C	8	9	0	13
Arm D	1	62	12	2

	ercentage - 2026 Base + ComDev + In-isolation Scenar			
	Arm A	Arm B	Arm C	Arm D
Arm A	#DIV/0!	3	4	4
Arm B	3	0	3	10
Arm C	3	4	#DIV/0!	5
Arm D	7	8	3	18

	ercentage - 2026 Base + ComDev + In-isolation Scenar			
	Arm A	Arm B	Arm C	Arm D
Arm A	#DIV/0!	1	1	0
Arm B	2	0	1	9
Arm C	3	1	#DIV/0!	4
Arm D	10	8	5	18

	Total Traffic - 2026 Concurrent Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	1
Arm B	15	0	0	60
Arm C	0	0	0	0
Arm D	0	46	0	14

	Total Traffic - 2026 Concurrent Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	15	0	0
Arm B	0	0	0	46
Arm C	0	0	0	0
Arm D	1	60	0	3

	HGV Traffic - 2026 Concurrent Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	46
Arm C	0	0	0	0
Arm D	0	46	0	3

	HGV Traffic - 2026 Concurrent Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	46
Arm C	0	0	0	0
Arm D	0	46	0	3

	HGV Percentage - 2026 Concurrent Scenario AM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	76
Arm C	0	0	0	0
Arm D	0	100	0	18

	HGV Percentage - 2026 Concurrent Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	100
Arm C	0	0	0	0
Arm D	0	76	0	100

	l Traffic - 2026 Base + ComDev + Concurrent Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	391	349	48
Arm B	521	1	439	846
Arm C	231	344	0	303
Arm D	15	713	352	14

	l Traffic - 2026 Base + ComDev + Concurrent Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	475	317	39
Arm B	419	1	432	855
Arm C	253	669	0	362
Arm D	10	821	252	3

	/ Traffic - 2026 Base + ComDev + Concurrent Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	12	13	2
Arm B	17	0	14	85
Arm C	8	15	0	14
Arm D	1	68	10	3

	/ Traffic - 2026 Base + ComDev + Concurrent Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	5	4	0
Arm B	7	0	6	86
Arm C	8	9	0	13
Arm D	1	70	12	3

	ercentage - 2026 Base + ComDev + Concurrent Scenar			
	Arm A	Arm B	Arm C	Arm D
Arm A	#DIV/0!	3	4	4
Arm B	3	0	3	10
Arm C	3	4	#DIV/0!	5
Arm D	7	10	3	18

	ercentage - 2026 Base + ComDev + Concurrent Scenar			
	Arm A	Arm B	Arm C	Arm D
Arm A	#DIV/0!	1	1	0
Arm B	2	0	1	10
Arm C	3	1	#DIV/0!	4
Arm D	10	9	5	100

Dogger Bank South Offshore Wind Farms

Annex 19 Junction Modelling Outputs

Unrestricted

004300168

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J14 - Swinemoor Lane Roundabout - LaneSim.j10
Path: C:\Users\923337\Box\PC2340 RWE R4 EIA\PC2340 RWE R4 EIA Team\PC 2340 - WIP\E01 Reports\Transport\Calcs\Modelling
Report generation date: 02/01/2024 16:20:44

»Base 2026, AM
»Base 2026, PM
»Base 2026 + Committed Development, AM
»Base 2026 + Committed Development, PM
»Base 2026 + Committed Development + Isolation Scenario, AM
»Base 2026 + Committed Development + Isolation Scenario, PM
»Base 2026 + Committed Development + Concurrent Scenario, AM
»Base 2026 + Committed Development + Concurrent Scenario, PM
»Base 2026 + Committed Development + Isolation Scenario Reduced, AM
»Base 2026 + Committed Development + Isolation Scenario Reduced, PM
»Base 2026 + Committed Development + Concurrent Scenario Reduced, AM
»Base 2026 + Committed Development + Concurrent Scenario Reduced, PM
»Base 2023 Survey Year, AM
»Base 2023 Survey Year, PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	[Lane Simulation] - Base 2026															
1 - A1035 (N)	D1	3.8	17.89		C	16.87	C	% [ ]	D2	5.2	23.26		C	76.86	F	% [ ]
2 - A1035 (E)		3.4	7.46		A					1.5	5.43		A			
3 - A1164 (S)		5.4	25.27		D					31.1	109.24		F			
4 - Hull Bridge Road		4.4	24.77		C					34.9	203.20		F			
	[Lane Simulation] - Base 2026 + Committed Development															
1 - A1035 (N)	D3	6.0	20.10		C	23.31	C	% [ ]	D4	7.0	28.19		D	117.40	F	% [ ]
2 - A1035 (E)		3.1	8.04		A					1.5	5.69		A			
3 - A1164 (S)		8.3	40.91		E					54.8	169.61		F			
4 - Hull Bridge Road		5.8	38.05		E					49.3	320.68		F			
	[Lane Simulation] - Base 2026 + Committed Development + Isolation Scenario															
1 - A1035 (N)	D5	10.0	35.62		E	51.28	F	% [ ]	D6	8.5	32.27		D	148.00	F	% [ ]
2 - A1035 (E)		3.6	8.28		A					2.4	6.37		A			
3 - A1164 (S)		30.6	127.75		F					87.8	284.53		F			
4 - Hull Bridge Road		7.9	51.19		F					49.3	316.53		F			
	[Lane Simulation] - Base 2026 + Committed Development + Concurrent Scenario															
1 - A1035 (N)	D7	11.6	36.91		E	68.17	F	% [ ]	D8	7.3	23.07		C	158.80	F	% [ ]
2 - A1035 (E)		2.4	8.62		A					2.1	6.79		A			
3 - A1164 (S)		47.2	189.53		F					92.8	297.53		F			
4 - Hull Bridge Road		9.5	56.32		F					52.9	375.56		F			
	[Lane Simulation] - Base 2026 + Committed Development + Isolation Scenario Reduced															
1 - A1035 (N)	D9	8.2	31.29		D	55.64	F	% [ ]	D10	6.1	22.54		C	137.96	F	% [ ]
2 - A1035 (E)		2.5	8.13		A					1.9	6.20		A			
3 - A1164 (S)		35.2	138.32		F					79.3	247.29		F			
4 - Hull Bridge Road		11.0	73.68		F					52.7	336.23		F			
	[Lane Simulation] - Base 2026 + Committed Development + Concurrent Scenario Reduced															
1 - A1035 (N)	D11	9.6	35.90		E	57.65	F	% [ ]	D12	6.0	33.06		D	131.87	F	% [ ]
2 - A1035 (E)		2.3	8.09		A					2.2	6.35		A			
3 - A1164 (S)		36.0	149.41		F					79.9	251.98		F			
4 - Hull Bridge Road		8.6	56.57		F					45.3	281.57		F			
	[Lane Simulation] - Base 2023 Survey Year															
1 - A1035 (N)	D13	4.2	17.38		C	17.44	C	% [ ]	D14	4.0	18.63		C	71.48	F	% [ ]
2 - A1035 (E)		2.0	7.37		A					1.3	5.73		A			
3 - A1164 (S)		6.4	27.02		D					38.4	123.65		F			
4 - Hull Bridge Road		4.1	27.27		D					23.6	152.32		F			

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. Arm and junction delays are averages for all movements, including movements with zero delay. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

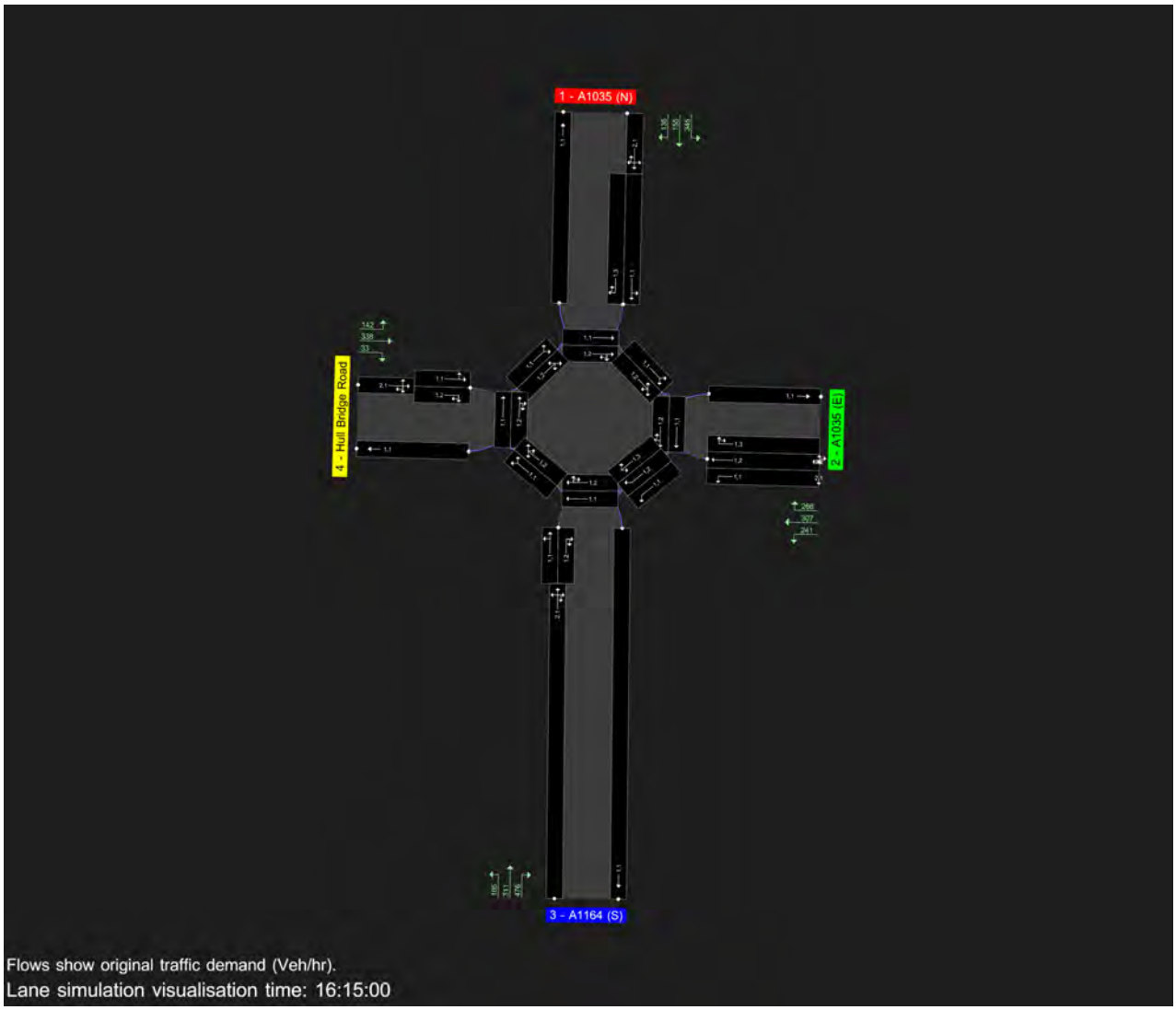
File summary

File Description

Title	J14 - Swinemoor Lane Roundabout
Location	Beverley, East Riding of Yorkshire
Site number	14
Date	24/11/2023
Version	P01
Status	Draft
Identifier	
Client	RWE
Jobnumber	PC2340
Enumerator	CORPORATEROOT\923337
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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	5.00	100000	100000	Do not calculate	-1	10	1	60	✓			1565837420	21	6.20

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 2026	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base 2026	PM	ONE HOUR	16:15	17:45	15	✓
D3	Base 2026 + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓
D4	Base 2026 + Committed Development	PM	ONE HOUR	16:15	17:45	15	✓
D5	Base 2026 + Committed Development + Isolation Scenario	AM	ONE HOUR	07:45	09:15	15	✓
D6	Base 2026 + Committed Development + Isolation Scenario	PM	ONE HOUR	16:15	17:45	15	✓
D7	Base 2026 + Committed Development + Concurrent Scenario	AM	ONE HOUR	07:45	09:15	15	✓
D8	Base 2026 + Committed Development + Concurrent Scenario	PM	ONE HOUR	16:15	17:45	15	✓
D9	Base 2026 + Committed Development + Isolation Scenario Reduced	AM	ONE HOUR	07:45	09:15	15	✓
D10	Base 2026 + Committed Development + Isolation Scenario Reduced	PM	ONE HOUR	16:15	17:45	15	✓
D11	Base 2026 + Committed Development + Concurrent Scenario Reduced	AM	ONE HOUR	07:45	09:15	15	✓
D12	Base 2026 + Committed Development + Concurrent Scenario Reduced	PM	ONE HOUR	16:15	17:45	15	✓
D13	Base 2023 Survey Year	AM	ONE HOUR	07:45	09:15	15	✓
D14	Base 2023 Survey Year	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

Base 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Lane Roundabout	Standard Roundabout	✓	1, 2, 3, 4	16.87	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.87	C

Arms

Arms

Arm	Name	Description	No give-way line
1	A1035 (N)		
2	A1035 (E)		
3	A1164 (S)		
4	Hull Bridge Road		

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)	Entry only	Exit only
1 - A1035 (N)	5.10	7.90	8.0	46.1	60.1	21.5		
2 - A1035 (E)	7.00	11.60	27.5	122.8	60.1	15.5		
3 - A1164 (S)	3.60	7.90	8.8	54.9	60.1	13.0		
4 - Hull Bridge Road	3.00	7.50	11.4	92.3	60.1	10.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A1035 (N)	0.633	2057
2 - A1035 (E)	0.858	3305
3 - A1164 (S)	0.588	1743
4 - Hull Bridge Road	0.580	1674

The slope and intercept shown above include any corrections and adjustments.

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - A1035 (N)	Evenly split	10.00
2 - A1035 (E)	Evenly split	10.00
3 - A1164 (S)	Evenly split	10.00
4 - Hull Bridge Road	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - A1035 (N)	Entry	1	1	2, 3	✓	7.00			0	99999	
			3	1, 4	✓	7.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
	CircLink	1	1	1, 2	✓	3.00			0	99999	
			2	2, 3, 4	✓	3.00			0	99999	
	CircBase	1	1	2	✓	3.00			0	99999	
			2	2, 3, 4	✓	3.00			0	99999	
2 - A1035 (E)	Entry	1	1	3	✓	9999.00			0	99999	
			2	4	✓	999.00			0	99999	
			3	1, 2	✓	4.00			0	99999	
	Exit	1	1			Infinity					
	CircLink	1	1	2, 3	✓	3.00			0	99999	
			2	1, 3, 4	✓	3.00			0	99999	
	CircBase	1	1	3	✓	3.00			0	99999	
			2	1, 3, 4	✓	3.00			0	99999	
	Entry	2	1	(3)		Infinity					
			2	(1, 2, 4)		Infinity					
3 - A1164 (S)	Entry	1	1	1, 4	✓	3.00			0	99999	
			2	2, 3	✓	3.00			0	99999	
	Exit	1	1			Infinity					
	CircLink	1	1	3	✓	3.00			0	99999	
			2	4	✓	3.00			0	99999	
			3	1, 2	✓	3.00			0	99999	
	CircBase	1	1	4	✓	3.00			0	99999	
			2	1, 2, 4	✓	3.00			0	99999	
	Entry	2	1	(1, 2, 3, 4)		Infinity					
4 - Hull Bridge Road	Entry	1	1	1, 2	✓	3.00			0	99999	
			2	3, 4	✓	3.00			0	99999	
	CircLink	1	1	1, 4	✓	3.00			0	99999	
	Entry	2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
	CircLink	1	2	1, 2, 3	✓	3.00			0	99999	
	CircBase	1	1	1	✓	3.00			0	99999	
			2	1, 2, 3	✓	3.00			0	99999	

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - A1035 (N)	Entry	1	1	0.317	1028
			3	0.317	1028
2 - A1035 (E)	Entry	1	1	0.286	1102
			2	0.286	1102
			3	0.286	1102
3 - A1164 (S)	Entry	1	1	0.294	872
			2	0.294	872
4 - Hull Bridge Road	Entry	1	1	0.290	837
			2	0.290	837

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			A1035 (N)	A1035 (E)	A1164 (S)	Hull Bridge Road
1 - A1035 (N)	1	1		✓	✓	
		3	✓			✓
	2	1	✓	✓	✓	✓
2 - A1035 (E)	1	1			✓	
		2				✓
		3	✓	✓		
	2	1			✓	
		2	✓	✓		✓
3 - A1164 (S)	1	1	✓			✓
		2		✓	✓	
	2	1	✓	✓	✓	✓
4 - Hull Bridge Road	1	1	✓	✓		
		2			✓	✓
	2	1	✓	✓	✓	✓

Summary of Circulating Lane allowed movements

Arm	Side	Lane Level	Lane	Destination arm			
				A1035 (N)	A1035 (E)	A1164 (S)	Hull Bridge Road
1 - A1035 (N)	CircBase	1	1		✓		
			2		✓	✓	✓
	CircLink	1	1	✓	✓		
			2		✓	✓	✓
2 - A1035 (E)	CircBase	1	1			✓	
			2	✓		✓	✓
	CircLink	1	1		✓	✓	
			2	✓		✓	✓
3 - A1164 (S)	CircBase	1	1				✓
			2	✓	✓		✓
	CircLink	1	1			✓	
			2				✓
			3	✓	✓		
4 - Hull Bridge Road	CircBase	1	1	✓			
			2	✓	✓	✓	
	CircLink	1	1	✓			✓
			2	✓	✓	✓	

Traffic Demand

Demand Set 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 2026	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	726	100.000
2 - A1035 (E)		ONE HOUR	✓	991	100.000
3 - A1164 (S)		ONE HOUR	✓	576	100.000
4 - Hull Bridge Road		ONE HOUR	✓	459	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	237	278	211
	2 - A1035 (E)	309	0	286	396
	3 - A1164 (S)	202	294	0	80
	4 - Hull Bridge Road	161	209	87	2

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	9	6	0
	2 - A1035 (E)	8	0	7	1
	3 - A1164 (S)	9	9	0	4
	4 - Hull Bridge Road	2	3	6	0

Cyclist %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	0	0	0
	2 - A1035 (E)	0	0	0	0
	3 - A1164 (S)	0	0	0	0
	4 - Hull Bridge Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	17.89	3.8	C	664	996
2 - A1035 (E)	7.46	3.4	A	906	1360
3 - A1164 (S)	25.27	5.4	D	528	792
4 - Hull Bridge Road	24.77	4.4	C	423	635

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	558	139	444	563	574	528	0.0	0.9	7.312	A
2 - A1035 (E)	732	183	445	735	800	562	0.0	0.8	5.648	A
3 - A1164 (S)	426	106	697	419	450	483	0.0	1.8	9.412	A
4 - Hull Bridge Road	365	91	606	366	366	510	0.0	1.3	9.995	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	631	158	522	634	689	606	0.9	1.5	9.845	A
2 - A1035 (E)	898	224	510	896	951	646	0.8	1.3	5.955	A
3 - A1164 (S)	521	130	822	518	576	582	1.8	2.8	12.929	B
4 - Hull Bridge Road	411	103	720	408	425	620	1.3	2.0	13.928	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	789	197	613	784	824	718	1.5	3.6	14.751	B
2 - A1035 (E)	1099	275	619	1072	1118	778	1.3	3.4	6.782	A
3 - A1164 (S)	622	155	1019	631	672	673	2.8	3.4	23.773	C
4 - Hull Bridge Road	489	122	851	481	515	799	2.0	2.9	19.061	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	831	208	648	811	833	685	3.6	3.8	17.888	C
2 - A1035 (E)	1078	270	653	1069	1156	807	3.4	3.0	7.458	A
3 - A1164 (S)	614	153	985	585	656	737	3.4	5.3	25.273	D
4 - Hull Bridge Road	518	130	822	510	515	747	2.9	4.4	24.768	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	639	160	530	649	678	614	3.8	1.4	9.730	A
2 - A1035 (E)	867	217	507	873	935	672	3.0	1.0	6.246	A
3 - A1164 (S)	533	133	818	540	580	563	5.3	2.3	15.504	C
4 - Hull Bridge Road	399	100	741	403	442	617	4.4	0.9	17.259	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	539	135	443	542	583	534	1.4	1.0	8.080	A
2 - A1035 (E)	766	191	434	763	774	551	1.0	1.1	5.290	A
3 - A1164 (S)	446	111	702	445	464	494	2.3	1.1	8.912	A
4 - Hull Bridge Road	352	88	624	354	362	525	0.9	1.0	10.581	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	399	816	0.489	406	415	0.0	0.7	8.204	A
			3	1, 4	159	881	0.180	157	159	0.0	0.2	5.092	A
		2	1	(1, 2, 3, 4)	558			558	577	0.0	0.0	0.017	A
	Exit	1	1		528			528	557	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	713			713	749	0.0	0.0	0.000	A
			2	2, 3, 4	259			259	274	0.0	0.0	0.000	A
	CircBase	1	1	2	188			188	198	0.0	0.0	0.000	A
			2	2, 3, 4	257			257	268	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	197	902	0.220	198	228	0.0	0.2	5.580	A
			2	4	297	962	0.309	295	305	0.0	0.4	5.646	A
			3	1, 2	238	903	0.264	242	268	0.0	0.1	5.576	A
	Exit	1	1		562			562	587	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	711			711	734	0.0	0.0	0.000	A
			2	1, 3, 4	296			296	306	0.0	0.0	0.000	A
	CircBase	1	1	3	145			145	147	0.0	0.0	0.000	A
			2	1, 3, 4	299			299	306	0.0	0.0	0.000	A
	Entry	2	1	(3)	197			197	229	0.0	0.0	0.000	A
			2	(1, 2, 4)	535			535	575	0.0	0.0	0.061	A
3 - A1164 (S)	Entry	1	1	1, 4	205	631	0.328	202	219	0.0	0.7	8.412	A
			2	2, 3	220	617	0.357	217	231	0.0	0.9	8.635	A
	Exit	1	1		483			483	520	0.0	0.0	0.000	A
	CircLink	1	1	3	483			483	520	0.0	0.0	0.000	A
			2	4	455			455	466	0.0	0.0	0.000	A
			3	1, 2	242			242	268	0.0	0.0	0.000	A
	CircBase	1	1	4	231			231	234	0.0	0.0	0.000	A
			2	1, 2, 4	466			466	499	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	426			425	458	0.0	0.2	0.877	A
4 - Hull Bridge Road	Entry	1	1	1, 2	297	633	0.471	295	295	0.0	0.9	9.223	A
			2	3, 4	70	624	0.112	70	71	0.0	0.2	7.146	A
	CircBase	1	1	1	191			191	216	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	365			367	371	0.0	0.2	1.152	A
	Exit	1	1		510			510	527	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	699			699	733	0.0	0.0	0.000	A
			2	1, 2, 3	418			418	451	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	415			415	441	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	463	783	0.594	464	500	0.7	1.4	11.027	B
			3	1, 4	169	853	0.198	170	189	0.2	0.1	5.318	A
		2	1	(1, 2, 3, 4)	631			633	692	0.0	0.0	0.467	A
	Exit	1	1		606			606	678	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	821			821	915	0.0	0.0	0.000	A
			2	2, 3, 4	307			307	325	0.0	0.0	0.000	A
	CircBase	1	1	2	222			222	239	0.0	0.0	0.000	A
			2	2, 3, 4	300			300	323	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	250	895	0.280	246	270	0.2	0.6	5.824	A
			2	4	371	942	0.394	372	370	0.4	0.3	6.067	A
			3	1, 2	279	875	0.315	277	312	0.1	0.4	5.796	A
	Exit	1	1		646			646	702	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	814			814	883	0.0	0.0	0.000	A
			2	1, 3, 4	342			342	367	0.0	0.0	0.000	A
	CircBase	1	1	3	168			168	188	0.0	0.0	0.000	A
			2	1, 3, 4	342			342	360	0.0	0.0	0.000	A
	Entry	2	1	(3)	250			250	271	0.0	0.0	0.000	A
			2	(1, 2, 4)	648			648	682	0.0	0.0	0.058	A
3 - A1164 (S)	Entry	1	1	1, 4	255	559	0.459	258	285	0.7	0.8	10.455	B
			2	2, 3	261	577	0.454	260	291	0.9	0.9	9.994	A
	Exit	1	1		582			582	627	0.0	0.0	0.000	A
	CircLink	1	1	3	582			582	627	0.0	0.0	0.000	A
			2	4	545			545	560	0.0	0.0	0.000	A
			3	1, 2	277			277	312	0.0	0.0	0.000	A
	CircBase	1	1	4	269			269	282	0.0	0.0	0.000	A
			2	1, 2, 4	553			553	591	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	521			517	576	0.2	1.1	2.689	A
4 - Hull Bridge Road	Entry	1	1	1, 2	330	596	0.554	322	337	0.9	1.4	11.168	B
			2	3, 4	82	563	0.147	86	88	0.2	0.1	7.712	A
	CircBase	1	1	1	233			233	265	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	411			411	427	0.2	0.4	3.460	A
	Exit	1	1		620			620	634	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	841			841	889	0.0	0.0	0.000	A
			2	1, 2, 3	501			501	560	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	487			487	550	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	539	775	0.700	540	592	1.4	2.6	15.627	C
			3	1, 4	246	824	0.298	246	232	0.1	0.4	6.405	A
		2	1	(1, 2, 3, 4)	789			783	830	0.0	0.6	1.812	A
	Exit	1	1		718			718	773	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	980			980	1054	0.0	0.0	0.000	A
			2	2, 3, 4	351			351	393	0.0	0.0	0.000	A
	CircBase	1	1	2	267			267	290	0.0	0.0	0.000	A
			2	2, 3, 4	347			347	385	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	309	863	0.358	305	326	0.6	0.8	6.101	A
			2	4	463	906	0.510	444	435	0.3	2.0	7.089	A
			3	1, 2	327	844	0.387	324	358	0.4	0.7	6.308	A
	Exit	1	1		778			778	851	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	949			949	1059	0.0	0.0	0.000	A
			2	1, 3, 4	449			449	439	0.0	0.0	0.000	A
	CircBase	1	1	3	191			191	215	0.0	0.0	0.000	A
			2	1, 3, 4	428			428	432	0.0	0.0	0.000	A
	Entry	2	1	(3)	309			309	326	0.0	0.0	0.000	A
			2	(1, 2, 4)	790			790	801	0.0	0.0	0.302	A
3 - A1164 (S)	Entry	1	1	1, 4	317	523	0.605	323	334	0.8	0.8	12.271	B
			2	2, 3	315	526	0.601	308	338	0.9	1.5	12.637	B
	Exit	1	1		673			673	738	0.0	0.0	0.000	A
	CircLink	1	1	3	673			673	738	0.0	0.0	0.000	A
			2	4	695			695	670	0.0	0.0	0.000	A
			3	1, 2	324			324	358	0.0	0.0	0.000	A
	CircBase	1	1	4	337			337	332	0.0	0.0	0.000	A
			2	1, 2, 4	683			683	696	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	622			632	673	1.1	1.1	11.313	B
4 - Hull Bridge Road	Entry	1	1	1, 2	398	555	0.718	393	414	1.4	1.5	13.321	B
			2	3, 4	86	538	0.162	87	102	0.1	0.2	8.304	A
	CircBase	1	1	1	277			277	307	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	489			483	516	0.4	1.2	6.647	A
	Exit	1	1		799			799	767	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	1069			1069	1062	0.0	0.0	0.000	A
			2	1, 2, 3	580			580	638	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	575			575	626	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	589	758	0.775	582	608	2.6	2.5	17.100	C
			3	1, 4	233	811	0.287	230	224	0.4	0.5	6.859	A
		2	1	(1, 2, 3, 4)	831			822	833	0.6	0.8	3.698	A
	Exit	1	1		685			685	772	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	950			950	1060	0.0	0.0	0.000	A
			2	2, 3, 4	383			383	392	0.0	0.0	0.000	A
	CircBase	1	1	2	285			285	296	0.0	0.0	0.000	A
			2	2, 3, 4	364			364	384	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	316	863	0.366	315	344	0.8	1.1	7.288	A
			2	4	436	905	0.482	433	442	2.0	1.1	7.563	A
			3	1, 2	326	850	0.384	321	370	0.7	0.8	6.753	A
	Exit	1	1		807			807	864	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1009			1009	1069	0.0	0.0	0.000	A
			2	1, 3, 4	449			449	443	0.0	0.0	0.000	A
	CircBase	1	1	3	211			211	214	0.0	0.0	0.000	A
			2	1, 3, 4	442			442	434	0.0	0.0	0.000	A
	Entry	2	1	(3)	316			316	345	0.0	0.0	0.000	A
			2	(1, 2, 4)	762			762	809	0.0	0.0	0.323	A
3 - A1164 (S)	Entry	1	1	1, 4	281	530	0.529	282	316	0.8	1.0	12.459	B
			2	2, 3	313	529	0.590	303	340	1.5	1.6	14.500	B
	Exit	1	1		737			737	765	0.0	0.0	0.000	A
	CircLink	1	1	3	737			737	765	0.0	0.0	0.000	A
			2	4	664			664	669	0.0	0.0	0.000	A
			3	1, 2	321			321	370	0.0	0.0	0.000	A
	CircBase	1	1	4	345			345	345	0.0	0.0	0.000	A
			2	1, 2, 4	640			640	694	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	614			594	657	1.1	2.7	11.786	B
4 - Hull Bridge Road	Entry	1	1	1, 2	411	565	0.731	417	416	1.5	1.4	13.662	B
			2	3, 4	94	542	0.170	93	99	0.2	0.1	8.980	A
	CircBase	1	1	1	261			261	303	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	518			506	514	1.2	2.9	11.956	B
	Exit	1	1		747			747	758	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	1010			1010	1054	0.0	0.0	0.000	A
			2	1, 2, 3	560			560	641	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	562			562	634	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	449	787	0.572	457	490	2.5	1.2	10.886	B
			3	1, 4	190	853	0.223	192	188	0.5	0.1	5.841	A
		2	1	(1, 2, 3, 4)	639			638	671	0.8	0.0	0.371	A
	Exit	1	1		614			614	659	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	844			844	905	0.0	0.0	0.000	A
			2	2, 3, 4	301			301	341	0.0	0.0	0.000	A
	CircBase	1	1	2	231			231	258	0.0	0.0	0.000	A
			2	2, 3, 4	298			298	329	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	247	877	0.283	249	273	1.1	0.4	6.075	A
			2	4	341	941	0.363	345	355	1.1	0.4	6.645	A
			3	1, 2	278	886	0.313	281	306	0.8	0.2	5.775	A
	Exit	1	1		672			672	734	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	829			829	904	0.0	0.0	0.000	A
			2	1, 3, 4	350			350	362	0.0	0.0	0.000	A
	CircBase	1	1	3	157			157	171	0.0	0.0	0.000	A
			2	1, 3, 4	349			349	360	0.0	0.0	0.000	A
	Entry	2	1	(3)	247			247	271	0.0	0.0	0.000	A
			2	(1, 2, 4)	619			619	656	0.0	0.0	0.060	A
3 - A1164 (S)	Entry	1	1	1, 4	269	593	0.455	270	283	1.0	0.9	11.045	B
			2	2, 3	265	586	0.457	270	296	1.6	0.9	11.120	B
	Exit	1	1		563			563	614	0.0	0.0	0.000	A
	CircLink	1	1	3	563			563	614	0.0	0.0	0.000	A
			2	4	538			538	546	0.0	0.0	0.000	A
			3	1, 2	281			281	306	0.0	0.0	0.000	A
	CircBase	1	1	4	261			261	265	0.0	0.0	0.000	A
			2	1, 2, 4	557			557	588	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	533			534	576	2.7	0.6	4.445	A
4 - Hull Bridge Road	Entry	1	1	1, 2	331	590	0.557	331	360	1.4	0.7	11.936	B
			2	3, 4	70	588	0.120	70	82	0.1	0.1	8.207	A
	CircBase	1	1	1	254			254	260	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	399			399	439	2.9	0.0	6.138	A
	Exit	1	1		617			617	627	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	872			872	896	0.0	0.0	0.000	A
			2	1, 2, 3	486			486	536	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	487			487	544	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	380	830	0.459	382	424	1.2	0.8	9.239	A
			3	1, 4	159	879	0.181	159	158	0.1	0.1	4.973	A
		2	1	(1, 2, 3, 4)	539			539	581	0.0	0.0	0.081	A
	Exit	1	1		534			534	545	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	729			729	746	0.0	0.0	0.000	A
			2	2, 3, 4	247			247	268	0.0	0.0	0.000	A
	CircBase	1	1	2	187			187	202	0.0	0.0	0.000	A
			2	2, 3, 4	255			255	268	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	222	919	0.241	223	223	0.4	0.3	4.806	A
			2	4	299	956	0.313	302	303	0.4	0.2	5.299	A
			3	1, 2	241	899	0.269	238	248	0.2	0.4	5.552	A
	Exit	1	1		551			551	600	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	691			691	746	0.0	0.0	0.000	A
			2	1, 3, 4	294			294	306	0.0	0.0	0.000	A
	CircBase	1	1	3	134			134	146	0.0	0.0	0.000	A
			2	1, 3, 4	299			299	307	0.0	0.0	0.000	A
	Entry	2	1	(3)	222			222	222	0.0	0.0	0.000	A
			2	(1, 2, 4)	545			541	551	0.0	0.3	0.082	A
3 - A1164 (S)	Entry	1	1	1, 4	221	605	0.366	219	220	0.9	0.5	7.945	A
			2	2, 3	224	607	0.366	226	244	0.9	0.4	8.047	A
	Exit	1	1		494			494	515	0.0	0.0	0.000	A
	CircLink	1	1	3	494			494	515	0.0	0.0	0.000	A
			2	4	464			464	464	0.0	0.0	0.000	A
			3	1, 2	238			238	248	0.0	0.0	0.000	A
	CircBase	1	1	4	229			229	229	0.0	0.0	0.000	A
			2	1, 2, 4	474			474	482	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	446			443	461	0.6	0.2	0.942	A
4 - Hull Bridge Road	Entry	1	1	1, 2	291	627	0.464	289	290	0.7	0.7	9.425	A
			2	3, 4	66	590	0.110	65	72	0.1	0.2	6.776	A
	CircBase	1	1	1	209			209	209	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	352			357	362	0.0	0.1	1.665	A
	Exit	1	1		525			525	523	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	727			727	724	0.0	0.0	0.000	A
			2	1, 2, 3	421			421	451	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	415			415	443	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	183	46	1028	806	0.227	188	192	0.0	0.4	8.219	A
				3	215	54	1028	823	0.262	218	223	0.0	0.3	8.191	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	159	40	1028	879	0.181	157	159	0.0	0.2	5.092	A
	CircLink	1	1	1	139	35	-	-	-	139	131	0.0	0.0	0.000	A
				2	78	19	-	-	-	78	79	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	79	20	-	-	-	79	86	0.0	0.0	0.000	A
				3	68	17	-	-	-	68	69	0.0	0.0	0.000	A
				4	2	0.57	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	83	21	-	-	-	83	82	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	74	18	-	-	-	74	82	0.0	0.0	0.000	A
				3	68	17	-	-	-	68	69	0.0	0.0	0.000	A
				4	2	0.57	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	183	46	-	-	-	183	193	0.0	0.0	0.019	A
				3	215	54	-	-	-	215	224	0.0	0.0	0.015	A
				4	159	40	-	-	-	159	160	0.0	0.0	0.018	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	197	49	1102	901	0.220	198	228	0.0	0.2	5.580	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	297	74	1102	963	0.309	295	305	0.0	0.4	5.646	A
			3	1	238	59	1102	903	0.264	242	268	0.0	0.1	5.576	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	188	47	-	-	-	188	192	0.0	0.0	0.000	A
				3	109	27	-	-	-	109	109	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	109	27	-	-	-	109	114	0.0	0.0	0.000	A
				4	157	39	-	-	-	157	159	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	34	9	-	-	-	34	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	34	8	-	-	-	34	36	0.0	0.0	0.000	A
				4	2	0.57	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	197	49	-	-	-	197	229	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	238	59	-	-	-	238	268	0.0	0.0	0.115	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	297	74	-	-	-	297	307	0.0	0.0	0.017	A
3 - A1164 (S)	Entry	1	1	1	147	37	872	632	0.237	148	158	0.0	0.5	8.568	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	58	15	872	643	0.090	55	61	0.0	0.3	8.026	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	220	55	872	616	0.358	217	231	0.0	0.9	8.635	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	198	49	-	-	-	198	228	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	295	74	-	-	-	295	305	0.0	0.0	0.000	A
			3	1	242	61	-	-	-	242	268	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.57	0.14	-	-	-	0.57	0.38	0.0	0.0	0.000	A
			2	1	242	61	-	-	-	242	268	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.43	-	-	-	2	1	0.0	0.0	0.000	A
	Entry	2	1	1	148	37	-	-	-	147	161	0.0	0.1	0.894	A
				2	221	55	-	-	-	220	235	0.0	0.1	0.872	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	58	15	-	-	-	58	62	0.0	0.0	0.854	A
4 - Hull Bridge Road	Entry	1	1	1	139	35	837	635	0.218	139	131	0.0	0.3	8.881	A
				2	158	40	837	631	0.252	157	164	0.0	0.6	9.495	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	68	17	837	622	0.108	68	69	0.0	0.2	7.196	A
				4	2	0.57	319	249	0.009	2	2	0.0	0.0	5.217	A
	CircLink	1	1	1	71	18	-	-	-	71	75	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	55	14	-	-	-	55	61	0.0	0.0	0.000	A
			2	1	77	19	-	-	-	77	83	0.0	0.0	0.000	A
				2	217	54	-	-	-	217	231	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	73	18	-	-	-	73	81	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	74	19	-	-	-	74	77	0.0	0.0	0.000	A
				2	217	54	-	-	-	217	231	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	138	35	-	-	-	139	132	0.0	0.1	1.124	A
				2	158	39	-	-	-	158	167	0.0	0.1	1.330	A
				3	67	17	-	-	-	68	70	0.0	0.0	0.806	A
				4	2	0.57	-	-	-	2	2	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	209	52	1028	778	0.268	210	229	0.7	0.8	11.408	B
				3	255	64	1028	790	0.325	254	271	0.7	0.5	10.719	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	169	42	1028	856	0.197	170	189	0.2	0.1	5.318	A
	CircLink	1	1	1	146	36	-	-	-	146	154	0.0	0.0	0.000	A
				2	83	21	-	-	-	83	90	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	92	23	-	-	-	92	92	0.0	0.0	0.000	A
				3	83	21	-	-	-	83	86	0.0	0.0	0.000	A
				4	2	0.57	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	85	21	-	-	-	85	87	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	92	23	-	-	-	92	96	0.0	0.0	0.000	A
				3	83	21	-	-	-	83	86	0.0	0.0	0.000	A
				4	2	0.57	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	209	52	-	-	-	209	231	0.0	0.0	0.460	A
				3	254	63	-	-	-	255	272	0.0	0.0	0.597	A
				4	168	42	-	-	-	169	189	0.0	0.0	0.297	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	250	62	1102	895	0.280	246	270	0.2	0.6	5.824	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	371	93	1102	942	0.394	372	370	0.4	0.3	6.067	A
			3	1	279	70	1102	874	0.315	277	312	0.1	0.4	5.796	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	210	52	-	-	-	210	229	0.0	0.0	0.000	A
				3	123	31	-	-	-	123	138	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	131	33	-	-	-	131	133	0.0	0.0	0.000	A
				4	170	42	-	-	-	170	189	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	41	10	-	-	-	41	45	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	42	11	-	-	-	42	41	0.0	0.0	0.000	A
				4	2	0.57	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	250	62	-	-	-	250	271	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	279	70	-	-	-	279	314	0.0	0.0	0.106	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	371	93	-	-	-	371	369	0.0	0.0	0.021	A
3 - A1164 (S)	Entry	1	1	1	184	46	872	544	0.339	183	211	0.7	0.6	10.660	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	71	18	872	582	0.123	75	74	0.7	0.2	9.895	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	261	65	872	575	0.456	260	291	0.9	0.9	9.994	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	246	61	-	-	-	246	270	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	372	93	-	-	-	372	370	0.0	0.0	0.000	A
			3	1	277	69	-	-	-	277	312	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.57	0.14	-	-	-	0.57	0.95	0.0	0.0	0.000	A
			2	1	277	69	-	-	-	277	312	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.43	-	-	-	2	0.95	0.0	0.0	0.000	A
	Entry	2	1	1	184	46	-	-	-	184	212	0.2	0.3	2.566	A
				2	265	66	-	-	-	261	291	0.2	0.5	2.556	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	73	18	-	-	-	71	73	0.0	0.2	3.532	A

4 - Hull Bridge Road	Entry	1	1	1	147	37	837	596	0.248	146	154	0.9	0.5	10.969	B
				2	182	46	837	595	0.306	177	183	0.9	1.0	11.338	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	81	20	837	562	0.143	83	86	0.2	0.1	7.707	A
				4	2	0.43	279	202	0.008	2	2	0.0	0.0	7.914	A
	CircLink	1	1	1	92	23	-	-	-	92	100	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	75	19	-	-	-	75	74	0.0	0.0	0.000	A
			2	1	91	23	-	-	-	91	111	0.0	0.0	0.000	A
				2	260	65	-	-	-	260	291	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	84	21	-	-	-	84	103	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	99	25	-	-	-	99	108	0.0	0.0	0.000	A
				2	260	65	-	-	-	260	291	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	147	37	-	-	-	147	155	0.2	0.1	3.625	A
				2	181	45	-	-	-	182	184	0.2	0.2	3.990	A
				3	81	20	-	-	-	81	86	0.0	0.1	2.017	A
				4	2	0.43	-	-	-	2	2	0.0	0.0	1.129	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	250	63	1028	762	0.328	252	278	1.4	1.1	15.546	C
				3	289	72	1028	774	0.373	285	314	1.4	1.5	15.697	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	246	61	1028	822	0.299	246	232	0.1	0.4	6.405	A
	CircLink	1	1	1	174	44	-	-	-	174	178	0.0	0.0	0.000	A
				2	110	27	-	-	-	110	119	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	110	27	-	-	-	110	116	0.0	0.0	0.000	A
				3	82	21	-	-	-	82	99	0.0	0.0	0.000	A
				4	5	1	-	-	-	5	3	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	108	27	-	-	-	108	121	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	111	28	-	-	-	111	115	0.0	0.0	0.000	A
				3	82	21	-	-	-	82	99	0.0	0.0	0.000	A
				4	5	1	-	-	-	5	3	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	249	62	-	-	-	250	279	0.0	0.1	2.141	A
				3	292	73	-	-	-	289	318	0.0	0.3	1.861	A
				4	247	62	-	-	-	246	233	0.0	0.1	1.386	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	309	77	1102	861	0.359	305	326	0.6	0.8	6.101	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	463	116	1102	907	0.510	444	435	0.3	2.0	7.089	A
			3	1	327	82	1102	843	0.388	324	358	0.4	0.7	6.308	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	252	63	-	-	-	252	278	0.0	0.0	0.000	A
				3	135	34	-	-	-	135	157	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	150	38	-	-	-	150	156	0.0	0.0	0.000	A
				4	246	62	-	-	-	246	232	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	43	11	-	-	-	43	53	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	39	10	-	-	-	39	46	0.0	0.0	0.000	A
				4	5	1	-	-	-	5	3	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	309	77	-	-	-	309	326	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	327	82	-	-	-	327	359	0.0	0.0	0.317	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	463	116	-	-	-	463	442	0.0	0.0	0.291	A
3 - A1164 (S)	Entry	1	1	1	215	54	872	511	0.419	219	237	0.8	0.5	12.468	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	102	26	872	554	0.185	104	97	0.8	0.3	11.820	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	315	79	872	527	0.600	308	338	0.9	1.5	12.637	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	305	76	-	-	-	305	326	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	444	111	-	-	-	444	435	0.0	0.0	0.000	A
			3	1	324	81	-	-	-	324	358	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.57	0.14	-	-	-	0.57	0.57	0.0	0.0	0.000	A
			2	1	324	81	-	-	-	324	358	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	4	1	-	-	-	4	2	0.0	0.0	0.000	A
	Entry	2	1	1	209	52	-	-	-	215	236	1.1	0.2	11.278	B
				2	313	78	-	-	-	315	340	1.1	0.8	11.219	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	99	25	-	-	-	102	97	1.1	0.1	11.712	B
4 - Hull Bridge Road	Entry	1	1	1	177	44	837	552	0.322	174	178	1.4	0.6	12.605	B
				2	220	55	837	555	0.399	219	236	1.4	0.9	13.872	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	82	20	837	533	0.154	82	99	0.1	0.2	8.282	A
				4	5	1	478	323	0.014	5	3	0.0	0.0	9.083	A
	CircLink	1	1	1	116	29	-	-	-	116	121	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	104	26	-	-	-	104	97	0.0	0.0	0.000	A
			2	1	104	26	-	-	-	104	117	0.0	0.0	0.000	A
				2	308	77	-	-	-	308	338	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	103	26	-	-	-	103	119	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	117	29	-	-	-	117	119	0.0	0.0	0.000	A
				2	308	77	-	-	-	308	338	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	181	45	-	-	-	177	178	0.4	0.6	7.236	A
				2	223	56	-	-	-	220	235	0.4	0.5	6.699	A
				3	81	20	-	-	-	82	99	0.4	0.1	5.403	A
				4	5	1	-	-	-	5	3	0.0	0.0	6.372	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	259	65	1028	736	0.353	253	283	2.6	1.4	17.117	C
				3	329	82	1028	784	0.421	329	325	2.6	1.1	17.086	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	233	58	1028	813	0.287	230	224	0.4	0.5	6.859	A
	CircLink	1	1	1	166	41	-	-	-	166	175	0.0	0.0	0.000	A
				2	131	33	-	-	-	131	121	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	119	30	-	-	-	119	120	0.0	0.0	0.000	A
				3	91	23	-	-	-	91	97	0.0	0.0	0.000	A
				4	2	0.43	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	131	33	-	-	-	131	123	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	119	30	-	-	-	119	118	0.0	0.0	0.000	A

				3	91	23	-	-	-	91	97	0.0	0.0	0.000	A
				4	2	0.43	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	262	66	-	-	-	259	285	0.6	0.2	3.616	A
				3	333	83	-	-	-	329	323	0.6	0.3	3.967	A
				4	235	59	-	-	-	233	225	0.6	0.2	3.426	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	316	79	1102	863	0.365	315	344	0.8	1.1	7.288	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	436	109	1102	904	0.482	433	442	2.0	1.1	7.563	A
			3	1	326	82	1102	849	0.384	321	370	0.7	0.8	6.753	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	253	63	-	-	-	253	283	0.0	0.0	0.000	A
				3	158	40	-	-	-	158	156	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	171	43	-	-	-	171	169	0.0	0.0	0.000	A
				4	230	57	-	-	-	230	224	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	46	12	-	-	-	46	50	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	46	11	-	-	-	46	47	0.0	0.0	0.000	A
				4	2	0.43	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	316	79	-	-	-	316	345	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	326	82	-	-	-	326	371	0.0	0.0	0.427	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	436	109	-	-	-	436	439	0.0	0.0	0.242	A
3 - A1164 (S)	Entry	1	1	1	197	49	872	523	0.377	198	227	0.8	0.8	12.743	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	84	21	872	538	0.155	83	89	0.8	0.3	11.754	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	313	78	872	527	0.592	303	340	1.5	1.6	14.500	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	315	79	-	-	-	315	344	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	433	108	-	-	-	433	442	0.0	0.0	0.000	A
			3	1	321	80	-	-	-	321	370	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.29	-	-	-	1	1	0.0	0.0	0.000	A
			2	1	321	80	-	-	-	321	370	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.57	0.14	-	-	-	0.57	0.95	0.0	0.0	0.000	A
	Entry	2	1	1	202	50	-	-	-	197	229	1.1	1.0	11.839	B
				2	324	81	-	-	-	313	339	1.1	1.2	12.171	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	-	-	-	84	89	1.1	0.4	10.255	B
4 - Hull Bridge Road	Entry	1	1	1	166	42	837	570	0.291	166	175	1.5	0.8	13.826	B
				2	246	61	837	563	0.438	251	241	1.5	0.6	13.541	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	92	23	837	540	0.167	91	97	0.2	0.1	9.045	A
				4	2	0.43	399	267	0.006	2	2	0.0	0.0	6.388	A
	CircLink	1	1	1	95	24	-	-	-	95	112	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	83	21	-	-	-	83	89	0.0	0.0	0.000	A
			2	1	103	26	-	-	-	103	115	0.0	0.0	0.000	A
				2	303	76	-	-	-	303	340	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	105	26	-	-	-	105	118	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	94	23	-	-	-	94	109	0.0	0.0	0.000	A
				2	303	76	-	-	-	303	340	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	167	42	-	-	-	166	175	1.2	0.8	10.711	B
				2	256	64	-	-	-	246	240	1.2	1.6	13.687	B
				3	93	23	-	-	-	92	96	1.2	0.6	10.064	B
				4	2	0.43	-	-	-	2	2	0.0	0.0	2.577	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	210	53	1028	776	0.272	211	229	2.5	0.7	10.859	B
				3	238	60	1028	798	0.301	246	261	2.5	0.6	10.909	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	190	47	1028	853	0.222	192	188	0.5	0.1	5.841	A
	CircLink	1	1	1	143	36	-	-	-	143	150	0.0	0.0	0.000	A
				2	95	24	-	-	-	95	103	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	95	24	-	-	-	95	106	0.0	0.0	0.000	A
				3	69	17	-	-	-	69	79	0.0	0.0	0.000	A
				4	0.57	0.14	-	-	-	0.57	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	87	22	-	-	-	87	104	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	103	26	-	-	-	103	105	0.0	0.0	0.000	A
				3	69	17	-	-	-	69	79	0.0	0.0	0.000	A
				4	0.57	0.14	-	-	-	0.57	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	211	53	-	-	-	210	226	0.8	0.0	0.346	A
				3	238	60	-	-	-	238	259	0.8	0.0	0.439	A
				4	190	47	-	-	-	190	187	0.8	0.0	0.310	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	247	62	1102	877	0.283	249	273	1.1	0.4	6.075	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	341	85	1102	940	0.363	345	355	1.1	0.4	6.645	A
			3	1	278	69	1102	884	0.314	281	306	0.8	0.2	5.775	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	211	53	-	-	-	211	229	0.0	0.0	0.000	A
				3	121	30	-	-	-	121	128	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	124	31	-	-	-	124	133	0.0	0.0	0.000	A

				4	192	48	-	-	-	192	188	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	32	8	-	-	-	32	43	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	37	9	-	-	-	37	37	0.0	0.0	0.000	A
				4	0.57	0.14	-	-	-	0.57	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	247	62	-	-	-	247	271	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	278	69	-	-	-	278	304	0.0	0.0	0.090	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	341	85	-	-	-	341	352	0.0	0.0	0.035	A
3 - A1164 (S)	Entry	1	1	1	193	48	872	586	0.330	191	202	1.0	0.7	10.981	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	77	19	872	613	0.126	79	81	1.0	0.1	11.196	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	265	66	872	582	0.460	270	296	1.6	0.9	11.120	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	249	62	-	-	-	249	273	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	345	86	-	-	-	345	355	0.0	0.0	0.000	A
			3	1	281	70	-	-	-	281	306	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.57	0.14	-	-	-	0.57	0.95	0.0	0.0	0.000	A
			2	1	281	70	-	-	-	281	306	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	-	-	-	0	2	0.0	0.0	0.000	A
	Entry	2	1	1	192	48	-	-	-	193	202	2.7	0.2	4.511	A
				2	265	66	-	-	-	265	294	2.7	0.4	4.512	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	75	19	-	-	-	77	81	2.7	0.0	4.051	A
4 - Hull Bridge Road	Entry	1	1	1	142	35	837	591	0.240	143	150	1.4	0.3	11.483	B
				2	189	47	837	594	0.317	191	209	1.4	0.4	12.259	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	70	17	837	581	0.120	69	79	0.1	0.1	8.369	A
				4	0.57	0.14	478	342	0.002	0.57	2	0.0	0.0	3.240	A
	CircLink	1	1	1	101	25	-	-	-	101	107	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	79	20	-	-	-	79	81	0.0	0.0	0.000	A
			2	1	90	22	-	-	-	90	95	0.0	0.0	0.000	A
				2	270	67	-	-	-	270	296	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	98	25	-	-	-	98	104	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	93	23	-	-	-	93	98	0.0	0.0	0.000	A
				2	270	67	-	-	-	270	296	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	142	35	-	-	-	142	149	2.9	0.0	5.689	A
				2	189	47	-	-	-	189	208	2.9	0.0	6.855	A
				3	70	17	-	-	-	70	79	2.9	0.0	5.252	A
				4	0.57	0.14	-	-	-	0.57	2	0.0	0.0	1.361	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	172	43	1028	831	0.207	173	202	1.2	0.4	9.380	A
				3	209	52	1028	830	0.251	209	222	1.2	0.4	9.112	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	159	40	1028	882	0.180	159	158	0.1	0.1	4.973	A
	CircLink	1	1	1	137	34	-	-	-	137	136	0.0	0.0	0.000	A
				2	79	20	-	-	-	79	80	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	73	18	-	-	-	73	74	0.0	0.0	0.000	A
				3	62	16	-	-	-	62	70	0.0	0.0	0.000	A
				4	3	0.71	-	-	-	3	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	77	19	-	-	-	77	79	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	75	19	-	-	-	75	75	0.0	0.0	0.000	A
				3	62	16	-	-	-	62	70	0.0	0.0	0.000	A
				4	3	0.71	-	-	-	3	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	171	43	-	-	-	172	201	0.0	0.0	0.105	A
				3	209	52	-	-	-	209	221	0.0	0.0	0.105	A
				4	159	40	-	-	-	159	158	0.0	0.0	0.021	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	222	55	1102	919	0.241	223	223	0.4	0.3	4.806	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	299	75	1102	957	0.312	302	303	0.4	0.2	5.299	A
			3	1	241	60	1102	900	0.269	238	248	0.2	0.4	5.552	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	173	43	-	-	-	173	202	0.0	0.0	0.000	A
				3	106	26	-	-	-	106	112	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	103	26	-	-	-	103	110	0.0	0.0	0.000	A
				4	159	40	-	-	-	159	158	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	32	8	-	-	-	32	37	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	30	8	-	-	-	30	33	0.0	0.0	0.000	A
				4	3	0.71	-	-	-	3	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	222	55	-	-	-	222	222	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	243	61	-	-	-	241	249	0.0	0.1	0.102	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	301	75	-	-	-	299	302	0.0	0.1	0.065	A
3 - A1164 (S)	Entry	1	1	1	162	40	872	600	0.271	159	161	0.9	0.4	7.810	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	60	15	872	636	0.094	61	60	0.9	0.1	8.297	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	224	56	872	608	0.366	226	244	0.9	0.4	8.047	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	223	56	-	-	-	223	223	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	302	75	-	-	-	302	303	0.0	0.0	0.000	A
			3	1	238	60	-	-	-	238	248	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.29	-	-	-	1	1	0.0	0.0	0.000	A
			2	1	238	60	-	-	-	238	248	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.43	-	-	-	2	0.76	0.0	0.0	0.000	A
	Entry	2	1	1	162	40	-	-	-	162	160	0.6	0.1	1.042	A
				2	223	56	-	-	-	224	241	0.6	0.0	0.836	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	61	15	-	-	-	60	59	0.0	0.0	1.088	A
4 - Hull Bridge Road	Entry	1	1	1	139	35	837	630	0.220	137	136	0.7	0.4	9.633	A
				2	152	38	837	629	0.242	152	154	0.7	0.3	9.239	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	63	16	837	596	0.105	62	70	0.1	0.2	6.836	A
				4	3	0.71	399	304	0.009	3	2	0.0	0.0	4.713	A
	CircLink	1	1	1	80	20	-	-	-	80	79	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	61	15	-	-	-	61	60	0.0	0.0	0.000	A
			2	1	79	20	-	-	-	79	82	0.0	0.0	0.000	A
				2	226	57	-	-	-	226	244	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	80	20	-	-	-	80	79	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	79	20	-	-	-	79	82	0.0	0.0	0.000	A
				2	226	57	-	-	-	226	244	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	137	34	-	-	-	139	137	0.0	0.0	1.542	A
				2	150	38	-	-	-	152	154	0.0	0.0	2.005	A
				3	62	15	-	-	-	63	70	0.0	0.0	1.194	A
				4	3	0.71	-	-	-	3	2	0.0	0.0	0.000	A

Base 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Lane Roundabout	Standard Roundabout	✓	1, 2, 3, 4	76.86	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	76.86	F

Traffic Demand

Demand Set 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 2026	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	646	100.000
2 - A1035 (E)		ONE HOUR	✓	828	100.000
3 - A1164 (S)		ONE HOUR	✓	907	100.000
4 - Hull Bridge Road		ONE HOUR	✓	522	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	351	158	137
	2 - A1035 (E)	270	1	245	312
	3 - A1164 (S)	316	484	0	107
	4 - Hull Bridge Road	144	344	34	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	3	3	0
	2 - A1035 (E)	3	0	3	0
	3 - A1164 (S)	1	2	0	3
	4 - Hull Bridge Road	1	1	3	0

Cyclist %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	0	0	0
	2 - A1035 (E)	0	0	0	0
	3 - A1164 (S)	0	0	0	0
	4 - Hull Bridge Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	23.26	5.2	C	595	892
2 - A1035 (E)	5.43	1.5	A	762	1143
3 - A1164 (S)	109.24	31.1	F	826	1239
4 - Hull Bridge Road	203.20	34.9	F	477	716

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	502	125	642	500	504	560	0.0	1.0	7.804	A
2 - A1035 (E)	637	159	253	638	638	889	0.0	0.7	4.525	A
3 - A1164 (S)	682	170	563	675	687	328	0.0	2.7	12.176	B
4 - Hull Bridge Road	390	98	809	393	392	429	0.0	2.0	15.526	C

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	585	146	749	592	599	634	1.0	1.7	11.165	B
2 - A1035 (E)	727	182	302	725	757	1039	0.7	1.0	4.775	A
3 - A1164 (S)	809	202	633	801	816	394	2.7	4.5	18.379	C
4 - Hull Bridge Road	459	115	931	452	463	502	2.0	3.9	26.449	D

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	717	179	895	719	715	760	1.7	4.5	19.985	C
2 - A1035 (E)	915	229	354	913	922	1260	1.0	1.1	5.304	A
3 - A1164 (S)	1007	252	784	960	941	484	4.5	25.8	70.532	F
4 - Hull Bridge Road	573	143	1136	519	522	607	3.9	20.2	89.781	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	717	179	915	715	735	798	4.5	5.2	23.260	C
2 - A1035 (E)	926	232	347	922	934	1282	1.1	1.5	5.429	A
3 - A1164 (S)	1001	250	790	992	991	479	25.8	31.2	109.244	F
4 - Hull Bridge Road	574	144	1191	522	516	591	20.2	34.8	203.202	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	577	144	834	575	597	657	5.2	2.0	14.134	B
2 - A1035 (E)	734	183	300	733	761	1109	1.5	1.2	4.880	A
3 - A1164 (S)	792	198	627	843	920	406	31.2	7.9	64.347	F
4 - Hull Bridge Road	469	117	969	522	525	501	34.8	22.8	196.753	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	473	118	675	476	497	567	2.0	1.0	8.802	A
2 - A1035 (E)	634	158	245	635	645	906	1.2	0.8	4.509	A
3 - A1164 (S)	666	166	554	670	716	327	7.9	1.8	16.540	C
4 - Hull Bridge Road	397	99	809	433	472	415	22.8	3.9	73.029	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	394	797	0.494	392	398	0.0	0.9	8.478	A
			3	1, 4	108	822	0.131	108	106	0.0	0.1	4.968	A
		2	1	(1, 2, 3, 4)	502			502	508	0.0	0.0	0.079	A
	Exit	1	1		560			560	553	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	867			867	871	0.0	0.0	0.000	A
			2	2, 3, 4	335			335	337	0.0	0.0	0.000	A
	CircBase	1	1	2	318			318	319	0.0	0.0	0.000	A
			2	2, 3, 4	323			323	335	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	183	1000	0.184	183	187	0.0	0.2	4.461	A
			2	4	240	1028	0.234	241	239	0.0	0.3	4.581	A
			3	1, 2	213	1002	0.212	214	212	0.0	0.2	4.508	A
	Exit	1	1		889			889	905	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	957			957	976	0.0	0.0	0.000	A
			2	1, 3, 4	185			185	182	0.0	0.0	0.000	A
	CircBase	1	1	3	74			74	74	0.0	0.0	0.000	A
			2	1, 3, 4	179			179	180	0.0	0.0	0.000	A
	Entry	2	1	(3)	183			183	188	0.0	0.0	0.000	A
			2	(1, 2, 4)	453			453	453	0.0	0.0	0.005	A
3 - A1164 (S)	Entry	1	1	1, 4	317	697	0.456	316	318	0.0	0.9	8.658	A
			2	2, 3	359	693	0.518	359	369	0.0	0.9	9.435	A
	Exit	1	1		328			328	334	0.0	0.0	0.000	A
	CircLink	1	1	3	328			328	334	0.0	0.0	0.000	A
			2	4	349			349	345	0.0	0.0	0.000	A
			3	1, 2	214			214	212	0.0	0.0	0.000	A
	CircBase	1	1	4	180			180	177	0.0	0.0	0.000	A
			2	1, 2, 4	382			382	380	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	682			676	694	0.0	1.0	3.087	A
4 - Hull Bridge Road	Entry	1	1	1, 2	369	594	0.623	371	367	0.0	1.3	12.026	B
			2	3, 4	22	570	0.038	22	25	0.0	0.0	7.053	A
	CircBase	1	1	1	229			229	225	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	390			391	398	0.0	0.7	3.804	A
	Exit	1	1		429			429	429	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	657			657	654	0.0	0.0	0.000	A
			2	1, 2, 3	580			580	590	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	580			580	591	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	458	766	0.598	464	476	0.9	1.4	12.069	B
			3	1, 4	128	787	0.163	127	123	0.1	0.3	5.459	A
		2	1	(1, 2, 3, 4)	585			586	601	0.0	0.1	0.472	A
	Exit	1	1		634			634	662	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	990			990	1031	0.0	0.0	0.000	A
			2	2, 3, 4	394			394	396	0.0	0.0	0.000	A
	CircBase	1	1	2	360			360	366	0.0	0.0	0.000	A
			2	2, 3, 4	389			389	399	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	220	990	0.223	219	228	0.2	0.3	4.610	A
			2	4	271	1014	0.267	271	282	0.3	0.4	4.913	A
			3	1, 2	236	991	0.238	235	246	0.2	0.4	4.724	A
	Exit	1	1		1039			1039	1062	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1130			1130	1150	0.0	0.0	0.000	A
			2	1, 3, 4	211			211	214	0.0	0.0	0.000	A
	CircBase	1	1	3	84			84	90	0.0	0.0	0.000	A
			2	1, 3, 4	217			217	212	0.0	0.0	0.000	A
	Entry	2	1	(3)	220			220	229	0.0	0.0	0.000	A
			2	(1, 2, 4)	506			507	530	0.0	0.0	0.019	A
3 - A1164 (S)	Entry	1	1	1, 4	377	671	0.560	379	385	0.9	1.0	10.280	B
			2	2, 3	425	670	0.634	422	431	0.9	1.5	11.037	B
	Exit	1	1		394			394	407	0.0	0.0	0.000	A
	CircLink	1	1	3	394			394	407	0.0	0.0	0.000	A
			2	4	398			398	405	0.0	0.0	0.000	A
			3	1, 2	235			235	246	0.0	0.0	0.000	A
	CircBase	1	1	4	198			198	204	0.0	0.0	0.000	A
			2	1, 2, 4	435			435	447	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	809			802	818	1.0	2.1	7.684	A
4 - Hull Bridge Road	Entry	1	1	1, 2	424	557	0.761	421	431	1.3	1.9	14.470	B
			2	3, 4	31	541	0.058	31	33	0.0	0.1	7.234	A
	CircBase	1	1	1	257			257	265	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	459			455	466	0.7	1.9	12.392	B
	Exit	1	1		502			502	503	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	753			753	765	0.0	0.0	0.000	A
			2	1, 2, 3	681			681	702	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	675			675	699	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	564	718	0.787	570	567	1.4	3.1	18.620	C
			3	1, 4	150	740	0.203	149	148	0.3	0.3	5.885	A
		2	1	(1, 2, 3, 4)	717			714	722	0.1	1.1	3.968	A
	Exit	1	1		760			760	763	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1188			1188	1189	0.0	0.0	0.000	A
			2	2, 3, 4	467			467	467	0.0	0.0	0.000	A
	CircBase	1	1	2	423			423	427	0.0	0.0	0.000	A
			2	2, 3, 4	472			472	466	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	280	972	0.288	279	278	0.3	0.4	5.107	A
			2	4	345	998	0.345	342	340	0.4	0.5	5.478	A
			3	1, 2	290	973	0.298	292	304	0.4	0.2	5.173	A
	Exit	1	1		1260			1260	1250	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1367			1367	1362	0.0	0.0	0.000	A
			2	1, 3, 4	248			248	246	0.0	0.0	0.000	A
	CircBase	1	1	3	100			100	101	0.0	0.0	0.000	A
			2	1, 3, 4	255			255	256	0.0	0.0	0.000	A
	Entry	2	1	(3)	280			280	278	0.0	0.0	0.000	A
			2	(1, 2, 4)	635			635	644	0.0	0.0	0.051	A
3 - A1164 (S)	Entry	1	1	1, 4	444	626	0.709	442	432	1.0	1.7	12.719	B
			2	2, 3	515	626	0.823	517	509	1.5	1.9	13.945	B
	Exit	1	1		484			484	488	0.0	0.0	0.000	A
	CircLink	1	1	3	484			484	488	0.0	0.0	0.000	A
			2	4	491			491	488	0.0	0.0	0.000	A
			3	1, 2	292			292	304	0.0	0.0	0.000	A
	CircBase	1	1	4	247			247	241	0.0	0.0	0.000	A
			2	1, 2, 4	536			536	551	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	1007			959	946	2.1	22.2	57.084	F
4 - Hull Bridge Road	Entry	1	1	1, 2	488	496	0.984	487	489	1.9	2.8	19.534	C
			2	3, 4	31	488	0.064	32	34	0.1	0.0	8.236	A
	CircBase	1	1	1	310			310	313	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	573			519	526	1.9	17.3	70.699	F
	Exit	1	1		607			607	600	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	918			918	909	0.0	0.0	0.000	A
			2	1, 2, 3	825			825	825	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	826			826	821	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	568	712	0.798	568	583	3.1	3.3	18.941	C
			3	1, 4	147	735	0.200	147	152	0.3	0.2	6.091	A
		2	1	(1, 2, 3, 4)	717			715	735	1.1	1.7	7.005	A
	Exit	1	1		798			798	798	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1252			1252	1238	0.0	0.0	0.000	A
			2	2, 3, 4	461			461	470	0.0	0.0	0.000	A
	CircBase	1	1	2	446			446	438	0.0	0.0	0.000	A
			2	2, 3, 4	469			469	472	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	280	967	0.290	279	280	0.4	0.4	5.218	A
			2	4	333	1000	0.333	334	341	0.5	0.3	5.695	A
			3	1, 2	313	966	0.324	309	312	0.2	0.7	5.222	A
	Exit	1	1		1282			1282	1280	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1385			1385	1387	0.0	0.0	0.000	A
			2	1, 3, 4	244			244	258	0.0	0.0	0.000	A
	CircBase	1	1	3	102			102	102	0.0	0.0	0.000	A
			2	1, 3, 4	245			245	262	0.0	0.0	0.000	A
	Entry	2	1	(3)	280			280	280	0.0	0.0	0.000	A
			2	(1, 2, 4)	646			646	655	0.0	0.0	0.046	A
3 - A1164 (S)	Entry	1	1	1, 4	456	625	0.729	458	455	1.7	1.7	12.946	B
			2	2, 3	535	625	0.855	534	537	1.9	1.9	14.086	B
	Exit	1	1		479			479	492	0.0	0.0	0.000	A
	CircLink	1	1	3	479			479	492	0.0	0.0	0.000	A
			2	4	481			481	493	0.0	0.0	0.000	A
			3	1, 2	309			309	312	0.0	0.0	0.000	A
	CircBase	1	1	4	244			244	250	0.0	0.0	0.000	A
			2	1, 2, 4	546			546	556	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	1001			991	991	22.2	27.6	95.709	F
4 - Hull Bridge Road	Entry	1	1	1, 2	490	481	1.020	490	483	2.8	2.9	21.614	C
			2	3, 4	33	469	0.071	33	33	0.0	0.1	7.475	A
	CircBase	1	1	1	326			326	329	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	574			523	516	17.3	31.9	182.366	F
	Exit	1	1		591			591	605	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	922			922	939	0.0	0.0	0.000	A
			2	1, 2, 3	860			860	858	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	865			865	863	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	457	737	0.620	455	477	3.3	1.7	13.875	B
			3	1, 4	120	760	0.157	120	120	0.2	0.2	5.822	A
		2	1	(1, 2, 3, 4)	577			577	591	1.7	0.1	2.137	A
	Exit	1	1		657			657	717	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1054			1054	1134	0.0	0.0	0.000	A
			2	2, 3, 4	437			437	454	0.0	0.0	0.000	A
	CircBase	1	1	2	396			396	419	0.0	0.0	0.000	A
			2	2, 3, 4	438			438	452	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	224	982	0.228	226	230	0.4	0.2	4.799	A
			2	4	288	1014	0.284	285	281	0.3	0.6	4.939	A
			3	1, 2	222	976	0.228	222	250	0.7	0.3	4.824	A
	Exit	1	1		1109			1109	1165	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1192			1192	1255	0.0	0.0	0.000	A
			2	1, 3, 4	217			217	213	0.0	0.0	0.000	A
	CircBase	1	1	3	88			88	90	0.0	0.0	0.000	A
			2	1, 3, 4	212			212	214	0.0	0.0	0.000	A
	Entry	2	1	(3)	224			224	229	0.0	0.0	0.000	A
			2	(1, 2, 4)	510			510	530	0.0	0.0	0.027	A
3 - A1164 (S)	Entry	1	1	1, 4	390	676	0.576	388	429	1.7	1.3	11.449	B
			2	2, 3	452	672	0.671	455	491	1.9	1.3	12.242	B
	Exit	1	1		406			406	413	0.0	0.0	0.000	A
	CircLink	1	1	3	406			406	413	0.0	0.0	0.000	A
			2	4	406			406	401	0.0	0.0	0.000	A
			3	1, 2	222			222	250	0.0	0.0	0.000	A
	CircBase	1	1	4	202			202	200	0.0	0.0	0.000	A
			2	1, 2, 4	425			425	451	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	792			842	916	27.6	5.4	52.686	F
4 - Hull Bridge Road	Entry	1	1	1, 2	483	545	0.885	485	490	2.9	2.5	20.087	C
			2	3, 4	36	525	0.069	37	34	0.1	0.0	7.429	A
	CircBase	1	1	1	265			265	288	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	469			519	523	31.9	20.3	178.338	F
	Exit	1	1		501			501	507	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	760			760	798	0.0	0.0	0.000	A
			2	1, 2, 3	709			709	773	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	704			704	775	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	378	782	0.483	379	395	1.7	0.9	9.404	A
			3	1, 4	97	811	0.119	97	103	0.2	0.1	5.580	A
		2	1	(1, 2, 3, 4)	473			474	494	0.1	0.0	0.218	A
	Exit	1	1		567			567	592	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	897			897	939	0.0	0.0	0.000	A
			2	2, 3, 4	346			346	378	0.0	0.0	0.000	A
	CircBase	1	1	2	319			319	343	0.0	0.0	0.000	A
			2	2, 3, 4	357			357	382	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	179	992	0.181	179	190	0.2	0.2	4.417	A
			2	4	239	1030	0.232	239	240	0.6	0.3	4.532	A
			3	1, 2	216	998	0.216	217	216	0.3	0.2	4.547	A
	Exit	1	1		906			906	965	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	977			977	1042	0.0	0.0	0.000	A
			2	1, 3, 4	175			175	180	0.0	0.0	0.000	A
	CircBase	1	1	3	74			74	77	0.0	0.0	0.000	A
			2	1, 3, 4	171			171	181	0.0	0.0	0.000	A
	Entry	2	1	(3)	179			179	190	0.0	0.0	0.000	A
			2	(1, 2, 4)	455			455	454	0.0	0.0	0.012	A
3 - A1164 (S)	Entry	1	1	1, 4	316	697	0.453	317	334	1.3	0.8	8.999	A
			2	2, 3	354	690	0.513	353	382	1.3	0.8	9.795	A
	Exit	1	1		327			327	345	0.0	0.0	0.000	A
	CircLink	1	1	3	327			327	345	0.0	0.0	0.000	A
			2	4	337			337	342	0.0	0.0	0.000	A
			3	1, 2	217			217	216	0.0	0.0	0.000	A
	CircBase	1	1	4	171			171	171	0.0	0.0	0.000	A
			2	1, 2, 4	383			383	388	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	666			670	712	5.4	0.2	7.205	A
4 - Hull Bridge Road	Entry	1	1	1, 2	403	592	0.679	406	442	2.5	1.4	15.545	C
			2	3, 4	27	582	0.046	27	30	0.0	0.0	6.537	A
	CircBase	1	1	1	228			228	234	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	397			429	467	20.3	2.5	58.301	F
	Exit	1	1		415			415	428	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	641			641	658	0.0	0.0	0.000	A
			2	1, 2, 3	583			583	616	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	581			581	612	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	269	67	1028	795	0.338	269	276	0.0	0.6	8.410	A
				3	124	31	1028	800	0.156	124	122	0.0	0.3	8.632	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	108	27	1028	819	0.131	108	106	0.0	0.1	4.968	A
	CircLink	1	1	1	112	28	-	-	-	112	107	0.0	0.0	0.000	A
				2	128	32	-	-	-	128	131	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	131	33	-	-	-	131	129	0.0	0.0	0.000	A
				3	22	5	-	-	-	22	25	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	134	33	-	-	-	134	132	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	126	31	-	-	-	126	128	0.0	0.0	0.000	A
				3	22	5	-	-	-	22	25	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	269	67	-	-	-	269	278	0.0	0.0	0.074	A
				3	124	31	-	-	-	124	123	0.0	0.0	0.126	A
				4	108	27	-	-	-	108	107	0.0	0.0	0.040	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	183	46	1102	999	0.184	183	187	0.0	0.2	4.461	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	240	60	1102	1028	0.234	241	239	0.0	0.3	4.581	A
			3	1	211	53	1102	1000	0.211	213	211	0.0	0.2	4.504	A
				2	2	0.39	255	239	0.007	2	0.93	0.0	0.0	5.262	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	269	67	-	-	-	269	276	0.0	0.0	0.000	A
				3	59	15	-	-	-	59	60	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	64	16	-	-	-	64	62	0.0	0.0	0.000	A
				4	108	27	-	-	-	108	106	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	11	3	-	-	-	11	12	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	11	3	-	-	-	11	13	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	183	46	-	-	-	183	188	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	211	53	-	-	-	211	212	0.0	0.0	0.006	A
				2	2	0.39	-	-	-	2	0.93	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	240	60	-	-	-	240	240	0.0	0.0	0.003	A
3 - A1164 (S)	Entry	1	1	1	237	59	872	700	0.339	235	235	0.0	0.7	8.666	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	80	20	872	684	0.117	80	83	0.0	0.2	8.635	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	359	90	872	693	0.518	359	369	0.0	0.9	9.435	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	183	46	-	-	-	183	187	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	241	60	-	-	-	241	239	0.0	0.0	0.000	A
			3	1	213	53	-	-	-	213	211	0.0	0.0	0.000	A
				2	2	0.39	-	-	-	2	0.93	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	213	53	-	-	-	213	211	0.0	0.0	0.000	A
				2	2	0.39	-	-	-	2	0.93	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	238	60	-	-	-	237	238	0.0	0.3	3.145	A
				2	363	91	-	-	-	359	372	0.0	0.6	3.054	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	80	20	-	-	-	80	84	0.0	0.1	3.067	A
4 - Hull Bridge Road	Entry	1	1	1	111	28	837	593	0.188	112	107	0.0	0.4	12.407	B
				2	258	64	837	594	0.435	259	260	0.0	0.9	11.868	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	22	5	825	559	0.038	22	25	0.0	0.0	7.053	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	118	30	-	-	-	118	117	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	80	20	-	-	-	80	83	0.0	0.0	0.000	A
			2	1	117	29	-	-	-	117	118	0.0	0.0	0.000	A
				2	359	90	-	-	-	359	369	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	122	31	-	-	-	122	120	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	113	28	-	-	-	113	115	0.0	0.0	0.000	A
				2	359	90	-	-	-	359	369	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	112	28	-	-	-	111	109	0.0	0.2	4.194	A
				2	256	64	-	-	-	258	263	0.0	0.4	3.751	A
				3	22	5	-	-	-	22	26	0.0	0.0	2.651	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	314	79	1028	766	0.411	321	330	0.9	0.9	12.156	B
				3	143	36	1028	768	0.187	143	146	0.9	0.5	11.872	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	128	32	1028	786	0.163	127	123	0.1	0.3	5.459	A
	CircLink	1	1	1	126	31	-	-	-	126	130	0.0	0.0	0.000	A
				2	154	39	-	-	-	154	155	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	141	35	-	-	-	141	146	0.0	0.0	0.000	A
				3	31	8	-	-	-	31	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	151	38	-	-	-	151	150	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	145	36	-	-	-	145	151	0.0	0.0	0.000	A
				3	31	8	-	-	-	31	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	313	78	-	-	-	314	331	0.0	0.1	0.484	A
				3	143	36	-	-	-	143	147	0.0	0.0	0.487	A
				4	128	32	-	-	-	128	124	0.0	0.0	0.424	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	220	55	1102	989	0.223	219	228	0.2	0.3	4.610	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	271	68	1102	1014	0.267	271	282	0.3	0.4	4.913	A
			3	1	235	59	1102	991	0.237	234	246	0.2	0.3	4.730	A
				2	1	0.26	240	222	0.005	0.87	0.87	0.0	0.0	3.036	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	321	80	-	-	-	321	330	0.0	0.0	0.000	A
				3	74	18	-	-	-	74	71	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	69	17	-	-	-	69	75	0.0	0.0	0.000	A
				4	127	32	-	-	-	127	123	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	14	4	-	-	-	14	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	17	4	-	-	-	17	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	220	55	-	-	-	220	229	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	235	59	-	-	-	235	246	0.0	0.0	0.025	A
				2	1	0.26	-	-	-	1	0.93	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	271	68	-	-	-	271	282	0.0	0.0	0.014	A
3 - A1164 (S)	Entry	1	1	1	273	68	872	676	0.404	275	286	0.9	0.8	10.267	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	103	26	872	656	0.157	104	98	0.9	0.2	10.316	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	425	106	872	670	0.635	422	431	0.9	1.5	11.037	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	219	55	-	-	-	219	228	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	271	68	-	-	-	271	282	0.0	0.0	0.000	A
			3	1	234	59	-	-	-	234	246	0.0	0.0	0.000	A
				2	0.87	0.22	-	-	-	0.87	0.87	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	234	59	-	-	-	234	246	0.0	0.0	0.000	A
				2	0.87	0.22	-	-	-	0.87	0.87	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	275	69	-	-	-	273	287	1.0	0.6	7.522	A
				2	430	108	-	-	-	425	434	1.0	1.2	7.892	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	104	26	-	-	-	103	98	1.0	0.3	7.241	A

4 - Hull Bridge Road	Entry	1	1	1	127	32	837	555	0.228	126	130	1.3	0.6	14.381	B
				2	298	74	837	559	0.533	295	301	1.3	1.3	14.509	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	31	8	837	536	0.058	31	33	0.0	0.1	7.234	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	135	34	-	-	-	135	140	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	104	26	-	-	-	104	98	0.0	0.0	0.000	A
			2	1	139	35	-	-	-	139	146	0.0	0.0	0.000	A
				2	422	105	-	-	-	422	431	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	139	35	-	-	-	139	143	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	136	34	-	-	-	136	143	0.0	0.0	0.000	A
				2	422	105	-	-	-	422	431	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	129	32	-	-	-	127	130	0.7	0.6	12.387	B
				2	299	75	-	-	-	298	303	0.7	1.2	12.430	B
				3	31	8	-	-	-	31	33	0.7	0.1	12.059	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	393	98	1028	719	0.547	397	391	1.4	2.1	18.600	C
				3	171	43	1028	713	0.240	173	176	1.4	1.0	18.666	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	150	38	1028	741	0.203	149	148	0.3	0.3	5.885	A
	CircLink	1	1	1	143	36	-	-	-	143	140	0.0	0.0	0.000	A
				2	174	44	-	-	-	174	175	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	170	43	-	-	-	170	174	0.0	0.0	0.000	A
				3	32	8	-	-	-	32	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	166	42	-	-	-	166	173	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	178	45	-	-	-	178	175	0.0	0.0	0.000	A
				3	32	8	-	-	-	32	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	394	99	-	-	-	393	396	0.1	0.6	4.070	A
				3	172	43	-	-	-	171	178	0.1	0.3	4.080	A
				4	151	38	-	-	-	150	148	0.0	0.2	3.575	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	280	70	1102	972	0.288	279	278	0.3	0.4	5.107	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	345	86	1102	997	0.345	342	340	0.4	0.5	5.478	A
			3	1	289	72	1102	973	0.297	291	302	0.4	0.2	5.167	A
				2	1	0.35	367	336	0.004	2	2	0.4	0.0	6.365	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	397	99	-	-	-	397	391	0.0	0.0	0.000	A
				3	92	23	-	-	-	92	94	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	81	20	-	-	-	81	81	0.0	0.0	0.000	A
				4	149	37	-	-	-	149	148	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	14	4	-	-	-	14	15	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	18	4	-	-	-	18	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	280	70	-	-	-	280	278	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	289	72	-	-	-	289	301	0.0	0.0	0.072	A
				2	1	0.35	-	-	-	1	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	345	86	-	-	-	345	341	0.0	0.0	0.032	A
3 - A1164 (S)	Entry	1	1	1	329	82	872	631	0.521	327	321	1.0	1.2	12.605	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	116	29	872	615	0.187	116	112	1.0	0.5	13.056	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	515	129	872	626	0.822	517	509	1.5	1.9	13.945	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	279	70	-	-	-	279	278	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	342	86	-	-	-	342	340	0.0	0.0	0.000	A
			3	1	291	73	-	-	-	291	302	0.0	0.0	0.000	A
				2	2	0.39	-	-	-	2	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	291	73	-	-	-	291	302	0.0	0.0	0.000	A
				2	2	0.39	-	-	-	2	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	351	88	-	-	-	329	323	2.1	8.2	57.010	F
				2	535	134	-	-	-	515	511	2.1	11.7	57.108	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	121	30	-	-	-	116	113	2.1	2.4	57.195	F
4 - Hull Bridge Road	Entry	1	1	1	140	35	837	496	0.282	143	140	1.9	0.7	19.481	C
				2	348	87	837	497	0.701	345	349	1.9	2.1	19.556	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	31	8	837	493	0.063	32	34	0.1	0.0	8.236	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	163	41	-	-	-	163	157	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	116	29	-	-	-	116	112	0.0	0.0	0.000	A
			2	1	164	41	-	-	-	164	164	0.0	0.0	0.000	A
				2	517	129	-	-	-	517	509	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	166	42	-	-	-	166	164	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	161	40	-	-	-	161	157	0.0	0.0	0.000	A
				2	517	129	-	-	-	517	509	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	162	40	-	-	-	140	141	1.9	5.3	72.543	F
				2	376	94	-	-	-	348	352	1.9	10.9	70.162	F
				3	35	9	-	-	-	31	34	1.9	1.1	68.474	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	401	100	1028	714	0.562	400	404	3.1	2.3	18.743	C
				3	167	42	1028	713	0.234	168	179	3.1	1.0	19.391	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	147	37	1028	738	0.199	147	152	0.3	0.2	6.091	A
	CircLink	1	1	1	142	35	-	-	-	142	144	0.0	0.0	0.000	A
				2	179	45	-	-	-	179	169	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	170	42	-	-	-	170	170	0.0	0.0	0.000	A
				3	33	8	-	-	-	33	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	174	44	-	-	-	174	170	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	174	43	-	-	-	174	169	0.0	0.0	0.000	A

				3	33	8	-	-	-	33	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	402	101	-	-	-	401	404	1.1	1.0	7.172	A
				3	167	42	-	-	-	167	179	1.1	0.4	7.002	A
				4	148	37	-	-	-	147	152	1.1	0.4	6.577	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	280	70	1102	967	0.290	279	280	0.4	0.4	5.218	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	333	83	1102	1000	0.333	334	341	0.5	0.3	5.695	A
			3	1	312	78	1102	966	0.323	309	312	0.2	0.7	5.227	A
				2	0.70	0.17	208	189	0.004	0.70	0.81	0.0	0.0	3.221	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	400	100	-	-	-	400	404	0.0	0.0	0.000	A
				3	87	22	-	-	-	87	92	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	80	20	-	-	-	80	87	0.0	0.0	0.000	A
				4	147	37	-	-	-	147	152	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	18	4	-	-	-	18	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	280	70	-	-	-	280	280	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	312	78	-	-	-	312	314	0.0	0.0	0.064	A
				2	0.70	0.17	-	-	-	0.70	0.81	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	333	83	-	-	-	333	340	0.0	0.0	0.030	A
3 - A1164 (S)	Entry	1	1	1	347	87	872	628	0.554	348	343	1.7	1.4	12.925	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	108	27	872	612	0.177	110	112	1.7	0.3	13.013	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	535	134	872	625	0.856	534	537	1.9	1.9	14.086	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	279	70	-	-	-	279	280	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	334	83	-	-	-	334	341	0.0	0.0	0.000	A
			3	1	309	77	-	-	-	309	312	0.0	0.0	0.000	A
				2	0.70	0.17	-	-	-	0.70	0.81	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	309	77	-	-	-	309	312	0.0	0.0	0.000	A
				2	0.70	0.17	-	-	-	0.70	0.81	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	348	87	-	-	-	347	344	22.2	9.6	95.689	F
				2	544	136	-	-	-	535	537	22.2	15.1	95.427	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	109	27	-	-	-	108	111	22.2	3.0	97.162	F
4 - Hull Bridge Road	Entry	1	1	1	143	36	837	480	0.298	142	144	2.8	0.9	21.942	C
				2	347	87	837	481	0.721	348	339	2.8	2.0	21.475	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	33	8	837	468	0.071	33	33	0.0	0.1	7.475	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	176	44	-	-	-	176	176	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	110	28	-	-	-	110	112	0.0	0.0	0.000	A
			2	1	172	43	-	-	-	172	167	0.0	0.0	0.000	A
				2	534	133	-	-	-	534	537	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	176	44	-	-	-	176	175	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	172	43	-	-	-	172	168	0.0	0.0	0.000	A
				2	534	133	-	-	-	534	537	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	156	39	-	-	-	143	145	17.3	8.8	181.436	F
				2	383	96	-	-	-	347	338	17.3	21.2	183.373	F
				3	35	9	-	-	-	33	33	17.3	1.9	175.732	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	314	79	1028	740	0.425	311	328	3.3	1.2	13.937	B
				3	143	36	1028	733	0.195	143	149	3.3	0.5	13.738	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	120	30	1028	760	0.157	120	120	0.2	0.2	5.822	A
	CircLink	1	1	1	143	36	-	-	-	143	145	0.0	0.0	0.000	A
				2	173	43	-	-	-	173	173	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	170	42	-	-	-	170	172	0.0	0.0	0.000	A
				3	37	9	-	-	-	37	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	168	42	-	-	-	168	173	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	174	44	-	-	-	174	172	0.0	0.0	0.000	A
				3	37	9	-	-	-	37	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	314	79	-	-	-	314	323	1.7	0.1	2.277	A
				3	143	36	-	-	-	143	147	1.7	0.0	1.943	A
				4	119	30	-	-	-	120	121	1.7	0.0	2.000	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	224	56	1102	982	0.228	226	230	0.4	0.2	4.799	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	288	72	1102	1014	0.284	285	281	0.3	0.6	4.939	A
			3	1	222	55	1102	976	0.227	221	249	0.7	0.3	4.833	A
				2	0.35	0.09	240	218	0.002	0.35	0.87	0.0	0.0	2.473	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	311	78	-	-	-	311	328	0.0	0.0	0.000	A
				3	67	17	-	-	-	67	72	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	76	19	-	-	-	76	76	0.0	0.0	0.000	A

				4	120	30	-	-	-	120	120	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	18	4	-	-	-	18	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	19	5	-	-	-	19	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	224	56	-	-	-	224	229	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	222	55	-	-	-	222	248	0.0	0.0	0.040	A
				2	0.35	0.09	-	-	-	0.35	0.87	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	288	72	-	-	-	288	282	0.0	0.0	0.016	A
3 - A1164 (S)	Entry	1	1	1	295	74	872	677	0.435	293	323	1.7	0.9	11.377	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	95	24	872	675	0.141	95	106	1.7	0.4	11.669	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	452	113	872	672	0.672	455	491	1.9	1.3	12.242	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	226	57	-	-	-	226	230	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	285	71	-	-	-	285	281	0.0	0.0	0.000	A
			3	1	221	55	-	-	-	221	249	0.0	0.0	0.000	A
				2	0.35	0.09	-	-	-	0.35	0.87	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	221	55	-	-	-	221	249	0.0	0.0	0.000	A
				2	0.35	0.09	-	-	-	0.35	0.87	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	279	70	-	-	-	295	321	27.6	1.9	52.220	F
				2	423	106	-	-	-	452	488	27.6	2.9	53.246	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	90	22	-	-	-	95	107	27.6	0.6	51.546	F
4 - Hull Bridge Road	Entry	1	1	1	143	36	837	544	0.263	143	145	2.9	0.7	20.302	C
				2	340	85	837	545	0.623	342	346	2.9	1.8	19.998	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	36	9	837	517	0.070	37	34	0.1	0.0	7.429	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	148	37	-	-	-	148	166	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	95	24	-	-	-	95	106	0.0	0.0	0.000	A
			2	1	145	36	-	-	-	145	157	0.0	0.0	0.000	A
				2	455	114	-	-	-	455	491	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	154	39	-	-	-	154	165	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	139	35	-	-	-	139	158	0.0	0.0	0.000	A
				2	455	114	-	-	-	455	491	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	125	31	-	-	-	143	144	31.9	5.4	178.257	F
				2	309	77	-	-	-	340	345	31.9	13.6	180.319	F
				3	35	9	-	-	-	36	34	31.9	1.3	158.684	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	256	64	1028	784	0.326	258	269	1.7	0.6	9.358	A
				3	122	30	1028	780	0.156	121	125	1.7	0.3	9.504	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	97	24	1028	811	0.119	97	103	0.2	0.1	5.580	A
	CircLink	1	1	1	112	28	-	-	-	112	129	0.0	0.0	0.000	A
				2	151	38	-	-	-	151	156	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	143	36	-	-	-	143	156	0.0	0.0	0.000	A
				3	27	7	-	-	-	27	30	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	145	36	-	-	-	145	152	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	149	37	-	-	-	149	160	0.0	0.0	0.000	A
				3	27	7	-	-	-	27	30	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	254	64	-	-	-	256	267	0.1	0.0	0.250	A
				3	122	30	-	-	-	122	125	0.1	0.0	0.216	A
				4	97	24	-	-	-	97	102	0.0	0.0	0.139	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	179	45	1102	993	0.180	179	190	0.2	0.2	4.417	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	239	60	1102	1030	0.232	239	240	0.6	0.3	4.532	A
			3	1	215	54	1102	999	0.215	216	215	0.3	0.2	4.550	A
				2	1	0.26	192	177	0.006	1	0.70	0.0	0.0	3.764	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	258	65	-	-	-	258	269	0.0	0.0	0.000	A
				3	57	14	-	-	-	57	62	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	64	16	-	-	-	64	63	0.0	0.0	0.000	A
				4	97	24	-	-	-	97	103	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	14	3	-	-	-	14	14	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	14	3	-	-	-	14	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	179	45	-	-	-	179	190	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	215	54	-	-	-	215	215	0.0	0.0	0.020	A
				2	1	0.26	-	-	-	1	0.70	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	239	60	-	-	-	239	239	0.0	0.0	0.004	A
3 - A1164 (S)	Entry	1	1	1	238	59	872	702	0.339	239	248	1.3	0.6	8.927	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	78	20	872	683	0.114	78	86	1.3	0.2	9.212	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	354	89	872	690	0.513	353	382	1.3	0.8	9.795	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	179	45	-	-	-	179	190	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	239	60	-	-	-	239	240	0.0	0.0	0.000	A
			3	1	216	54	-	-	-	216	215	0.0	0.0	0.000	A
				2	1	0.26	-	-	-	1	0.70	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	216	54	-	-	-	216	215	0.0	0.0	0.000	A
				2	1	0.26	-	-	-	1	0.70	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	236	59	-	-	-	238	247	5.4	0.1	7.149	A
				2	352	88	-	-	-	354	380	5.4	0.1	7.288	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	78	19	-	-	-	78	85	5.4	0.0	6.999	A
4 - Hull Bridge Road	Entry	1	1	1	112	28	837	597	0.187	112	129	2.5	0.4	15.832	C
				2	291	73	837	591	0.491	294	312	2.5	1.0	15.425	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	27	7	837	579	0.046	27	30	0.0	0.0	6.537	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	121	30	-	-	-	121	124	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	78	20	-	-	-	78	86	0.0	0.0	0.000	A
			2	1	118	30	-	-	-	118	124	0.0	0.0	0.000	A
				2	353	88	-	-	-	353	382	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	120	30	-	-	-	120	125	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	119	30	-	-	-	119	123	0.0	0.0	0.000	A
				2	353	88	-	-	-	353	382	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	106	27	-	-	-	112	128	20.3	0.8	57.506	F
				2	265	66	-	-	-	291	309	20.3	1.5	58.636	F
				3	26	7	-	-	-	27	30	20.3	0.2	58.385	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026 + Committed Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Lane Roundabout	Standard Roundabout	✓	1, 2, 3, 4	23.31	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.31	C

Traffic Demand

Demand Set 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 2026 + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	796	100.000
2 - A1035 (E)		ONE HOUR	✓	1007	100.000
3 - A1164 (S)		ONE HOUR	✓	610	100.000
4 - Hull Bridge Road		ONE HOUR	✓	479	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	253	312	231
	2 - A1035 (E)	325	0	286	396
	3 - A1164 (S)	236	294	0	80
	4 - Hull Bridge Road	181	209	87	2

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	9	5	0
	2 - A1035 (E)	8	0	7	1
	3 - A1164 (S)	7	9	0	4
	4 - Hull Bridge Road	2	3	6	0

Cyclist %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	0	0	0
	2 - A1035 (E)	0	0	0	0
	3 - A1164 (S)	0	0	0	0
	4 - Hull Bridge Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	20.10	6.0	C	727	1091
2 - A1035 (E)	8.04	3.1	A	924	1385
3 - A1164 (S)	40.91	8.3	E	555	833
4 - Hull Bridge Road	38.05	5.8	E	442	663

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	603	151	453	609	631	555	0.0	1.1	7.791	A
2 - A1035 (E)	753	188	481	755	782	581	0.0	1.2	5.591	A
3 - A1164 (S)	458	114	722	461	494	514	0.0	1.2	10.182	B
4 - Hull Bridge Road	362	90	643	365	369	540	0.0	0.9	10.325	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	701	175	515	700	738	681	1.1	2.0	10.064	B
2 - A1035 (E)	905	226	548	912	952	667	1.2	1.2	6.177	A
3 - A1164 (S)	540	135	855	539	573	605	1.2	2.1	13.434	B
4 - Hull Bridge Road	432	108	766	430	440	627	0.9	1.9	13.034	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	871	218	670	870	899	828	2.0	4.1	17.250	C
2 - A1035 (E)	1132	283	684	1125	1172	856	1.2	3.0	7.959	A
3 - A1164 (S)	676	169	1064	672	705	745	2.1	8.0	34.427	D
4 - Hull Bridge Road	546	137	960	538	529	776	1.9	5.7	28.822	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	879	220	651	867	912	815	4.1	5.7	20.103	C
2 - A1035 (E)	1098	275	688	1091	1152	830	3.0	2.8	8.035	A
3 - A1164 (S)	659	165	1029	658	716	750	8.0	8.4	40.911	E
4 - Hull Bridge Road	520	130	934	532	547	753	5.7	5.1	38.052	E

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	711	178	524	713	752	648	5.7	2.2	12.536	B
2 - A1035 (E)	895	224	571	898	951	666	2.8	1.5	6.594	A
3 - A1164 (S)	541	135	866	545	624	603	8.4	2.0	21.605	C
4 - Hull Bridge Road	418	105	755	418	452	656	5.1	1.8	20.301	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	599	150	454	597	632	555	2.2	1.6	8.361	A
2 - A1035 (E)	756	189	478	756	798	573	1.5	1.0	5.542	A
3 - A1164 (S)	456	114	716	451	492	518	2.0	1.3	11.014	B
4 - Hull Bridge Road	374	93	634	375	375	533	1.8	1.1	11.725	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	423	819	0.516	427	456	0.0	1.0	8.790	A
			3	1, 4	180	876	0.205	182	176	0.0	0.2	5.060	A
		2	1	(1, 2, 3, 4)	603			603	636	0.0	0.0	0.083	A
	Exit	1	1		555			555	585	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	748			748	787	0.0	0.0	0.000	A
			2	2, 3, 4	260			260	270	0.0	0.0	0.000	A
	CircBase	1	1	2	189			189	200	0.0	0.0	0.000	A
			2	2, 3, 4	264			264	272	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	215	896	0.239	217	226	0.0	0.2	5.606	A
			2	4	297	951	0.312	297	298	0.0	0.5	5.441	A
			3	1, 2	241	894	0.270	241	258	0.0	0.4	5.589	A
	Exit	1	1		581			581	609	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	731			731	768	0.0	0.0	0.000	A
			2	1, 3, 4	331			331	336	0.0	0.0	0.000	A
	CircBase	1	1	3	150			150	160	0.0	0.0	0.000	A
			2	1, 3, 4	331			331	335	0.0	0.0	0.000	A
	Entry	2	1	(3)	215			215	227	0.0	0.0	0.000	A
			2	(1, 2, 4)	538			539	560	0.0	0.0	0.077	A
3 - A1164 (S)	Entry	1	1	1, 4	238	606	0.393	240	254	0.0	0.4	8.942	A
			2	2, 3	219	604	0.365	221	240	0.0	0.6	8.601	A
	Exit	1	1		514			514	543	0.0	0.0	0.000	A
	CircLink	1	1	3	514			514	543	0.0	0.0	0.000	A
			2	4	481			481	476	0.0	0.0	0.000	A
			3	1, 2	241			241	258	0.0	0.0	0.000	A
	CircBase	1	1	4	240			240	239	0.0	0.0	0.000	A
			2	1, 2, 4	481			481	494	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	458			456	498	0.0	0.3	1.406	A
4 - Hull Bridge Road	Entry	1	1	1, 2	297	620	0.479	300	301	0.0	0.7	9.672	A
			2	3, 4	65	601	0.109	65	69	0.0	0.1	6.328	A
	CircBase	1	1	1	201			201	215	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	362			362	373	0.0	0.1	1.260	A
	Exit	1	1		540			540	540	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	749			749	762	0.0	0.0	0.000	A
			2	1, 2, 3	434			434	466	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	442			442	473	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	499	798	0.624	497	531	1.0	1.6	11.158	B
			3	1, 4	202	856	0.236	203	206	0.2	0.3	5.561	A
		2	1	(1, 2, 3, 4)	701			701	741	0.0	0.0	0.540	A
	Exit	1	1		681			681	706	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	899			899	941	0.0	0.0	0.000	A
			2	2, 3, 4	297			297	319	0.0	0.0	0.000	A
	CircBase	1	1	2	219			219	238	0.0	0.0	0.000	A
			2	2, 3, 4	296			296	316	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	260	875	0.297	262	273	0.2	0.3	5.930	A
			2	4	347	929	0.374	353	360	0.5	0.3	6.064	A
			3	1, 2	298	872	0.342	297	318	0.4	0.5	6.258	A
	Exit	1	1		667			667	715	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	835			835	895	0.0	0.0	0.000	A
			2	1, 3, 4	380			380	397	0.0	0.0	0.000	A
	CircBase	1	1	3	174			174	187	0.0	0.0	0.000	A
			2	1, 3, 4	374			374	390	0.0	0.0	0.000	A
	Entry	2	1	(3)	260			260	273	0.0	0.0	0.000	A
			2	(1, 2, 4)	645			645	679	0.0	0.0	0.122	A
3 - A1164 (S)	Entry	1	1	1, 4	281	575	0.488	281	292	0.4	0.8	9.964	A
			2	2, 3	258	565	0.458	258	280	0.6	0.8	10.666	B
	Exit	1	1		605			605	641	0.0	0.0	0.000	A
	CircLink	1	1	3	605			605	641	0.0	0.0	0.000	A
			2	4	558			558	569	0.0	0.0	0.000	A
			3	1, 2	297			297	318	0.0	0.0	0.000	A
	CircBase	1	1	4	277			277	283	0.0	0.0	0.000	A
			2	1, 2, 4	577			577	604	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	540			538	575	0.3	0.5	3.115	A
4 - Hull Bridge Road	Entry	1	1	1, 2	354	585	0.605	352	355	0.7	1.3	10.994	B
			2	3, 4	79	564	0.138	78	85	0.1	0.2	7.354	A
	CircBase	1	1	1	256			256	270	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	432			432	443	0.1	0.4	2.706	A
	Exit	1	1		627			627	641	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	885			885	910	0.0	0.0	0.000	A
			2	1, 2, 3	508			508	550	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	510			510	550	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	621	748	0.830	619	651	1.6	2.8	16.596	C
			3	1, 4	249	801	0.310	250	248	0.3	0.5	6.390	A
		2	1	(1, 2, 3, 4)	871			870	905	0.0	0.8	3.554	A
	Exit	1	1		828			828	863	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1120			1120	1156	0.0	0.0	0.000	A
			2	2, 3, 4	379			379	385	0.0	0.0	0.000	A
	CircBase	1	1	2	290			290	287	0.0	0.0	0.000	A
			2	2, 3, 4	380			380	391	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	316	831	0.381	313	336	0.3	0.7	6.915	A
			2	4	442	891	0.496	440	443	0.3	1.2	7.983	A
			3	1, 2	372	836	0.446	372	393	0.5	0.9	7.355	A
	Exit	1	1		856			856	878	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1075			1075	1107	0.0	0.0	0.000	A
			2	1, 3, 4	465			465	470	0.0	0.0	0.000	A
	CircBase	1	1	3	215			215	228	0.0	0.0	0.000	A
			2	1, 3, 4	469			469	471	0.0	0.0	0.000	A
	Entry	2	1	(3)	316			316	338	0.0	0.0	0.000	A
			2	(1, 2, 4)	816			814	841	0.0	0.2	0.654	A
3 - A1164 (S)	Entry	1	1	1, 4	340	514	0.665	342	358	0.8	1.3	14.033	B
			2	2, 3	329	497	0.664	330	347	0.8	1.4	13.949	B
	Exit	1	1		745			745	786	0.0	0.0	0.000	A
	CircLink	1	1	3	745			745	786	0.0	0.0	0.000	A
			2	4	692			692	692	0.0	0.0	0.000	A
			3	1, 2	372			372	393	0.0	0.0	0.000	A
	CircBase	1	1	4	348			348	350	0.0	0.0	0.000	A
			2	1, 2, 4	716			716	736	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	676			670	710	0.5	5.3	20.416	C
4 - Hull Bridge Road	Entry	1	1	1, 2	442	520	0.850	442	430	1.3	2.1	15.428	C
			2	3, 4	96	503	0.191	96	100	0.2	0.3	9.453	A
	CircBase	1	1	1	324			324	339	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	546			539	533	0.4	3.3	14.386	B
	Exit	1	1		776			776	779	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	1103			1103	1111	0.0	0.0	0.000	A
			2	1, 2, 3	634			634	679	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	636			636	672	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	623	761	0.820	619	659	2.8	3.5	18.446	C
			3	1, 4	249	808	0.308	248	254	0.5	0.4	6.764	A
		2	1	(1, 2, 3, 4)	879			872	915	0.8	1.9	5.011	A
	Exit	1	1		815			815	865	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1094			1094	1164	0.0	0.0	0.000	A
			2	2, 3, 4	372			372	399	0.0	0.0	0.000	A
	CircBase	1	1	2	268			268	294	0.0	0.0	0.000	A
			2	2, 3, 4	383			383	404	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	315	844	0.375	312	332	0.7	0.8	6.860	A
			2	4	423	888	0.477	420	430	1.2	1.2	8.462	A
			3	1, 2	360	828	0.434	359	390	0.9	0.8	7.547	A
	Exit	1	1		830			830	891	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1046			1046	1123	0.0	0.0	0.000	A
			2	1, 3, 4	472			472	487	0.0	0.0	0.000	A
	CircBase	1	1	3	223			223	231	0.0	0.0	0.000	A
			2	1, 3, 4	465			465	488	0.0	0.0	0.000	A
	Entry	2	1	(3)	315			315	332	0.0	0.0	0.000	A
			2	(1, 2, 4)	783			783	820	0.2	0.0	0.469	A
3 - A1164 (S)	Entry	1	1	1, 4	341	527	0.648	341	365	1.3	1.6	14.402	B
			2	2, 3	319	509	0.630	316	352	1.4	1.3	14.641	B
	Exit	1	1		750			750	795	0.0	0.0	0.000	A
	CircLink	1	1	3	750			750	795	0.0	0.0	0.000	A
			2	4	671			671	686	0.0	0.0	0.000	A
			3	1, 2	359			359	390	0.0	0.0	0.000	A
	CircBase	1	1	4	340			340	344	0.0	0.0	0.000	A
			2	1, 2, 4	689			689	732	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	659			660	717	5.3	5.5	26.322	D
4 - Hull Bridge Road	Entry	1	1	1, 2	427	526	0.811	431	442	2.1	1.8	16.405	C
			2	3, 4	100	515	0.194	101	105	0.3	0.3	9.026	A
	CircBase	1	1	1	304			304	332	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	520			527	546	3.3	3.1	23.078	C
	Exit	1	1		753			753	777	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	1060			1060	1115	0.0	0.0	0.000	A
			2	1, 2, 3	626			626	678	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	629			629	684	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	500	795	0.630	504	546	3.5	1.6	12.810	B
			3	1, 4	210	851	0.247	210	206	0.4	0.4	5.796	A
		2	1	(1, 2, 3, 4)	711			710	744	1.9	0.2	1.865	A
	Exit	1	1		648			648	722	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	868			868	972	0.0	0.0	0.000	A
			2	2, 3, 4	305			305	339	0.0	0.0	0.000	A
	CircBase	1	1	2	216			216	247	0.0	0.0	0.000	A
			2	2, 3, 4	308			308	341	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	245	869	0.281	244	268	0.8	0.4	6.087	A
			2	4	365	923	0.396	368	369	1.2	0.6	6.741	A
			3	1, 2	286	865	0.330	286	314	0.8	0.5	6.417	A
	Exit	1	1		666			666	749	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	839			839	941	0.0	0.0	0.000	A
			2	1, 3, 4	398			398	399	0.0	0.0	0.000	A
	CircBase	1	1	3	177			177	190	0.0	0.0	0.000	A
			2	1, 3, 4	394			394	401	0.0	0.0	0.000	A
	Entry	2	1	(3)	245			245	266	0.0	0.0	0.000	A
			2	(1, 2, 4)	651			651	679	0.0	0.0	0.191	A
3 - A1164 (S)	Entry	1	1	1, 4	282	579	0.488	284	321	1.6	0.8	11.408	B
			2	2, 3	262	556	0.472	261	304	1.3	0.7	11.686	B
	Exit	1	1		603			603	652	0.0	0.0	0.000	A
	CircLink	1	1	3	603			603	652	0.0	0.0	0.000	A
			2	4	580			580	576	0.0	0.0	0.000	A
			3	1, 2	286			286	314	0.0	0.0	0.000	A
	CircBase	1	1	4	289			289	288	0.0	0.0	0.000	A
			2	1, 2, 4	577			577	602	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	541			544	618	5.5	0.5	10.255	B
4 - Hull Bridge Road	Entry	1	1	1, 2	340	588	0.579	338	365	1.8	1.2	13.556	B
			2	3, 4	80	559	0.143	80	87	0.3	0.2	8.259	A
	CircBase	1	1	1	248			248	275	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	418			420	449	3.1	0.4	7.861	A
	Exit	1	1		656			656	656	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	899			899	935	0.0	0.0	0.000	A
			2	1, 2, 3	511			511	580	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	507			507	584	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	423	823	0.515	421	454	1.6	1.2	9.276	A
			3	1, 4	176	877	0.200	176	178	0.4	0.3	5.479	A
		2	1	(1, 2, 3, 4)	599			599	629	0.2	0.1	0.232	A
	Exit	1	1		555			555	596	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	746			746	794	0.0	0.0	0.000	A
			2	2, 3, 4	263			263	270	0.0	0.0	0.000	A
	CircBase	1	1	2	193			193	198	0.0	0.0	0.000	A
			2	2, 3, 4	261			261	271	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	217	898	0.242	217	231	0.4	0.2	5.204	A
			2	4	298	949	0.314	299	306	0.6	0.4	5.570	A
			3	1, 2	242	885	0.273	240	261	0.5	0.4	5.682	A
	Exit	1	1		573			573	608	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	724			724	763	0.0	0.0	0.000	A
			2	1, 3, 4	327			327	337	0.0	0.0	0.000	A
	CircBase	1	1	3	153			153	157	0.0	0.0	0.000	A
			2	1, 3, 4	325			325	336	0.0	0.0	0.000	A
	Entry	2	1	(3)	217			217	231	0.0	0.0	0.000	A
			2	(1, 2, 4)	540			540	565	0.0	0.0	0.057	A
3 - A1164 (S)	Entry	1	1	1, 4	227	618	0.366	225	252	0.8	0.5	9.295	A
			2	2, 3	229	606	0.377	226	240	0.7	0.7	8.951	A
	Exit	1	1		518			518	545	0.0	0.0	0.000	A
	CircLink	1	1	3	518			518	545	0.0	0.0	0.000	A
			2	4	476			476	485	0.0	0.0	0.000	A
			3	1, 2	240			240	261	0.0	0.0	0.000	A
	CircBase	1	1	4	238			238	240	0.0	0.0	0.000	A
			2	1, 2, 4	478			478	506	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	456			456	490	0.5	0.2	1.904	A
4 - Hull Bridge Road	Entry	1	1	1, 2	313	626	0.499	312	306	1.2	0.8	10.254	B
			2	3, 4	65	603	0.108	64	69	0.2	0.2	7.175	A
	CircBase	1	1	1	204			204	227	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	374			377	374	0.4	0.1	2.035	A
	Exit	1	1		533			533	548	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	745			745	778	0.0	0.0	0.000	A
			2	1, 2, 3	422			422	460	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	431			431	462	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	192	48	1028	809	0.236	193	205	0.0	0.5	8.755	A
				3	231	58	1028	830	0.279	234	251	0.0	0.5	8.817	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	180	45	1028	877	0.205	182	176	0.0	0.2	5.060	A
	CircLink	1	1	1	133	33	-	-	-	133	137	0.0	0.0	0.000	A
				2	84	21	-	-	-	84	83	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	83	21	-	-	-	83	81	0.0	0.0	0.000	A
				3	63	16	-	-	-	63	67	0.0	0.0	0.000	A
				4	2	0.53	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	80	20	-	-	-	80	82	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	87	22	-	-	-	87	82	0.0	0.0	0.000	A
				3	63	16	-	-	-	63	67	0.0	0.0	0.000	A
				4	2	0.53	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	192	48	-	-	-	192	207	0.0	0.0	0.068	A
				3	231	58	-	-	-	231	253	0.0	0.0	0.103	A
				4	180	45	-	-	-	180	176	0.0	0.0	0.071	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	215	54	1102	896	0.239	217	226	0.0	0.2	5.606	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	297	74	1102	951	0.312	297	298	0.0	0.5	5.441	A
			3	1	241	60	1102	893	0.270	241	258	0.0	0.4	5.589	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	193	48	-	-	-	193	205	0.0	0.0	0.000	A
				3	117	29	-	-	-	117	125	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	116	29	-	-	-	116	126	0.0	0.0	0.000	A
				4	182	45	-	-	-	182	176	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	32	8	-	-	-	32	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	32	8	-	-	-	32	33	0.0	0.0	0.000	A
				4	2	0.53	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	215	54	-	-	-	215	227	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	241	60	-	-	-	241	260	0.0	0.0	0.135	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	297	74	-	-	-	297	300	0.0	0.0	0.030	A
3 - A1164 (S)	Entry	1	1	1	178	45	872	603	0.296	180	190	0.0	0.2	9.015	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	59	15	872	613	0.097	60	64	0.0	0.1	8.732	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	219	55	872	604	0.365	221	240	0.0	0.6	8.601	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	217	54	-	-	-	217	226	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	297	74	-	-	-	297	298	0.0	0.0	0.000	A
			3	1	241	60	-	-	-	241	258	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.66	0.16	-	-	-	0.66	0.82	0.0	0.0	0.000	A
			2	1	241	60	-	-	-	241	258	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.37	-	-	-	1	1	0.0	0.0	0.000	A
	Entry	2	1	1	179	45	-	-	-	178	191	0.0	0.1	1.404	A
				2	220	55	-	-	-	219	243	0.0	0.1	1.331	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	59	15	-	-	-	59	65	0.0	0.0	1.678	A
4 - Hull Bridge Road	Entry	1	1	1	133	33	837	623	0.213	133	137	0.0	0.4	9.627	A
				2	165	41	837	614	0.268	167	164	0.0	0.3	9.710	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	63	16	837	601	0.105	63	67	0.0	0.1	6.381	A
				4	2	0.53	378	288	0.007	2	2	0.0	0.0	4.760	A
	CircLink	1	1	1	87	22	-	-	-	87	93	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	60	15	-	-	-	60	64	0.0	0.0	0.000	A
			2	1	93	23	-	-	-	93	97	0.0	0.0	0.000	A
				2	221	55	-	-	-	221	240	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	84	21	-	-	-	84	91	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	96	24	-	-	-	96	99	0.0	0.0	0.000	A
				2	221	55	-	-	-	221	240	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	132	33	-	-	-	133	139	0.0	0.0	1.496	A
				2	165	41	-	-	-	165	165	0.0	0.1	1.250	A
				3	63	16	-	-	-	63	67	0.0	0.0	0.799	A
				4	2	0.53	-	-	-	2	2	0.0	0.0	0.811	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	233	58	1028	785	0.295	230	246	1.0	0.8	11.153	B
				3	267	67	1028	808	0.329	267	286	1.0	0.8	11.162	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	202	51	1028	856	0.236	203	206	0.2	0.3	5.561	A
	CircLink	1	1	1	173	43	-	-	-	173	166	0.0	0.0	0.000	A
				2	88	22	-	-	-	88	95	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	92	23	-	-	-	92	93	0.0	0.0	0.000	A
				3	76	19	-	-	-	76	83	0.0	0.0	0.000	A
				4	2	0.45	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	91	23	-	-	-	91	97	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	89	22	-	-	-	89	92	0.0	0.0	0.000	A
				3	76	19	-	-	-	76	83	0.0	0.0	0.000	A
				4	2	0.45	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	233	58	-	-	-	233	247	0.0	0.0	0.538	A
				3	267	67	-	-	-	267	287	0.0	0.0	0.625	A
				4	202	51	-	-	-	202	207	0.0	0.0	0.429	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	260	65	1102	875	0.297	262	273	0.2	0.3	5.930	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	347	87	1102	930	0.373	353	360	0.5	0.3	6.064	A
			3	1	298	75	1102	873	0.342	297	318	0.4	0.5	6.258	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	230	57	-	-	-	230	246	0.0	0.0	0.000	A
				3	131	33	-	-	-	131	140	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	136	34	-	-	-	136	145	0.0	0.0	0.000	A
				4	203	51	-	-	-	203	206	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	41	10	-	-	-	41	44	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	35	9	-	-	-	35	39	0.0	0.0	0.000	A
				4	2	0.45	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	260	65	-	-	-	260	273	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	298	75	-	-	-	298	319	0.0	0.0	0.153	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	347	87	-	-	-	347	360	0.0	0.0	0.096	A
3 - A1164 (S)	Entry	1	1	1	211	53	872	570	0.369	212	221	0.4	0.5	10.104	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	69	17	872	589	0.118	69	71	0.4	0.2	9.550	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	258	65	872	565	0.458	258	280	0.6	0.8	10.666	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	262	66	-	-	-	262	273	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	353	88	-	-	-	353	360	0.0	0.0	0.000	A
			3	1	297	74	-	-	-	297	318	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.99	0.25	-	-	-	0.99	0.93	0.0	0.0	0.000	A
			2	1	297	74	-	-	-	297	318	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.82	0.21	-	-	-	0.82	1	0.0	0.0	0.000	A
	Entry	2	1	1	212	53	-	-	-	211	222	0.3	0.2	3.202	A
				2	258	65	-	-	-	258	281	0.3	0.2	3.087	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	70	17	-	-	-	69	72	0.3	0.1	2.962	A

4 - Hull Bridge Road	Entry	1	1	1	173	43	837	587	0.294	173	166	0.7	0.6	11.062	B
				2	181	45	837	583	0.311	180	188	0.7	0.6	10.934	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	77	19	837	562	0.136	76	83	0.1	0.2	7.414	A
				4	2	0.45	378	276	0.007	2	2	0.0	0.0	5.388	A
	CircLink	1	1	1	108	27	-	-	-	108	108	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	69	17	-	-	-	69	71	0.0	0.0	0.000	A
			2	1	104	26	-	-	-	104	112	0.0	0.0	0.000	A
				2	258	64	-	-	-	258	280	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	107	27	-	-	-	107	111	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	105	26	-	-	-	105	110	0.0	0.0	0.000	A
				2	258	64	-	-	-	258	280	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	172	43	-	-	-	173	167	0.0	0.2	3.048	A
				2	182	45	-	-	-	181	190	0.1	0.2	2.669	A
				3	77	19	-	-	-	77	83	0.1	0.0	2.132	A
				4	2	0.45	-	-	-	2	2	0.0	0.0	0.817	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	285	71	1028	734	0.389	283	300	1.6	1.4	16.534	C
				3	337	84	1028	764	0.441	337	351	1.6	1.4	16.647	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	249	62	1028	801	0.310	250	248	0.3	0.5	6.390	A
	CircLink	1	1	1	198	50	-	-	-	198	199	0.0	0.0	0.000	A
				2	123	31	-	-	-	123	117	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	121	30	-	-	-	121	114	0.0	0.0	0.000	A
				3	94	24	-	-	-	94	98	0.0	0.0	0.000	A
				4	2	0.58	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	124	31	-	-	-	124	112	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	119	30	-	-	-	119	119	0.0	0.0	0.000	A
				3	94	24	-	-	-	94	98	0.0	0.0	0.000	A
				4	2	0.58	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	284	71	-	-	-	285	303	0.0	0.2	3.762	A
				3	337	84	-	-	-	337	353	0.0	0.3	3.587	A
				4	249	62	-	-	-	249	249	0.0	0.2	3.278	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	316	79	1102	831	0.382	313	336	0.3	0.7	6.915	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	442	111	1102	891	0.496	440	443	0.3	1.2	7.983	A
			3	1	372	93	1102	836	0.446	372	393	0.5	0.9	7.355	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	283	71	-	-	-	283	300	0.0	0.0	0.000	A
				3	170	42	-	-	-	170	179	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	168	42	-	-	-	168	172	0.0	0.0	0.000	A
				4	250	63	-	-	-	250	248	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	45	11	-	-	-	45	49	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	49	12	-	-	-	49	50	0.0	0.0	0.000	A
				4	2	0.58	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	316	79	-	-	-	316	338	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	373	93	-	-	-	372	395	0.0	0.2	0.795	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	442	111	-	-	-	442	446	0.0	0.1	0.538	A
3 - A1164 (S)	Entry	1	1	1	258	64	872	508	0.508	258	271	0.8	1.0	13.982	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	83	21	872	529	0.156	84	87	0.8	0.4	14.189	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	329	82	872	497	0.664	330	347	0.8	1.4	13.949	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	313	78	-	-	-	313	336	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	440	110	-	-	-	440	443	0.0	0.0	0.000	A
			3	1	372	93	-	-	-	372	393	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.41	-	-	-	2	0.82	0.0	0.0	0.000	A
			2	1	372	93	-	-	-	372	393	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.66	0.16	-	-	-	0.66	0.77	0.0	0.0	0.000	A
	Entry	2	1	1	260	65	-	-	-	258	273	0.5	2.1	19.808	C
				2	332	83	-	-	-	329	349	0.5	2.5	20.557	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	84	21	-	-	-	83	87	0.5	0.7	21.721	C
4 - Hull Bridge Road	Entry	1	1	1	200	50	837	521	0.383	198	199	1.3	1.0	15.321	C
				2	243	61	837	519	0.467	243	231	1.3	1.1	15.520	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	94	23	837	502	0.187	94	98	0.2	0.3	9.497	A
				4	2	0.58	264	170	0.014	2	2	0.0	0.0	6.903	A
	CircLink	1	1	1	136	34	-	-	-	136	136	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	84	21	-	-	-	84	87	0.0	0.0	0.000	A
			2	1	122	30	-	-	-	122	135	0.0	0.0	0.000	A
				2	330	83	-	-	-	330	347	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	132	33	-	-	-	132	137	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	126	32	-	-	-	126	134	0.0	0.0	0.000	A
				2	330	83	-	-	-	330	347	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	202	50	-	-	-	200	200	0.4	1.2	14.430	B
				2	247	62	-	-	-	243	233	0.4	1.5	15.107	C
				3	96	24	-	-	-	94	99	0.4	0.6	12.527	B
				4	2	0.49	-	-	-	2	2	0.0	0.0	14.460	B

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	283	71	1028	748	0.380	281	299	2.8	1.6	18.423	C
				3	340	85	1028	775	0.440	338	360	2.8	1.8	18.464	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	249	62	1028	809	0.307	248	254	0.5	0.4	6.764	A
	CircLink	1	1	1	198	49	-	-	-	198	201	0.0	0.0	0.000	A
				2	121	30	-	-	-	121	120	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	112	28	-	-	-	112	121	0.0	0.0	0.000	A
				3	99	25	-	-	-	99	103	0.0	0.0	0.000	A
				4	2	0.53	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	112	28	-	-	-	112	118	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	120	30	-	-	-	120	123	0.0	0.0	0.000	A

				3	99	25	-	-	-	99	103	0.0	0.0	0.000	A
				4	2	0.53	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	286	71	-	-	-	283	300	0.8	0.7	5.318	A
				3	341	85	-	-	-	340	362	0.8	0.6	4.969	A
				4	252	63	-	-	-	249	253	0.8	0.6	4.732	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	315	79	1102	844	0.375	312	332	0.7	0.8	6.860	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	423	106	1102	889	0.476	420	430	1.2	1.2	8.462	A
			3	1	360	90	1102	829	0.433	359	390	0.9	0.8	7.547	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	281	70	-	-	-	281	299	0.0	0.0	0.000	A
				3	171	43	-	-	-	171	181	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	168	42	-	-	-	168	179	0.0	0.0	0.000	A
				4	248	62	-	-	-	248	254	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	51	13	-	-	-	51	52	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	48	12	-	-	-	48	51	0.0	0.0	0.000	A
				4	2	0.53	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	315	79	-	-	-	315	332	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	360	90	-	-	-	360	390	0.2	0.0	0.589	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	423	106	-	-	-	423	430	0.2	0.0	0.367	A
3 - A1164 (S)	Entry	1	1	1	258	64	872	522	0.495	258	274	1.3	1.1	14.531	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	83	21	872	539	0.154	83	91	1.3	0.4	14.025	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	319	80	872	508	0.631	316	352	1.4	1.3	14.641	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	312	78	-	-	-	312	332	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	420	105	-	-	-	420	430	0.0	0.0	0.000	A
			3	1	359	90	-	-	-	359	390	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.37	-	-	-	1	1	0.0	0.0	0.000	A
			2	1	359	90	-	-	-	359	390	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.66	0.16	-	-	-	0.66	0.66	0.0	0.0	0.000	A
	Entry	2	1	1	258	65	-	-	-	258	275	5.3	2.2	26.350	D
				2	317	79	-	-	-	319	351	5.3	2.7	26.134	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	83	21	-	-	-	83	91	5.3	0.6	26.928	D
4 - Hull Bridge Road	Entry	1	1	1	197	49	837	528	0.372	198	201	2.1	0.8	16.357	C
				2	231	58	837	524	0.440	233	241	2.1	1.0	16.446	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	98	24	837	514	0.190	99	103	0.3	0.2	9.036	A
				4	2	0.62	321	210	0.012	2	2	0.0	0.0	8.486	A
	CircLink	1	1	1	131	33	-	-	-	131	141	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	83	21	-	-	-	83	91	0.0	0.0	0.000	A
			2	1	128	32	-	-	-	128	133	0.0	0.0	0.000	A
				2	316	79	-	-	-	316	352	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	128	32	-	-	-	128	135	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	131	33	-	-	-	131	139	0.0	0.0	0.000	A
				2	316	79	-	-	-	316	352	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	195	49	-	-	-	197	200	3.3	1.3	24.153	C
				2	226	56	-	-	-	231	241	3.3	1.3	23.451	C
				3	96	24	-	-	-	98	103	3.3	0.4	20.139	C
				4	2	0.58	-	-	-	2	2	0.0	0.0	16.979	C

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	225	56	1028	776	0.290	223	247	3.5	0.8	12.744	B
				3	276	69	1028	811	0.340	281	299	3.5	0.7	12.862	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	210	52	1028	852	0.246	210	206	0.4	0.4	5.796	A
	CircLink	1	1	1	155	39	-	-	-	155	167	0.0	0.0	0.000	A
				2	90	22	-	-	-	90	99	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	93	23	-	-	-	93	99	0.0	0.0	0.000	A
				3	78	19	-	-	-	78	85	0.0	0.0	0.000	A
				4	2	0.58	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	89	22	-	-	-	89	99	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	94	23	-	-	-	94	99	0.0	0.0	0.000	A
				3	78	19	-	-	-	78	85	0.0	0.0	0.000	A
				4	2	0.58	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	225	56	-	-	-	225	244	1.9	0.1	2.021	A
				3	276	69	-	-	-	276	294	1.9	0.1	1.860	A
				4	210	53	-	-	-	210	206	1.9	0.1	1.702	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	245	61	1102	870	0.281	244	268	0.8	0.4	6.087	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	365	91	1102	924	0.395	368	369	1.2	0.6	6.741	A
			3	1	286	72	1102	866	0.330	286	314	0.8	0.5	6.417	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	223	56	-	-	-	223	247	0.0	0.0	0.000	A
				3	136	34	-	-	-	136	149	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	145	36	-	-	-	145	150	0.0	0.0	0.000	A

				4	210	52	-	-	-	210	206	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	41	10	-	-	-	41	42	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	36	9	-	-	-	36	43	0.0	0.0	0.000	A
				4	2	0.58	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	245	61	-	-	-	245	266	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	286	71	-	-	-	286	313	0.0	0.0	0.243	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	365	91	-	-	-	365	366	0.0	0.0	0.150	A
3 - A1164 (S)	Entry	1	1	1	208	52	872	577	0.360	208	241	1.6	0.6	11.455	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	75	19	872	589	0.127	76	80	1.6	0.2	11.270	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	262	65	872	556	0.471	261	304	1.3	0.7	11.686	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	244	61	-	-	-	244	268	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	368	92	-	-	-	368	369	0.0	0.0	0.000	A
			3	1	286	71	-	-	-	286	314	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.66	0.16	-	-	-	0.66	0.49	0.0	0.0	0.000	A
			2	1	286	71	-	-	-	286	314	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.41	-	-	-	2	1	0.0	0.0	0.000	A
	Entry	2	1	1	207	52	-	-	-	208	238	5.5	0.2	9.876	A
				2	259	65	-	-	-	262	301	5.5	0.2	10.160	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	74	19	-	-	-	75	79	5.5	0.1	11.711	B
4 - Hull Bridge Road	Entry	1	1	1	158	40	837	589	0.270	155	167	1.8	0.7	13.481	B
				2	181	45	837	587	0.309	183	198	1.8	0.5	13.620	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	77	19	837	557	0.139	78	85	0.3	0.1	8.275	A
				4	2	0.62	287	197	0.013	2	2	0.3	0.0	7.463	A
	CircLink	1	1	1	105	26	-	-	-	105	121	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	76	19	-	-	-	76	80	0.0	0.0	0.000	A
			2	1	104	26	-	-	-	104	120	0.0	0.0	0.000	A
				2	261	65	-	-	-	261	304	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	104	26	-	-	-	104	119	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	104	26	-	-	-	104	122	0.0	0.0	0.000	A
				2	261	65	-	-	-	261	304	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	158	39	-	-	-	158	167	3.1	0.2	8.306	A
				2	181	45	-	-	-	181	196	3.1	0.2	8.093	A
				3	77	19	-	-	-	77	85	3.1	0.1	6.485	A
				4	2	0.62	-	-	-	2	2	0.0	0.0	3.599	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	183	46	1028	808	0.227	182	208	1.6	0.5	9.426	A
				3	240	60	1028	834	0.288	239	246	1.6	0.7	9.153	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	176	44	1028	876	0.200	176	178	0.4	0.3	5.479	A
	CircLink	1	1	1	147	37	-	-	-	147	146	0.0	0.0	0.000	A
				2	84	21	-	-	-	84	80	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	81	20	-	-	-	81	80	0.0	0.0	0.000	A
				3	62	16	-	-	-	62	68	0.0	0.0	0.000	A
				4	1	0.33	-	-	-	1	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	80	20	-	-	-	80	78	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	85	21	-	-	-	85	81	0.0	0.0	0.000	A
				3	62	16	-	-	-	62	68	0.0	0.0	0.000	A
				4	1	0.33	-	-	-	1	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	183	46	-	-	-	183	207	0.2	0.0	0.240	A
				3	240	60	-	-	-	240	245	0.2	0.0	0.248	A
				4	176	44	-	-	-	176	177	0.2	0.0	0.203	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	217	54	1102	898	0.242	217	231	0.4	0.2	5.204	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	298	75	1102	949	0.314	299	306	0.6	0.4	5.570	A
			3	1	242	60	1102	885	0.273	240	261	0.5	0.4	5.682	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	182	46	-	-	-	182	208	0.0	0.0	0.000	A
				3	120	30	-	-	-	120	123	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	119	30	-	-	-	119	122	0.0	0.0	0.000	A
				4	176	44	-	-	-	176	178	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	31	8	-	-	-	31	32	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	31	8	-	-	-	31	35	0.0	0.0	0.000	A
				4	1	0.33	-	-	-	1	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	217	54	-	-	-	217	231	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	242	60	-	-	-	242	260	0.0	0.0	0.080	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	298	75	-	-	-	298	305	0.0	0.0	0.039	A
3 - A1164 (S)	Entry	1	1	1	169	42	872	615	0.274	168	189	0.8	0.3	9.305	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	58	15	872	634	0.091	57	63	0.8	0.1	9.266	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	229	57	872	607	0.377	226	240	0.7	0.7	8.951	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	217	54	-	-	-	217	231	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	299	75	-	-	-	299	306	0.0	0.0	0.000	A
			3	1	240	60	-	-	-	240	261	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.66	0.16	-	-	-	0.66	0.82	0.0	0.0	0.000	A
			2	1	240	60	-	-	-	240	261	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.66	0.16	-	-	-	0.66	0.82	0.0	0.0	0.000	A
	Entry	2	1	1	169	42	-	-	-	169	188	0.5	0.0	1.839	A
				2	229	57	-	-	-	229	240	0.5	0.1	1.876	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	58	15	-	-	-	58	62	0.5	0.0	2.200	A
4 - Hull Bridge Road	Entry	1	1	1	146	37	837	627	0.233	147	146	1.2	0.4	9.986	A
				2	166	41	837	626	0.267	165	160	1.2	0.4	10.498	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	63	16	837	602	0.106	62	68	0.2	0.2	7.177	A
				4	1	0.33	275	209	0.006	1	2	0.2	0.0	7.102	A
	CircLink	1	1	1	85	21	-	-	-	85	96	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	57	14	-	-	-	57	63	0.0	0.0	0.000	A
			2	1	83	21	-	-	-	83	93	0.0	0.0	0.000	A
				2	226	56	-	-	-	226	240	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	81	20	-	-	-	81	95	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	87	22	-	-	-	87	94	0.0	0.0	0.000	A
				2	226	56	-	-	-	226	240	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	145	36	-	-	-	146	145	0.4	0.0	1.899	A
				2	164	41	-	-	-	166	159	0.4	0.0	2.386	A
				3	63	16	-	-	-	63	68	0.4	0.0	1.495	A
				4	1	0.33	-	-	-	1	2	0.0	0.0	1.717	A

Base 2026 + Committed Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	4 - Hull Bridge Road	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Lane Roundabout	Standard Roundabout	✓	1, 2, 3, 4	117.40	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	117.40	F

Traffic Demand

Demand Set 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 2026 + Committed Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	716	100.000
2 - A1035 (E)		ONE HOUR	✓	844	100.000
3 - A1164 (S)		ONE HOUR	✓	941	100.000
4 - Hull Bridge Road		ONE HOUR	✓	542	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	367	192	157
	2 - A1035 (E)	286	1	245	312
	3 - A1164 (S)	350	484	0	107
	4 - Hull Bridge Road	164	344	34	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	2	3	0
	2 - A1035 (E)	3	0	3	0
	3 - A1164 (S)	1	2	0	3
	4 - Hull Bridge Road	1	1	3	0

Cyclist %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	0	0	0
	2 - A1035 (E)	0	0	0	0
	3 - A1164 (S)	0	0	0	0
	4 - Hull Bridge Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	28.19	7.0	D	664	996
2 - A1035 (E)	5.69	1.5	A	781	1171
3 - A1164 (S)	169.61	54.8	F	871	1306
4 - Hull Bridge Road	320.68	49.3	F	501	751

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	527	132	665	517	524	578	0.0	2.0	8.302	A
2 - A1035 (E)	647	162	282	645	645	900	0.0	0.9	4.604	A
3 - A1164 (S)	700	175	565	716	728	362	0.0	2.2	12.630	B
4 - Hull Bridge Road	402	101	832	410	405	450	0.0	1.9	16.773	C

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	667	167	780	658	670	720	2.0	2.1	11.970	B
2 - A1035 (E)	770	193	335	770	798	1103	0.9	1.0	5.076	A
3 - A1164 (S)	869	217	683	869	847	421	2.2	5.4	18.316	C
4 - Hull Bridge Road	474	118	1027	472	476	525	1.9	5.8	36.153	E

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	817	204	882	763	783	839	2.1	7.0	17.964	C
2 - A1035 (E)	913	228	427	913	930	1218	1.0	1.3	5.390	A
3 - A1164 (S)	1026	256	840	966	949	501	5.4	32.4	79.916	F
4 - Hull Bridge Road	594	148	1194	529	534	612	5.8	26.3	115.936	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	775	194	879	778	806	856	7.0	6.0	28.189	D
2 - A1035 (E)	948	237	421	955	954	1236	1.3	1.5	5.690	A
3 - A1164 (S)	1069	267	856	981	982	520	32.4	54.6	169.606	F
4 - Hull Bridge Road	620	155	1217	519	533	621	26.3	49.2	267.360	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	672	168	841	665	677	770	6.0	2.8	17.201	C
2 - A1035 (E)	770	192	348	769	775	1158	1.5	1.0	4.860	A
3 - A1164 (S)	847	212	697	941	976	420	54.6	24.0	145.913	F
4 - Hull Bridge Road	501	125	1097	514	521	541	49.2	42.6	320.681	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	529	132	768	528	556	638	2.8	1.6	9.816	A
2 - A1035 (E)	637	159	293	641	656	1004	1.0	0.6	4.375	A
3 - A1164 (S)	710	178	558	740	815	375	24.0	4.1	38.465	E
4 - Hull Bridge Road	414	104	864	543	536	433	42.6	10.8	168.753	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	409	797	0.514	401	417	0.0	1.7	9.131	A
			3	1, 4	116	815	0.143	116	107	0.0	0.2	4.844	A
		2	1	(1, 2, 3, 4)	527			526	532	0.0	0.1	0.046	A
	Exit	1	1		578			578	600	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	917			917	929	0.0	0.0	0.000	A
			2	2, 3, 4	326			326	339	0.0	0.0	0.000	A
	CircBase	1	1	2	343			343	329	0.0	0.0	0.000	A
			2	2, 3, 4	322			322	338	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	193	990	0.195	196	184	0.0	0.1	4.195	A
			2	4	249	1020	0.244	248	245	0.0	0.3	4.852	A
			3	1, 2	204	987	0.208	201	216	0.0	0.5	4.663	A
	Exit	1	1		900			900	914	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	981			981	995	0.0	0.0	0.000	A
			2	1, 3, 4	201			201	196	0.0	0.0	0.000	A
	CircBase	1	1	3	96			96	95	0.0	0.0	0.000	A
			2	1, 3, 4	186			186	183	0.0	0.0	0.000	A
	Entry	2	1	(3)	193			193	184	0.0	0.0	0.000	A
			2	(1, 2, 4)	454			454	465	0.0	0.0	0.000	A
3 - A1164 (S)	Entry	1	1	1, 4	344	692	0.498	350	347	0.0	0.8	9.476	A
			2	2, 3	366	691	0.529	366	381	0.0	1.0	9.289	A
	Exit	1	1		362			362	354	0.0	0.0	0.000	A
	CircLink	1	1	3	362			362	354	0.0	0.0	0.000	A
			2	4	364			364	353	0.0	0.0	0.000	A
			3	1, 2	201			201	216	0.0	0.0	0.000	A
	CircBase	1	1	4	185			185	176	0.0	0.0	0.000	A
			2	1, 2, 4	380			380	393	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	700			710	736	0.0	0.3	3.245	A
4 - Hull Bridge Road	Entry	1	1	1, 2	379	585	0.647	387	381	0.0	1.2	13.307	B
			2	3, 4	22	591	0.037	23	24	0.0	0.0	6.145	A
	CircBase	1	1	1	238			238	244	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	402			402	409	0.0	0.7	3.843	A
	Exit	1	1		450			450	433	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	679			679	677	0.0	0.0	0.000	A
			2	1, 2, 3	603			603	619	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	594			594	619	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	534	763	0.700	525	533	1.7	1.7	13.072	B
			3	1, 4	133	778	0.171	133	138	0.2	0.3	5.411	A
		2	1	(1, 2, 3, 4)	667			667	671	0.1	0.0	0.514	A
	Exit	1	1		720			720	732	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1103			1103	1108	0.0	0.0	0.000	A
			2	2, 3, 4	398			398	392	0.0	0.0	0.000	A
	CircBase	1	1	2	372			372	367	0.0	0.0	0.000	A
			2	2, 3, 4	408			408	401	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	220	962	0.228	220	234	0.1	0.2	4.985	A
			2	4	289	1004	0.288	288	287	0.3	0.3	4.987	A
			3	1, 2	262	969	0.270	263	277	0.5	0.4	5.172	A
	Exit	1	1		1103			1103	1087	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1194			1194	1190	0.0	0.0	0.000	A
			2	1, 3, 4	244			244	248	0.0	0.0	0.000	A
	CircBase	1	1	3	106			106	102	0.0	0.0	0.000	A
			2	1, 3, 4	229			229	250	0.0	0.0	0.000	A
	Entry	2	1	(3)	220			220	234	0.0	0.0	0.000	A
			2	(1, 2, 4)	551			551	563	0.0	0.0	0.037	A
3 - A1164 (S)	Entry	1	1	1, 4	419	662	0.633	421	408	0.8	1.3	10.346	B
			2	2, 3	442	658	0.671	448	439	1.0	1.2	11.121	B
	Exit	1	1		421			421	447	0.0	0.0	0.000	A
	CircLink	1	1	3	421			421	447	0.0	0.0	0.000	A
			2	4	421			421	425	0.0	0.0	0.000	A
			3	1, 2	263			263	277	0.0	0.0	0.000	A
	CircBase	1	1	4	219			219	214	0.0	0.0	0.000	A
			2	1, 2, 4	465			465	487	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	869			861	849	0.3	2.9	7.563	A
4 - Hull Bridge Road	Entry	1	1	1, 2	446	527	0.845	444	445	1.2	2.2	16.919	C
			2	3, 4	28	517	0.054	28	30	0.0	0.0	6.889	A
	CircBase	1	1	1	283			283	283	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	474			474	480	0.7	3.5	19.781	C
	Exit	1	1		525			525	524	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	814			814	817	0.0	0.0	0.000	A
			2	1, 2, 3	739			739	731	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	745			745	741	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	618	723	0.851	591	605	1.7	4.1	17.831	C
			3	1, 4	172	745	0.231	170	177	0.3	0.4	5.733	A
		2	1	(1, 2, 3, 4)	817			789	793	0.0	2.4	2.742	A
	Exit	1	1		839			839	842	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1272			1272	1254	0.0	0.0	0.000	A
			2	2, 3, 4	450			450	447	0.0	0.0	0.000	A
	CircBase	1	1	2	421			421	407	0.0	0.0	0.000	A
			2	2, 3, 4	462			462	452	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	242	946	0.256	244	268	0.2	0.1	4.754	A
			2	4	336	977	0.344	335	331	0.3	0.4	5.614	A
			3	1, 2	336	952	0.352	334	331	0.4	0.8	5.548	A
	Exit	1	1		1218			1218	1215	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1349			1349	1340	0.0	0.0	0.000	A
			2	1, 3, 4	296			296	301	0.0	0.0	0.000	A
	CircBase	1	1	3	121			121	126	0.0	0.0	0.000	A
			2	1, 3, 4	306			306	300	0.0	0.0	0.000	A
	Entry	2	1	(3)	242			242	268	0.0	0.0	0.000	A
			2	(1, 2, 4)	671			672	664	0.0	0.0	0.061	A
3 - A1164 (S)	Entry	1	1	1, 4	466	613	0.758	462	462	1.3	2.0	13.041	B
			2	2, 3	499	613	0.814	505	487	1.2	1.7	14.127	B
	Exit	1	1		501			501	518	0.0	0.0	0.000	A
	CircLink	1	1	3	501			501	518	0.0	0.0	0.000	A
			2	4	505			505	508	0.0	0.0	0.000	A
			3	1, 2	334			334	331	0.0	0.0	0.000	A
	CircBase	1	1	4	240			240	252	0.0	0.0	0.000	A
			2	1, 2, 4	600			600	588	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	1026			965	954	2.9	28.8	66.243	F
4 - Hull Bridge Road	Entry	1	1	1, 2	492	480	1.026	491	496	2.2	3.0	20.260	C
			2	3, 4	35	474	0.074	38	38	0.0	0.0	8.031	A
	CircBase	1	1	1	359			359	344	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	594			527	537	3.5	23.3	96.582	F
	Exit	1	1		612			612	622	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	937			937	943	0.0	0.0	0.000	A
			2	1, 2, 3	868			868	845	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	835			835	823	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	596	728	0.815	603	632	4.1	3.4	23.561	C
			3	1, 4	177	746	0.238	174	174	0.4	0.6	6.440	A
		2	1	(1, 2, 3, 4)	775			774	804	2.4	2.0	8.443	A
	Exit	1	1		856			856	863	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1268			1268	1273	0.0	0.0	0.000	A
			2	2, 3, 4	468			468	457	0.0	0.0	0.000	A
	CircBase	1	1	2	415			415	414	0.0	0.0	0.000	A
			2	2, 3, 4	463			463	453	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	270	965	0.280	273	285	0.1	0.4	5.305	A
			2	4	338	979	0.345	336	334	0.4	0.5	5.667	A
			3	1, 2	341	938	0.361	345	334	0.8	0.5	5.568	A
	Exit	1	1		1236			1236	1244	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1364			1364	1374	0.0	0.0	0.000	A
			2	1, 3, 4	293			293	299	0.0	0.0	0.000	A
	CircBase	1	1	3	128			128	130	0.0	0.0	0.000	A
			2	1, 3, 4	294			294	298	0.0	0.0	0.000	A
	Entry	2	1	(3)	270			270	287	0.0	0.0	0.000	A
			2	(1, 2, 4)	678			678	668	0.0	0.0	0.235	A
3 - A1164 (S)	Entry	1	1	1, 4	461	603	0.763	462	481	2.0	1.7	13.491	B
			2	2, 3	519	608	0.854	519	501	1.7	2.0	14.505	B
	Exit	1	1		520			520	540	0.0	0.0	0.000	A
	CircLink	1	1	3	520			520	540	0.0	0.0	0.000	A
			2	4	510			510	508	0.0	0.0	0.000	A
			3	1, 2	345			345	334	0.0	0.0	0.000	A
	CircBase	1	1	4	256			256	254	0.0	0.0	0.000	A
			2	1, 2, 4	600			600	589	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	1069			980	982	28.8	51.0	155.600	F
4 - Hull Bridge Road	Entry	1	1	1, 2	490	471	1.040	489	500	3.0	3.0	21.484	C
			2	3, 4	32	448	0.071	30	33	0.0	0.2	7.713	A
	CircBase	1	1	1	351			351	350	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	620			522	533	23.3	46.1	246.077	F
	Exit	1	1		621			621	628	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	961			961	971	0.0	0.0	0.000	A
			2	1, 2, 3	876			876	854	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	865			865	846	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	524	736	0.711	518	530	3.4	2.6	16.384	C
			3	1, 4	147	757	0.194	147	147	0.6	0.1	6.416	A
		2	1	(1, 2, 3, 4)	672			672	672	2.0	0.1	3.149	A
	Exit	1	1		770			770	780	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1160			1160	1193	0.0	0.0	0.000	A
			2	2, 3, 4	451			451	458	0.0	0.0	0.000	A
	CircBase	1	1	2	405			405	417	0.0	0.0	0.000	A
			2	2, 3, 4	436			436	454	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	222	974	0.228	220	226	0.4	0.5	4.675	A
			2	4	286	1001	0.286	287	284	0.5	0.2	4.881	A
			3	1, 2	261	980	0.267	263	266	0.5	0.3	4.936	A
	Exit	1	1		1158			1158	1192	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1262			1262	1296	0.0	0.0	0.000	A
			2	1, 3, 4	244			244	253	0.0	0.0	0.000	A
	CircBase	1	1	3	100			100	108	0.0	0.0	0.000	A
			2	1, 3, 4	248			248	248	0.0	0.0	0.000	A
	Entry	2	1	(3)	222			222	226	0.0	0.0	0.000	A
			2	(1, 2, 4)	547			547	547	0.0	0.0	0.027	A
3 - A1164 (S)	Entry	1	1	1, 4	458	660	0.694	455	472	1.7	1.7	13.084	B
			2	2, 3	484	650	0.743	486	505	2.0	1.5	12.925	B
	Exit	1	1		420			420	435	0.0	0.0	0.000	A
	CircLink	1	1	3	420			420	435	0.0	0.0	0.000	A
			2	4	434			434	431	0.0	0.0	0.000	A
			3	1, 2	263			263	266	0.0	0.0	0.000	A
	CircBase	1	1	4	227			227	225	0.0	0.0	0.000	A
			2	1, 2, 4	470			470	472	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	847			941	974	51.0	20.8	133.163	F
4 - Hull Bridge Road	Entry	1	1	1, 2	479	508	0.942	479	487	3.0	2.9	21.790	C
			2	3, 4	35	505	0.069	35	34	0.2	0.0	8.267	A
	CircBase	1	1	1	304			304	315	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	501			513	520	46.1	39.7	300.380	F
	Exit	1	1		541			541	543	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	843			843	853	0.0	0.0	0.000	A
			2	1, 2, 3	795			795	821	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	793			793	815	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	422	769	0.549	420	440	2.6	1.5	10.884	B
			3	1, 4	107	780	0.137	108	117	0.1	0.2	5.333	A
		2	1	(1, 2, 3, 4)	529			529	552	0.1	0.0	0.135	A
	Exit	1	1		638			638	682	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1026			1026	1071	0.0	0.0	0.000	A
			2	2, 3, 4	380			380	409	0.0	0.0	0.000	A
	CircBase	1	1	2	362			362	377	0.0	0.0	0.000	A
			2	2, 3, 4	407			407	421	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	189	982	0.193	191	196	0.5	0.2	4.162	A
			2	4	234	1017	0.230	235	235	0.2	0.2	4.415	A
			3	1, 2	215	989	0.217	215	225	0.3	0.2	4.508	A
	Exit	1	1		1004			1004	1049	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1104			1104	1148	0.0	0.0	0.000	A
			2	1, 3, 4	192			192	206	0.0	0.0	0.000	A
	CircBase	1	1	3	97			97	97	0.0	0.0	0.000	A
			2	1, 3, 4	196			196	209	0.0	0.0	0.000	A
	Entry	2	1	(3)	189			189	194	0.0	0.0	0.000	A
			2	(1, 2, 4)	448			448	460	0.0	0.0	0.004	A
3 - A1164 (S)	Entry	1	1	1, 4	354	693	0.511	352	397	1.7	1.0	10.780	B
			2	2, 3	389	685	0.566	388	418	1.5	1.2	10.355	B
	Exit	1	1		375			375	385	0.0	0.0	0.000	A
	CircLink	1	1	3	375			375	385	0.0	0.0	0.000	A
			2	4	343			343	352	0.0	0.0	0.000	A
			3	1, 2	215			215	225	0.0	0.0	0.000	A
	CircBase	1	1	4	180			180	176	0.0	0.0	0.000	A
			2	1, 2, 4	378			378	401	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	710			743	811	20.8	1.8	27.988	D
4 - Hull Bridge Road	Entry	1	1	1, 2	499	577	0.866	503	501	2.9	2.1	18.637	C
			2	3, 4	39	554	0.070	39	36	0.0	0.0	7.721	A
	CircBase	1	1	1	231			231	266	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	414			538	533	39.7	8.7	150.661	F
	Exit	1	1		433			433	448	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	677			677	717	0.0	0.0	0.000	A
			2	1, 2, 3	620			620	675	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	634			634	678	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	262	65	1028	797	0.328	258	270	0.0	1.0	9.275	A
				3	148	37	1028	795	0.186	143	146	0.0	0.7	8.866	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	116	29	1028	811	0.143	116	107	0.0	0.2	4.844	A
	CircLink	1	1	1	112	28	-	-	-	112	118	0.0	0.0	0.000	A
				2	148	37	-	-	-	148	133	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	127	32	-	-	-	127	130	0.0	0.0	0.000	A
				3	23	6	-	-	-	23	24	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	149	37	-	-	-	149	136	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	126	32	-	-	-	126	126	0.0	0.0	0.000	A
				3	23	6	-	-	-	23	24	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	263	66	-	-	-	262	274	0.0	0.1	0.056	A
				3	148	37	-	-	-	148	149	0.0	0.0	0.046	A
				4	116	29	-	-	-	116	108	0.0	0.0	0.023	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	193	48	1102	989	0.195	196	184	0.0	0.1	4.195	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	249	62	1102	1019	0.245	248	245	0.0	0.3	4.852	A
			3	1	204	51	1102	988	0.208	201	215	0.0	0.5	4.668	A
				2	0	0	169	158	0.000	0	0.62	0.0	0.0	2.858	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	258	64	-	-	-	258	270	0.0	0.0	0.000	A
				3	69	17	-	-	-	69	68	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	74	19	-	-	-	74	78	0.0	0.0	0.000	A
				4	116	29	-	-	-	116	107	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	13	3	-	-	-	13	12	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	10	3	-	-	-	10	12	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	193	48	-	-	-	193	184	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	204	51	-	-	-	204	218	0.0	0.0	0.000	A
				2	0	0	-	-	-	0	0.62	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	249	62	-	-	-	249	246	0.0	0.0	0.000	A
3 - A1164 (S)	Entry	1	1	1	258	65	872	696	0.371	264	267	0.0	0.6	9.391	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	86	21	872	674	0.128	85	81	0.0	0.2	9.763	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	366	91	872	692	0.528	366	381	0.0	1.0	9.289	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	196	49	-	-	-	196	184	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	248	62	-	-	-	248	245	0.0	0.0	0.000	A
			3	1	201	50	-	-	-	201	215	0.0	0.0	0.000	A
				2	0	0	-	-	-	0	0.62	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	201	50	-	-	-	201	215	0.0	0.0	0.000	A
				2	0	0	-	-	-	0	0.62	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	253	63	-	-	-	258	269	0.0	0.1	3.315	A
				2	364	91	-	-	-	366	385	0.0	0.3	3.213	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	83	21	-	-	-	86	82	0.0	0.0	3.168	A
4 - Hull Bridge Road	Entry	1	1	1	114	28	837	585	0.194	112	118	0.0	0.6	13.070	B
				2	265	66	837	583	0.454	275	262	0.0	0.5	13.416	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	22	6	837	589	0.038	23	24	0.0	0.0	6.145	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	133	33	-	-	-	133	137	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	85	21	-	-	-	85	81	0.0	0.0	0.000	A
			2	1	131	33	-	-	-	131	129	0.0	0.0	0.000	A
				2	366	92	-	-	-	366	381	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	137	34	-	-	-	137	134	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	127	32	-	-	-	127	132	0.0	0.0	0.000	A
				2	366	92	-	-	-	366	381	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	115	29	-	-	-	114	121	0.0	0.2	3.368	A
				2	264	66	-	-	-	265	265	0.0	0.5	4.058	A
				3	22	6	-	-	-	22	24	0.0	0.0	3.881	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	357	89	1028	764	0.467	352	350	1.7	1.1	12.853	B
				3	178	44	1028	759	0.233	173	183	1.7	0.6	13.499	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	133	33	1028	779	0.171	133	138	0.2	0.3	5.411	A
	CircLink	1	1	1	141	35	-	-	-	141	147	0.0	0.0	0.000	A
				2	157	39	-	-	-	157	150	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	145	36	-	-	-	145	148	0.0	0.0	0.000	A
				3	28	7	-	-	-	28	30	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	150	38	-	-	-	150	150	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	152	38	-	-	-	152	148	0.0	0.0	0.000	A
				3	28	7	-	-	-	28	30	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	357	89	-	-	-	357	350	0.1	0.0	0.552	A
				3	178	44	-	-	-	178	183	0.1	0.0	0.516	A
				4	133	33	-	-	-	133	138	0.0	0.0	0.418	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	220	55	1102	961	0.228	220	234	0.1	0.2	4.985	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	289	72	1102	1005	0.288	288	287	0.3	0.3	4.987	A
			3	1	261	65	1102	966	0.269	262	276	0.5	0.4	5.182	A
				2	0.92	0.23	254	231	0.004	0.92	0.92	0.0	0.0	2.329	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	352	88	-	-	-	352	350	0.0	0.0	0.000	A
				3	78	20	-	-	-	78	88	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	95	24	-	-	-	95	95	0.0	0.0	0.000	A
				4	133	33	-	-	-	133	138	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	14	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	13	3	-	-	-	13	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	220	55	-	-	-	220	234	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	261	65	-	-	-	261	275	0.0	0.0	0.060	A
				2	0.92	0.23	-	-	-	0.92	0.92	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	289	72	-	-	-	289	287	0.0	0.0	0.016	A
3 - A1164 (S)	Entry	1	1	1	316	79	872	666	0.475	317	309	0.8	0.8	10.423	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	103	26	872	654	0.157	103	99	0.8	0.5	10.102	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	442	110	872	659	0.670	448	439	1.0	1.2	11.121	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	220	55	-	-	-	220	234	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	288	72	-	-	-	288	287	0.0	0.0	0.000	A
			3	1	262	65	-	-	-	262	276	0.0	0.0	0.000	A
				2	0.92	0.23	-	-	-	0.92	0.92	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	262	65	-	-	-	262	276	0.0	0.0	0.000	A
				2	0.92	0.23	-	-	-	0.92	0.92	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	320	80	-	-	-	316	310	0.3	1.0	6.844	A
				2	445	111	-	-	-	442	439	0.3	1.5	7.941	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	103	26	-	-	-	103	100	0.0	0.4	8.163	A

4 - Hull Bridge Road	Entry	1	1	1	144	36	837	524	0.276	141	147	1.2	0.8	16.300	C
				2	301	75	837	528	0.570	302	298	1.2	1.4	17.223	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	28	7	837	518	0.054	28	30	0.0	0.0	6.889	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	164	41	-	-	-	164	153	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	103	26	-	-	-	103	99	0.0	0.0	0.000	A
			2	1	154	38	-	-	-	154	156	0.0	0.0	0.000	A
				2	448	112	-	-	-	448	439	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	156	39	-	-	-	156	153	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	161	40	-	-	-	161	156	0.0	0.0	0.000	A
				2	448	112	-	-	-	448	439	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	143	36	-	-	-	144	148	0.7	1.1	19.242	C
				2	301	75	-	-	-	301	302	0.7	2.3	20.371	C
				3	29	7	-	-	-	28	30	0.0	0.2	16.506	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	388	97	1028	732	0.532	373	394	1.7	2.6	18.050	C
				3	228	57	1028	717	0.319	220	212	1.7	1.5	17.418	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	172	43	1028	743	0.231	170	177	0.3	0.4	5.733	A
	CircLink	1	1	1	153	38	-	-	-	153	163	0.0	0.0	0.000	A
				2	181	45	-	-	-	181	170	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	156	39	-	-	-	156	162	0.0	0.0	0.000	A
				3	38	9	-	-	-	38	38	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	166	41	-	-	-	166	168	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	172	43	-	-	-	172	165	0.0	0.0	0.000	A
				3	38	9	-	-	-	38	38	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	400	100	-	-	-	388	400	0.0	1.1	2.994	A
				3	238	59	-	-	-	228	216	0.0	0.8	2.922	A
				4	178	45	-	-	-	172	177	0.0	0.5	1.971	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	242	61	1102	947	0.256	244	268	0.2	0.1	4.754	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	336	84	1102	977	0.343	335	331	0.3	0.4	5.614	A
			3	1	334	83	1102	954	0.349	332	330	0.4	0.8	5.547	A
				2	3	0.69	339	305	0.009	3	1	0.0	0.0	5.825	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	373	93	-	-	-	373	394	0.0	0.0	0.000	A
				3	115	29	-	-	-	115	108	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	105	26	-	-	-	105	104	0.0	0.0	0.000	A
				4	170	43	-	-	-	170	177	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	17	4	-	-	-	17	19	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	21	5	-	-	-	21	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	242	61	-	-	-	242	268	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	333	83	-	-	-	334	332	0.0	0.0	0.089	A
				2	3	0.69	-	-	-	3	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	336	84	-	-	-	336	331	0.0	0.0	0.035	A
3 - A1164 (S)	Entry	1	1	1	359	90	872	617	0.582	354	348	1.3	1.6	12.992	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	107	27	872	603	0.175	108	113	1.3	0.4	13.195	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	499	125	872	611	0.816	505	487	1.2	1.7	14.127	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	244	61	-	-	-	244	268	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	335	84	-	-	-	335	331	0.0	0.0	0.000	A
			3	1	332	83	-	-	-	332	330	0.0	0.0	0.000	A
				2	3	0.69	-	-	-	3	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	332	83	-	-	-	332	330	0.0	0.0	0.000	A
				2	3	0.69	-	-	-	3	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	375	94	-	-	-	359	351	2.9	10.6	65.635	F
				2	531	133	-	-	-	499	490	2.9	14.4	66.101	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	120	30	-	-	-	107	113	2.9	3.8	68.755	F
4 - Hull Bridge Road	Entry	1	1	1	155	39	837	481	0.322	153	163	2.2	0.9	20.922	C
				2	337	84	837	481	0.703	338	333	2.2	2.1	19.939	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	35	9	837	475	0.074	38	38	0.0	0.0	8.031	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	174	44	-	-	-	174	163	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	108	27	-	-	-	108	113	0.0	0.0	0.000	A
			2	1	180	45	-	-	-	180	185	0.0	0.0	0.000	A
				2	505	126	-	-	-	505	487	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	182	46	-	-	-	182	178	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	172	43	-	-	-	172	171	0.0	0.0	0.000	A
				2	505	126	-	-	-	505	487	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	184	46	-	-	-	155	164	3.5	7.4	99.574	F
				2	372	93	-	-	-	337	336	3.5	14.5	95.486	F
				3	37	9	-	-	-	35	37	3.5	1.4	93.135	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	385	96	1028	734	0.526	387	410	4.1	2.4	23.522	C
				3	210	53	1028	725	0.287	217	222	4.1	1.0	23.633	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	177	44	1028	744	0.238	174	174	0.4	0.6	6.440	A
	CircLink	1	1	1	160	40	-	-	-	160	168	0.0	0.0	0.000	A
				2	156	39	-	-	-	156	159	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	173	43	-	-	-	173	173	0.0	0.0	0.000	A
				3	30	8	-	-	-	30	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	157	39	-	-	-	157	160	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	172	43	-	-	-	172	172	0.0	0.0	0.000	A

				3	30	8	-	-	-	30	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	387	97	-	-	-	385	410	2.4	1.2	8.837	A
				3	210	52	-	-	-	210	220	2.4	0.5	8.513	A
				4	178	45	-	-	-	177	175	2.4	0.4	7.449	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	270	68	1102	962	0.281	273	285	0.1	0.4	5.305	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	338	84	1102	978	0.345	336	334	0.4	0.5	5.667	A
			3	1	340	85	1102	939	0.361	345	334	0.8	0.5	5.553	A
				2	0.92	0.23	169	150	0.006	0.92	0.62	0.0	0.0	13.697	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	387	97	-	-	-	387	410	0.0	0.0	0.000	A
				3	115	29	-	-	-	115	114	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	102	25	-	-	-	102	108	0.0	0.0	0.000	A
				4	174	44	-	-	-	174	174	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	16	4	-	-	-	16	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	270	68	-	-	-	270	287	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	339	85	-	-	-	340	332	0.0	0.0	0.286	A
				2	0.92	0.23	-	-	-	0.92	0.62	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	337	84	-	-	-	338	335	0.0	0.0	0.186	A
3 - A1164 (S)	Entry	1	1	1	354	88	872	610	0.579	352	362	2.0	1.2	13.492	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	108	27	872	593	0.181	110	119	2.0	0.4	13.490	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	519	130	872	608	0.853	519	501	1.7	2.0	14.505	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	273	68	-	-	-	273	285	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	336	84	-	-	-	336	334	0.0	0.0	0.000	A
			3	1	345	86	-	-	-	345	334	0.0	0.0	0.000	A
				2	0.92	0.23	-	-	-	0.92	0.62	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	345	86	-	-	-	345	334	0.0	0.0	0.000	A
				2	0.92	0.23	-	-	-	0.92	0.62	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	371	93	-	-	-	354	360	28.8	18.5	155.074	F
				2	577	144	-	-	-	519	502	28.8	26.7	155.174	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	122	30	-	-	-	108	120	28.8	5.7	159.144	F
4 - Hull Bridge Road	Entry	1	1	1	160	40	837	475	0.337	160	168	3.0	0.7	21.419	C
				2	330	82	837	470	0.701	329	332	3.0	2.3	21.517	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	32	8	837	456	0.070	30	33	0.0	0.2	7.713	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	170	43	-	-	-	170	178	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	110	28	-	-	-	110	119	0.0	0.0	0.000	A
			2	1	182	45	-	-	-	182	183	0.0	0.0	0.000	A
				2	519	130	-	-	-	519	501	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	180	45	-	-	-	180	184	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	173	43	-	-	-	173	177	0.0	0.0	0.000	A
				2	519	130	-	-	-	519	501	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	182	46	-	-	-	160	167	23.3	13.8	244.959	F
				2	397	99	-	-	-	330	333	23.3	29.3	246.312	F
				3	40	10	-	-	-	32	34	23.3	2.9	249.353	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	357	89	1028	732	0.488	352	355	3.4	1.7	16.559	C
				3	167	42	1028	739	0.225	166	175	3.4	0.9	16.028	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	147	37	1028	755	0.195	147	147	0.6	0.1	6.416	A
	CircLink	1	1	1	161	40	-	-	-	161	156	0.0	0.0	0.000	A
				2	155	39	-	-	-	155	163	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	164	41	-	-	-	164	168	0.0	0.0	0.000	A
				3	35	9	-	-	-	35	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	162	40	-	-	-	162	166	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	157	39	-	-	-	157	165	0.0	0.0	0.000	A
				3	35	9	-	-	-	35	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	357	89	-	-	-	357	352	2.0	0.0	3.245	A
				3	167	42	-	-	-	167	174	2.0	0.0	3.049	A
				4	148	37	-	-	-	147	146	2.0	0.0	3.040	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	222	56	1102	974	0.228	220	226	0.4	0.5	4.675	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	286	72	1102	1001	0.286	287	284	0.5	0.2	4.881	A
			3	1	260	65	1102	980	0.266	262	264	0.5	0.3	4.933	A
				2	0.92	0.23	254	227	0.004	0.92	1	0.0	0.0	5.794	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	352	88	-	-	-	352	355	0.0	0.0	0.000	A
				3	90	22	-	-	-	90	87	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	76	19	-	-	-	76	88	0.0	0.0	0.000	A

				4	147	37	-	-	-	147	147	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	18	5	-	-	-	18	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	17	4	-	-	-	17	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	222	56	-	-	-	222	226	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	260	65	-	-	-	260	264	0.0	0.0	0.038	A
				2	0.92	0.23	-	-	-	0.92	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	286	72	-	-	-	286	282	0.0	0.0	0.017	A
3 - A1164 (S)	Entry	1	1	1	350	88	872	660	0.531	348	360	1.7	1.3	13.028	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	107	27	872	661	0.163	107	112	1.7	0.4	13.267	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	484	121	872	649	0.745	486	505	2.0	1.5	12.925	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	220	55	-	-	-	220	226	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	287	72	-	-	-	287	284	0.0	0.0	0.000	A
			3	1	262	65	-	-	-	262	264	0.0	0.0	0.000	A
				2	0.92	0.23	-	-	-	0.92	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	262	65	-	-	-	262	264	0.0	0.0	0.000	A
				2	0.92	0.23	-	-	-	0.92	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	335	84	-	-	-	350	360	51.0	8.7	132.442	F
				2	412	103	-	-	-	484	503	51.0	9.8	135.848	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	100	25	-	-	-	107	112	51.0	2.3	123.620	F
4 - Hull Bridge Road	Entry	1	1	1	159	40	837	511	0.312	161	156	3.0	0.8	21.995	C
				2	320	80	837	506	0.632	318	331	3.0	2.0	21.693	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	35	9	837	498	0.070	35	34	0.2	0.0	8.267	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	173	43	-	-	-	173	178	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	107	27	-	-	-	107	112	0.0	0.0	0.000	A
			2	1	174	44	-	-	-	174	181	0.0	0.0	0.000	A
				2	486	122	-	-	-	486	505	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	167	42	-	-	-	167	180	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	181	45	-	-	-	181	179	0.0	0.0	0.000	A
				2	486	122	-	-	-	486	505	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	153	38	-	-	-	159	157	46.1	12.2	301.353	F
				2	314	78	-	-	-	320	330	46.1	25.2	299.362	F
				3	34	8	-	-	-	35	33	46.1	2.4	305.968	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	277	69	1028	771	0.359	275	286	2.6	1.0	10.864	B
				3	145	36	1028	756	0.192	145	154	2.6	0.5	10.923	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	107	27	1028	776	0.137	108	117	0.1	0.2	5.333	A
	CircLink	1	1	1	162	40	-	-	-	162	157	0.0	0.0	0.000	A
				2	189	47	-	-	-	189	176	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	152	38	-	-	-	152	168	0.0	0.0	0.000	A
				3	39	10	-	-	-	39	36	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	170	43	-	-	-	170	170	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	171	43	-	-	-	171	174	0.0	0.0	0.000	A
				3	39	10	-	-	-	39	36	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	277	69	-	-	-	277	283	0.0	0.0	0.149	A
				3	145	36	-	-	-	145	152	0.1	0.0	0.160	A
				4	107	27	-	-	-	107	117	0.1	0.0	0.069	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	189	47	1102	982	0.193	191	196	0.5	0.2	4.162	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	234	58	1102	1016	0.230	235	235	0.2	0.2	4.415	A
			3	1	215	54	1102	988	0.217	215	224	0.3	0.2	4.504	A
				2	0	0	212	194	0.000	0	0.77	0.0	0.0	5.543	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	275	69	-	-	-	275	286	0.0	0.0	0.000	A
				3	77	19	-	-	-	77	81	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	68	17	-	-	-	68	73	0.0	0.0	0.000	A
				4	108	27	-	-	-	108	117	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	20	5	-	-	-	20	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	19	5	-	-	-	19	19	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	189	47	-	-	-	189	194	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	215	54	-	-	-	215	224	0.0	0.0	0.009	A
				2	0	0	-	-	-	0	0.77	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	234	58	-	-	-	234	236	0.0	0.0	0.000	A
3 - A1164 (S)	Entry	1	1	1	264	66	872	693	0.381	262	301	1.7	0.8	10.682	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	90	23	872	690	0.130	90	96	1.7	0.2	11.094	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	389	97	872	684	0.567	388	418	1.5	1.2	10.355	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	191	48	-	-	-	191	196	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	235	59	-	-	-	235	235	0.0	0.0	0.000	A
			3	1	215	54	-	-	-	215	224	0.0	0.0	0.000	A
				2	0	0	-	-	-	0	0.77	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	215	54	-	-	-	215	224	0.0	0.0	0.000	A
				2	0	0	-	-	-	0	0.77	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	255	64	-	-	-	264	299	20.8	0.7	26.436	D
				2	367	92	-	-	-	389	417	20.8	0.9	28.575	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	-	-	-	90	95	20.8	0.3	30.254	D
4 - Hull Bridge Road	Entry	1	1	1	157	39	837	575	0.273	162	157	2.9	0.4	18.168	C
				2	342	86	837	576	0.594	342	344	2.9	1.7	18.852	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	39	10	837	549	0.071	39	36	0.0	0.0	7.721	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	134	34	-	-	-	134	157	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	90	23	-	-	-	90	96	0.0	0.0	0.000	A
			2	1	127	32	-	-	-	127	144	0.0	0.0	0.000	A
				2	388	97	-	-	-	388	418	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	125	31	-	-	-	125	150	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	137	34	-	-	-	137	150	0.0	0.0	0.000	A
				2	388	97	-	-	-	388	418	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	119	30	-	-	-	157	155	39.7	2.7	153.344	F
				2	264	66	-	-	-	342	342	39.7	5.3	150.206	F
				3	32	8	-	-	-	39	36	39.7	0.7	143.820	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026 + Committed Development + Isolation Scenario, AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Lane Roundabout	Standard Roundabout	✓	1, 2, 3, 4	51.28	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	51.28	F

Traffic Demand

Demand Set 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 2026 + Committed Development + Isolation Scenario	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	812	100.000
2 - A1035 (E)		ONE HOUR	✓	1030	100.000
3 - A1164 (S)		ONE HOUR	✓	725	100.000
4 - Hull Bridge Road		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	267	314	231
	2 - A1035 (E)	326	2	306	396
	3 - A1164 (S)	236	409	0	80
	4 - Hull Bridge Road	182	220	87	2

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	8	6	0
	2 - A1035 (E)	8	100	13	1
	3 - A1164 (S)	7	11	0	4
	4 - Hull Bridge Road	2	3	6	0

Cyclist %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	0	0	0
	2 - A1035 (E)	0	0	0	0
	3 - A1164 (S)	0	0	0	0
	4 - Hull Bridge Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	35.62	10.0	E	749	1124
2 - A1035 (E)	8.28	3.6	A	939	1408
3 - A1164 (S)	127.75	30.6	F	669	1003
4 - Hull Bridge Road	51.19	7.9	F	451	676

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	626	157	562	622	638	562	0.0	1.6	8.793	A
2 - A1035 (E)	751	188	477	754	821	707	0.0	1.1	5.647	A
3 - A1164 (S)	568	142	705	560	594	526	0.0	2.8	13.228	B
4 - Hull Bridge Road	385	96	742	381	383	523	0.0	1.4	11.844	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	736	184	639	739	761	678	1.6	2.4	12.097	B
2 - A1035 (E)	933	233	581	935	986	797	1.1	1.3	6.426	A
3 - A1164 (S)	653	163	873	651	702	643	2.8	5.0	23.213	C
4 - Hull Bridge Road	444	111	873	444	456	651	1.4	2.8	18.169	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	880	220	759	881	915	792	2.4	7.5	28.052	D
2 - A1035 (E)	1114	279	669	1118	1205	971	1.3	2.6	7.971	A
3 - A1164 (S)	813	203	1022	748	800	766	5.0	23.2	74.301	F
4 - Hull Bridge Road	549	137	1021	532	524	751	2.8	7.9	39.999	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	904	226	760	898	929	791	7.5	9.9	35.625	E
2 - A1035 (E)	1147	287	698	1133	1203	961	2.6	3.6	8.285	A
3 - A1164 (S)	791	198	1042	739	818	789	23.2	30.6	127.746	F
4 - Hull Bridge Road	527	132	1024	527	553	757	7.9	7.4	51.193	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	735	184	689	741	809	678	9.9	2.9	18.947	C
2 - A1035 (E)	900	225	585	907	999	846	3.6	1.4	6.852	A
3 - A1164 (S)	659	165	847	714	804	645	30.6	10.4	88.196	F
4 - Hull Bridge Road	434	108	927	441	475	634	7.4	2.6	33.038	D

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	621	155	542	624	659	566	2.9	1.5	10.503	B
2 - A1035 (E)	786	197	479	792	837	687	1.4	1.0	5.662	A
3 - A1164 (S)	538	135	728	546	627	542	10.4	1.9	22.468	C
4 - Hull Bridge Road	368	92	738	370	388	536	2.6	1.1	14.062	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	456	777	0.586	453	466	0.0	1.3	9.747	A
			3	1, 4	169	836	0.203	169	171	0.0	0.3	5.423	A
		2	1	(1, 2, 3, 4)	626			626	644	0.0	0.0	0.261	A
	Exit	1	1		562			562	591	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	815			815	852	0.0	0.0	0.000	A
			2	2, 3, 4	309			309	327	0.0	0.0	0.000	A
	CircBase	1	1	2	243			243	260	0.0	0.0	0.000	A
			2	2, 3, 4	319			319	327	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	217	851	0.256	220	258	0.0	0.3	5.651	A
			2	4	294	948	0.311	294	299	0.0	0.4	5.529	A
			3	1, 2	239	882	0.271	240	264	0.0	0.4	5.630	A
	Exit	1	1		707			707	736	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	860			860	894	0.0	0.0	0.000	A
			2	1, 3, 4	324			324	332	0.0	0.0	0.000	A
	CircBase	1	1	3	151			151	159	0.0	0.0	0.000	A
			2	1, 3, 4	326			326	330	0.0	0.0	0.000	A
	Entry	2	1	(3)	217			217	259	0.0	0.0	0.000	A
			2	(1, 2, 4)	533			533	566	0.0	0.0	0.071	A
3 - A1164 (S)	Entry	1	1	1, 4	246	617	0.398	241	256	0.0	0.9	8.605	A
			2	2, 3	319	594	0.534	319	338	0.0	1.0	10.552	B
	Exit	1	1		526			526	575	0.0	0.0	0.000	A
	CircLink	1	1	3	526			526	575	0.0	0.0	0.000	A
			2	4	465			465	472	0.0	0.0	0.000	A
			3	1, 2	240			240	264	0.0	0.0	0.000	A
	CircBase	1	1	4	231			231	239	0.0	0.0	0.000	A
			2	1, 2, 4	473			473	497	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	568			565	603	0.0	0.8	3.519	A
4 - Hull Bridge Road	Entry	1	1	1, 2	313	588	0.533	311	312	0.0	1.1	10.624	B
			2	3, 4	71	568	0.125	70	72	0.0	0.2	7.399	A
	CircBase	1	1	1	205			205	223	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	385			384	388	0.0	0.2	1.783	A
	Exit	1	1		523			523	535	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	740			740	762	0.0	0.0	0.000	A
			2	1, 2, 3	525			525	568	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	537			537	573	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	521	755	0.691	525	552	1.3	1.9	13.438	B
			3	1, 4	215	809	0.266	215	210	0.3	0.4	6.219	A
		2	1	(1, 2, 3, 4)	736			737	764	0.0	0.2	0.736	A
	Exit	1	1		678			678	703	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	950			950	1005	0.0	0.0	0.000	A
			2	2, 3, 4	367			367	395	0.0	0.0	0.000	A
	CircBase	1	1	2	281			281	307	0.0	0.0	0.000	A
			2	2, 3, 4	358			358	391	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	278	829	0.336	278	310	0.3	0.3	6.410	A
			2	4	364	918	0.396	366	364	0.4	0.5	6.151	A
			3	1, 2	292	856	0.341	291	312	0.4	0.5	6.322	A
	Exit	1	1		797			797	869	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	976			976	1056	0.0	0.0	0.000	A
			2	1, 3, 4	402			402	403	0.0	0.0	0.000	A
	CircBase	1	1	3	184			184	188	0.0	0.0	0.000	A
			2	1, 3, 4	397			397	402	0.0	0.0	0.000	A
	Entry	2	1	(3)	278			278	310	0.0	0.0	0.000	A
			2	(1, 2, 4)	656			656	677	0.0	0.0	0.205	A
3 - A1164 (S)	Entry	1	1	1, 4	291	574	0.508	290	297	0.9	1.1	11.014	B
			2	2, 3	359	546	0.657	361	404	1.0	1.2	12.674	B
	Exit	1	1		643			643	688	0.0	0.0	0.000	A
	CircLink	1	1	3	643			643	688	0.0	0.0	0.000	A
			2	4	582			582	576	0.0	0.0	0.000	A
			3	1, 2	291			291	312	0.0	0.0	0.000	A
	CircBase	1	1	4	297			297	292	0.0	0.0	0.000	A
			2	1, 2, 4	576			576	595	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	653			650	703	0.8	2.7	11.212	B
4 - Hull Bridge Road	Entry	1	1	1, 2	363	547	0.662	360	369	1.1	1.5	13.030	B
			2	3, 4	84	528	0.158	84	88	0.2	0.4	8.251	A
	CircBase	1	1	1	259			259	271	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	444			446	459	0.2	0.9	6.003	A
	Exit	1	1		651			651	645	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	910			910	910	0.0	0.0	0.000	A
			2	1, 2, 3	615			615	679	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	614			614	674	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	643	716	0.894	644	670	1.9	3.7	21.543	C
			3	1, 4	239	770	0.310	237	245	0.4	0.5	7.265	A
		2	1	(1, 2, 3, 4)	880			881	923	0.2	3.2	10.395	B
	Exit	1	1		792			792	828	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1129			1129	1181	0.0	0.0	0.000	A
			2	2, 3, 4	422			422	445	0.0	0.0	0.000	A
	CircBase	1	1	2	339			339	356	0.0	0.0	0.000	A
			2	2, 3, 4	420			420	442	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	338	797	0.424	335	375	0.3	0.8	7.986	A
			2	4	427	889	0.481	433	443	0.5	0.8	7.853	A
			3	1, 2	349	833	0.418	350	388	0.5	0.8	7.258	A
	Exit	1	1		971			971	1019	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1176			1176	1237	0.0	0.0	0.000	A
			2	1, 3, 4	464			464	476	0.0	0.0	0.000	A
	CircBase	1	1	3	213			213	223	0.0	0.0	0.000	A
			2	1, 3, 4	457			457	470	0.0	0.0	0.000	A
	Entry	2	1	(3)	338			338	378	0.0	0.0	0.000	A
			2	(1, 2, 4)	777			776	834	0.0	0.1	0.380	A
3 - A1164 (S)	Entry	1	1	1, 4	323	528	0.611	320	337	1.1	1.4	14.111	B
			2	2, 3	427	508	0.840	429	462	1.2	1.9	16.477	C
	Exit	1	1		766			766	821	0.0	0.0	0.000	A
	CircLink	1	1	3	766			766	821	0.0	0.0	0.000	A
			2	4	671			671	690	0.0	0.0	0.000	A
			3	1, 2	350			350	388	0.0	0.0	0.000	A
	CircBase	1	1	4	343			343	346	0.0	0.0	0.000	A
			2	1, 2, 4	679			679	732	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	813			751	804	2.7	19.9	58.815	F
4 - Hull Bridge Road	Entry	1	1	1, 2	445	504	0.881	443	430	1.5	2.2	17.233	C
			2	3, 4	89	491	0.181	89	94	0.4	0.3	9.112	A
	CircBase	1	1	1	298			298	322	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	549			534	527	0.9	5.4	23.989	C
	Exit	1	1		751			751	776	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	1043			1043	1092	0.0	0.0	0.000	A
			2	1, 2, 3	726			726	785	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	722			722	781	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	647	719	0.901	647	678	3.7	4.5	24.451	C
			3	1, 4	255	768	0.333	251	250	0.5	0.7	7.583	A
		2	1	(1, 2, 3, 4)	904			902	933	3.2	4.7	15.914	C
	Exit	1	1		791			791	847	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1131			1131	1211	0.0	0.0	0.000	A
			2	2, 3, 4	420			420	464	0.0	0.0	0.000	A
	CircBase	1	1	2	334			334	364	0.0	0.0	0.000	A
			2	2, 3, 4	426			426	464	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	348	785	0.443	344	380	0.8	1.1	8.336	A
			2	4	434	886	0.490	427	435	0.8	1.5	8.113	A
			3	1, 2	364	827	0.441	362	388	0.8	0.8	7.287	A
	Exit	1	1		961			961	1036	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1177			1177	1267	0.0	0.0	0.000	A
			2	1, 3, 4	482			482	490	0.0	0.0	0.000	A
	CircBase	1	1	3	219			219	229	0.0	0.0	0.000	A
			2	1, 3, 4	479			479	492	0.0	0.0	0.000	A
	Entry	2	1	(3)	348			348	381	0.0	0.0	0.000	A
			2	(1, 2, 4)	799			799	826	0.1	0.1	0.521	A
3 - A1164 (S)	Entry	1	1	1, 4	320	522	0.613	317	349	1.4	1.4	14.887	B
			2	2, 3	422	499	0.845	422	468	1.9	2.1	16.752	C
	Exit	1	1		789			789	848	0.0	0.0	0.000	A
	CircLink	1	1	3	789			789	848	0.0	0.0	0.000	A
			2	4	680			680	688	0.0	0.0	0.000	A
			3	1, 2	362			362	388	0.0	0.0	0.000	A
	CircBase	1	1	4	341			341	346	0.0	0.0	0.000	A
			2	1, 2, 4	700			700	730	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	791			741	819	19.9	27.0	111.768	F
4 - Hull Bridge Road	Entry	1	1	1, 2	437	499	0.876	434	447	2.2	2.3	18.182	C
			2	3, 4	90	489	0.185	93	106	0.3	0.1	9.993	A
	CircBase	1	1	1	306			306	329	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	527			527	553	5.4	5.0	34.600	D
	Exit	1	1		757			757	772	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	1067			1067	1103	0.0	0.0	0.000	A
			2	1, 2, 3	714			714	791	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	718			718	793	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	517	740	0.699	520	591	4.5	2.2	17.005	C
			3	1, 4	219	792	0.276	220	218	0.7	0.3	6.849	A
		2	1	(1, 2, 3, 4)	735			736	797	4.7	0.4	5.071	A
	Exit	1	1		678			678	748	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	989			989	1083	0.0	0.0	0.000	A
			2	2, 3, 4	378			378	426	0.0	0.0	0.000	A
	CircBase	1	1	2	311			311	336	0.0	0.0	0.000	A
			2	2, 3, 4	378			378	425	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	280	822	0.340	283	323	1.1	0.5	7.279	A
			2	4	332	920	0.362	334	358	1.5	0.4	6.746	A
			3	1, 2	289	854	0.337	290	318	0.8	0.5	6.346	A
	Exit	1	1		846			846	947	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1030			1030	1151	0.0	0.0	0.000	A
			2	1, 3, 4	401			401	419	0.0	0.0	0.000	A
	CircBase	1	1	3	179			179	203	0.0	0.0	0.000	A
			2	1, 3, 4	406			406	419	0.0	0.0	0.000	A
	Entry	2	1	(3)	280			280	320	0.0	0.0	0.000	A
			2	(1, 2, 4)	621			621	670	0.1	0.0	0.103	A
3 - A1164 (S)	Entry	1	1	1, 4	302	576	0.523	301	341	1.4	1.1	12.561	B
			2	2, 3	410	556	0.737	413	463	2.1	1.4	14.627	B
	Exit	1	1		645			645	725	0.0	0.0	0.000	A
	CircLink	1	1	3	645			645	725	0.0	0.0	0.000	A
			2	4	556			556	579	0.0	0.0	0.000	A
			3	1, 2	290			290	318	0.0	0.0	0.000	A
	CircBase	1	1	4	288			288	290	0.0	0.0	0.000	A
			2	1, 2, 4	559			559	606	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	659			711	800	27.0	7.8	74.820	F
4 - Hull Bridge Road	Entry	1	1	1, 2	362	530	0.682	364	390	2.3	1.3	16.287	C
			2	3, 4	75	509	0.147	76	86	0.1	0.1	8.730	A
	CircBase	1	1	1	253			253	287	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	434			437	471	5.0	1.2	18.261	C
	Exit	1	1		634			634	667	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	882			882	951	0.0	0.0	0.000	A
			2	1, 2, 3	679			679	749	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	674			674	747	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	453	792	0.570	456	484	2.2	1.2	11.375	B
			3	1, 4	168	844	0.199	168	176	0.3	0.3	5.505	A
		2	1	(1, 2, 3, 4)	621			621	655	0.4	0.0	0.814	A
	Exit	1	1		566			566	607	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	811			811	880	0.0	0.0	0.000	A
			2	2, 3, 4	297			297	338	0.0	0.0	0.000	A
	CircBase	1	1	2	239			239	265	0.0	0.0	0.000	A
			2	2, 3, 4	303			303	346	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	235	853	0.275	233	260	0.5	0.4	5.833	A
			2	4	302	949	0.319	304	307	0.4	0.4	5.752	A
			3	1, 2	249	876	0.284	255	270	0.5	0.2	5.291	A
	Exit	1	1		687			687	760	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	845			845	928	0.0	0.0	0.000	A
			2	1, 3, 4	320			320	342	0.0	0.0	0.000	A
	CircBase	1	1	3	157			157	169	0.0	0.0	0.000	A
			2	1, 3, 4	322			322	341	0.0	0.0	0.000	A
	Entry	2	1	(3)	235			235	260	0.0	0.0	0.000	A
			2	(1, 2, 4)	551			551	576	0.0	0.0	0.046	A
3 - A1164 (S)	Entry	1	1	1, 4	237	612	0.385	237	263	1.1	0.7	9.101	A
			2	2, 3	308	589	0.524	309	364	1.4	0.8	11.595	B
	Exit	1	1		542			542	593	0.0	0.0	0.000	A
	CircLink	1	1	3	542			542	593	0.0	0.0	0.000	A
			2	4	473			473	484	0.0	0.0	0.000	A
			3	1, 2	255			255	270	0.0	0.0	0.000	A
	CircBase	1	1	4	232			232	240	0.0	0.0	0.000	A
			2	1, 2, 4	496			496	514	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	538			544	622	7.8	0.4	12.070	B
4 - Hull Bridge Road	Entry	1	1	1, 2	304	590	0.516	304	318	1.3	0.8	11.537	B
			2	3, 4	66	569	0.115	66	70	0.1	0.1	7.453	A
	CircBase	1	1	1	214			214	230	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	368			369	386	1.2	0.1	3.358	A
	Exit	1	1		536			536	551	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	752			752	783	0.0	0.0	0.000	A
			2	1, 2, 3	522			522	598	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	524			524	600	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	215	54	1028	769	0.279	215	220	0.0	0.5	9.721	A
				3	242	60	1028	787	0.307	238	247	0.0	0.8	9.769	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	169	42	1028	838	0.202	169	171	0.0	0.3	5.423	A
	CircLink	1	1	1	141	35	-	-	-	141	138	0.0	0.0	0.000	A
				2	86	21	-	-	-	86	87	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	84	21	-	-	-	84	87	0.0	0.0	0.000	A
				3	69	17	-	-	-	69	71	0.0	0.0	0.000	A
				4	1	0.34	-	-	-	1	1	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	83	21	-	-	-	83	88	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	87	22	-	-	-	87	86	0.0	0.0	0.000	A
				3	69	17	-	-	-	69	71	0.0	0.0	0.000	A
				4	1	0.34	-	-	-	1	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	215	54	-	-	-	215	222	0.0	0.0	0.301	A
				3	242	60	-	-	-	242	250	0.0	0.0	0.302	A
				4	169	42	-	-	-	169	173	0.0	0.0	0.159	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	217	54	1102	852	0.256	220	258	0.0	0.3	5.651	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	294	74	1102	948	0.310	294	299	0.0	0.4	5.529	A
			3	1	237	59	1102	890	0.266	238	260	0.0	0.4	5.602	A
				2	2	1	472	205	0.010	2	4	0.0	0.0	9.057	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	215	54	-	-	-	215	220	0.0	0.0	0.000	A
				3	119	30	-	-	-	119	121	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	118	30	-	-	-	118	125	0.0	0.0	0.000	A
				4	169	42	-	-	-	169	171	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	31	8	-	-	-	31	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	38	9	-	-	-	38	37	0.0	0.0	0.000	A
				4	1	0.34	-	-	-	1	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	217	54	-	-	-	217	259	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	237	59	-	-	-	237	262	0.0	0.0	0.091	A
				2	2	1	-	-	-	2	4	0.0	0.0	0.338	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	295	74	-	-	-	294	301	0.0	0.0	0.054	A
3 - A1164 (S)	Entry	1	1	1	187	47	872	610	0.306	183	193	0.0	0.7	8.706	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	59	15	872	637	0.093	58	63	0.0	0.2	8.306	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	319	80	872	595	0.533	319	338	0.0	1.0	10.552	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	220	55	-	-	-	220	258	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	294	74	-	-	-	294	299	0.0	0.0	0.000	A
			3	1	238	59	-	-	-	238	260	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.69	0.17	-	-	-	0.69	0.40	0.0	0.0	0.000	A
			2	1	238	59	-	-	-	238	260	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.69	0.17	-	-	-	0.69	0.63	0.0	0.0	0.000	A
	Entry	2	1	1	188	47	-	-	-	187	196	0.0	0.3	3.167	A
				2	320	80	-	-	-	319	343	0.0	0.4	3.849	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	60	15	-	-	-	59	64	0.0	0.1	2.906	A
4 - Hull Bridge Road	Entry	1	1	1	143	36	837	593	0.241	141	138	0.0	0.5	10.373	B
				2	170	43	837	585	0.291	170	174	0.0	0.6	10.825	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	70	17	837	571	0.122	69	71	0.0	0.2	7.399	A
				4	1	0.34	179	129	0.011	1	1	0.0	0.0	7.347	A
	CircLink	1	1	1	97	24	-	-	-	97	99	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	58	14	-	-	-	58	63	0.0	0.0	0.000	A
			2	1	86	21	-	-	-	86	94	0.0	0.0	0.000	A
				2	319	80	-	-	-	319	338	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	87	22	-	-	-	87	93	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	96	24	-	-	-	96	99	0.0	0.0	0.000	A
				2	319	80	-	-	-	319	338	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	143	36	-	-	-	143	140	0.0	0.1	1.902	A
				2	171	43	-	-	-	170	176	0.0	0.1	1.902	A
				3	70	18	-	-	-	70	71	0.0	0.0	1.255	A
				4	1	0.34	-	-	-	1	1	0.0	0.0	0.352	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	243	61	1028	744	0.325	243	259	1.3	0.9	13.614	B
				3	279	70	1028	757	0.367	282	293	1.3	0.9	13.283	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	215	54	1028	810	0.266	215	210	0.3	0.4	6.219	A
	CircLink	1	1	1	169	42	-	-	-	169	167	0.0	0.0	0.000	A
				2	91	23	-	-	-	91	99	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	101	25	-	-	-	101	103	0.0	0.0	0.000	A
				3	82	21	-	-	-	82	86	0.0	0.0	0.000	A
				4	2	0.43	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	93	23	-	-	-	93	100	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	98	24	-	-	-	98	101	0.0	0.0	0.000	A
				3	82	21	-	-	-	82	86	0.0	0.0	0.000	A
				4	2	0.43	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	243	61	-	-	-	243	261	0.0	0.1	0.824	A
				3	278	70	-	-	-	279	293	0.0	0.0	0.766	A
				4	215	54	-	-	-	215	210	0.0	0.1	0.596	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	278	70	1102	829	0.336	278	310	0.3	0.3	6.410	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	364	91	1102	918	0.396	366	364	0.4	0.5	6.151	A
			3	1	290	72	1102	862	0.336	288	308	0.4	0.5	6.300	A
				2	2	1	409	174	0.013	2	4	0.0	0.0	9.418	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	243	61	-	-	-	243	259	0.0	0.0	0.000	A
				3	136	34	-	-	-	136	143	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	147	37	-	-	-	147	149	0.0	0.0	0.000	A
				4	215	54	-	-	-	215	210	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	42	11	-	-	-	42	42	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	40	10	-	-	-	40	43	0.0	0.0	0.000	A
				4	2	0.43	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	278	70	-	-	-	278	310	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	290	72	-	-	-	290	308	0.0	0.0	0.268	A
				2	2	1	-	-	-	2	4	0.0	0.0	1.291	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	363	91	-	-	-	364	364	0.0	0.0	0.149	A
3 - A1164 (S)	Entry	1	1	1	221	55	872	570	0.388	221	228	0.9	0.7	11.119	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	70	18	872	594	0.119	69	69	0.9	0.3	10.681	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	359	90	872	546	0.657	361	404	1.0	1.2	12.674	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	278	70	-	-	-	278	310	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	366	91	-	-	-	366	364	0.0	0.0	0.000	A
			3	1	288	72	-	-	-	288	308	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.34	-	-	-	1	1	0.0	0.0	0.000	A
			2	1	288	72	-	-	-	288	308	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.34	0.09	-	-	-	0.34	0.51	0.0	0.0	0.000	A
	Entry	2	1	1	222	55	-	-	-	221	229	0.8	0.9	11.116	B
				2	361	90	-	-	-	359	405	0.8	1.6	11.402	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	71	18	-	-	-	70	69	0.8	0.3	10.485	B

4 - Hull Bridge Road	Entry	1	1	1	172	43	837	550	0.311	169	167	1.1	0.8	12.981	B
				2	191	48	837	544	0.351	191	201	1.1	0.7	13.070	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	82	21	837	526	0.156	82	86	0.2	0.3	8.220	A
				4	2	0.39	371	252	0.006	2	2	0.0	0.0	9.547	A
	CircLink	1	1	1	110	27	-	-	-	110	111	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	69	17	-	-	-	69	69	0.0	0.0	0.000	A
			2	1	112	28	-	-	-	112	117	0.0	0.0	0.000	A
				2	361	90	-	-	-	361	404	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	118	29	-	-	-	118	118	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	104	26	-	-	-	104	110	0.0	0.0	0.000	A
				2	361	90	-	-	-	361	404	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	170	43	-	-	-	172	169	0.2	0.3	6.289	A
				2	191	48	-	-	-	191	202	0.2	0.5	6.070	A
				3	81	20	-	-	-	82	86	0.2	0.2	5.190	A
				4	2	0.39	-	-	-	2	2	0.0	0.0	9.030	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	297	74	1028	715	0.416	301	315	1.9	1.6	21.694	C
				3	345	86	1028	720	0.477	344	355	1.9	2.1	21.413	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	239	60	1028	771	0.309	237	245	0.4	0.5	7.265	A
	CircLink	1	1	1	204	51	-	-	-	204	193	0.0	0.0	0.000	A
				2	118	29	-	-	-	118	119	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	122	30	-	-	-	122	118	0.0	0.0	0.000	A
				3	87	22	-	-	-	87	91	0.0	0.0	0.000	A
				4	2	0.56	-	-	-	2	3	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	119	30	-	-	-	119	118	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	120	30	-	-	-	120	119	0.0	0.0	0.000	A
				3	87	22	-	-	-	87	91	0.0	0.0	0.000	A
				4	2	0.56	-	-	-	2	3	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	296	74	-	-	-	297	318	0.2	1.0	10.786	B
				3	345	86	-	-	-	345	360	0.2	1.3	10.515	B
				4	240	60	-	-	-	239	245	0.2	1.0	9.758	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	338	85	1102	797	0.424	335	375	0.3	0.8	7.986	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	427	107	1102	889	0.481	433	443	0.5	0.8	7.853	A
			3	1	346	87	1102	840	0.414	348	383	0.5	0.8	7.248	A
				2	2	1	472	193	0.011	2	5	0.5	0.0	8.798	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	301	75	-	-	-	301	315	0.0	0.0	0.000	A
				3	165	41	-	-	-	165	173	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	179	45	-	-	-	179	183	0.0	0.0	0.000	A
				4	237	59	-	-	-	237	245	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	43	11	-	-	-	43	47	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	43	11	-	-	-	43	44	0.0	0.0	0.000	A
				4	2	0.56	-	-	-	2	3	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	338	85	-	-	-	338	378	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	347	87	-	-	-	346	385	0.0	0.1	0.477	A
				2	2	1	-	-	-	2	5	0.0	0.0	0.683	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	428	107	-	-	-	427	444	0.0	0.1	0.299	A
3 - A1164 (S)	Entry	1	1	1	242	61	872	524	0.460	240	252	1.1	1.0	14.183	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	81	20	872	538	0.151	79	85	1.1	0.4	13.903	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	427	107	872	508	0.841	429	462	1.2	1.9	16.477	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	335	84	-	-	-	335	375	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	433	108	-	-	-	433	443	0.0	0.0	0.000	A
			3	1	348	87	-	-	-	348	383	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.43	-	-	-	2	1	0.0	0.0	0.000	A
			2	1	348	87	-	-	-	348	383	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.51	0.13	-	-	-	0.51	2	0.0	0.0	0.000	A
	Entry	2	1	1	263	66	-	-	-	242	253	2.7	6.5	58.118	F
				2	461	115	-	-	-	427	465	2.7	11.2	59.287	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	89	22	-	-	-	81	86	2.7	2.2	58.419	F
4 - Hull Bridge Road	Entry	1	1	1	202	50	837	507	0.397	204	193	1.5	0.8	17.134	C
				2	243	61	837	505	0.481	239	237	1.5	1.4	17.314	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	87	22	837	494	0.175	87	91	0.4	0.3	9.132	A
				4	2	0.60	442	274	0.009	2	3	0.4	0.0	8.525	A
	CircLink	1	1	1	119	30	-	-	-	119	126	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	79	20	-	-	-	79	85	0.0	0.0	0.000	A
			2	1	121	30	-	-	-	121	126	0.0	0.0	0.000	A
				2	429	107	-	-	-	429	462	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	121	30	-	-	-	121	128	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	119	30	-	-	-	119	124	0.0	0.0	0.000	A
				2	429	107	-	-	-	429	462	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	205	51	-	-	-	202	193	0.9	1.9	23.623	C
				2	248	62	-	-	-	243	240	0.9	2.4	24.929	C
				3	93	23	-	-	-	87	91	0.9	1.1	22.543	C
				4	3	0.73	-	-	-	2	3	0.0	0.0	16.220	C

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	292	73	1028	711	0.411	294	315	3.7	1.9	24.299	C
				3	355	89	1028	724	0.491	353	364	3.7	2.7	24.580	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	255	64	1028	768	0.332	251	250	0.5	0.7	7.583	A
	CircLink	1	1	1	191	48	-	-	-	191	197	0.0	0.0	0.000	A
				2	124	31	-	-	-	124	125	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	120	30	-	-	-	120	124	0.0	0.0	0.000	A
				3	92	23	-	-	-	92	104	0.0	0.0	0.000	A
				4	1	0.30	-	-	-	1	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	124	31	-	-	-	124	128	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	119	30	-	-	-	119	121	0.0	0.0	0.000	A

				3	92	23	-	-	-	92	104	0.0	0.0	0.000	A
				4	1	0.30	-	-	-	1	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	292	73	-	-	-	292	316	3.2	1.6	15.956	C
				3	354	89	-	-	-	355	366	3.2	1.9	16.269	C
				4	258	64	-	-	-	255	251	3.2	1.3	15.375	C
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	348	87	1102	786	0.443	344	380	0.8	1.1	8.336	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	434	109	1102	885	0.491	427	435	0.8	1.5	8.113	A
			3	1	362	91	1102	830	0.437	360	384	0.8	0.8	7.273	A
				2	2	1	425	174	0.012	2	4	0.0	0.0	9.767	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	294	73	-	-	-	294	315	0.0	0.0	0.000	A
				3	172	43	-	-	-	172	178	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	181	45	-	-	-	181	186	0.0	0.0	0.000	A
				4	251	63	-	-	-	251	250	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	46	12	-	-	-	46	50	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	46	11	-	-	-	46	54	0.0	0.0	0.000	A
				4	1	0.30	-	-	-	1	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	348	87	-	-	-	348	381	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	363	91	-	-	-	362	384	0.1	0.1	0.607	A
				2	2	1	-	-	-	2	4	0.0	0.0	0.220	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	435	109	-	-	-	434	438	0.1	0.1	0.451	A
3 - A1164 (S)	Entry	1	1	1	241	60	872	518	0.466	241	265	1.4	1.0	15.101	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	79	20	872	538	0.146	77	84	1.4	0.4	14.231	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	422	105	872	499	0.845	422	468	1.9	2.1	16.752	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	344	86	-	-	-	344	380	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	427	107	-	-	-	427	435	0.0	0.0	0.000	A
			3	1	360	90	-	-	-	360	384	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.69	0.17	-	-	-	0.69	1	0.0	0.0	0.000	A
			2	1	360	90	-	-	-	360	384	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.51	0.13	-	-	-	0.51	0.97	0.0	0.0	0.000	A
	Entry	2	1	1	258	65	-	-	-	241	266	19.9	8.7	109.377	F
				2	442	111	-	-	-	422	469	19.9	15.0	113.002	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	90	23	-	-	-	79	84	19.9	3.3	112.610	F
4 - Hull Bridge Road	Entry	1	1	1	195	49	837	506	0.386	191	197	2.2	1.2	18.079	C
				2	241	60	837	494	0.488	243	250	2.2	1.1	18.265	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	89	22	837	486	0.183	92	104	0.3	0.1	9.996	A
				4	1	0.34	371	225	0.006	1	2	0.3	0.0	9.865	A
	CircLink	1	1	1	123	31	-	-	-	123	133	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	77	19	-	-	-	77	84	0.0	0.0	0.000	A
			2	1	118	29	-	-	-	118	132	0.0	0.0	0.000	A
				2	422	105	-	-	-	422	468	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	125	31	-	-	-	125	138	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	115	29	-	-	-	115	127	0.0	0.0	0.000	A
				2	422	105	-	-	-	422	468	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	195	49	-	-	-	195	199	5.4	2.0	35.610	E
				2	241	60	-	-	-	241	248	5.4	2.1	35.574	E
				3	90	23	-	-	-	89	104	5.4	0.8	30.196	D
				4	2	0.39	-	-	-	1	2	5.4	0.0	33.351	D

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	231	58	1028	735	0.314	232	272	4.5	1.0	16.723	C
				3	286	71	1028	747	0.384	289	319	4.5	1.2	17.241	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	219	55	1028	792	0.276	220	218	0.7	0.3	6.849	A
	CircLink	1	1	1	166	41	-	-	-	166	181	0.0	0.0	0.000	A
				2	100	25	-	-	-	100	105	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	98	25	-	-	-	98	104	0.0	0.0	0.000	A
				3	74	18	-	-	-	74	83	0.0	0.0	0.000	A
				4	2	0.60	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	100	25	-	-	-	100	103	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	98	25	-	-	-	98	106	0.0	0.0	0.000	A
				3	74	18	-	-	-	74	83	0.0	0.0	0.000	A
				4	2	0.60	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	230	58	-	-	-	231	268	4.7	0.1	5.312	A
				3	286	72	-	-	-	286	313	4.7	0.1	5.092	A
				4	218	54	-	-	-	219	217	4.7	0.1	4.771	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	280	70	1102	823	0.340	283	323	1.1	0.5	7.279	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	332	83	1102	920	0.361	334	358	1.5	0.4	6.746	A
			3	1	287	72	1102	859	0.334	289	315	0.8	0.5	6.316	A
				2	2	0.43	346	145	0.012	2	4	0.0	0.0	11.225	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	232	58	-	-	-	232	272	0.0	0.0	0.000	A
				3	147	37	-	-	-	147	161	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	141	35	-	-	-	141	158	0.0	0.0	0.000	A

				4	220	55	-	-	-	220	218	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	37	9	-	-	-	37	40	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	37	9	-	-	-	37	43	0.0	0.0	0.000	A
				4	2	0.60	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	280	70	-	-	-	280	320	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	287	72	-	-	-	287	313	0.1	0.0	0.128	A
				2	2	0.43	-	-	-	2	4	0.0	0.0	0.182	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	332	83	-	-	-	332	354	0.1	0.0	0.082	A
3 - A1164 (S)	Entry	1	1	1	224	56	872	574	0.389	224	253	1.4	0.8	12.573	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	77	19	872	586	0.133	77	88	1.4	0.3	12.527	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	410	102	872	557	0.736	413	463	2.1	1.4	14.627	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	283	71	-	-	-	283	323	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	334	83	-	-	-	334	358	0.0	0.0	0.000	A
			3	1	289	72	-	-	-	289	315	0.0	0.0	0.000	A
				2	2	0.47	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.86	0.21	-	-	-	0.86	0.74	0.0	0.0	0.000	A
			2	1	289	72	-	-	-	289	315	0.0	0.0	0.000	A
				2	2	0.47	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.39	-	-	-	2	1	0.0	0.0	0.000	A
	Entry	2	1	1	207	52	-	-	-	224	252	27.0	2.5	77.344	F
				2	377	94	-	-	-	410	460	27.0	4.3	74.148	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	75	19	-	-	-	77	88	27.0	1.0	71.032	F
4 - Hull Bridge Road	Entry	1	1	1	164	41	837	531	0.310	166	181	2.3	0.6	16.351	C
				2	197	49	837	531	0.371	199	209	2.3	0.7	16.231	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	73	18	837	510	0.143	74	83	0.1	0.1	8.751	A
				4	2	0.47	335	207	0.009	2	2	0.1	0.0	7.941	A
	CircLink	1	1	1	108	27	-	-	-	108	127	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	77	19	-	-	-	77	88	0.0	0.0	0.000	A
			2	1	116	29	-	-	-	116	126	0.0	0.0	0.000	A
				2	413	103	-	-	-	413	463	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	112	28	-	-	-	112	129	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	112	28	-	-	-	112	124	0.0	0.0	0.000	A
				2	413	103	-	-	-	413	463	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	161	40	-	-	-	164	178	5.0	0.3	18.079	C
				2	198	49	-	-	-	197	207	5.0	0.7	18.826	C
				3	73	18	-	-	-	73	83	5.0	0.2	16.933	C
				4	2	0.43	-	-	-	2	2	5.0	0.0	28.905	D

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	206	52	1028	787	0.260	211	220	2.2	0.4	11.316	B
				3	247	62	1028	794	0.310	245	264	2.2	0.8	11.424	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	168	42	1028	843	0.199	168	176	0.3	0.3	5.505	A
	CircLink	1	1	1	138	34	-	-	-	138	144	0.0	0.0	0.000	A
				2	83	21	-	-	-	83	86	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	83	21	-	-	-	83	88	0.0	0.0	0.000	A
				3	64	16	-	-	-	64	69	0.0	0.0	0.000	A
				4	2	0.43	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	84	21	-	-	-	84	86	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	82	20	-	-	-	82	88	0.0	0.0	0.000	A
				3	64	16	-	-	-	64	69	0.0	0.0	0.000	A
				4	2	0.43	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	206	52	-	-	-	206	217	0.4	0.0	0.835	A
				3	247	62	-	-	-	247	262	0.4	0.0	1.016	A
				4	168	42	-	-	-	168	175	0.4	0.0	0.507	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	235	59	1102	851	0.276	233	260	0.5	0.4	5.833	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	302	76	1102	947	0.319	304	307	0.4	0.4	5.752	A
			3	1	248	62	1102	877	0.282	253	267	0.5	0.2	5.284	A
				2	1	0.30	331	142	0.008	1	3	0.0	0.0	6.439	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	211	53	-	-	-	211	220	0.0	0.0	0.000	A
				3	126	32	-	-	-	126	134	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	118	30	-	-	-	118	130	0.0	0.0	0.000	A
				4	168	42	-	-	-	168	176	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	34	8	-	-	-	34	35	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	30	8	-	-	-	30	34	0.0	0.0	0.000	A
				4	2	0.43	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	235	59	-	-	-	235	260	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	248	62	-	-	-	248	266	0.0	0.0	0.074	A
				2	1	0.30	-	-	-	1	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	302	76	-	-	-	302	307	0.0	0.0	0.024	A
3 - A1164 (S)	Entry	1	1	1	176	44	872	610	0.288	175	196	1.1	0.5	9.144	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	61	15	872	624	0.097	62	67	1.1	0.1	8.978	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	308	77	872	589	0.523	309	364	1.4	0.8	11.595	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	233	58	-	-	-	233	260	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	304	76	-	-	-	304	307	0.0	0.0	0.000	A
			3	1	253	63	-	-	-	253	267	0.0	0.0	0.000	A
				2	1	0.30	-	-	-	1	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.30	-	-	-	1	0.80	0.0	0.0	0.000	A
			2	1	253	63	-	-	-	253	267	0.0	0.0	0.000	A
				2	1	0.30	-	-	-	1	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.51	0.13	-	-	-	0.51	0.91	0.0	0.0	0.000	A
	Entry	2	1	1	175	44	-	-	-	176	195	7.8	0.1	11.496	B
				2	304	76	-	-	-	308	361	7.8	0.2	12.721	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	60	15	-	-	-	61	66	7.8	0.0	10.363	B
4 - Hull Bridge Road	Entry	1	1	1	138	35	837	595	0.233	138	144	1.3	0.4	11.626	B
				2	165	41	837	588	0.282	166	174	1.3	0.4	11.463	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	64	16	837	565	0.113	64	69	0.1	0.1	7.441	A
				4	2	0.43	239	167	0.010	2	2	0.0	0.0	7.889	A
	CircLink	1	1	1	88	22	-	-	-	88	97	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	62	16	-	-	-	62	67	0.0	0.0	0.000	A
			2	1	86	22	-	-	-	86	99	0.0	0.0	0.000	A
				2	309	77	-	-	-	309	364	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	87	22	-	-	-	87	98	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	88	22	-	-	-	88	98	0.0	0.0	0.000	A
				2	309	77	-	-	-	309	364	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	138	34	-	-	-	138	143	1.2	0.0	3.386	A
				2	165	41	-	-	-	165	173	1.2	0.0	3.568	A
				3	64	16	-	-	-	64	69	1.2	0.0	2.805	A
				4	2	0.47	-	-	-	2	2	0.0	0.0	1.777	A

Base 2026 + Committed Development + Isolation Scenario, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	3 - A1164 (S)	Arm 3: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Simulation	4 - Hull Bridge Road	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Lane Roundabout	Standard Roundabout	✓	1, 2, 3, 4	148.00	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	148.00	F

Traffic Demand

Demand Set 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	Base 2026 + Committed Development + Isolation Scenario	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	719	100.000
2 - A1035 (E)		ONE HOUR	✓	986	100.000
3 - A1164 (S)		ONE HOUR	✓	961	100.000
4 - Hull Bridge Road		ONE HOUR	✓	542	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	368	193	158
	2 - A1035 (E)	300	3	360	323
	3 - A1164 (S)	350	504	0	107
	4 - Hull Bridge Road	164	344	34	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	2	3	0
	2 - A1035 (E)	3	57	8	0
	3 - A1164 (S)	1	6	0	3
	4 - Hull Bridge Road	1	1	3	0

Cyclist %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	0	0	0
	2 - A1035 (E)	0	0	0	0
	3 - A1164 (S)	0	0	0	0
	4 - Hull Bridge Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	32.27	8.5	D	666	1000
2 - A1035 (E)	6.37	2.4	A	900	1350
3 - A1164 (S)	284.53	87.8	F	893	1340
4 - Hull Bridge Road	316.53	49.3	F	498	748

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	542	135	680	541	542	620	0.0	2.0	8.159	A
2 - A1035 (E)	729	182	283	726	776	938	0.0	1.0	5.038	A
3 - A1164 (S)	695	174	579	731	754	430	0.0	1.8	17.326	C
4 - Hull Bridge Road	423	106	870	430	411	441	0.0	2.4	20.441	C

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	645	161	814	650	656	727	2.0	2.1	11.827	B
2 - A1035 (E)	869	217	346	879	894	1118	1.0	1.2	5.330	A
3 - A1164 (S)	857	214	705	850	884	520	1.8	5.6	21.037	C
4 - Hull Bridge Road	493	123	1054	487	478	501	2.4	5.6	32.482	D

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	770	193	838	781	794	854	2.1	5.4	22.019	C
2 - A1035 (E)	1082	270	405	1087	1129	1214	1.2	1.6	6.336	A
3 - A1164 (S)	1081	270	851	937	943	639	5.6	41.0	98.123	F
4 - Hull Bridge Road	551	138	1183	508	516	605	5.6	22.7	111.333	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	822	206	820	826	813	814	5.4	8.5	32.274	D
2 - A1035 (E)	1092	273	422	1082	1142	1223	1.6	2.5	6.367	A
3 - A1164 (S)	1105	276	870	901	930	635	41.0	88.0	258.563	F
4 - Hull Bridge Road	611	153	1145	489	503	626	22.7	49.1	247.905	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	645	161	873	635	694	785	8.5	2.9	21.307	C
2 - A1035 (E)	886	221	347	891	940	1161	2.5	1.2	5.526	A
3 - A1164 (S)	871	218	712	988	987	526	88.0	62.8	284.533	F
4 - Hull Bridge Road	517	129	1143	514	524	557	49.1	42.1	316.527	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	577	144	817	582	551	679	2.9	1.1	11.393	B
2 - A1035 (E)	739	185	323	741	782	1076	1.2	0.8	4.910	A
3 - A1164 (S)	724	181	599	859	953	465	62.8	17.2	127.328	F
4 - Hull Bridge Road	398	100	989	508	522	469	42.1	17.4	193.246	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	432	784	0.549	430	428	0.0	1.8	8.970	A
			3	1, 4	109	805	0.135	111	114	0.0	0.1	4.872	A
		2	1	(1, 2, 3, 4)	542			541	550	0.0	0.1	0.045	A
	Exit	1	1		620			620	631	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	941			941	954	0.0	0.0	0.000	A
			2	2, 3, 4	359			359	366	0.0	0.0	0.000	A
	CircBase	1	1	2	341			341	338	0.0	0.0	0.000	A
			2	2, 3, 4	339			339	351	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	258	941	0.273	257	292	0.0	0.3	5.346	A
			2	4	241	1018	0.237	241	244	0.0	0.3	4.610	A
			3	1, 2	229	981	0.233	228	240	0.0	0.3	5.058	A
	Exit	1	1		938			938	946	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1022			1022	1031	0.0	0.0	0.000	A
			2	1, 3, 4	199			199	200	0.0	0.0	0.000	A
	CircBase	1	1	3	93			93	86	0.0	0.0	0.000	A
			2	1, 3, 4	191			191	200	0.0	0.0	0.000	A
	Entry	2	1	(3)	258			258	293	0.0	0.0	0.000	A
			2	(1, 2, 4)	470			470	487	0.0	0.0	0.035	A
3 - A1164 (S)	Entry	1	1	1, 4	362	687	0.527	360	356	0.0	1.0	9.938	A
			2	2, 3	362	661	0.547	371	398	0.0	0.6	10.352	B
	Exit	1	1		430			430	463	0.0	0.0	0.000	A
	CircLink	1	1	3	430			430	463	0.0	0.0	0.000	A
			2	4	351			351	358	0.0	0.0	0.000	A
			3	1, 2	228			228	240	0.0	0.0	0.000	A
	CircBase	1	1	4	181			181	183	0.0	0.0	0.000	A
			2	1, 2, 4	398			398	415	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	695			723	761	0.0	0.2	7.178	A
4 - Hull Bridge Road	Entry	1	1	1, 2	407	569	0.714	406	387	0.0	1.7	14.108	B
			2	3, 4	27	562	0.048	25	24	0.0	0.3	6.608	A
	CircBase	1	1	1	259			259	253	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	423			434	419	0.0	0.4	6.771	A
	Exit	1	1		441			441	443	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	693			693	697	0.0	0.0	0.000	A
			2	1, 2, 3	617			617	656	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	611			611	656	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	502	743	0.674	509	514	1.8	1.7	12.973	B
			3	1, 4	142	761	0.186	141	142	0.1	0.4	5.692	A
		2	1	(1, 2, 3, 4)	645			644	656	0.1	0.0	0.467	A
	Exit	1	1		727			727	720	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1124			1124	1110	0.0	0.0	0.000	A
			2	2, 3, 4	417			417	428	0.0	0.0	0.000	A
	CircBase	1	1	2	401			401	401	0.0	0.0	0.000	A
			2	2, 3, 4	414			414	417	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	313	937	0.335	315	339	0.3	0.5	5.911	A
			2	4	265	1000	0.265	270	281	0.3	0.4	5.029	A
			3	1, 2	290	965	0.301	294	275	0.3	0.3	4.856	A
	Exit	1	1		1118			1118	1131	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1220			1220	1232	0.0	0.0	0.000	A
			2	1, 3, 4	244			244	242	0.0	0.0	0.000	A
	CircBase	1	1	3	109			109	105	0.0	0.0	0.000	A
			2	1, 3, 4	238			238	238	0.0	0.0	0.000	A
	Entry	2	1	(3)	313			313	340	0.0	0.0	0.000	A
			2	(1, 2, 4)	555			555	556	0.0	0.0	0.049	A
3 - A1164 (S)	Entry	1	1	1, 4	386	646	0.595	383	409	1.0	1.1	10.622	B
			2	2, 3	469	629	0.748	467	475	0.6	1.5	11.562	B
	Exit	1	1		520			520	540	0.0	0.0	0.000	A
	CircLink	1	1	3	520			520	540	0.0	0.0	0.000	A
			2	4	411			411	422	0.0	0.0	0.000	A
			3	1, 2	294			294	275	0.0	0.0	0.000	A
	CircBase	1	1	4	189			189	212	0.0	0.0	0.000	A
			2	1, 2, 4	516			516	485	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	857			855	889	0.2	2.9	9.825	A
4 - Hull Bridge Road	Entry	1	1	1, 2	459	515	0.891	457	448	1.7	2.4	16.426	C
			2	3, 4	30	492	0.062	30	29	0.3	0.1	7.506	A
	CircBase	1	1	1	276			276	280	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	493			489	480	0.4	3.1	16.506	C
	Exit	1	1		501			501	521	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	791			791	810	0.0	0.0	0.000	A
			2	1, 2, 3	764			764	771	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	778			778	780	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	605	732	0.826	617	620	1.7	3.6	19.440	C
			3	1, 4	168	753	0.223	164	174	0.4	0.5	7.114	A
		2	1	(1, 2, 3, 4)	770			773	802	0.0	1.3	5.209	A
	Exit	1	1		854			854	850	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1230			1230	1265	0.0	0.0	0.000	A
			2	2, 3, 4	462			462	454	0.0	0.0	0.000	A
	CircBase	1	1	2	405			405	416	0.0	0.0	0.000	A
			2	2, 3, 4	433			433	454	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	401	913	0.441	399	422	0.5	0.7	7.658	A
			2	4	329	983	0.334	331	348	0.4	0.4	5.443	A
			3	1, 2	353	935	0.377	357	359	0.3	0.5	5.599	A
	Exit	1	1		1214			1214	1248	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1328			1328	1371	0.0	0.0	0.000	A
			2	1, 3, 4	290			290	293	0.0	0.0	0.000	A
	CircBase	1	1	3	122			122	122	0.0	0.0	0.000	A
			2	1, 3, 4	282			282	294	0.0	0.0	0.000	A
	Entry	2	1	(3)	401			401	423	0.0	0.0	0.000	A
			2	(1, 2, 4)	681			682	707	0.0	0.0	0.064	A
3 - A1164 (S)	Entry	1	1	1, 4	458	610	0.754	467	441	1.1	1.4	13.662	B
			2	2, 3	475	582	0.816	470	502	1.5	1.9	14.082	B
	Exit	1	1		639			639	664	0.0	0.0	0.000	A
	CircLink	1	1	3	639			639	664	0.0	0.0	0.000	A
			2	4	495			495	522	0.0	0.0	0.000	A
			3	1, 2	357			357	359	0.0	0.0	0.000	A
	CircBase	1	1	4	245			245	266	0.0	0.0	0.000	A
			2	1, 2, 4	606			606	614	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	1081			933	946	2.9	37.7	84.184	F
4 - Hull Bridge Road	Entry	1	1	1, 2	478	475	1.007	479	482	2.4	2.9	20.779	C
			2	3, 4	30	470	0.064	29	34	0.1	0.1	8.503	A
	CircBase	1	1	1	357			357	340	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	551			508	518	3.1	19.7	90.932	F
	Exit	1	1		605			605	620	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	950			950	966	0.0	0.0	0.000	A
			2	1, 2, 3	839			839	857	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	826			826	863	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	638	741	0.864	646	634	3.6	3.8	21.567	C
			3	1, 4	180	760	0.237	179	178	0.5	0.3	6.600	A
		2	1	(1, 2, 3, 4)	822			819	813	1.3	4.4	13.918	B
	Exit	1	1		814			814	845	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1206			1206	1256	0.0	0.0	0.000	A
			2	2, 3, 4	428			428	449	0.0	0.0	0.000	A
	CircBase	1	1	2	383			383	405	0.0	0.0	0.000	A
			2	2, 3, 4	437			437	455	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	399	894	0.445	391	420	0.7	1.2	7.001	A
			2	4	354	979	0.361	354	350	0.4	0.4	5.670	A
			3	1, 2	339	950	0.357	337	371	0.5	0.9	6.083	A
	Exit	1	1		1223			1223	1236	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1345			1345	1365	0.0	0.0	0.000	A
			2	1, 3, 4	301			301	307	0.0	0.0	0.000	A
	CircBase	1	1	3	117			117	131	0.0	0.0	0.000	A
			2	1, 3, 4	306			306	305	0.0	0.0	0.000	A
	Entry	2	1	(3)	399			399	422	0.0	0.0	0.000	A
			2	(1, 2, 4)	693			693	723	0.0	0.0	0.139	A
3 - A1164 (S)	Entry	1	1	1, 4	439	606	0.725	434	426	1.4	1.8	13.998	B
			2	2, 3	466	579	0.800	467	503	1.9	2.0	15.936	C
	Exit	1	1		635			635	679	0.0	0.0	0.000	A
	CircLink	1	1	3	635			635	679	0.0	0.0	0.000	A
			2	4	533			533	528	0.0	0.0	0.000	A
			3	1, 2	337			337	371	0.0	0.0	0.000	A
	CircBase	1	1	4	260			260	263	0.0	0.0	0.000	A
			2	1, 2, 4	610			610	636	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	1105			905	931	37.7	84.1	243.728	F
4 - Hull Bridge Road	Entry	1	1	1, 2	462	489	0.942	461	469	2.9	3.0	22.981	C
			2	3, 4	30	484	0.061	29	34	0.1	0.1	7.128	A
	CircBase	1	1	1	356			356	355	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	611			491	503	19.7	46.0	226.514	F
	Exit	1	1		626			626	627	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	981			981	981	0.0	0.0	0.000	A
			2	1, 2, 3	790			790	848	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	789			789	847	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	502	720	0.700	492	546	3.8	2.7	18.523	C
			3	1, 4	143	739	0.194	143	148	0.3	0.2	6.088	A
		2	1	(1, 2, 3, 4)	645			646	689	4.4	0.0	5.853	A
	Exit	1	1		785			785	796	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1213			1213	1232	0.0	0.0	0.000	A
			2	2, 3, 4	444			444	458	0.0	0.0	0.000	A
	CircBase	1	1	2	423			423	431	0.0	0.0	0.000	A
			2	2, 3, 4	450			450	463	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	319	923	0.346	322	354	1.2	0.4	6.140	A
			2	4	302	1001	0.302	303	297	0.4	0.4	4.950	A
			3	1, 2	265	969	0.274	266	290	0.9	0.4	5.313	A
	Exit	1	1		1161			1161	1210	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1270			1270	1325	0.0	0.0	0.000	A
			2	1, 3, 4	237			237	262	0.0	0.0	0.000	A
	CircBase	1	1	3	97			97	108	0.0	0.0	0.000	A
			2	1, 3, 4	249			249	269	0.0	0.0	0.000	A
	Entry	2	1	(3)	319			319	350	0.0	0.0	0.000	A
			2	(1, 2, 4)	566			567	585	0.0	0.0	0.058	A
3 - A1164 (S)	Entry	1	1	1, 4	477	654	0.727	480	461	1.8	1.7	12.872	B
			2	2, 3	504	619	0.813	508	526	2.0	1.8	14.622	B
	Exit	1	1		526			526	582	0.0	0.0	0.000	A
	CircLink	1	1	3	526			526	582	0.0	0.0	0.000	A
			2	4	446			446	445	0.0	0.0	0.000	A
			3	1, 2	266			266	290	0.0	0.0	0.000	A
	CircBase	1	1	4	230			230	224	0.0	0.0	0.000	A
			2	1, 2, 4	482			482	511	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	871			981	986	84.1	59.3	271.186	F
4 - Hull Bridge Road	Entry	1	1	1, 2	482	486	0.994	481	493	3.0	3.0	21.806	C
			2	3, 4	34	477	0.071	33	31	0.1	0.0	8.247	A
	CircBase	1	1	1	327			327	323	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	517			516	524	46.0	39.1	295.537	F
	Exit	1	1		557			557	557	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	875			875	874	0.0	0.0	0.000	A
			2	1, 2, 3	825			825	848	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	815			815	842	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	451	748	0.603	452	432	2.7	1.0	12.346	B
			3	1, 4	130	760	0.171	130	119	0.2	0.1	5.917	A
		2	1	(1, 2, 3, 4)	577			581	543	0.0	0.0	0.468	A
	Exit	1	1		679			679	730	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1073			1073	1157	0.0	0.0	0.000	A
			2	2, 3, 4	423			423	459	0.0	0.0	0.000	A
	CircBase	1	1	2	385			385	430	0.0	0.0	0.000	A
			2	2, 3, 4	432			432	456	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	270	937	0.289	271	289	0.4	0.2	5.364	A
			2	4	233	1008	0.231	233	246	0.4	0.4	4.513	A
			3	1, 2	237	980	0.241	236	248	0.4	0.2	4.741	A
	Exit	1	1		1076			1076	1135	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1183			1183	1230	0.0	0.0	0.000	A
			2	1, 3, 4	216			216	208	0.0	0.0	0.000	A
	CircBase	1	1	3	94			94	90	0.0	0.0	0.000	A
			2	1, 3, 4	229			229	213	0.0	0.0	0.000	A
	Entry	2	1	(3)	270			270	288	0.0	0.0	0.000	A
			2	(1, 2, 4)	470			470	492	0.0	0.0	0.033	A
3 - A1164 (S)	Entry	1	1	1, 4	402	685	0.585	404	439	1.7	1.2	11.533	B
			2	2, 3	458	656	0.696	455	513	1.8	2.0	12.866	B
	Exit	1	1		465			465	472	0.0	0.0	0.000	A
	CircLink	1	1	3	465			465	472	0.0	0.0	0.000	A
			2	4	363			363	364	0.0	0.0	0.000	A
			3	1, 2	236			236	248	0.0	0.0	0.000	A
	CircBase	1	1	4	182			182	188	0.0	0.0	0.000	A
			2	1, 2, 4	417			417	424	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	724			860	951	59.3	14.0	114.495	F
4 - Hull Bridge Road	Entry	1	1	1, 2	466	539	0.864	471	487	3.0	2.2	20.294	C
			2	3, 4	38	530	0.073	37	36	0.0	0.2	8.501	A
	CircBase	1	1	1	265			265	292	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	398			504	520	39.1	15.0	173.748	F
	Exit	1	1		469			469	471	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	730			730	752	0.0	0.0	0.000	A
			2	1, 2, 3	727			727	813	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	723			723	802	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	281	70	1028	796	0.353	282	281	0.0	1.0	8.982	A
				3	151	38	1028	765	0.196	148	147	0.0	0.8	8.948	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	109	27	1028	804	0.135	111	114	0.0	0.1	4.872	A
	CircLink	1	1	1	122	31	-	-	-	122	122	0.0	0.0	0.000	A
				2	141	35	-	-	-	141	129	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	143	36	-	-	-	143	135	0.0	0.0	0.000	A
				3	25	6	-	-	-	25	24	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	148	37	-	-	-	148	136	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	136	34	-	-	-	136	129	0.0	0.0	0.000	A
				3	25	6	-	-	-	25	24	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	282	70	-	-	-	281	286	0.0	0.1	0.032	A
				3	151	38	-	-	-	151	150	0.0	0.0	0.085	A
				4	109	27	-	-	-	109	115	0.0	0.0	0.027	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	258	65	1102	941	0.273	257	292	0.0	0.3	5.346	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	241	60	1102	1017	0.237	241	244	0.0	0.3	4.610	A
			3	1	228	57	1102	984	0.232	227	237	0.0	0.3	5.064	A
				2	1	0.29	367	171	0.007	1	3	0.0	0.0	4.248	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	282	71	-	-	-	282	281	0.0	0.0	0.000	A
				3	69	17	-	-	-	69	72	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	79	20	-	-	-	79	75	0.0	0.0	0.000	A
				4	111	28	-	-	-	111	114	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	13	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	9	2	-	-	-	9	11	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	258	65	-	-	-	258	293	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	228	57	-	-	-	228	239	0.0	0.0	0.042	A
				2	1	0.29	-	-	-	1	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	241	60	-	-	-	241	246	0.0	0.0	0.029	A
3 - A1164 (S)	Entry	1	1	1	273	68	872	688	0.397	271	271	0.0	0.8	9.748	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	89	22	872	679	0.131	89	85	0.0	0.2	10.552	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	362	90	872	660	0.549	371	398	0.0	0.6	10.352	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	257	64	-	-	-	257	292	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	241	60	-	-	-	241	244	0.0	0.0	0.000	A
			3	1	227	57	-	-	-	227	237	0.0	0.0	0.000	A
				2	1	0.29	-	-	-	1	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	227	57	-	-	-	227	237	0.0	0.0	0.000	A
				2	1	0.29	-	-	-	1	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	266	66	-	-	-	273	274	0.0	0.1	6.918	A
				2	344	86	-	-	-	362	401	0.0	0.0	7.481	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	86	22	-	-	-	89	86	0.0	0.0	6.651	A
4 - Hull Bridge Road	Entry	1	1	1	121	30	837	571	0.212	122	122	0.0	0.3	14.343	B
				2	285	71	837	567	0.503	283	264	0.0	1.4	13.999	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	27	7	837	558	0.048	25	24	0.0	0.3	6.608	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	137	34	-	-	-	137	135	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	89	22	-	-	-	89	85	0.0	0.0	0.000	A
			2	1	134	34	-	-	-	134	136	0.0	0.0	0.000	A
				2	371	93	-	-	-	371	398	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	138	34	-	-	-	138	131	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	133	33	-	-	-	133	140	0.0	0.0	0.000	A
				2	371	93	-	-	-	371	398	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	115	29	-	-	-	121	124	0.0	0.1	6.509	A
				2	281	70	-	-	-	285	270	0.0	0.3	6.963	A
				3	27	7	-	-	-	27	26	0.0	0.0	5.993	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	331	83	1028	747	0.440	334	342	1.8	1.2	13.051	B
				3	171	43	1028	734	0.234	175	172	1.8	0.4	12.818	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	142	35	1028	758	0.187	141	142	0.1	0.4	5.692	A
	CircLink	1	1	1	143	36	-	-	-	143	138	0.0	0.0	0.000	A
				2	153	38	-	-	-	153	151	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	161	40	-	-	-	161	159	0.0	0.0	0.000	A
				3	30	7	-	-	-	30	29	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	146	37	-	-	-	146	149	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	167	42	-	-	-	167	161	0.0	0.0	0.000	A
				3	30	7	-	-	-	30	29	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	331	83	-	-	-	331	342	0.1	0.0	0.376	A
				3	171	43	-	-	-	171	171	0.0	0.0	0.599	A
				4	142	35	-	-	-	142	143	0.0	0.0	0.527	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	313	78	1102	937	0.335	315	339	0.3	0.5	5.911	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	265	66	1102	1000	0.265	270	281	0.3	0.4	5.029	A
			3	1	286	72	1102	969	0.295	290	271	0.3	0.3	4.843	A
				2	4	1	682	436	0.009	4	4	0.0	0.0	6.097	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	334	83	-	-	-	334	342	0.0	0.0	0.000	A
				3	87	22	-	-	-	87	88	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	88	22	-	-	-	88	85	0.0	0.0	0.000	A
				4	141	35	-	-	-	141	142	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	16	4	-	-	-	16	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	14	3	-	-	-	14	14	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	313	78	-	-	-	313	340	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	286	72	-	-	-	286	271	0.0	0.0	0.065	A
				2	4	1	-	-	-	4	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	265	66	-	-	-	265	281	0.0	0.0	0.034	A
3 - A1164 (S)	Entry	1	1	1	298	75	872	659	0.452	294	310	1.0	0.9	10.725	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	872	610	0.142	90	99	1.0	0.2	10.285	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	469	117	872	629	0.747	467	475	0.6	1.5	11.562	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	315	79	-	-	-	315	339	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	270	68	-	-	-	270	281	0.0	0.0	0.000	A
			3	1	290	72	-	-	-	290	271	0.0	0.0	0.000	A
				2	4	1	-	-	-	4	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	290	72	-	-	-	290	271	0.0	0.0	0.000	A
				2	4	1	-	-	-	4	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	301	75	-	-	-	298	311	0.2	1.1	9.423	A
				2	469	117	-	-	-	469	479	0.2	1.4	10.184	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	89	22	-	-	-	88	99	0.2	0.4	9.418	A

4 - Hull Bridge Road	Entry	1	1	1	143	36	837	515	0.278	143	138	1.7	0.9	16.309	C
				2	316	79	837	516	0.612	314	310	1.7	1.5	16.479	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	30	8	837	495	0.061	30	29	0.3	0.1	7.506	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	147	37	-	-	-	147	155	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	90	22	-	-	-	90	99	0.0	0.0	0.000	A
			2	1	147	37	-	-	-	147	155	0.0	0.0	0.000	A
				2	467	117	-	-	-	467	475	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	140	35	-	-	-	140	153	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	154	38	-	-	-	154	158	0.0	0.0	0.000	A
				2	467	117	-	-	-	467	475	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	143	36	-	-	-	143	141	0.4	1.0	15.236	C
				2	321	80	-	-	-	316	310	0.4	2.0	17.088	C
				3	29	7	-	-	-	30	28	0.0	0.1	16.467	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	398	100	1028	740	0.538	406	412	1.7	2.5	19.385	C
				3	206	52	1028	727	0.284	211	208	1.7	1.1	19.549	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	168	42	1028	755	0.222	164	174	0.4	0.5	7.114	A
	CircLink	1	1	1	143	36	-	-	-	143	152	0.0	0.0	0.000	A
				2	157	39	-	-	-	157	167	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	179	45	-	-	-	179	163	0.0	0.0	0.000	A
				3	29	7	-	-	-	29	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	167	42	-	-	-	167	163	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	169	42	-	-	-	169	167	0.0	0.0	0.000	A
				3	29	7	-	-	-	29	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	399	100	-	-	-	398	417	0.0	0.8	5.537	A
				3	202	50	-	-	-	206	211	0.0	0.2	5.296	A
				4	168	42	-	-	-	168	174	0.0	0.3	4.343	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	401	100	1102	912	0.441	399	422	0.5	0.7	7.658	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	329	82	1102	984	0.334	331	348	0.4	0.4	5.443	A
			3	1	350	88	1102	938	0.373	354	354	0.3	0.5	5.587	A
				2	3	1	630	351	0.008	3	4	0.0	0.0	6.886	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	406	101	-	-	-	406	412	0.0	0.0	0.000	A
				3	99	25	-	-	-	99	108	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	111	28	-	-	-	111	101	0.0	0.0	0.000	A
				4	164	41	-	-	-	164	174	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	17	4	-	-	-	17	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	13	3	-	-	-	13	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	401	100	-	-	-	401	423	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	350	87	-	-	-	350	355	0.0	0.0	0.070	A
				2	3	1	-	-	-	3	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	329	82	-	-	-	329	348	0.0	0.0	0.060	A
3 - A1164 (S)	Entry	1	1	1	350	88	872	612	0.572	357	343	1.1	1.0	13.384	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	108	27	872	606	0.181	110	98	1.1	0.4	14.639	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	475	119	872	580	0.819	470	502	1.5	1.9	14.082	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	399	100	-	-	-	399	422	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	331	83	-	-	-	331	348	0.0	0.0	0.000	A
			3	1	354	88	-	-	-	354	354	0.0	0.0	0.000	A
				2	3	1	-	-	-	3	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	354	88	-	-	-	354	354	0.0	0.0	0.000	A
				2	3	1	-	-	-	3	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	401	100	-	-	-	350	343	2.9	13.2	82.926	F
				2	551	138	-	-	-	475	503	2.9	19.7	83.998	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	130	32	-	-	-	108	100	2.9	4.7	89.359	F
4 - Hull Bridge Road	Entry	1	1	1	142	35	837	475	0.298	143	152	2.4	0.7	20.779	C
				2	336	84	837	477	0.706	336	330	2.4	2.1	20.779	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	30	8	837	479	0.063	29	34	0.1	0.1	8.503	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	175	44	-	-	-	175	170	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	110	28	-	-	-	110	98	0.0	0.0	0.000	A
			2	1	182	45	-	-	-	182	173	0.0	0.0	0.000	A
				2	470	117	-	-	-	470	502	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	174	44	-	-	-	174	170	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	183	46	-	-	-	183	173	0.0	0.0	0.000	A
				2	470	117	-	-	-	470	502	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	167	42	-	-	-	142	152	3.1	6.4	91.393	F
				2	350	87	-	-	-	336	333	3.1	12.0	90.245	F
				3	33	8	-	-	-	30	34	3.1	1.3	95.647	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	426	106	1028	743	0.575	432	410	3.6	2.5	21.513	C
				3	213	53	1028	736	0.290	214	225	3.6	1.3	21.664	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	180	45	1028	759	0.237	179	178	0.5	0.3	6.600	A
	CircLink	1	1	1	138	35	-	-	-	138	151	0.0	0.0	0.000	A
				2	166	42	-	-	-	166	156	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	157	39	-	-	-	157	162	0.0	0.0	0.000	A
				3	29	7	-	-	-	29	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	149	37	-	-	-	149	157	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	174	43	-	-	-	174	161	0.0	0.0	0.000	A

				3	29	7	-	-	-	29	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	426	106	-	-	-	426	410	1.3	2.2	14.056	B
				3	214	53	-	-	-	213	225	1.3	1.2	14.092	B
				4	183	46	-	-	-	180	177	1.3	1.0	13.392	B
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	399	100	1102	893	0.445	391	420	0.7	1.2	7.001	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	354	88	1102	978	0.362	354	350	0.4	0.4	5.670	A
			3	1	337	84	1102	952	0.354	335	366	0.5	0.9	6.056	A
				2	2	0.43	630	419	0.004	2	6	0.0	0.0	8.766	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	432	108	-	-	-	432	410	0.0	0.0	0.000	A
				3	106	26	-	-	-	106	112	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	108	27	-	-	-	108	113	0.0	0.0	0.000	A
				4	179	45	-	-	-	179	178	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	19	5	-	-	-	19	20	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	9	2	-	-	-	9	14	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	399	100	-	-	-	399	422	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	337	84	-	-	-	337	367	0.0	0.0	0.173	A
				2	2	0.43	-	-	-	2	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	354	88	-	-	-	354	350	0.0	0.0	0.107	A
3 - A1164 (S)	Entry	1	1	1	344	86	872	606	0.568	341	328	1.4	1.4	14.013	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	95	24	872	599	0.158	93	98	1.4	0.4	13.947	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	466	117	872	579	0.800	467	503	1.9	2.0	15.936	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	391	98	-	-	-	391	420	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	354	88	-	-	-	354	350	0.0	0.0	0.000	A
			3	1	335	84	-	-	-	335	366	0.0	0.0	0.000	A
				2	2	0.43	-	-	-	2	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	335	84	-	-	-	335	366	0.0	0.0	0.000	A
				2	2	0.43	-	-	-	2	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	400	100	-	-	-	344	330	37.7	30.1	244.856	F
				2	579	145	-	-	-	466	503	37.7	44.5	242.204	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	126	31	-	-	-	95	98	37.7	9.5	247.499	F
4 - Hull Bridge Road	Entry	1	1	1	136	34	837	489	0.279	138	151	2.9	0.8	23.025	C
				2	326	81	837	490	0.663	323	318	2.9	2.2	22.960	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	30	7	837	466	0.064	29	34	0.1	0.1	7.128	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	183	46	-	-	-	183	171	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	93	23	-	-	-	93	98	0.0	0.0	0.000	A
			2	1	157	39	-	-	-	157	157	0.0	0.0	0.000	A
				2	467	117	-	-	-	467	503	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	173	43	-	-	-	173	168	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	167	42	-	-	-	167	160	0.0	0.0	0.000	A
				2	467	117	-	-	-	467	503	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	193	48	-	-	-	136	152	19.7	15.4	228.796	F
				2	389	97	-	-	-	326	318	19.7	28.4	226.068	F
				3	30	7	-	-	-	30	34	19.7	2.2	219.591	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	326	81	1028	722	0.452	321	348	3.8	1.6	18.545	C
				3	177	44	1028	714	0.249	171	198	3.8	1.1	18.484	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	143	36	1028	737	0.195	143	148	0.3	0.2	6.088	A
	CircLink	1	1	1	154	38	-	-	-	154	162	0.0	0.0	0.000	A
				2	167	42	-	-	-	167	168	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	161	40	-	-	-	161	163	0.0	0.0	0.000	A
				3	33	8	-	-	-	33	31	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	170	43	-	-	-	170	164	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	157	39	-	-	-	157	167	0.0	0.0	0.000	A
				3	33	8	-	-	-	33	31	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	326	81	-	-	-	326	345	4.4	0.0	5.938	A
				3	176	44	-	-	-	177	197	4.4	0.0	6.494	A
				4	143	36	-	-	-	143	148	4.4	0.0	4.834	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	319	80	1102	923	0.346	322	354	1.2	0.4	6.140	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	302	75	1102	999	0.302	303	297	0.4	0.4	4.950	A
			3	1	261	65	1102	980	0.266	262	285	0.9	0.4	5.256	A
				2	5	1	682	333	0.014	4	6	0.0	0.0	9.957	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	321	80	-	-	-	321	348	0.0	0.0	0.000	A
				3	91	23	-	-	-	91	100	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	79	20	-	-	-	79	97	0.0	0.0	0.000	A

				4	143	36	-	-	-	143	148	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	13	3	-	-	-	13	13	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	21	5	-	-	-	21	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	319	80	-	-	-	319	350	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	260	65	-	-	-	261	283	0.0	0.0	0.075	A
				2	5	1	-	-	-	5	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	302	75	-	-	-	302	296	0.0	0.0	0.044	A
3 - A1164 (S)	Entry	1	1	1	369	92	872	657	0.561	369	350	1.8	1.4	12.961	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	108	27	872	639	0.168	111	112	1.8	0.3	12.591	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	504	126	872	619	0.812	508	526	2.0	1.8	14.622	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	322	80	-	-	-	322	354	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	303	76	-	-	-	303	297	0.0	0.0	0.000	A
			3	1	262	65	-	-	-	262	285	0.0	0.0	0.000	A
				2	4	1	-	-	-	4	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	262	65	-	-	-	262	285	0.0	0.0	0.000	A
				2	4	1	-	-	-	4	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	321	80	-	-	-	369	349	84.1	20.9	264.676	F
				2	454	114	-	-	-	504	525	84.1	32.0	274.993	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	95	24	-	-	-	108	112	84.1	6.4	274.537	F
4 - Hull Bridge Road	Entry	1	1	1	163	41	837	486	0.335	154	162	3.0	1.4	21.559	C
				2	319	80	837	486	0.659	327	331	3.0	1.6	21.931	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	34	8	837	481	0.070	33	31	0.1	0.0	8.247	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	190	47	-	-	-	190	178	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	111	28	-	-	-	111	112	0.0	0.0	0.000	A
			2	1	179	45	-	-	-	179	171	0.0	0.0	0.000	A
				2	508	127	-	-	-	508	526	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	193	48	-	-	-	193	177	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	177	44	-	-	-	177	172	0.0	0.0	0.000	A
				2	508	127	-	-	-	508	526	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	150	38	-	-	-	163	165	46.0	10.6	290.073	F
				2	326	81	-	-	-	319	328	46.0	25.6	297.956	F
				3	41	10	-	-	-	34	31	46.0	3.0	296.426	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	297	74	1028	750	0.396	296	284	2.7	0.7	12.386	B
				3	154	38	1028	743	0.208	156	148	2.7	0.3	12.269	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	130	33	1028	762	0.171	130	119	0.2	0.1	5.917	A
	CircLink	1	1	1	147	37	-	-	-	147	153	0.0	0.0	0.000	A
				2	162	40	-	-	-	162	164	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	162	40	-	-	-	162	170	0.0	0.0	0.000	A
				3	37	9	-	-	-	37	36	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	157	39	-	-	-	157	166	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	167	42	-	-	-	167	167	0.0	0.0	0.000	A
				3	37	9	-	-	-	37	36	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	295	74	-	-	-	297	280	0.0	0.0	0.412	A
				3	152	38	-	-	-	154	145	0.0	0.0	0.647	A
				4	130	32	-	-	-	130	118	0.0	0.0	0.385	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	270	67	1102	938	0.289	271	289	0.4	0.2	5.364	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	233	58	1102	1008	0.231	233	246	0.4	0.4	4.513	A
			3	1	235	59	1102	987	0.238	234	244	0.4	0.2	4.730	A
				2	2	0.43	472	217	0.008	2	3	0.4	0.0	6.079	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	296	74	-	-	-	296	284	0.0	0.0	0.000	A
				3	83	21	-	-	-	83	76	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	73	18	-	-	-	73	72	0.0	0.0	0.000	A
				4	130	32	-	-	-	130	119	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	17	4	-	-	-	17	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	20	5	-	-	-	20	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	270	67	-	-	-	270	288	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	235	59	-	-	-	235	244	0.0	0.0	0.058	A
				2	2	0.43	-	-	-	2	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	233	58	-	-	-	233	246	0.0	0.0	0.011	A
3 - A1164 (S)	Entry	1	1	1	296	74	872	688	0.430	297	332	1.7	1.0	11.363	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	105	26	872	676	0.155	106	107	1.7	0.2	12.074	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	458	115	872	656	0.697	455	513	1.8	2.0	12.866	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	271	68	-	-	-	271	289	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	233	58	-	-	-	233	246	0.0	0.0	0.000	A
			3	1	234	59	-	-	-	234	244	0.0	0.0	0.000	A
				2	2	0.43	-	-	-	2	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	234	59	-	-	-	234	244	0.0	0.0	0.000	A
				2	2	0.43	-	-	-	2	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	246	61	-	-	-	296	331	59.3	4.6	115.909	F
				2	383	96	-	-	-	458	514	59.3	7.5	114.301	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	95	24	-	-	-	105	106	59.3	1.9	110.857	F
4 - Hull Bridge Road	Entry	1	1	1	145	36	837	543	0.267	147	153	3.0	0.6	20.680	C
				2	321	80	837	535	0.599	323	334	3.0	1.7	20.120	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	38	10	837	522	0.074	37	36	0.0	0.2	8.501	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	147	37	-	-	-	147	159	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	106	27	-	-	-	106	107	0.0	0.0	0.000	A
			2	1	150	38	-	-	-	150	173	0.0	0.0	0.000	A
				2	455	114	-	-	-	455	513	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	151	38	-	-	-	151	172	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	147	37	-	-	-	147	161	0.0	0.0	0.000	A
				2	455	114	-	-	-	455	513	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	117	29	-	-	-	145	150	39.1	4.9	175.869	F
				2	254	64	-	-	-	321	334	39.1	9.5	175.093	F
				3	27	7	-	-	-	38	36	39.1	0.7	150.293	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026 + Committed Development + Concurrent Scenario, AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Lane Roundabout	Standard Roundabout	✓	1, 2, 3, 4	68.17	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	68.17	F

Traffic Demand

Demand Set 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	Base 2026 + Committed Development + Concurrent Scenario	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	813	100.000
2 - A1035 (E)		ONE HOUR	✓	1035	100.000
3 - A1164 (S)		ONE HOUR	✓	737	100.000
4 - Hull Bridge Road		ONE HOUR	✓	492	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	268	314	231
	2 - A1035 (E)	326	2	311	396
	3 - A1164 (S)	236	421	0	80
	4 - Hull Bridge Road	182	221	87	2

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	8	6	0
	2 - A1035 (E)	8	100	14	1
	3 - A1164 (S)	7	12	0	4
	4 - Hull Bridge Road	2	3	6	0

Cyclist %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	0	0	0
	2 - A1035 (E)	0	0	0	0
	3 - A1164 (S)	0	0	0	0
	4 - Hull Bridge Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	36.91	11.6	E	750	1124
2 - A1035 (E)	8.62	2.4	A	952	1428
3 - A1164 (S)	189.53	47.2	F	681	1022
4 - Hull Bridge Road	56.32	9.5	F	451	676

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	629	157	546	634	649	560	0.0	1.3	9.510	A
2 - A1035 (E)	776	194	486	774	844	694	0.0	1.5	5.826	A
3 - A1164 (S)	556	139	713	553	590	547	0.0	3.2	15.056	C
4 - Hull Bridge Road	365	91	741	366	379	526	0.0	1.5	12.252	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	721	180	643	711	740	661	1.3	3.9	12.537	B
2 - A1035 (E)	941	235	558	939	1004	796	1.5	1.6	6.656	A
3 - A1164 (S)	641	160	857	649	710	640	3.2	4.8	24.485	C
4 - Hull Bridge Road	433	108	864	439	460	641	1.5	2.1	17.164	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	900	225	754	887	913	761	3.9	11.5	34.679	D
2 - A1035 (E)	1139	285	694	1154	1230	947	1.6	2.2	8.053	A
3 - A1164 (S)	829	207	1055	732	787	793	4.8	26.3	79.282	F
4 - Hull Bridge Road	530	132	1009	507	531	779	2.1	9.4	48.246	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	900	225	744	878	941	808	11.5	9.7	36.909	E
2 - A1035 (E)	1165	291	680	1170	1235	941	2.2	2.3	8.624	A
3 - A1164 (S)	826	206	1064	725	794	786	26.3	47.5	189.532	F
4 - Hull Bridge Road	545	136	1015	537	562	774	9.4	8.2	56.317	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	730	183	732	733	810	674	9.7	3.0	20.950	C
2 - A1035 (E)	914	228	581	912	988	883	2.3	1.8	6.399	A
3 - A1164 (S)	684	171	855	768	845	639	47.5	21.9	156.743	F
4 - Hull Bridge Road	451	113	961	445	473	662	8.2	4.2	32.298	D

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	620	155	601	621	640	559	3.0	1.8	10.815	B
2 - A1035 (E)	778	195	493	767	841	729	1.8	1.7	5.935	A
3 - A1164 (S)	563	141	704	590	701	556	21.9	3.8	46.152	E
4 - Hull Bridge Road	379	95	772	387	399	522	4.2	1.2	16.838	C

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	449	781	0.575	457	477	0.0	0.9	10.761	B
			3	1, 4	179	841	0.213	177	171	0.0	0.4	5.076	A
		2	1	(1, 2, 3, 4)	629			629	654	0.0	0.0	0.326	A
	Exit	1	1		560			560	598	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	804			804	856	0.0	0.0	0.000	A
			2	2, 3, 4	303			303	325	0.0	0.0	0.000	A
	CircBase	1	1	2	250			250	257	0.0	0.0	0.000	A
			2	2, 3, 4	297			297	327	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	239	840	0.286	239	272	0.0	0.4	5.892	A
			2	4	295	953	0.309	291	302	0.0	0.7	5.418	A
			3	1, 2	244	876	0.277	244	271	0.0	0.4	5.883	A
	Exit	1	1		694			694	736	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	847			847	893	0.0	0.0	0.000	A
			2	1, 3, 4	333			333	339	0.0	0.0	0.000	A
	CircBase	1	1	3	151			151	158	0.0	0.0	0.000	A
			2	1, 3, 4	335			335	338	0.0	0.0	0.000	A
	Entry	2	1	(3)	239			239	274	0.0	0.0	0.000	A
			2	(1, 2, 4)	537			538	577	0.0	0.0	0.169	A
3 - A1164 (S)	Entry	1	1	1, 4	237	611	0.386	237	250	0.0	0.5	9.022	A
			2	2, 3	318	591	0.537	316	340	0.0	1.5	11.072	B
	Exit	1	1		547			547	596	0.0	0.0	0.000	A
	CircLink	1	1	3	547			547	596	0.0	0.0	0.000	A
			2	4	469			469	474	0.0	0.0	0.000	A
			3	1, 2	244			244	271	0.0	0.0	0.000	A
	CircBase	1	1	4	234			234	243	0.0	0.0	0.000	A
			2	1, 2, 4	479			479	502	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	556			554	599	0.0	1.2	4.825	A
4 - Hull Bridge Road	Entry	1	1	1, 2	303	589	0.514	302	310	0.0	1.1	10.825	B
			2	3, 4	64	569	0.114	64	69	0.0	0.1	6.483	A
	CircBase	1	1	1	210			210	232	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	365			367	384	0.0	0.3	2.184	A
	Exit	1	1		526			526	533	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	731			731	758	0.0	0.0	0.000	A
			2	1, 2, 3	536			536	577	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	531			531	571	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	518	751	0.690	511	537	0.9	2.8	13.343	B
			3	1, 4	202	806	0.251	200	203	0.4	0.3	6.454	A
		2	1	(1, 2, 3, 4)	721			720	748	0.0	0.7	1.095	A
	Exit	1	1		661			661	701	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	939			939	1014	0.0	0.0	0.000	A
			2	2, 3, 4	365			365	396	0.0	0.0	0.000	A
	CircBase	1	1	2	289			289	308	0.0	0.0	0.000	A
			2	2, 3, 4	355			355	401	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	287	829	0.347	284	326	0.4	0.8	6.957	A
			2	4	361	925	0.390	361	359	0.7	0.5	6.270	A
			3	1, 2	293	857	0.341	294	320	0.4	0.4	6.340	A
	Exit	1	1		796			796	872	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	975			975	1056	0.0	0.0	0.000	A
			2	1, 3, 4	379			379	393	0.0	0.0	0.000	A
	CircBase	1	1	3	179			179	183	0.0	0.0	0.000	A
			2	1, 3, 4	379			379	395	0.0	0.0	0.000	A
	Entry	2	1	(3)	287			287	328	0.0	0.0	0.000	A
			2	(1, 2, 4)	653			654	678	0.0	0.0	0.221	A
3 - A1164 (S)	Entry	1	1	1, 4	285	578	0.494	286	297	0.5	0.8	11.033	B
			2	2, 3	365	547	0.671	362	412	1.5	1.5	12.603	B
	Exit	1	1		640			640	698	0.0	0.0	0.000	A
	CircLink	1	1	3	640			640	698	0.0	0.0	0.000	A
			2	4	563			563	564	0.0	0.0	0.000	A
			3	1, 2	294			294	320	0.0	0.0	0.000	A
	CircBase	1	1	4	290			290	288	0.0	0.0	0.000	A
			2	1, 2, 4	567			567	595	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	641			650	711	1.2	2.5	12.551	B
4 - Hull Bridge Road	Entry	1	1	1, 2	356	545	0.654	353	372	1.1	1.5	12.911	B
			2	3, 4	86	532	0.163	87	88	0.1	0.1	8.299	A
	CircBase	1	1	1	245			245	266	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	433			442	461	0.3	0.4	5.106	A
	Exit	1	1		641			641	642	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	889			889	906	0.0	0.0	0.000	A
			2	1, 2, 3	617			617	687	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	619			619	684	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	640	717	0.896	639	661	2.8	4.5	22.787	C
			3	1, 4	249	767	0.325	249	251	0.3	0.6	7.079	A
		2	1	(1, 2, 3, 4)	900			889	921	0.7	6.4	16.283	C
	Exit	1	1		761			761	811	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1084			1084	1169	0.0	0.0	0.000	A
			2	2, 3, 4	431			431	452	0.0	0.0	0.000	A
	CircBase	1	1	2	338			338	365	0.0	0.0	0.000	A
			2	2, 3, 4	415			415	445	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	353	798	0.444	351	402	0.8	0.7	8.001	A
			2	4	437	886	0.493	447	442	0.5	0.8	7.993	A
			3	1, 2	351	829	0.424	356	386	0.4	0.6	7.002	A
	Exit	1	1		947			947	1017	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1176			1176	1250	0.0	0.0	0.000	A
			2	1, 3, 4	465			465	473	0.0	0.0	0.000	A
	CircBase	1	1	3	222			222	227	0.0	0.0	0.000	A
			2	1, 3, 4	472			472	479	0.0	0.0	0.000	A
	Entry	2	1	(3)	353			353	401	0.0	0.0	0.000	A
			2	(1, 2, 4)	785			789	830	0.0	0.0	0.527	A
3 - A1164 (S)	Entry	1	1	1, 4	308	515	0.599	307	321	0.8	1.1	13.596	B
			2	2, 3	423	485	0.877	425	466	1.5	1.9	16.619	C
	Exit	1	1		793			793	854	0.0	0.0	0.000	A
	CircLink	1	1	3	793			793	854	0.0	0.0	0.000	A
			2	4	699			699	696	0.0	0.0	0.000	A
			3	1, 2	356			356	386	0.0	0.0	0.000	A
	CircBase	1	1	4	345			345	349	0.0	0.0	0.000	A
			2	1, 2, 4	711			711	733	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	829			731	791	2.5	23.2	63.721	F
4 - Hull Bridge Road	Entry	1	1	1, 2	414	499	0.829	411	432	1.5	2.3	17.344	C
			2	3, 4	94	486	0.192	96	99	0.1	0.2	8.928	A
	CircBase	1	1	1	289			289	299	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	530			508	534	0.4	7.0	32.232	D
	Exit	1	1		779			779	779	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	1074			1074	1092	0.0	0.0	0.000	A
			2	1, 2, 3	715			715	777	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	719			719	791	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	632	728	0.868	630	681	4.5	3.9	23.386	C
			3	1, 4	248	772	0.322	248	260	0.6	0.5	7.545	A
		2	1	(1, 2, 3, 4)	900			880	939	6.4	5.3	18.114	C
	Exit	1	1		808			808	843	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1130			1130	1211	0.0	0.0	0.000	A
			2	2, 3, 4	422			422	464	0.0	0.0	0.000	A
	CircBase	1	1	2	316			316	358	0.0	0.0	0.000	A
			2	2, 3, 4	427			427	474	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	353	792	0.445	356	391	0.7	0.7	8.956	A
			2	4	440	891	0.494	441	445	0.8	1.1	8.659	A
			3	1, 2	372	835	0.445	373	399	0.6	0.5	7.022	A
	Exit	1	1		941			941	1043	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1152			1152	1279	0.0	0.0	0.000	A
			2	1, 3, 4	470			470	494	0.0	0.0	0.000	A
	CircBase	1	1	3	210			210	235	0.0	0.0	0.000	A
			2	1, 3, 4	470			470	494	0.0	0.0	0.000	A
	Entry	2	1	(3)	353			353	391	0.0	0.0	0.000	A
			2	(1, 2, 4)	813			812	845	0.0	0.0	0.568	A
3 - A1164 (S)	Entry	1	1	1, 4	316	519	0.608	318	327	1.1	1.4	14.762	B
			2	2, 3	406	486	0.836	407	468	1.9	1.9	18.129	C
	Exit	1	1		786			786	858	0.0	0.0	0.000	A
	CircLink	1	1	3	786			786	858	0.0	0.0	0.000	A
			2	4	691			691	708	0.0	0.0	0.000	A
			3	1, 2	373			373	399	0.0	0.0	0.000	A
	CircBase	1	1	4	349			349	355	0.0	0.0	0.000	A
			2	1, 2, 4	715			715	752	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	826			723	794	23.2	44.1	172.935	F
4 - Hull Bridge Road	Entry	1	1	1, 2	442	504	0.879	439	456	2.3	2.4	18.354	C
			2	3, 4	98	488	0.203	97	106	0.2	0.4	9.844	A
	CircBase	1	1	1	296			296	314	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	545			540	564	7.0	5.4	39.541	E
	Exit	1	1		774			774	788	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	1074			1074	1110	0.0	0.0	0.000	A
			2	1, 2, 3	715			715	791	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	719			719	798	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	518	720	0.720	525	592	3.9	2.3	18.942	C
			3	1, 4	209	773	0.270	208	218	0.5	0.4	6.543	A
		2	1	(1, 2, 3, 4)	730			728	802	5.3	0.4	5.793	A
	Exit	1	1		674			674	740	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1000			1000	1095	0.0	0.0	0.000	A
			2	2, 3, 4	406			406	448	0.0	0.0	0.000	A
	CircBase	1	1	2	324			324	356	0.0	0.0	0.000	A
			2	2, 3, 4	407			407	448	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	270	810	0.332	267	310	0.7	0.5	6.512	A
			2	4	359	919	0.391	362	365	1.1	0.6	6.216	A
			3	1, 2	284	855	0.333	283	313	0.5	0.7	6.278	A
	Exit	1	1		883			883	989	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1071			1071	1192	0.0	0.0	0.000	A
			2	1, 3, 4	393			393	421	0.0	0.0	0.000	A
	CircBase	1	1	3	185			185	204	0.0	0.0	0.000	A
			2	1, 3, 4	397			397	420	0.0	0.0	0.000	A
	Entry	2	1	(3)	270			270	309	0.0	0.0	0.000	A
			2	(1, 2, 4)	644			644	677	0.0	0.1	0.098	A
3 - A1164 (S)	Entry	1	1	1, 4	326	581	0.564	325	343	1.4	1.2	12.955	B
			2	2, 3	437	536	0.821	443	501	1.9	1.4	16.236	C
	Exit	1	1		639			639	715	0.0	0.0	0.000	A
	CircLink	1	1	3	639			639	715	0.0	0.0	0.000	A
			2	4	572			572	585	0.0	0.0	0.000	A
			3	1, 2	283			283	313	0.0	0.0	0.000	A
	CircBase	1	1	4	273			273	288	0.0	0.0	0.000	A
			2	1, 2, 4	582			582	610	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	684			763	843	44.1	19.3	142.323	F
4 - Hull Bridge Road	Entry	1	1	1, 2	366	519	0.705	364	383	2.4	1.8	16.245	C
			2	3, 4	83	497	0.168	81	90	0.4	0.4	9.094	A
	CircBase	1	1	1	266			266	287	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	451			449	470	5.4	1.9	17.623	C
	Exit	1	1		662			662	672	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	916			916	949	0.0	0.0	0.000	A
			2	1, 2, 3	707			707	794	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	694			694	784	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	448	764	0.585	448	471	2.3	1.5	12.005	B
			3	1, 4	175	820	0.214	174	169	0.4	0.3	5.639	A
		2	1	(1, 2, 3, 4)	620			623	636	0.4	0.0	0.630	A
	Exit	1	1		559			559	630	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	830			830	933	0.0	0.0	0.000	A
			2	2, 3, 4	329			329	371	0.0	0.0	0.000	A
	CircBase	1	1	2	268			268	298	0.0	0.0	0.000	A
			2	2, 3, 4	332			332	376	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	241	819	0.294	237	268	0.5	0.6	6.060	A
			2	4	287	943	0.304	285	298	0.6	0.5	5.682	A
			3	1, 2	250	874	0.288	245	274	0.7	0.6	5.928	A
	Exit	1	1		729			729	813	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	892			892	979	0.0	0.0	0.000	A
			2	1, 3, 4	330			330	336	0.0	0.0	0.000	A
	CircBase	1	1	3	168			168	168	0.0	0.0	0.000	A
			2	1, 3, 4	325			325	334	0.0	0.0	0.000	A
	Entry	2	1	(3)	241			241	269	0.0	0.0	0.000	A
			2	(1, 2, 4)	538			538	572	0.1	0.0	0.100	A
3 - A1164 (S)	Entry	1	1	1, 4	233	615	0.379	233	283	1.2	0.7	10.211	B
			2	2, 3	355	586	0.603	357	418	1.4	0.9	12.333	B
	Exit	1	1		556			556	599	0.0	0.0	0.000	A
	CircLink	1	1	3	556			556	599	0.0	0.0	0.000	A
			2	4	460			460	469	0.0	0.0	0.000	A
			3	1, 2	245			245	274	0.0	0.0	0.000	A
	CircBase	1	1	4	228			228	232	0.0	0.0	0.000	A
			2	1, 2, 4	477			477	511	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	563			588	695	19.3	2.1	35.004	E
4 - Hull Bridge Road	Entry	1	1	1, 2	318	577	0.551	320	327	1.8	0.9	12.849	B
			2	3, 4	66	531	0.123	67	72	0.4	0.1	7.829	A
	CircBase	1	1	1	211			211	249	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	379			385	394	1.9	0.2	4.913	A
	Exit	1	1		522			522	539	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	728			728	781	0.0	0.0	0.000	A
			2	1, 2, 3	566			566	663	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	561			561	656	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	211	53	1028	772	0.273	212	221	0.0	0.5	10.750	B
				3	239	60	1028	788	0.303	246	256	0.0	0.5	10.770	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	179	45	1028	840	0.213	177	171	0.0	0.4	5.076	A
	CircLink	1	1	1	137	34	-	-	-	137	139	0.0	0.0	0.000	A
				2	88	22	-	-	-	88	85	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	77	19	-	-	-	77	86	0.0	0.0	0.000	A
				3	63	16	-	-	-	63	68	0.0	0.0	0.000	A
				4	1	0.36	-	-	-	1	1	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	88	22	-	-	-	88	89	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	77	19	-	-	-	77	82	0.0	0.0	0.000	A
				3	63	16	-	-	-	63	68	0.0	0.0	0.000	A
				4	1	0.36	-	-	-	1	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	211	53	-	-	-	211	223	0.0	0.0	0.393	A
				3	239	60	-	-	-	239	258	0.0	0.0	0.361	A
				4	179	45	-	-	-	179	173	0.0	0.0	0.196	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	239	60	1102	841	0.286	239	272	0.0	0.4	5.892	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	295	74	1102	953	0.309	291	302	0.0	0.7	5.418	A
			3	1	243	61	1102	881	0.273	242	267	0.0	0.4	5.831	A
				2	2	0.43	420	183	0.009	2	4	0.0	0.0	12.267	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	212	53	-	-	-	212	221	0.0	0.0	0.000	A
				3	120	30	-	-	-	120	124	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	126	32	-	-	-	126	132	0.0	0.0	0.000	A
				4	177	44	-	-	-	177	171	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	34	9	-	-	-	34	35	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	28	7	-	-	-	28	33	0.0	0.0	0.000	A
				4	1	0.36	-	-	-	1	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	239	60	-	-	-	239	274	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	242	61	-	-	-	243	268	0.0	0.0	0.259	A
				2	2	0.43	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	294	74	-	-	-	295	305	0.0	0.0	0.096	A
3 - A1164 (S)	Entry	1	1	1	179	45	872	611	0.292	181	192	0.0	0.3	9.005	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	58	15	872	606	0.096	56	58	0.0	0.2	9.075	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	318	79	872	590	0.537	316	340	0.0	1.5	11.072	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	239	60	-	-	-	239	272	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	291	73	-	-	-	291	302	0.0	0.0	0.000	A
			3	1	242	60	-	-	-	242	267	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.86	0.21	-	-	-	0.86	0.48	0.0	0.0	0.000	A
			2	1	242	60	-	-	-	242	267	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.57	0.14	-	-	-	0.57	0.95	0.0	0.0	0.000	A
	Entry	2	1	1	179	45	-	-	-	179	193	0.0	0.3	4.100	A
				2	319	80	-	-	-	318	347	0.0	0.7	5.344	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	59	15	-	-	-	58	59	0.0	0.2	4.310	A
4 - Hull Bridge Road	Entry	1	1	1	139	35	837	591	0.235	137	139	0.0	0.5	10.741	B
				2	164	41	837	591	0.277	165	171	0.0	0.5	10.893	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	63	16	837	564	0.112	63	68	0.0	0.1	6.497	A
				4	1	0.36	259	189	0.008	1	1	0.0	0.0	5.838	A
	CircLink	1	1	1	86	21	-	-	-	86	94	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	56	14	-	-	-	56	58	0.0	0.0	0.000	A
			2	1	95	24	-	-	-	95	98	0.0	0.0	0.000	A
				2	316	79	-	-	-	316	340	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	90	22	-	-	-	90	100	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	91	23	-	-	-	91	93	0.0	0.0	0.000	A
				2	316	79	-	-	-	316	340	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	138	34	-	-	-	139	141	0.0	0.1	2.442	A
				2	164	41	-	-	-	164	173	0.0	0.1	2.250	A
				3	63	16	-	-	-	63	68	0.0	0.1	1.481	A
				4	1	0.36	-	-	-	1	1	0.0	0.0	1.368	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	242	61	1028	731	0.331	239	251	0.9	1.3	13.113	B
				3	276	69	1028	765	0.360	271	286	0.9	1.5	13.538	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	202	51	1028	805	0.251	200	203	0.4	0.3	6.454	A
	CircLink	1	1	1	161	40	-	-	-	161	167	0.0	0.0	0.000	A
				2	94	24	-	-	-	94	104	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	98	25	-	-	-	98	101	0.0	0.0	0.000	A
				3	84	21	-	-	-	84	86	0.0	0.0	0.000	A
				4	2	0.57	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	96	24	-	-	-	96	98	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	96	24	-	-	-	96	106	0.0	0.0	0.000	A
				3	84	21	-	-	-	84	86	0.0	0.0	0.000	A
				4	2	0.57	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	244	61	-	-	-	242	254	0.0	0.3	1.243	A
				3	275	69	-	-	-	276	291	0.0	0.2	0.967	A
				4	203	51	-	-	-	202	203	0.0	0.2	1.098	A
	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	287	72	1102	829	0.347	284	326	0.4	0.8	6.957	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	361	90	1102	925	0.390	361	359	0.7	0.5	6.270	A
			3	1	290	73	1102	862	0.337	291	316	0.4	0.4	6.334	A
				2	2	1	472	203	0.011	2	4	0.0	0.0	7.261	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	239	60	-	-	-	239	251	0.0	0.0	0.000	A
				3	141	35	-	-	-	141	142	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2 - A1035 (E)				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	130	33	-	-	-	130	145	0.0	0.0	0.000	A
				4	200	50	-	-	-	200	203	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	40	10	-	-	-	40	42	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	44	11	-	-	-	44	44	0.0	0.0	0.000	A
				4	2	0.57	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	287	72	-	-	-	287	328	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	290	72	-	-	-	290	316	0.0	0.0	0.277	A
				2	2	1	-	-	-	2	4	0.0	0.0	0.037	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	361	90	-	-	-	361	358	0.0	0.0	0.175	A
	Entry	1	1	1	207	52	872	577	0.361	208	218	0.5	0.7	11.162	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	77	19	872	581	0.132	78	79	0.5	0.1	10.679	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	365	91	872	547	0.670	362	412	1.5	1.5	12.603	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	284	71	-	-	-	284	326	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1164 (S)				4	361	90	-	-	-	361	359	0.0	0.0	0.000	A
			3	1	291	73	-	-	-	291	316	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.43	-	-	-	2	1	0.0	0.0	0.000	A
			2	1	291	73	-	-	-	291	316	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.57	0.14	-	-	-	0.57	0.67	0.0	0.0	0.000	A
	Entry	2	1	1	203	51	-	-	-	207	220	1.2	0.5	12.169	B
				2	363	91	-	-	-	365	412	1.2	1.7	12.715	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	75	19	-	-	-	77	78	1.2	0.3	12.787	B

4 - Hull Bridge Road	Entry	1	1	1	163	41	837	551	0.295	161	167	1.1	0.7	12.928	B
				2	193	48	837	543	0.357	192	205	1.1	0.8	12.896	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	83	21	837	526	0.158	84	86	0.1	0.1	8.339	A
				4	2	0.57	339	234	0.010	2	2	0.0	0.0	6.595	A
	CircLink	1	1	1	106	26	-	-	-	106	107	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	78	19	-	-	-	78	79	0.0	0.0	0.000	A
			2	1	103	26	-	-	-	103	111	0.0	0.0	0.000	A
				2	362	91	-	-	-	362	412	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	97	24	-	-	-	97	105	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	111	28	-	-	-	111	114	0.0	0.0	0.000	A
				2	362	91	-	-	-	362	412	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	161	40	-	-	-	163	167	0.3	0.3	5.645	A
				2	188	47	-	-	-	193	206	0.3	0.1	5.032	A
				3	81	20	-	-	-	83	86	0.3	0.1	4.276	A
				4	2	0.57	-	-	-	2	2	0.0	0.0	1.747	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	294	73	1028	706	0.415	289	306	2.8	2.4	22.939	C
				3	347	87	1028	726	0.478	349	356	2.8	2.1	22.657	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	249	62	1028	766	0.325	249	251	0.3	0.6	7.079	A
	CircLink	1	1	1	179	45	-	-	-	179	192	0.0	0.0	0.000	A
				2	112	28	-	-	-	112	124	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	119	30	-	-	-	119	117	0.0	0.0	0.000	A
				3	92	23	-	-	-	92	96	0.0	0.0	0.000	A
				4	3	0.86	-	-	-	3	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	119	30	-	-	-	119	124	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	113	28	-	-	-	113	117	0.0	0.0	0.000	A
				3	92	23	-	-	-	92	96	0.0	0.0	0.000	A
				4	3	0.86	-	-	-	3	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	293	73	-	-	-	294	310	0.7	1.8	15.939	C
				3	357	89	-	-	-	347	359	0.7	2.9	17.046	C
				4	251	63	-	-	-	249	253	0.7	1.7	15.646	C
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	353	88	1102	798	0.445	351	402	0.8	0.7	8.001	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	437	109	1102	887	0.493	447	442	0.5	0.8	7.993	A
			3	1	350	87	1102	832	0.421	355	381	0.4	0.6	6.975	A
				2	1	0.36	472	193	0.007	1	5	0.4	0.0	11.461	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	289	72	-	-	-	289	306	0.0	0.0	0.000	A
				3	179	45	-	-	-	179	183	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	170	43	-	-	-	170	173	0.0	0.0	0.000	A
				4	249	62	-	-	-	249	251	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	47	12	-	-	-	47	48	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	45	11	-	-	-	45	48	0.0	0.0	0.000	A
				4	3	0.86	-	-	-	3	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	353	88	-	-	-	353	401	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	348	87	-	-	-	350	382	0.0	0.0	0.649	A
				2	1	0.36	-	-	-	1	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	435	109	-	-	-	437	444	0.0	0.0	0.432	A
3 - A1164 (S)	Entry	1	1	1	231	58	872	509	0.454	227	238	0.8	0.9	13.611	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	77	19	872	525	0.147	80	83	0.8	0.2	13.553	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	423	106	872	484	0.879	425	466	1.5	1.9	16.619	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	351	88	-	-	-	351	402	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	447	112	-	-	-	447	442	0.0	0.0	0.000	A
			3	1	355	89	-	-	-	355	381	0.0	0.0	0.000	A
				2	1	0.36	-	-	-	1	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.36	-	-	-	1	0.95	0.0	0.0	0.000	A
			2	1	355	89	-	-	-	355	381	0.0	0.0	0.000	A
				2	1	0.36	-	-	-	1	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.50	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	261	65	-	-	-	231	239	2.5	7.3	62.885	F
				2	477	119	-	-	-	423	469	2.5	13.3	64.241	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	92	23	-	-	-	77	83	2.5	2.6	63.394	F
4 - Hull Bridge Road	Entry	1	1	1	185	46	837	503	0.369	179	192	1.5	1.3	17.360	C
				2	229	57	837	500	0.457	231	240	1.5	1.0	17.331	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	91	23	837	486	0.185	92	96	0.1	0.2	8.868	A
				4	3	0.79	438	282	0.011	3	2	0.0	0.0	11.128	B
	CircLink	1	1	1	115	29	-	-	-	115	122	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	80	20	-	-	-	80	83	0.0	0.0	0.000	A
			2	1	112	28	-	-	-	112	116	0.0	0.0	0.000	A
				2	425	106	-	-	-	425	466	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	121	30	-	-	-	121	118	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	106	27	-	-	-	106	121	0.0	0.0	0.000	A
				2	425	106	-	-	-	425	466	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	187	47	-	-	-	185	194	0.4	2.3	33.436	D
				2	244	61	-	-	-	229	241	0.4	3.3	31.751	D
				3	95	24	-	-	-	91	96	0.4	1.3	30.684	D
				4	3	0.86	-	-	-	3	2	0.0	0.1	41.824	E

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	299	75	1028	719	0.418	295	318	4.5	2.1	23.794	C
				3	333	83	1028	736	0.450	335	363	4.5	1.8	23.031	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	248	62	1028	770	0.322	248	260	0.6	0.5	7.545	A
	CircLink	1	1	1	202	51	-	-	-	202	203	0.0	0.0	0.000	A
				2	110	27	-	-	-	110	126	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	127	32	-	-	-	127	127	0.0	0.0	0.000	A
				3	95	24	-	-	-	95	104	0.0	0.0	0.000	A
				4	2	0.57	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	120	30	-	-	-	120	127	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	117	29	-	-	-	117	126	0.0	0.0	0.000	A

				3	95	24	-	-	-	95	104	0.0	0.0	0.000	A
				4	2	0.57	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	303	76	-	-	-	299	318	6.4	1.6	18.504	C
				3	341	85	-	-	-	333	361	6.4	2.0	18.039	C
				4	257	64	-	-	-	248	260	6.4	1.6	17.767	C
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	353	88	1102	792	0.445	356	391	0.7	0.7	8.956	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	440	110	1102	891	0.493	441	445	0.8	1.1	8.659	A
			3	1	371	93	1102	839	0.441	371	394	0.6	0.5	7.000	A
				2	2	0.43	420	168	0.010	2	5	0.0	0.0	10.470	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	295	74	-	-	-	295	318	0.0	0.0	0.000	A
				3	163	41	-	-	-	163	184	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	173	43	-	-	-	173	178	0.0	0.0	0.000	A
				4	248	62	-	-	-	248	260	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	43	11	-	-	-	43	50	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	52	13	-	-	-	52	54	0.0	0.0	0.000	A
				4	2	0.57	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	353	88	-	-	-	353	391	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	371	93	-	-	-	371	394	0.0	0.0	0.710	A
				2	2	0.43	-	-	-	2	5	0.0	0.0	0.405	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	440	110	-	-	-	440	447	0.0	0.0	0.452	A
3 - A1164 (S)	Entry	1	1	1	234	59	872	519	0.450	236	246	1.1	1.0	14.961	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	83	21	872	516	0.160	82	80	1.1	0.4	14.175	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	406	102	872	485	0.837	407	468	1.9	1.9	18.129	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	356	89	-	-	-	356	391	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	441	110	-	-	-	441	445	0.0	0.0	0.000	A
			3	1	371	93	-	-	-	371	394	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.57	0.14	-	-	-	0.57	1	0.0	0.0	0.000	A
			2	1	371	93	-	-	-	371	394	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.43	-	-	-	2	1	0.0	0.0	0.000	A
	Entry	2	1	1	257	64	-	-	-	234	246	23.2	13.8	174.269	F
				2	474	118	-	-	-	406	467	23.2	25.3	172.280	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	95	24	-	-	-	83	81	23.2	5.0	172.500	F
4 - Hull Bridge Road	Entry	1	1	1	204	51	837	510	0.400	202	203	2.3	1.1	18.204	C
				2	238	60	837	502	0.477	237	253	2.3	1.3	18.474	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	96	24	837	484	0.200	95	104	0.2	0.4	9.839	A
				4	2	0.50	339	207	0.010	2	2	0.0	0.0	10.066	B
	CircLink	1	1	1	116	29	-	-	-	116	123	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	82	21	-	-	-	82	80	0.0	0.0	0.000	A
			2	1	120	30	-	-	-	120	123	0.0	0.0	0.000	A
				2	407	102	-	-	-	407	468	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	113	28	-	-	-	113	122	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	123	31	-	-	-	123	124	0.0	0.0	0.000	A
				2	407	102	-	-	-	407	468	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	201	50	-	-	-	204	202	7.0	1.9	39.304	E
				2	241	60	-	-	-	238	254	7.0	2.4	40.254	E
				3	100	25	-	-	-	96	105	7.0	1.1	38.329	E
				4	2	0.50	-	-	-	2	2	7.0	0.0	36.122	E

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	229	57	1028	706	0.326	233	276	3.9	1.0	19.066	C
				3	289	72	1028	730	0.395	292	317	3.9	1.2	18.838	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	209	52	1028	771	0.271	208	218	0.5	0.4	6.543	A
	CircLink	1	1	1	158	40	-	-	-	158	174	0.0	0.0	0.000	A
				2	99	25	-	-	-	99	103	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	107	27	-	-	-	107	106	0.0	0.0	0.000	A
				3	80	20	-	-	-	80	88	0.0	0.0	0.000	A
				4	2	0.50	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	98	25	-	-	-	98	102	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	108	27	-	-	-	108	107	0.0	0.0	0.000	A
				3	80	20	-	-	-	80	88	0.0	0.0	0.000	A
				4	2	0.50	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	230	57	-	-	-	229	270	5.3	0.1	6.361	A
				3	291	73	-	-	-	289	315	5.3	0.2	5.944	A
				4	209	52	-	-	-	209	217	5.3	0.0	4.936	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	270	67	1102	810	0.332	267	310	0.7	0.5	6.512	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	359	90	1102	917	0.392	362	365	1.1	0.6	6.216	A
			3	1	282	71	1102	858	0.330	281	310	0.5	0.6	6.269	A
				2	2	1	420	177	0.011	1	3	0.0	0.0	7.956	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	233	58	-	-	-	233	276	0.0	0.0	0.000	A
				3	149	37	-	-	-	149	161	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	143	36	-	-	-	143	156	0.0	0.0	0.000	A

				4	208	52	-	-	-	208	218	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	38	9	-	-	-	38	44	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	42	11	-	-	-	42	44	0.0	0.0	0.000	A
				4	2	0.50	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	270	67	-	-	-	270	309	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	283	71	-	-	-	282	311	0.0	0.1	0.150	A
				2	2	1	-	-	-	2	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	359	90	-	-	-	359	363	0.0	0.0	0.056	A
3 - A1164 (S)	Entry	1	1	1	237	59	872	575	0.415	235	256	1.4	1.0	13.051	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	872	592	0.150	90	87	1.4	0.2	12.676	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	437	109	872	535	0.823	443	501	1.9	1.4	16.236	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	267	67	-	-	-	267	310	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	362	90	-	-	-	362	365	0.0	0.0	0.000	A
			3	1	281	70	-	-	-	281	310	0.0	0.0	0.000	A
				2	1	0.36	-	-	-	1	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.57	0.14	-	-	-	0.57	0.67	0.0	0.0	0.000	A
			2	1	281	70	-	-	-	281	310	0.0	0.0	0.000	A
				2	1	0.36	-	-	-	1	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.36	-	-	-	1	0.95	0.0	0.0	0.000	A
	Entry	2	1	1	223	56	-	-	-	237	257	44.1	6.5	141.302	F
				2	381	95	-	-	-	437	500	44.1	10.7	142.748	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	79	20	-	-	-	88	86	44.1	2.1	143.025	F
4 - Hull Bridge Road	Entry	1	1	1	157	39	837	517	0.305	158	174	2.4	0.8	15.998	C
				2	209	52	837	517	0.402	206	209	2.4	1.0	16.451	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	81	20	837	493	0.164	80	88	0.4	0.4	9.124	A
				4	2	0.57	339	213	0.011	2	2	0.0	0.0	7.637	A
	CircLink	1	1	1	114	29	-	-	-	114	122	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	90	23	-	-	-	90	87	0.0	0.0	0.000	A
			2	1	120	30	-	-	-	120	134	0.0	0.0	0.000	A
				2	443	111	-	-	-	443	501	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	120	30	-	-	-	120	127	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	115	29	-	-	-	115	129	0.0	0.0	0.000	A
				2	443	111	-	-	-	443	501	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	158	40	-	-	-	157	173	5.4	0.6	18.265	C
				2	209	52	-	-	-	209	208	5.4	1.0	17.947	C
				3	82	20	-	-	-	81	88	5.4	0.3	15.627	C
				4	2	0.57	-	-	-	2	2	5.4	0.0	10.749	B

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	197	49	1028	753	0.261	196	210	2.3	0.8	12.139	B
				3	251	63	1028	774	0.323	252	261	2.3	0.7	11.900	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	175	44	1028	819	0.214	174	169	0.4	0.3	5.639	A
	CircLink	1	1	1	146	36	-	-	-	146	147	0.0	0.0	0.000	A
				2	93	23	-	-	-	93	92	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	81	20	-	-	-	81	89	0.0	0.0	0.000	A
				3	66	17	-	-	-	66	71	0.0	0.0	0.000	A
				4	0.57	0.14	-	-	-	0.57	1	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	87	22	-	-	-	87	90	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	88	22	-	-	-	88	90	0.0	0.0	0.000	A
				3	66	17	-	-	-	66	71	0.0	0.0	0.000	A
				4	0.57	0.14	-	-	-	0.57	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	196	49	-	-	-	197	209	0.4	0.0	0.724	A
				3	250	62	-	-	-	251	258	0.4	0.0	0.632	A
				4	175	44	-	-	-	175	169	0.4	0.0	0.519	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	241	60	1102	819	0.294	237	268	0.5	0.6	6.060	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	287	72	1102	943	0.304	285	298	0.6	0.5	5.682	A
			3	1	248	62	1102	881	0.283	243	270	0.7	0.6	5.910	A
				2	2	1	472	203	0.011	2	4	0.7	0.0	8.513	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	196	49	-	-	-	196	210	0.0	0.0	0.000	A
				3	129	32	-	-	-	129	132	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	123	31	-	-	-	123	128	0.0	0.0	0.000	A
				4	174	43	-	-	-	174	169	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	34	9	-	-	-	34	36	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	32	8	-	-	-	32	35	0.0	0.0	0.000	A
				4	0.57	0.14	-	-	-	0.57	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	241	60	-	-	-	241	269	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	248	62	-	-	-	248	270	0.1	0.0	0.129	A
				2	2	1	-	-	-	2	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	287	72	-	-	-	287	298	0.0	0.0	0.076	A
3 - A1164 (S)	Entry	1	1	1	169	42	872	612	0.275	171	212	1.2	0.4	10.185	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	65	16	872	631	0.103	63	70	1.2	0.3	10.285	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	355	89	872	584	0.604	357	418	1.4	0.9	12.333	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	237	59	-	-	-	237	268	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	285	71	-	-	-	285	298	0.0	0.0	0.000	A
			3	1	243	61	-	-	-	243	270	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.29	0.07	-	-	-	0.29	0.76	0.0	0.0	0.000	A
			2	1	243	61	-	-	-	243	270	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.29	0.07	-	-	-	0.29	0.67	0.0	0.0	0.000	A
	Entry	2	1	1	162	40	-	-	-	169	209	19.3	0.7	36.599	E
				2	338	84	-	-	-	355	415	19.3	1.1	33.386	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	63	16	-	-	-	65	71	19.3	0.2	39.415	E
4 - Hull Bridge Road	Entry	1	1	1	144	36	837	580	0.249	146	147	1.8	0.4	12.663	B
				2	174	43	837	576	0.301	174	180	1.8	0.5	13.003	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	66	16	837	530	0.123	66	71	0.4	0.1	7.855	A
				4	0.57	0.14	259	173	0.003	0.57	1	0.4	0.0	6.539	A
	CircLink	1	1	1	83	21	-	-	-	83	107	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	63	16	-	-	-	63	70	0.0	0.0	0.000	A
			2	1	88	22	-	-	-	88	106	0.0	0.0	0.000	A
				2	357	89	-	-	-	357	418	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	89	22	-	-	-	89	112	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	82	20	-	-	-	82	100	0.0	0.0	0.000	A
				2	357	89	-	-	-	357	418	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	142	36	-	-	-	144	145	1.9	0.1	5.094	A
				2	171	43	-	-	-	174	178	1.9	0.1	5.008	A
				3	65	16	-	-	-	66	69	1.9	0.1	4.163	A
				4	0.57	0.14	-	-	-	0.57	1	0.0	0.0	9.404	A

Base 2026 + Committed Development + Concurrent Scenario, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	3 - A1164 (S)	Arm 3: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Simulation	4 - Hull Bridge Road	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Lane Roundabout	Standard Roundabout	✓	1, 2, 3, 4	158.80	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	158.80	F

Traffic Demand

Demand Set 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	Base 2026 + Committed Development + Concurrent Scenario	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	719	100.000
2 - A1035 (E)		ONE HOUR	✓	1002	100.000
3 - A1164 (S)		ONE HOUR	✓	966	100.000
4 - Hull Bridge Road		ONE HOUR	✓	542	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	368	193	158
	2 - A1035 (E)	302	4	372	324
	3 - A1164 (S)	350	509	0	107
	4 - Hull Bridge Road	164	344	34	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	2	4	0
	2 - A1035 (E)	3	58	8	0
	3 - A1164 (S)	1	7	0	3
	4 - Hull Bridge Road	1	1	3	0

Cyclist %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	0	0	0
	2 - A1035 (E)	0	0	0	0
	3 - A1164 (S)	0	0	0	0
	4 - Hull Bridge Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	23.07	7.3	C	643	965
2 - A1035 (E)	6.79	2.1	A	924	1387
3 - A1164 (S)	297.53	92.8	F	880	1319
4 - Hull Bridge Road	375.56	52.9	F	492	738

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	522	131	664	520	550	617	0.0	1.4	8.469	A
2 - A1035 (E)	762	191	281	768	781	903	0.0	0.8	4.976	A
3 - A1164 (S)	721	180	605	708	755	444	0.0	4.0	16.842	C
4 - Hull Bridge Road	409	102	871	410	402	442	0.0	2.0	19.240	C

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	622	156	796	632	641	722	1.4	1.5	13.524	B
2 - A1035 (E)	922	231	347	914	943	1083	0.8	1.9	5.675	A
3 - A1164 (S)	854	214	698	858	873	562	4.0	9.1	31.237	D
4 - Hull Bridge Road	467	117	1030	491	476	527	2.0	5.7	37.257	E

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	797	199	822	777	798	829	1.5	7.3	23.068	C
2 - A1035 (E)	1103	276	402	1110	1154	1196	1.9	1.5	6.555	A
3 - A1164 (S)	1075	269	867	910	955	645	9.1	53.2	130.038	F
4 - Hull Bridge Road	600	150	1139	512	508	638	5.7	31.8	145.929	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	739	185	812	766	804	829	7.3	3.7	21.150	C
2 - A1035 (E)	1085	271	409	1094	1153	1169	1.5	1.9	6.792	A
3 - A1164 (S)	1066	266	859	910	937	645	53.2	93.6	289.333	F
4 - Hull Bridge Road	575	144	1131	509	517	638	31.8	53.1	306.626	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	646	161	872	638	680	814	3.7	2.7	16.145	C
2 - A1035 (E)	926	231	349	937	954	1160	1.9	1.4	5.809	A
3 - A1164 (S)	847	212	742	973	1004	544	93.6	63.3	297.533	F
4 - Hull Bridge Road	498	124	1182	504	514	533	53.1	51.4	375.555	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	533	133	834	537	571	688	2.7	1.8	10.677	B
2 - A1035 (E)	745	186	313	743	777	1057	1.4	1.0	5.099	A
3 - A1164 (S)	729	182	599	859	963	456	63.3	16.0	129.893	F
4 - Hull Bridge Road	401	100	975	546	510	483	51.4	24.8	257.340	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	406	790	0.514	405	438	0.0	1.2	9.313	A
			3	1, 4	117	805	0.145	115	112	0.0	0.1	4.938	A
		2	1	(1, 2, 3, 4)	522			522	556	0.0	0.0	0.063	A
	Exit	1	1		617			617	615	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	938			938	950	0.0	0.0	0.000	A
			2	2, 3, 4	344			344	361	0.0	0.0	0.000	A
	CircBase	1	1	2	333			333	345	0.0	0.0	0.000	A
			2	2, 3, 4	331			331	351	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	276	963	0.287	279	300	0.0	0.2	5.303	A
			2	4	243	1020	0.238	244	240	0.0	0.2	4.521	A
			3	1, 2	243	971	0.250	245	241	0.0	0.3	5.010	A
	Exit	1	1		903			903	958	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	979			979	1041	0.0	0.0	0.000	A
			2	1, 3, 4	205			205	205	0.0	0.0	0.000	A
	CircBase	1	1	3	79			79	82	0.0	0.0	0.000	A
			2	1, 3, 4	202			202	207	0.0	0.0	0.000	A
	Entry	2	1	(3)	276			276	302	0.0	0.0	0.000	A
			2	(1, 2, 4)	486			486	483	0.0	0.0	0.022	A
3 - A1164 (S)	Entry	1	1	1, 4	332	683	0.486	331	340	0.0	1.0	9.378	A
			2	2, 3	382	631	0.606	377	415	0.0	1.4	10.729	B
	Exit	1	1		444			444	477	0.0	0.0	0.000	A
	CircLink	1	1	3	444			444	477	0.0	0.0	0.000	A
			2	4	359			359	352	0.0	0.0	0.000	A
			3	1, 2	245			245	241	0.0	0.0	0.000	A
	CircBase	1	1	4	185			185	178	0.0	0.0	0.000	A
			2	1, 2, 4	420			420	415	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	721			714	765	0.0	1.7	6.728	A
4 - Hull Bridge Road	Entry	1	1	1, 2	382	563	0.677	383	375	0.0	1.5	13.620	B
			2	3, 4	26	558	0.046	27	26	0.0	0.0	6.962	A
	CircBase	1	1	1	244			244	239	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	409			407	407	0.0	0.6	6.035	A
	Exit	1	1		442			442	439	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	674			674	681	0.0	0.0	0.000	A
			2	1, 2, 3	639			639	667	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	627			627	670	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	486	741	0.656	494	501	1.2	1.2	14.026	B
			3	1, 4	138	764	0.181	138	139	0.1	0.2	5.356	A
		2	1	(1, 2, 3, 4)	622			623	641	0.0	0.0	1.429	A
	Exit	1	1		722			722	729	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1100			1100	1128	0.0	0.0	0.000	A
			2	2, 3, 4	421			421	411	0.0	0.0	0.000	A
	CircBase	1	1	2	382			382	397	0.0	0.0	0.000	A
			2	2, 3, 4	417			417	414	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	358	929	0.385	353	364	0.2	0.9	6.337	A
			2	4	302	1000	0.302	298	300	0.2	0.5	5.182	A
			3	1, 2	262	970	0.269	262	278	0.3	0.5	5.154	A
	Exit	1	1		1083			1083	1107	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1190			1190	1208	0.0	0.0	0.000	A
			2	1, 3, 4	241			241	243	0.0	0.0	0.000	A
	CircBase	1	1	3	115			115	104	0.0	0.0	0.000	A
			2	1, 3, 4	232			232	240	0.0	0.0	0.000	A
	Entry	2	1	(3)	358			358	367	0.0	0.0	0.000	A
			2	(1, 2, 4)	565			565	580	0.0	0.0	0.110	A
3 - A1164 (S)	Entry	1	1	1, 4	410	656	0.625	406	399	1.0	1.4	11.262	B
			2	2, 3	454	622	0.730	453	473	1.4	1.9	12.527	B
	Exit	1	1		562			562	569	0.0	0.0	0.000	A
	CircLink	1	1	3	562			562	569	0.0	0.0	0.000	A
			2	4	436			436	439	0.0	0.0	0.000	A
			3	1, 2	262			262	278	0.0	0.0	0.000	A
	CircBase	1	1	4	222			222	222	0.0	0.0	0.000	A
			2	1, 2, 4	477			477	496	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	854			864	876	1.7	5.9	19.224	C
4 - Hull Bridge Road	Entry	1	1	1, 2	459	521	0.881	456	447	1.5	2.7	17.195	C
			2	3, 4	35	518	0.067	35	28	0.0	0.0	7.746	A
	CircBase	1	1	1	292			292	299	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	467			494	481	0.6	3.0	20.548	C
	Exit	1	1		527			527	527	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	827			827	826	0.0	0.0	0.000	A
			2	1, 2, 3	730			730	765	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	738			738	764	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	605	738	0.817	606	624	1.2	3.6	20.159	C
			3	1, 4	169	754	0.223	171	174	0.2	0.2	6.169	A
		2	1	(1, 2, 3, 4)	797			774	808	0.0	3.5	5.908	A
	Exit	1	1		829			829	836	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1218			1218	1258	0.0	0.0	0.000	A
			2	2, 3, 4	433			433	442	0.0	0.0	0.000	A
	CircBase	1	1	2	389			389	416	0.0	0.0	0.000	A
			2	2, 3, 4	433			433	449	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	410	921	0.446	414	444	0.9	0.7	7.915	A
			2	4	353	985	0.359	355	362	0.5	0.2	5.763	A
			3	1, 2	338	952	0.356	341	347	0.5	0.5	5.646	A
	Exit	1	1		1196			1196	1237	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1315			1315	1365	0.0	0.0	0.000	A
			2	1, 3, 4	283			283	298	0.0	0.0	0.000	A
	CircBase	1	1	3	116			116	129	0.0	0.0	0.000	A
			2	1, 3, 4	287			287	296	0.0	0.0	0.000	A
	Entry	2	1	(3)	410			410	443	0.0	0.0	0.000	A
			2	(1, 2, 4)	692			691	709	0.0	0.0	0.047	A
3 - A1164 (S)	Entry	1	1	1, 4	449	604	0.743	447	456	1.4	1.8	13.572	B
			2	2, 3	464	571	0.812	463	499	1.9	1.9	14.551	B
	Exit	1	1		645			645	695	0.0	0.0	0.000	A
	CircLink	1	1	3	645			645	695	0.0	0.0	0.000	A
			2	4	526			526	537	0.0	0.0	0.000	A
			3	1, 2	341			341	347	0.0	0.0	0.000	A
	CircBase	1	1	4	269			269	266	0.0	0.0	0.000	A
			2	1, 2, 4	598			598	618	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	1075			913	957	5.9	49.5	115.920	F
4 - Hull Bridge Road	Entry	1	1	1, 2	478	488	0.982	480	475	2.7	2.8	21.729	C
			2	3, 4	31	459	0.068	32	33	0.0	0.0	8.114	A
	CircBase	1	1	1	341			341	336	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	600			509	508	3.0	29.0	124.818	F
	Exit	1	1		638			638	647	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	967			967	989	0.0	0.0	0.000	A
			2	1, 2, 3	810			810	850	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	799			799	856	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	590	736	0.802	596	630	3.6	3.1	19.182	C
			3	1, 4	169	759	0.222	170	174	0.2	0.2	6.112	A
		2	1	(1, 2, 3, 4)	739			759	801	3.5	0.4	4.920	A
	Exit	1	1		829			829	847	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1228			1228	1261	0.0	0.0	0.000	A
			2	2, 3, 4	412			412	438	0.0	0.0	0.000	A
	CircBase	1	1	2	387			387	402	0.0	0.0	0.000	A
			2	2, 3, 4	425			425	450	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	406	895	0.457	405	440	0.7	0.9	7.894	A
			2	4	356	982	0.363	367	362	0.2	0.5	5.833	A
			3	1, 2	322	945	0.342	323	351	0.5	0.4	5.850	A
	Exit	1	1		1169			1169	1222	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1283			1283	1350	0.0	0.0	0.000	A
			2	1, 3, 4	294			294	305	0.0	0.0	0.000	A
	CircBase	1	1	3	117			117	134	0.0	0.0	0.000	A
			2	1, 3, 4	292			292	299	0.0	0.0	0.000	A
	Entry	2	1	(3)	406			406	442	0.0	0.0	0.000	A
			2	(1, 2, 4)	678			678	714	0.0	0.0	0.314	A
3 - A1164 (S)	Entry	1	1	1, 4	431	604	0.714	433	442	1.8	1.4	14.111	B
			2	2, 3	482	572	0.843	478	496	1.9	2.7	15.346	C
	Exit	1	1		645			645	699	0.0	0.0	0.000	A
	CircLink	1	1	3	645			645	699	0.0	0.0	0.000	A
			2	4	537			537	536	0.0	0.0	0.000	A
			3	1, 2	323			323	351	0.0	0.0	0.000	A
	CircBase	1	1	4	267			267	271	0.0	0.0	0.000	A
			2	1, 2, 4	591			591	615	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	1066			913	939	49.5	89.6	274.883	F
4 - Hull Bridge Road	Entry	1	1	1, 2	483	491	0.985	483	484	2.8	3.0	22.191	C
			2	3, 4	26	483	0.053	26	33	0.0	0.1	8.341	A
	CircBase	1	1	1	327			327	342	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	575			509	518	29.0	50.0	285.514	F
	Exit	1	1		638			638	642	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	961			961	978	0.0	0.0	0.000	A
			2	1, 2, 3	807			807	846	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	804			804	840	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	509	718	0.707	502	529	3.1	2.4	15.996	C
			3	1, 4	137	741	0.185	135	151	0.2	0.2	6.476	A
		2	1	(1, 2, 3, 4)	646			646	678	0.4	0.0	2.362	A
	Exit	1	1		814			814	810	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1240			1240	1246	0.0	0.0	0.000	A
			2	2, 3, 4	446			446	463	0.0	0.0	0.000	A
	CircBase	1	1	2	427			427	428	0.0	0.0	0.000	A
			2	2, 3, 4	445			445	471	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	326	924	0.353	331	362	0.9	0.6	6.304	A
			2	4	298	999	0.298	299	287	0.5	0.3	5.076	A
			3	1, 2	302	954	0.315	306	306	0.4	0.4	5.714	A
	Exit	1	1		1160			1160	1207	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1277			1277	1324	0.0	0.0	0.000	A
			2	1, 3, 4	233			233	256	0.0	0.0	0.000	A
	CircBase	1	1	3	111			111	110	0.0	0.0	0.000	A
			2	1, 3, 4	238			238	262	0.0	0.0	0.000	A
	Entry	2	1	(3)	326			326	360	0.0	0.0	0.000	A
			2	(1, 2, 4)	600			600	591	0.0	0.1	0.115	A
3 - A1164 (S)	Entry	1	1	1, 4	465	643	0.722	463	467	1.4	1.7	12.736	B
			2	2, 3	507	615	0.828	510	537	2.7	2.0	14.509	B
	Exit	1	1		544			544	584	0.0	0.0	0.000	A
	CircLink	1	1	3	544			544	584	0.0	0.0	0.000	A
			2	4	434			434	438	0.0	0.0	0.000	A
			3	1, 2	306			306	306	0.0	0.0	0.000	A
	CircBase	1	1	4	219			219	222	0.0	0.0	0.000	A
			2	1, 2, 4	522			522	521	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	847			973	1002	89.6	59.7	284.084	F
4 - Hull Bridge Road	Entry	1	1	1, 2	470	476	0.990	471	481	3.0	3.0	22.530	C
			2	3, 4	33	465	0.070	33	33	0.1	0.1	8.570	A
	CircBase	1	1	1	352			352	332	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	498			503	514	50.0	48.3	353.982	F
	Exit	1	1		533			533	552	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	867			867	877	0.0	0.0	0.000	A
			2	1, 2, 3	848			848	870	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	828			828	863	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	407	727	0.558	411	445	2.4	1.3	11.637	B
			3	1, 4	127	752	0.169	125	126	0.2	0.4	6.226	A
		2	1	(1, 2, 3, 4)	533			534	567	0.0	0.1	0.266	A
	Exit	1	1		688			688	713	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1076			1076	1134	0.0	0.0	0.000	A
			2	2, 3, 4	446			446	462	0.0	0.0	0.000	A
	CircBase	1	1	2	409			409	427	0.0	0.0	0.000	A
			2	2, 3, 4	425			425	455	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	270	947	0.285	267	301	0.6	0.4	5.666	A
			2	4	250	1010	0.248	251	241	0.3	0.2	4.762	A
			3	1, 2	225	984	0.230	224	235	0.4	0.4	4.768	A
	Exit	1	1		1057			1057	1137	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1154			1154	1232	0.0	0.0	0.000	A
			2	1, 3, 4	218			218	221	0.0	0.0	0.000	A
	CircBase	1	1	3	94			94	96	0.0	0.0	0.000	A
			2	1, 3, 4	219			219	220	0.0	0.0	0.000	A
	Entry	2	1	(3)	270			270	300	0.0	0.0	0.000	A
			2	(1, 2, 4)	475			475	475	0.1	0.0	0.005	A
3 - A1164 (S)	Entry	1	1	1, 4	403	679	0.595	409	442	1.7	1.0	11.840	B
			2	2, 3	450	645	0.699	450	521	2.0	1.5	12.600	B
	Exit	1	1		456			456	491	0.0	0.0	0.000	A
	CircLink	1	1	3	456			456	491	0.0	0.0	0.000	A
			2	4	375			375	366	0.0	0.0	0.000	A
			3	1, 2	224			224	235	0.0	0.0	0.000	A
	CircBase	1	1	4	190			190	178	0.0	0.0	0.000	A
			2	1, 2, 4	410			410	423	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	729			853	958	59.7	13.6	117.369	F
4 - Hull Bridge Road	Entry	1	1	1, 2	509	539	0.945	513	476	3.0	2.5	21.198	C
			2	3, 4	35	515	0.068	34	34	0.1	0.1	7.247	A
	CircBase	1	1	1	262			262	286	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	401			543	508	48.3	22.1	237.165	F
	Exit	1	1		483			483	479	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	750			750	759	0.0	0.0	0.000	A
			2	1, 2, 3	709			709	805	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	713			713	799	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	268	67	1028	792	0.340	266	288	0.0	0.8	9.393	A
				3	137	34	1028	786	0.174	138	151	0.0	0.5	9.158	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	117	29	1028	803	0.145	115	112	0.0	0.1	4.938	A
	CircLink	1	1	1	127	32	-	-	-	127	126	0.0	0.0	0.000	A
				2	134	34	-	-	-	134	127	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	122	30	-	-	-	122	122	0.0	0.0	0.000	A
				3	27	7	-	-	-	27	26	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	123	31	-	-	-	123	124	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	133	33	-	-	-	133	126	0.0	0.0	0.000	A
				3	27	7	-	-	-	27	26	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	268	67	-	-	-	268	291	0.0	0.0	0.078	A
				3	137	34	-	-	-	137	153	0.0	0.0	0.049	A
				4	117	29	-	-	-	117	113	0.0	0.0	0.042	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	276	69	1102	962	0.287	279	300	0.0	0.2	5.303	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	243	61	1102	1018	0.238	244	240	0.0	0.2	4.521	A
			3	1	239	60	1102	979	0.244	241	235	0.0	0.3	4.996	A
				2	4	1	734	393	0.010	4	6	0.0	0.0	5.937	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	266	67	-	-	-	266	288	0.0	0.0	0.000	A
				3	63	16	-	-	-	63	70	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	75	19	-	-	-	75	80	0.0	0.0	0.000	A
				4	115	29	-	-	-	115	112	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	14	3	-	-	-	14	13	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	13	3	-	-	-	13	13	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	276	69	-	-	-	276	302	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	239	60	-	-	-	239	237	0.0	0.0	0.045	A
				2	4	1	-	-	-	4	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	243	61	-	-	-	243	241	0.0	0.0	0.000	A
3 - A1164 (S)	Entry	1	1	1	250	63	872	691	0.362	249	253	0.0	0.8	9.412	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	82	20	872	671	0.122	82	87	0.0	0.2	9.277	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	382	96	872	631	0.606	377	415	0.0	1.4	10.729	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	279	70	-	-	-	279	300	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	244	61	-	-	-	244	240	0.0	0.0	0.000	A
			3	1	241	60	-	-	-	241	235	0.0	0.0	0.000	A
				2	4	1	-	-	-	4	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	241	60	-	-	-	241	235	0.0	0.0	0.000	A
				2	4	1	-	-	-	4	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	251	63	-	-	-	250	256	0.0	0.6	7.057	A
				2	385	96	-	-	-	382	421	0.0	0.8	6.390	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	84	21	-	-	-	82	88	0.0	0.3	7.285	A
4 - Hull Bridge Road	Entry	1	1	1	132	33	837	571	0.231	127	126	0.0	0.7	13.287	B
				2	250	62	837	562	0.444	256	250	0.0	0.8	13.791	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	26	6	837	560	0.046	27	26	0.0	0.0	6.962	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	117	29	-	-	-	117	122	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	82	21	-	-	-	82	87	0.0	0.0	0.000	A
			2	1	132	33	-	-	-	132	131	0.0	0.0	0.000	A
				2	377	94	-	-	-	377	415	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	117	29	-	-	-	117	122	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	132	33	-	-	-	132	132	0.0	0.0	0.000	A
				2	377	94	-	-	-	377	415	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	134	34	-	-	-	132	129	0.0	0.3	6.061	A
				2	249	62	-	-	-	250	253	0.0	0.3	6.324	A
				3	26	6	-	-	-	26	26	0.0	0.0	3.058	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	312	78	1028	749	0.416	320	325	1.2	0.9	13.964	B
				3	175	44	1028	729	0.239	174	177	1.2	0.4	14.143	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	138	35	1028	768	0.180	138	139	0.1	0.2	5.356	A
	CircLink	1	1	1	146	36	-	-	-	146	144	0.0	0.0	0.000	A
				2	160	40	-	-	-	160	156	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	150	38	-	-	-	150	148	0.0	0.0	0.000	A
				3	35	9	-	-	-	35	28	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	154	39	-	-	-	154	152	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	157	39	-	-	-	157	151	0.0	0.0	0.000	A
				3	35	9	-	-	-	35	28	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	312	78	-	-	-	312	325	0.0	0.0	1.429	A
				3	175	44	-	-	-	175	176	0.0	0.0	1.544	A
				4	138	34	-	-	-	138	140	0.0	0.0	1.290	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	358	89	1102	929	0.385	353	364	0.2	0.9	6.337	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	302	76	1102	1000	0.302	298	300	0.2	0.5	5.182	A
			3	1	262	66	1102	971	0.269	262	273	0.3	0.5	5.134	A
				2	0	0	630	287	0.000	1	5	0.0	0.0	6.714	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	320	80	-	-	-	320	325	0.0	0.0	0.000	A
				3	88	22	-	-	-	88	87	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	86	21	-	-	-	86	90	0.0	0.0	0.000	A
				4	138	34	-	-	-	138	139	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	19	5	-	-	-	19	15	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	17	4	-	-	-	17	14	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	358	89	-	-	-	358	367	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	262	66	-	-	-	262	274	0.0	0.0	0.131	A
				2	0	0	-	-	-	0	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	302	76	-	-	-	302	301	0.0	0.0	0.093	A
3 - A1164 (S)	Entry	1	1	1	317	79	872	660	0.479	315	311	1.0	0.9	11.305	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	94	23	872	649	0.145	91	88	1.0	0.5	11.108	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	454	113	872	622	0.729	453	473	1.4	1.9	12.527	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	353	88	-	-	-	353	364	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	298	75	-	-	-	298	300	0.0	0.0	0.000	A
			3	1	262	65	-	-	-	262	273	0.0	0.0	0.000	A
				2	1	0.14	-	-	-	1	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	262	65	-	-	-	262	273	0.0	0.0	0.000	A
				2	1	0.14	-	-	-	1	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	313	78	-	-	-	317	312	1.7	2.0	18.618	C
				2	445	111	-	-	-	454	474	1.7	3.0	19.943	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	97	24	-	-	-	94	89	1.7	0.8	17.705	C

4 - Hull Bridge Road	Entry	1	1	1	143	36	837	521	0.274	146	144	1.5	0.7	16.912	C
				2	317	79	837	523	0.605	311	303	1.5	2.0	17.328	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	35	9	837	522	0.067	35	28	0.0	0.0	7.746	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	157	39	-	-	-	157	155	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	91	23	-	-	-	91	88	0.0	0.0	0.000	A
			2	1	158	40	-	-	-	158	156	0.0	0.0	0.000	A
				2	453	113	-	-	-	453	473	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	161	40	-	-	-	161	160	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	153	38	-	-	-	153	152	0.0	0.0	0.000	A
				2	453	113	-	-	-	453	473	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	133	33	-	-	-	143	144	0.6	0.7	19.966	C
				2	301	75	-	-	-	317	309	0.6	2.0	20.742	C
				3	33	8	-	-	-	35	28	0.0	0.2	21.357	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	402	100	1028	740	0.542	407	406	1.2	2.1	20.009	C
				3	203	51	1028	739	0.274	199	218	1.2	1.5	20.438	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	169	42	1028	756	0.223	171	174	0.2	0.2	6.169	A
	CircLink	1	1	1	159	40	-	-	-	159	153	0.0	0.0	0.000	A
				2	169	42	-	-	-	169	168	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	151	38	-	-	-	151	154	0.0	0.0	0.000	A
				3	32	8	-	-	-	32	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	162	40	-	-	-	162	164	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	159	40	-	-	-	159	157	0.0	0.0	0.000	A
				3	32	8	-	-	-	32	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	411	103	-	-	-	402	411	0.0	1.5	5.813	A
				3	211	53	-	-	-	203	222	0.0	1.0	6.421	A
				4	175	44	-	-	-	169	174	0.0	1.0	5.494	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	410	103	1102	921	0.446	414	444	0.9	0.7	7.915	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	353	88	1102	984	0.359	355	362	0.5	0.2	5.763	A
			3	1	332	83	1102	964	0.344	335	337	0.5	0.5	5.623	A
				2	6	2	839	437	0.014	6	10	0.0	0.0	6.878	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	407	102	-	-	-	407	406	0.0	0.0	0.000	A
				3	101	25	-	-	-	101	110	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	98	25	-	-	-	98	108	0.0	0.0	0.000	A
				4	171	43	-	-	-	171	174	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	17	4	-	-	-	17	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	410	103	-	-	-	410	443	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	333	83	-	-	-	332	337	0.0	0.0	0.085	A
				2	6	2	-	-	-	6	10	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	353	88	-	-	-	353	361	0.0	0.0	0.014	A
3 - A1164 (S)	Entry	1	1	1	338	84	872	610	0.554	335	346	1.4	1.5	13.547	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	111	28	872	595	0.186	112	110	1.4	0.3	13.654	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	464	116	872	570	0.812	463	499	1.9	1.9	14.551	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	414	103	-	-	-	414	444	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	355	89	-	-	-	355	362	0.0	0.0	0.000	A
			3	1	335	84	-	-	-	335	337	0.0	0.0	0.000	A
				2	6	2	-	-	-	6	10	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	335	84	-	-	-	335	337	0.0	0.0	0.000	A
				2	6	2	-	-	-	6	10	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	396	99	-	-	-	338	349	5.9	17.4	114.031	F
				2	559	140	-	-	-	464	499	5.9	26.3	116.391	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	119	30	-	-	-	111	110	5.9	5.8	119.950	F
4 - Hull Bridge Road	Entry	1	1	1	156	39	837	483	0.322	159	153	2.7	0.7	22.304	C
				2	322	80	837	489	0.657	321	322	2.7	2.1	21.458	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	31	8	837	461	0.068	32	33	0.0	0.0	8.114	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	161	40	-	-	-	161	171	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	112	28	-	-	-	112	110	0.0	0.0	0.000	A
			2	1	175	44	-	-	-	175	175	0.0	0.0	0.000	A
				2	463	116	-	-	-	463	499	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	171	43	-	-	-	171	172	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	165	41	-	-	-	165	174	0.0	0.0	0.000	A
				2	463	116	-	-	-	463	499	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	194	48	-	-	-	156	153	3.0	9.7	128.063	F
				2	368	92	-	-	-	322	322	3.0	17.5	123.462	F
				3	38	10	-	-	-	31	33	3.0	1.8	122.467	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	375	94	1028	745	0.505	384	404	3.6	1.7	19.074	C
				3	215	54	1028	724	0.297	214	226	3.6	1.5	19.378	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	169	42	1028	760	0.222	170	174	0.2	0.2	6.112	A
	CircLink	1	1	1	179	45	-	-	-	179	166	0.0	0.0	0.000	A
				2	148	37	-	-	-	148	162	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	156	39	-	-	-	156	156	0.0	0.0	0.000	A
				3	26	6	-	-	-	26	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	150	37	-	-	-	150	156	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	154	39	-	-	-	154	162	0.0	0.0	0.000	A

				3	26	6	-	-	-	26	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	367	92	-	-	-	375	402	3.5	0.3	4.983	A
				3	207	52	-	-	-	215	226	3.5	0.0	5.193	A
				4	165	41	-	-	-	169	174	3.5	0.0	4.434	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	406	102	1102	895	0.457	405	440	0.7	0.9	7.894	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	356	89	1102	982	0.362	367	362	0.2	0.5	5.833	A
			3	1	317	79	1102	943	0.336	318	345	0.5	0.3	5.810	A
				2	6	1	734	583	0.010	5	6	0.0	0.1	8.875	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	384	96	-	-	-	384	404	0.0	0.0	0.000	A
				3	103	26	-	-	-	103	113	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	110	27	-	-	-	110	113	0.0	0.0	0.000	A
				4	170	42	-	-	-	170	174	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	14	3	-	-	-	14	15	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	12	3	-	-	-	12	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	406	102	-	-	-	406	442	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	317	79	-	-	-	317	345	0.0	0.0	0.402	A
				2	6	1	-	-	-	6	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	356	89	-	-	-	356	363	0.0	0.0	0.236	A
3 - A1164 (S)	Entry	1	1	1	326	81	872	607	0.537	331	336	1.8	0.9	13.981	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	105	26	872	586	0.180	101	106	1.8	0.5	14.528	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	482	120	872	573	0.842	478	496	1.9	2.7	15.346	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	405	101	-	-	-	405	440	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	367	92	-	-	-	367	362	0.0	0.0	0.000	A
			3	1	318	79	-	-	-	318	345	0.0	0.0	0.000	A
				2	5	1	-	-	-	5	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	318	79	-	-	-	318	345	0.0	0.0	0.000	A
				2	5	1	-	-	-	5	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	389	97	-	-	-	326	333	49.5	32.8	273.333	F
				2	543	136	-	-	-	482	499	49.5	45.7	275.784	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	134	33	-	-	-	105	107	49.5	11.1	275.831	F
4 - Hull Bridge Road	Entry	1	1	1	181	45	837	492	0.369	179	166	2.8	1.1	22.173	C
				2	302	76	837	489	0.618	304	317	2.8	1.9	22.200	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	26	6	837	485	0.053	26	33	0.0	0.1	8.341	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	158	39	-	-	-	158	162	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	101	25	-	-	-	101	106	0.0	0.0	0.000	A
			2	1	174	43	-	-	-	174	174	0.0	0.0	0.000	A
				2	478	119	-	-	-	478	496	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	161	40	-	-	-	161	165	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	170	43	-	-	-	170	170	0.0	0.0	0.000	A
				2	478	119	-	-	-	478	496	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	185	46	-	-	-	181	168	29.0	16.2	290.352	F
				2	355	89	-	-	-	302	317	29.0	30.7	283.614	F
				3	35	9	-	-	-	26	34	29.0	3.1	279.324	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	326	81	1028	723	0.449	322	341	3.1	1.7	16.029	C
				3	183	46	1028	706	0.259	181	188	3.1	0.8	15.932	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	137	34	1028	741	0.185	135	151	0.2	0.2	6.476	A
	CircLink	1	1	1	146	36	-	-	-	146	158	0.0	0.0	0.000	A
				2	168	42	-	-	-	168	163	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	157	39	-	-	-	157	160	0.0	0.0	0.000	A
				3	33	8	-	-	-	33	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	155	39	-	-	-	155	162	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	170	43	-	-	-	170	162	0.0	0.0	0.000	A
				3	33	8	-	-	-	33	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	326	81	-	-	-	326	341	0.4	0.0	2.603	A
				3	183	46	-	-	-	183	186	0.4	0.0	2.189	A
				4	137	34	-	-	-	137	151	0.4	0.0	2.035	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	326	81	1102	923	0.353	331	362	0.9	0.6	6.304	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	298	74	1102	1000	0.298	299	287	0.5	0.3	5.076	A
			3	1	299	75	1102	966	0.310	305	299	0.4	0.4	5.675	A
				2	3	1	682	369	0.009	3	6	0.4	0.0	9.017	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	322	81	-	-	-	322	341	0.0	0.0	0.000	A
				3	95	24	-	-	-	95	97	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	85	21	-	-	-	85	91	0.0	0.0	0.000	A

				4	135	34	-	-	-	135	151	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	18	5	-	-	-	18	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	326	81	-	-	-	326	360	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	299	75	-	-	-	299	300	0.0	0.1	0.141	A
				2	3	1	-	-	-	3	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	298	74	-	-	-	298	286	0.0	0.0	0.089	A
3 - A1164 (S)	Entry	1	1	1	363	91	872	644	0.565	364	353	1.4	1.1	12.732	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	102	25	872	639	0.159	99	114	1.4	0.5	12.749	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	507	127	872	614	0.829	510	537	2.7	2.0	14.509	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	331	83	-	-	-	331	362	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	299	75	-	-	-	299	287	0.0	0.0	0.000	A
			3	1	305	76	-	-	-	305	299	0.0	0.0	0.000	A
				2	3	1	-	-	-	3	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	305	76	-	-	-	305	299	0.0	0.0	0.000	A
				2	3	1	-	-	-	3	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	305	76	-	-	-	363	354	89.6	20.9	283.499	F
				2	445	111	-	-	-	507	534	89.6	31.7	283.821	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	98	24	-	-	-	102	114	89.6	7.2	287.130	F
4 - Hull Bridge Road	Entry	1	1	1	139	35	837	483	0.289	146	158	3.0	0.6	22.559	C
				2	331	83	837	475	0.699	325	323	3.0	2.3	22.515	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	33	8	837	473	0.069	33	33	0.1	0.1	8.570	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	183	46	-	-	-	183	178	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	99	25	-	-	-	99	114	0.0	0.0	0.000	A
			2	1	181	45	-	-	-	181	175	0.0	0.0	0.000	A
				2	510	128	-	-	-	510	537	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	199	50	-	-	-	199	182	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	165	41	-	-	-	165	170	0.0	0.0	0.000	A
				2	510	128	-	-	-	510	537	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	149	37	-	-	-	139	156	50.0	14.5	352.127	F
				2	316	79	-	-	-	331	325	50.0	30.3	353.655	F
				3	33	8	-	-	-	33	33	50.0	3.6	365.038	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	253	63	1028	733	0.345	257	289	2.4	0.9	11.521	B
				3	154	38	1028	719	0.214	155	156	2.4	0.5	11.855	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	127	32	1028	758	0.167	125	126	0.2	0.4	6.226	A
	CircLink	1	1	1	164	41	-	-	-	164	152	0.0	0.0	0.000	A
				2	170	43	-	-	-	170	163	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	178	45	-	-	-	178	161	0.0	0.0	0.000	A
				3	34	8	-	-	-	34	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	183	46	-	-	-	183	167	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	165	41	-	-	-	165	156	0.0	0.0	0.000	A
				3	34	8	-	-	-	34	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	254	63	-	-	-	253	286	0.0	0.1	0.277	A
				3	153	38	-	-	-	154	155	0.0	0.0	0.316	A
				4	126	32	-	-	-	127	126	0.0	0.0	0.184	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	270	67	1102	948	0.285	267	301	0.6	0.4	5.666	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	250	63	1102	1008	0.248	251	241	0.3	0.2	4.762	A
			3	1	223	56	1102	988	0.227	222	231	0.4	0.4	4.771	A
				2	2	0.43	577	395	0.004	2	4	0.0	0.0	4.516	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	257	64	-	-	-	257	289	0.0	0.0	0.000	A
				3	77	19	-	-	-	77	79	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	78	19	-	-	-	78	78	0.0	0.0	0.000	A
				4	125	31	-	-	-	125	126	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	18	5	-	-	-	18	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	270	67	-	-	-	270	300	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	223	56	-	-	-	223	231	0.1	0.0	0.003	A
				2	2	0.43	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	250	63	-	-	-	250	240	0.0	0.0	0.007	A
3 - A1164 (S)	Entry	1	1	1	297	74	872	688	0.432	302	329	1.7	0.8	11.675	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	107	27	872	671	0.160	108	113	1.7	0.2	12.337	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	450	112	872	645	0.699	450	521	2.0	1.5	12.600	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	267	67	-	-	-	267	301	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	251	63	-	-	-	251	241	0.0	0.0	0.000	A
			3	1	222	56	-	-	-	222	231	0.0	0.0	0.000	A
				2	2	0.43	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	222	56	-	-	-	222	231	0.0	0.0	0.000	A
				2	2	0.43	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	254	64	-	-	-	297	328	59.7	4.3	118.343	F
				2	384	96	-	-	-	450	519	59.7	7.4	117.875	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	91	23	-	-	-	107	111	59.7	1.9	112.186	F
4 - Hull Bridge Road	Entry	1	1	1	165	41	837	533	0.309	164	152	3.0	0.9	21.448	C
				2	344	86	837	540	0.638	349	324	3.0	1.6	21.079	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	35	9	837	511	0.068	34	34	0.1	0.1	7.247	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	150	38	-	-	-	150	167	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	108	27	-	-	-	108	113	0.0	0.0	0.000	A
			2	1	151	38	-	-	-	151	162	0.0	0.0	0.000	A
				2	450	112	-	-	-	450	521	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	157	39	-	-	-	157	171	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	145	36	-	-	-	145	158	0.0	0.0	0.000	A
				2	450	112	-	-	-	450	521	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	121	30	-	-	-	165	154	48.3	6.5	236.625	F
				2	255	64	-	-	-	344	321	48.3	14.4	238.409	F
				3	27	7	-	-	-	35	34	48.3	1.2	226.625	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026 + Committed Development + Isolation Scenario Reduced, AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Lane Roundabout	Standard Roundabout	✓	1, 2, 3, 4	55.64	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	55.64	F

Traffic Demand

Demand Set 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	Base 2026 + Committed Development + Isolation Scenario Reduced	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	811	100.000
2 - A1035 (E)		ONE HOUR	✓	1023	100.000
3 - A1164 (S)		ONE HOUR	✓	718	100.000
4 - Hull Bridge Road		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	267	313	231
	2 - A1035 (E)	326	1	300	396
	3 - A1164 (S)	236	402	0	80
	4 - Hull Bridge Road	182	220	87	2

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	8	6	0
	2 - A1035 (E)	8	100	11	1
	3 - A1164 (S)	7	9	0	4
	4 - Hull Bridge Road	2	3	6	0

Cyclist %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	0	0	0
	2 - A1035 (E)	0	0	0	0
	3 - A1164 (S)	0	0	0	0
	4 - Hull Bridge Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	31.29	8.2	D	738	1108
2 - A1035 (E)	8.13	2.5	A	955	1433
3 - A1164 (S)	138.32	35.2	F	655	982
4 - Hull Bridge Road	73.68	11.0	F	458	688

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	623	156	553	625	651	554	0.0	1.2	9.163	A
2 - A1035 (E)	757	189	481	750	807	696	0.0	1.3	5.622	A
3 - A1164 (S)	551	138	707	552	597	524	0.0	1.9	11.520	B
4 - Hull Bridge Road	370	92	739	367	368	520	0.0	1.4	13.731	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	709	177	653	725	742	671	1.2	1.8	12.001	B
2 - A1035 (E)	942	236	579	944	986	796	1.3	1.4	6.242	A
3 - A1164 (S)	602	151	885	625	674	639	1.9	3.6	20.018	C
4 - Hull Bridge Road	449	112	861	459	451	649	1.4	2.0	17.724	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	885	221	729	862	904	805	1.8	8.3	24.084	C
2 - A1035 (E)	1142	286	678	1144	1212	912	1.4	2.3	7.520	A
3 - A1164 (S)	809	202	1071	727	780	751	3.6	25.4	73.225	F
4 - Hull Bridge Road	563	141	1033	502	538	766	2.0	10.0	36.522	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	892	223	755	884	915	823	8.3	8.2	31.288	D
2 - A1035 (E)	1115	279	694	1119	1188	945	2.3	1.8	8.126	A
3 - A1164 (S)	832	208	1068	758	815	745	25.4	35.6	138.323	F
4 - Hull Bridge Road	551	138	1027	551	563	798	10.0	11.0	73.677	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	752	188	687	756	796	712	8.2	2.6	16.492	C
2 - A1035 (E)	977	244	582	975	998	862	1.8	1.7	6.672	A
3 - A1164 (S)	616	154	911	718	808	646	35.6	9.8	99.114	F
4 - Hull Bridge Road	431	108	955	442	477	673	11.0	3.5	46.080	E

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	580	145	540	584	632	557	2.6	1.1	9.177	A
2 - A1035 (E)	794	198	471	789	837	654	1.7	1.5	5.616	A
3 - A1164 (S)	533	133	727	540	627	532	9.8	1.7	18.400	C
4 - Hull Bridge Road	390	97	714	381	389	554	3.5	1.4	13.792	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	445	793	0.561	449	479	0.0	0.8	10.371	B
			3	1, 4	177	840	0.211	176	172	0.0	0.3	5.418	A
		2	1	(1, 2, 3, 4)	623			623	656	0.0	0.0	0.160	A
	Exit	1	1		554			554	592	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	805			805	849	0.0	0.0	0.000	A
			2	2, 3, 4	300			300	317	0.0	0.0	0.000	A
	CircBase	1	1	2	235			235	250	0.0	0.0	0.000	A
			2	2, 3, 4	317			317	324	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	218	852	0.257	220	248	0.0	0.3	5.948	A
			2	4	291	951	0.307	285	296	0.0	0.6	5.494	A
			3	1, 2	247	887	0.278	245	264	0.0	0.3	5.407	A
	Exit	1	1		696			696	728	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	847			847	890	0.0	0.0	0.000	A
			2	1, 3, 4	331			331	335	0.0	0.0	0.000	A
	CircBase	1	1	3	144			144	156	0.0	0.0	0.000	A
			2	1, 3, 4	337			337	340	0.0	0.0	0.000	A
	Entry	2	1	(3)	218			218	250	0.0	0.0	0.000	A
			2	(1, 2, 4)	539			539	564	0.0	0.0	0.031	A
3 - A1164 (S)	Entry	1	1	1, 4	232	622	0.374	231	258	0.0	0.7	8.934	A
			2	2, 3	319	598	0.535	321	339	0.0	0.7	10.076	B
	Exit	1	1		524			524	572	0.0	0.0	0.000	A
	CircLink	1	1	3	524			524	572	0.0	0.0	0.000	A
			2	4	462			462	468	0.0	0.0	0.000	A
			3	1, 2	245			245	264	0.0	0.0	0.000	A
	CircBase	1	1	4	242			242	236	0.0	0.0	0.000	A
			2	1, 2, 4	466			466	496	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	551			552	603	0.0	0.4	1.931	A
4 - Hull Bridge Road	Entry	1	1	1, 2	299	581	0.514	298	301	0.0	0.9	11.693	B
			2	3, 4	70	579	0.120	69	67	0.0	0.1	6.568	A
	CircBase	1	1	1	222			222	239	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	370			368	372	0.0	0.4	2.907	A
	Exit	1	1		520			520	531	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	723			723	763	0.0	0.0	0.000	A
			2	1, 2, 3	537			537	566	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	517			517	558	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	500	762	0.654	511	536	0.8	1.3	11.921	B
			3	1, 4	217	810	0.267	215	207	0.3	0.5	5.907	A
		2	1	(1, 2, 3, 4)	709			716	745	0.0	0.0	1.835	A
	Exit	1	1		671			671	705	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	950			950	995	0.0	0.0	0.000	A
			2	2, 3, 4	371			371	379	0.0	0.0	0.000	A
	CircBase	1	1	2	285			285	295	0.0	0.0	0.000	A
			2	2, 3, 4	365			365	374	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	275	849	0.325	277	304	0.3	0.5	6.161	A
			2	4	362	920	0.393	364	360	0.6	0.4	6.312	A
			3	1, 2	305	849	0.359	303	322	0.3	0.5	5.924	A
	Exit	1	1		796			796	836	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	992			992	1027	0.0	0.0	0.000	A
			2	1, 3, 4	384			384	384	0.0	0.0	0.000	A
	CircBase	1	1	3	183			183	190	0.0	0.0	0.000	A
			2	1, 3, 4	396			396	385	0.0	0.0	0.000	A
	Entry	2	1	(3)	275			275	304	0.0	0.0	0.000	A
			2	(1, 2, 4)	668			668	682	0.0	0.0	0.141	A
3 - A1164 (S)	Entry	1	1	1, 4	273	566	0.486	270	297	0.7	1.0	10.912	B
			2	2, 3	350	553	0.631	355	378	0.7	1.2	12.511	B
	Exit	1	1		639			639	670	0.0	0.0	0.000	A
	CircLink	1	1	3	639			639	670	0.0	0.0	0.000	A
			2	4	581			581	569	0.0	0.0	0.000	A
			3	1, 2	303			303	322	0.0	0.0	0.000	A
	CircBase	1	1	4	291			291	283	0.0	0.0	0.000	A
			2	1, 2, 4	595			595	609	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	602			624	678	0.4	1.5	8.179	A
4 - Hull Bridge Road	Entry	1	1	1, 2	368	550	0.670	373	368	0.9	1.4	13.395	B
			2	3, 4	86	547	0.157	87	83	0.1	0.1	7.432	A
	CircBase	1	1	1	250			250	272	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	449			454	454	0.4	0.5	5.415	A
	Exit	1	1		649			649	643	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	909			909	916	0.0	0.0	0.000	A
			2	1, 2, 3	602			602	650	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	610			610	651	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	603	734	0.819	605	647	1.3	3.5	19.290	C
			3	1, 4	255	782	0.326	256	257	0.5	0.7	7.621	A
		2	1	(1, 2, 3, 4)	885			859	915	0.0	4.1	8.074	A
	Exit	1	1		805			805	856	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1113			1113	1189	0.0	0.0	0.000	A
			2	2, 3, 4	421			421	448	0.0	0.0	0.000	A
	CircBase	1	1	2	303			303	334	0.0	0.0	0.000	A
			2	2, 3, 4	426			426	448	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	331	821	0.404	331	367	0.5	0.5	7.620	A
			2	4	433	891	0.486	434	444	0.4	0.8	7.482	A
			3	1, 2	379	831	0.457	378	401	0.5	0.8	6.975	A
	Exit	1	1		912			912	978	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1125			1125	1201	0.0	0.0	0.000	A
			2	1, 3, 4	466			466	485	0.0	0.0	0.000	A
	CircBase	1	1	3	206			206	223	0.0	0.0	0.000	A
			2	1, 3, 4	473			473	484	0.0	0.0	0.000	A
	Entry	2	1	(3)	331			331	367	0.0	0.0	0.000	A
			2	(1, 2, 4)	811			811	849	0.0	0.2	0.230	A
3 - A1164 (S)	Entry	1	1	1, 4	312	509	0.613	313	337	1.0	1.4	14.195	B
			2	2, 3	416	503	0.826	415	444	1.2	2.0	16.031	C
	Exit	1	1		751			751	814	0.0	0.0	0.000	A
	CircLink	1	1	3	751			751	814	0.0	0.0	0.000	A
			2	4	693			693	704	0.0	0.0	0.000	A
			3	1, 2	378			378	401	0.0	0.0	0.000	A
	CircBase	1	1	4	338			338	349	0.0	0.0	0.000	A
			2	1, 2, 4	733			733	756	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	809			728	787	1.5	22.0	57.900	F
4 - Hull Bridge Road	Entry	1	1	1, 2	408	502	0.817	404	431	1.4	2.3	17.133	C
			2	3, 4	100	481	0.203	98	107	0.1	0.4	9.760	A
	CircBase	1	1	1	304			304	319	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	563			508	543	0.5	7.3	20.659	C
	Exit	1	1		766			766	786	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	1081			1081	1112	0.0	0.0	0.000	A
			2	1, 2, 3	716			716	773	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	728			728	780	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	635	722	0.876	619	666	3.5	4.5	22.267	C
			3	1, 4	269	773	0.348	265	249	0.7	0.8	7.171	A
		2	1	(1, 2, 3, 4)	892			904	919	4.1	2.9	13.353	B
	Exit	1	1		823			823	863	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1158			1158	1223	0.0	0.0	0.000	A
			2	2, 3, 4	420			420	451	0.0	0.0	0.000	A
	CircBase	1	1	2	324			324	355	0.0	0.0	0.000	A
			2	2, 3, 4	431			431	457	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	317	830	0.383	320	357	0.5	0.4	7.800	A
			2	4	449	886	0.506	447	444	0.8	0.9	8.190	A
			3	1, 2	350	831	0.421	353	388	0.8	0.5	7.429	A
	Exit	1	1		945			945	1016	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1157			1157	1249	0.0	0.0	0.000	A
			2	1, 3, 4	482			482	478	0.0	0.0	0.000	A
	CircBase	1	1	3	223			223	234	0.0	0.0	0.000	A
			2	1, 3, 4	471			471	477	0.0	0.0	0.000	A
	Entry	2	1	(3)	317			317	356	0.0	0.0	0.000	A
			2	(1, 2, 4)	798			798	830	0.2	0.0	0.408	A
3 - A1164 (S)	Entry	1	1	1, 4	345	511	0.676	341	359	1.4	1.8	14.650	B
			2	2, 3	414	502	0.824	416	456	2.0	1.9	17.293	C
	Exit	1	1		745			745	815	0.0	0.0	0.000	A
	CircLink	1	1	3	745			745	815	0.0	0.0	0.000	A
			2	4	715			715	696	0.0	0.0	0.000	A
			3	1, 2	353			353	388	0.0	0.0	0.000	A
	CircBase	1	1	4	356			356	347	0.0	0.0	0.000	A
			2	1, 2, 4	712			712	736	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	832			760	815	22.0	32.0	122.257	F
4 - Hull Bridge Road	Entry	1	1	1, 2	453	504	0.900	452	454	2.3	2.3	18.863	C
			2	3, 4	101	491	0.205	99	109	0.4	0.3	9.456	A
	CircBase	1	1	1	323			323	339	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	551			554	562	7.3	8.5	56.443	F
	Exit	1	1		798			798	786	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	1098			1098	1107	0.0	0.0	0.000	A
			2	1, 2, 3	727			727	792	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	704			704	773	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	546	738	0.738	545	588	4.5	1.9	15.664	C
			3	1, 4	209	794	0.263	211	208	0.8	0.5	6.761	A
		2	1	(1, 2, 3, 4)	752			755	784	2.9	0.3	3.454	A
	Exit	1	1		712			712	763	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1015			1015	1100	0.0	0.0	0.000	A
			2	2, 3, 4	383			383	422	0.0	0.0	0.000	A
	CircBase	1	1	2	318			318	345	0.0	0.0	0.000	A
			2	2, 3, 4	368			368	414	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	276	842	0.328	276	312	0.4	0.5	7.120	A
			2	4	382	919	0.416	379	362	0.9	0.8	6.035	A
			3	1, 2	319	866	0.367	321	325	0.5	0.4	6.345	A
	Exit	1	1		862			862	941	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1042			1042	1139	0.0	0.0	0.000	A
			2	1, 3, 4	400			400	415	0.0	0.0	0.000	A
	CircBase	1	1	3	181			181	198	0.0	0.0	0.000	A
			2	1, 3, 4	401			401	416	0.0	0.0	0.000	A
	Entry	2	1	(3)	276			276	312	0.0	0.0	0.000	A
			2	(1, 2, 4)	701			701	685	0.0	0.0	0.305	A
3 - A1164 (S)	Entry	1	1	1, 4	306	559	0.540	307	346	1.8	1.0	13.276	B
			2	2, 3	405	542	0.743	409	462	1.9	1.1	15.314	C
	Exit	1	1		646			646	716	0.0	0.0	0.000	A
	CircLink	1	1	3	646			646	716	0.0	0.0	0.000	A
			2	4	590			590	571	0.0	0.0	0.000	A
			3	1, 2	321			321	325	0.0	0.0	0.000	A
	CircBase	1	1	4	303			303	293	0.0	0.0	0.000	A
			2	1, 2, 4	607			607	603	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	616			711	801	32.0	7.7	84.974	F
4 - Hull Bridge Road	Entry	1	1	1, 2	361	519	0.692	363	390	2.3	1.5	17.119	C
			2	3, 4	80	512	0.156	79	87	0.3	0.3	9.621	A
	CircBase	1	1	1	266			266	286	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	431			441	474	8.5	1.7	30.666	D
	Exit	1	1		673			673	659	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	937			937	948	0.0	0.0	0.000	A
			2	1, 2, 3	690			690	756	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	690			690	759	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	413	796	0.519	416	458	1.9	0.8	10.103	B
			3	1, 4	168	847	0.198	168	174	0.5	0.3	5.545	A
		2	1	(1, 2, 3, 4)	580			581	627	0.3	0.0	0.407	A
	Exit	1	1		557			557	611	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	784			784	878	0.0	0.0	0.000	A
			2	2, 3, 4	313			313	337	0.0	0.0	0.000	A
	CircBase	1	1	2	234			234	252	0.0	0.0	0.000	A
			2	2, 3, 4	306			306	353	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	233	826	0.283	233	260	0.5	0.5	5.715	A
			2	4	314	953	0.329	310	306	0.8	0.6	5.331	A
			3	1, 2	247	897	0.277	247	271	0.4	0.4	5.667	A
	Exit	1	1		654			654	739	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	800			800	901	0.0	0.0	0.000	A
			2	1, 3, 4	322			322	335	0.0	0.0	0.000	A
	CircBase	1	1	3	152			152	155	0.0	0.0	0.000	A
			2	1, 3, 4	318			318	343	0.0	0.0	0.000	A
	Entry	2	1	(3)	233			233	260	0.0	0.0	0.000	A
			2	(1, 2, 4)	562			562	577	0.0	0.0	0.092	A
3 - A1164 (S)	Entry	1	1	1, 4	243	608	0.401	242	273	1.0	0.5	9.440	A
			2	2, 3	298	614	0.486	298	354	1.1	0.8	10.899	B
	Exit	1	1		532			532	581	0.0	0.0	0.000	A
	CircLink	1	1	3	532			532	581	0.0	0.0	0.000	A
			2	4	481			481	482	0.0	0.0	0.000	A
			3	1, 2	247			247	271	0.0	0.0	0.000	A
	CircBase	1	1	4	238			238	244	0.0	0.0	0.000	A
			2	1, 2, 4	489			489	509	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	533			541	624	7.7	0.4	8.382	A
4 - Hull Bridge Road	Entry	1	1	1, 2	309	595	0.517	307	310	1.5	0.9	11.847	B
			2	3, 4	78	571	0.135	75	79	0.3	0.2	7.860	A
	CircBase	1	1	1	204			204	238	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	390			386	386	1.7	0.3	2.865	A
	Exit	1	1		554			554	554	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	770			770	790	0.0	0.0	0.000	A
			2	1, 2, 3	497			497	591	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	510			510	589	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	209	52	1028	794	0.263	212	221	0.0	0.3	10.111	B
				3	237	59	1028	793	0.297	236	258	0.0	0.5	10.590	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	177	44	1028	838	0.211	176	172	0.0	0.3	5.418	A
	CircLink	1	1	1	136	34	-	-	-	136	134	0.0	0.0	0.000	A
				2	89	22	-	-	-	89	88	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	73	18	-	-	-	73	79	0.0	0.0	0.000	A
				3	68	17	-	-	-	68	66	0.0	0.0	0.000	A
				4	2	0.38	-	-	-	2	1	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	83	21	-	-	-	83	85	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	79	20	-	-	-	79	82	0.0	0.0	0.000	A
				3	68	17	-	-	-	68	66	0.0	0.0	0.000	A
				4	2	0.38	-	-	-	2	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	209	52	-	-	-	209	223	0.0	0.0	0.226	A
				3	237	59	-	-	-	237	260	0.0	0.0	0.147	A
				4	177	44	-	-	-	177	173	0.0	0.0	0.099	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	218	55	1102	851	0.257	220	248	0.0	0.3	5.948	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	291	73	1102	949	0.307	285	296	0.0	0.6	5.494	A
			3	1	246	62	1102	892	0.276	244	263	0.0	0.3	5.409	A
				2	1	0.13	138	60	0.008	1	1	0.0	0.0	4.808	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	212	53	-	-	-	212	221	0.0	0.0	0.000	A
				3	118	30	-	-	-	118	131	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	119	30	-	-	-	119	128	0.0	0.0	0.000	A
				4	176	44	-	-	-	176	172	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	34	9	-	-	-	34	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	33	8	-	-	-	33	32	0.0	0.0	0.000	A
				4	2	0.38	-	-	-	2	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	218	55	-	-	-	218	250	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	246	62	-	-	-	246	264	0.0	0.0	0.052	A
				2	1	0.13	-	-	-	1	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	291	73	-	-	-	291	298	0.0	0.0	0.014	A
3 - A1164 (S)	Entry	1	1	1	174	43	872	618	0.282	174	195	0.0	0.5	8.827	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	58	14	872	639	0.091	58	63	0.0	0.2	9.261	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	319	80	872	597	0.535	321	339	0.0	0.7	10.076	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	220	55	-	-	-	220	248	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	285	71	-	-	-	285	296	0.0	0.0	0.000	A
			3	1	244	61	-	-	-	244	263	0.0	0.0	0.000	A
				2	1	0.13	-	-	-	1	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.50	0.13	-	-	-	0.50	0.67	0.0	0.0	0.000	A
			2	1	244	61	-	-	-	244	263	0.0	0.0	0.000	A
				2	1	0.13	-	-	-	1	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.25	-	-	-	1	0.50	0.0	0.0	0.000	A
	Entry	2	1	1	175	44	-	-	-	174	198	0.0	0.3	1.581	A
				2	318	79	-	-	-	319	342	0.0	0.2	2.124	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	57	14	-	-	-	58	64	0.0	0.0	2.011	A
4 - Hull Bridge Road	Entry	1	1	1	137	34	837	584	0.235	136	134	0.0	0.3	12.153	B
				2	161	40	837	575	0.279	162	167	0.0	0.6	11.319	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	68	17	837	578	0.118	68	66	0.0	0.1	6.606	A
				4	2	0.38	174	124	0.012	2	1	0.0	0.0	4.519	A
	CircLink	1	1	1	86	21	-	-	-	86	97	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	58	15	-	-	-	58	63	0.0	0.0	0.000	A
			2	1	87	22	-	-	-	87	98	0.0	0.0	0.000	A
				2	321	80	-	-	-	321	339	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	91	23	-	-	-	91	103	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	83	21	-	-	-	83	93	0.0	0.0	0.000	A
				2	321	80	-	-	-	321	339	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	139	35	-	-	-	137	135	0.0	0.1	2.817	A
				2	162	41	-	-	-	161	170	0.0	0.2	3.275	A
				3	68	17	-	-	-	68	66	0.0	0.0	2.196	A
				4	2	0.38	-	-	-	2	1	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	230	58	1028	758	0.304	233	250	0.8	0.8	12.266	B
				3	269	67	1028	765	0.350	277	285	0.8	0.5	11.622	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	217	54	1028	811	0.267	215	207	0.3	0.5	5.907	A
	CircLink	1	1	1	165	41	-	-	-	165	161	0.0	0.0	0.000	A
				2	102	26	-	-	-	102	103	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	105	26	-	-	-	105	104	0.0	0.0	0.000	A
				3	85	21	-	-	-	85	81	0.0	0.0	0.000	A
				4	3	0.63	-	-	-	3	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	106	27	-	-	-	106	107	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	101	25	-	-	-	101	101	0.0	0.0	0.000	A
				3	85	21	-	-	-	85	81	0.0	0.0	0.000	A
				4	3	0.63	-	-	-	3	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	228	57	-	-	-	230	252	0.0	0.0	2.188	A
				3	266	67	-	-	-	269	285	0.0	0.0	1.854	A
				4	215	54	-	-	-	217	207	0.0	0.0	1.413	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	275	69	1102	849	0.325	277	304	0.3	0.5	6.161	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	362	91	1102	920	0.393	364	360	0.6	0.4	6.312	A
			3	1	305	76	1102	851	0.358	303	321	0.3	0.5	5.919	A
				2	1	0.13	138	57	0.009	1	1	0.0	0.0	8.808	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	233	58	-	-	-	233	250	0.0	0.0	0.000	A
				3	154	39	-	-	-	154	152	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	123	31	-	-	-	123	133	0.0	0.0	0.000	A
				4	215	54	-	-	-	215	207	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	41	10	-	-	-	41	39	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	43	11	-	-	-	43	42	0.0	0.0	0.000	A
				4	3	0.63	-	-	-	3	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	275	69	-	-	-	275	304	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	305	76	-	-	-	305	322	0.0	0.0	0.165	A
				2	1	0.13	-	-	-	1	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	362	91	-	-	-	362	359	0.0	0.0	0.121	A
3 - A1164 (S)	Entry	1	1	1	205	51	872	561	0.367	202	223	0.7	0.7	10.926	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	68	17	872	582	0.119	68	74	0.7	0.3	10.870	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	350	88	872	553	0.631	355	378	0.7	1.2	12.511	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	277	69	-	-	-	277	304	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	364	91	-	-	-	364	360	0.0	0.0	0.000	A
			3	1	303	76	-	-	-	303	321	0.0	0.0	0.000	A
				2	1	0.13	-	-	-	1	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.38	-	-	-	2	1	0.0	0.0	0.000	A
			2	1	303	76	-	-	-	303	321	0.0	0.0	0.000	A
				2	1	0.13	-	-	-	1	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.25	-	-	-	1	1	0.0	0.0	0.000	A
	Entry	2	1	1	201	50	-	-	-	205	223	0.4	0.5	7.390	A
				2	337	84	-	-	-	350	380	0.4	0.9	8.757	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	64	16	-	-	-	68	75	0.0	0.1	7.639	A

4 - Hull Bridge Road	Entry	1	1	1	166	41	837	548	0.303	165	161	0.9	0.8	13.132	B
				2	203	51	837	549	0.368	207	207	0.9	0.6	13.604	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	84	21	837	543	0.154	85	81	0.1	0.1	7.359	A
				4	3	0.63	314	217	0.012	3	2	0.0	0.0	9.834	A
	CircLink	1	1	1	112	28	-	-	-	112	116	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	68	17	-	-	-	68	74	0.0	0.0	0.000	A
			2	1	90	22	-	-	-	90	107	0.0	0.0	0.000	A
				2	355	89	-	-	-	355	378	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	102	26	-	-	-	102	110	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	99	25	-	-	-	99	112	0.0	0.0	0.000	A
				2	355	89	-	-	-	355	378	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	165	41	-	-	-	166	164	0.4	0.3	5.982	A
				2	197	49	-	-	-	203	207	0.4	0.1	5.512	A
				3	84	21	-	-	-	84	81	0.4	0.1	4.092	A
				4	3	0.63	-	-	-	3	2	0.0	0.0	2.119	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	281	70	1028	722	0.385	280	304	1.3	1.8	19.813	C
				3	323	81	1028	743	0.434	325	344	1.3	1.7	18.837	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	255	64	1028	783	0.326	256	257	0.5	0.7	7.621	A
	CircLink	1	1	1	189	47	-	-	-	189	202	0.0	0.0	0.000	A
				2	106	26	-	-	-	106	111	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	109	27	-	-	-	109	118	0.0	0.0	0.000	A
				3	95	24	-	-	-	95	104	0.0	0.0	0.000	A
				4	3	0.75	-	-	-	3	3	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	99	25	-	-	-	99	115	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	116	29	-	-	-	116	114	0.0	0.0	0.000	A
				3	95	24	-	-	-	95	104	0.0	0.0	0.000	A
				4	3	0.75	-	-	-	3	3	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	286	72	-	-	-	281	308	0.0	1.3	9.310	A
				3	333	83	-	-	-	323	349	0.0	1.3	7.294	A
				4	267	67	-	-	-	255	258	0.0	1.5	7.703	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	331	83	1102	822	0.403	331	367	0.5	0.5	7.620	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	433	108	1102	892	0.485	434	444	0.4	0.8	7.482	A
			3	1	379	95	1102	834	0.456	376	399	0.5	0.8	6.955	A
				2	1	0.25	230	95	0.011	2	2	0.0	0.0	14.358	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	280	70	-	-	-	280	304	0.0	0.0	0.000	A
				3	165	41	-	-	-	165	171	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	160	40	-	-	-	160	172	0.0	0.0	0.000	A
				4	256	64	-	-	-	256	257	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	42	10	-	-	-	42	52	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	53	13	-	-	-	53	51	0.0	0.0	0.000	A
				4	3	0.75	-	-	-	3	3	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	331	83	-	-	-	331	367	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	376	94	-	-	-	379	401	0.0	0.1	0.291	A
				2	1	0.25	-	-	-	1	2	0.0	0.0	1.496	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	433	108	-	-	-	433	446	0.0	0.1	0.177	A
3 - A1164 (S)	Entry	1	1	1	237	59	872	506	0.472	239	255	1.0	0.8	14.298	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	74	19	872	525	0.141	73	82	1.0	0.5	13.890	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	416	104	872	504	0.825	415	444	1.2	2.0	16.031	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	331	83	-	-	-	331	367	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	434	108	-	-	-	434	444	0.0	0.0	0.000	A
			3	1	376	94	-	-	-	376	399	0.0	0.0	0.000	A
				2	2	0.38	-	-	-	2	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.38	-	-	-	2	2	0.0	0.0	0.000	A
			2	1	376	94	-	-	-	376	399	0.0	0.0	0.000	A
				2	2	0.38	-	-	-	2	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.38	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	263	66	-	-	-	237	256	1.5	7.5	59.461	F
				2	447	112	-	-	-	416	448	1.5	11.1	56.264	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	99	25	-	-	-	74	82	1.5	3.5	61.339	F
4 - Hull Bridge Road	Entry	1	1	1	191	48	837	498	0.383	189	202	1.4	1.0	16.720	C
				2	217	54	837	501	0.435	216	229	1.4	1.3	17.496	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	96	24	837	487	0.199	95	104	0.1	0.4	9.694	A
				4	4	0.88	453	282	0.012	3	3	0.0	0.0	11.700	B
	CircLink	1	1	1	125	31	-	-	-	125	131	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	73	18	-	-	-	73	82	0.0	0.0	0.000	A
			2	1	114	28	-	-	-	114	124	0.0	0.0	0.000	A
				2	415	104	-	-	-	415	444	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	122	31	-	-	-	122	128	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	118	29	-	-	-	118	128	0.0	0.0	0.000	A
				2	415	104	-	-	-	415	444	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	215	54	-	-	-	191	203	0.5	3.0	21.094	C
				2	237	59	-	-	-	217	232	0.5	2.7	20.569	C
				3	106	27	-	-	-	96	104	0.5	1.5	20.074	C
				4	4	1	-	-	-	4	3	0.0	0.1	18.045	C

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	299	75	1028	712	0.418	289	313	3.5	2.3	22.548	C
				3	335	84	1028	729	0.459	331	354	3.5	2.2	22.023	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	269	67	1028	774	0.348	265	249	0.7	0.8	7.171	A
	CircLink	1	1	1	213	53	-	-	-	213	209	0.0	0.0	0.000	A
				2	121	30	-	-	-	121	124	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	118	29	-	-	-	118	121	0.0	0.0	0.000	A
				3	96	24	-	-	-	96	105	0.0	0.0	0.000	A
				4	4	0.88	-	-	-	4	4	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	106	26	-	-	-	106	117	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	132	33	-	-	-	132	129	0.0	0.0	0.000	A

				3	96	24	-	-	-	96	105	0.0	0.0	0.000	A
				4	4	0.88	-	-	-	4	4	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	296	74	-	-	-	299	315	4.1	0.7	13.262	B
				3	325	81	-	-	-	335	356	4.1	1.1	13.528	B
				4	271	68	-	-	-	269	249	4.1	1.1	13.221	B
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	317	79	1102	831	0.382	320	357	0.5	0.4	7.800	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	449	112	1102	887	0.505	447	444	0.8	0.9	8.190	A
			3	1	349	87	1102	836	0.417	352	385	0.8	0.5	7.429	A
				2	1	0.25	321	131	0.008	1	2	0.0	0.0	7.471	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	289	72	-	-	-	289	313	0.0	0.0	0.000	A
				3	163	41	-	-	-	163	176	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	168	42	-	-	-	168	177	0.0	0.0	0.000	A
				4	265	66	-	-	-	265	249	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	48	12	-	-	-	48	52	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	47	12	-	-	-	47	53	0.0	0.0	0.000	A
				4	4	0.88	-	-	-	4	4	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	317	79	-	-	-	317	356	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	349	87	-	-	-	349	384	0.2	0.0	0.561	A
				2	1	0.25	-	-	-	1	2	0.0	0.0	0.382	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	449	112	-	-	-	449	444	0.2	0.0	0.285	A
3 - A1164 (S)	Entry	1	1	1	261	65	872	510	0.512	258	269	1.4	1.3	14.764	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	84	21	872	518	0.162	83	90	1.4	0.4	14.317	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	414	103	872	503	0.822	416	456	2.0	1.9	17.293	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	320	80	-	-	-	320	357	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	447	112	-	-	-	447	444	0.0	0.0	0.000	A
			3	1	352	88	-	-	-	352	385	0.0	0.0	0.000	A
				2	1	0.25	-	-	-	1	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.38	-	-	-	2	3	0.0	0.0	0.000	A
			2	1	352	88	-	-	-	352	385	0.0	0.0	0.000	A
				2	1	0.25	-	-	-	1	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.50	-	-	-	2	1	0.0	0.0	0.000	A
	Entry	2	1	1	292	73	-	-	-	261	270	22.0	11.0	122.633	F
				2	448	112	-	-	-	414	455	22.0	17.1	122.226	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	93	23	-	-	-	84	90	22.0	3.9	121.272	F
4 - Hull Bridge Road	Entry	1	1	1	213	53	837	508	0.419	213	209	2.3	0.8	18.626	C
				2	241	60	837	498	0.485	239	245	2.3	1.4	19.066	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	98	24	837	492	0.199	96	105	0.4	0.3	9.489	A
				4	4	0.88	488	302	0.012	4	4	0.4	0.0	8.485	A
	CircLink	1	1	1	125	31	-	-	-	125	131	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	83	21	-	-	-	83	90	0.0	0.0	0.000	A
			2	1	133	33	-	-	-	133	138	0.0	0.0	0.000	A
				2	416	104	-	-	-	416	456	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	129	32	-	-	-	129	138	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	129	32	-	-	-	129	130	0.0	0.0	0.000	A
				2	416	104	-	-	-	416	456	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	209	52	-	-	-	213	208	7.3	3.5	59.732	F
				2	243	61	-	-	-	241	246	7.3	3.6	55.917	F
				3	96	24	-	-	-	98	105	7.3	1.3	51.250	F
				4	4	1	-	-	-	4	3	7.3	0.0	43.100	E

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	255	64	1028	721	0.353	253	270	4.5	0.8	15.614	C
				3	291	73	1028	751	0.386	292	318	4.5	1.1	15.706	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	209	52	1028	792	0.264	211	208	0.8	0.5	6.761	A
	CircLink	1	1	1	168	42	-	-	-	168	183	0.0	0.0	0.000	A
				2	102	25	-	-	-	102	108	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	94	24	-	-	-	94	99	0.0	0.0	0.000	A
				3	78	20	-	-	-	78	86	0.0	0.0	0.000	A
				4	0.50	0.13	-	-	-	0.50	1	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	103	26	-	-	-	103	109	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	93	23	-	-	-	93	98	0.0	0.0	0.000	A
				3	78	20	-	-	-	78	86	0.0	0.0	0.000	A
				4	0.50	0.13	-	-	-	0.50	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	256	64	-	-	-	255	264	2.9	0.0	3.130	A
				3	291	73	-	-	-	291	314	2.9	0.2	3.670	A
				4	206	52	-	-	-	209	207	2.9	0.0	3.532	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	276	69	1102	842	0.328	276	312	0.4	0.5	7.120	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	382	96	1102	919	0.416	379	362	0.9	0.8	6.035	A
			3	1	316	79	1102	870	0.363	319	323	0.5	0.4	6.351	A
				2	2	1	230	97	0.021	2	2	0.0	0.0	4.706	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	253	63	-	-	-	253	270	0.0	0.0	0.000	A
				3	136	34	-	-	-	136	152	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	156	39	-	-	-	156	166	0.0	0.0	0.000	A

				4	211	53	-	-	-	211	208	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	32	8	-	-	-	32	43	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	47	12	-	-	-	47	43	0.0	0.0	0.000	A
				4	0.50	0.13	-	-	-	0.50	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	276	69	-	-	-	276	312	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	316	79	-	-	-	316	322	0.0	0.0	0.441	A
				2	2	1	-	-	-	2	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	382	96	-	-	-	382	361	0.0	0.0	0.193	A
3 - A1164 (S)	Entry	1	1	1	226	57	872	557	0.400	226	258	1.8	0.8	13.262	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	80	20	872	578	0.137	83	88	1.8	0.3	13.314	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	405	101	872	543	0.740	409	462	1.9	1.1	15.314	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	276	69	-	-	-	276	312	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	379	95	-	-	-	379	362	0.0	0.0	0.000	A
			3	1	319	80	-	-	-	319	323	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.50	0.13	-	-	-	0.50	0.67	0.0	0.0	0.000	A
			2	1	319	80	-	-	-	319	323	0.0	0.0	0.000	A
				2	2	1	-	-	-	2	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	-	-	-	0	0.50	0.0	0.0	0.000	A
	Entry	2	1	1	200	50	-	-	-	226	256	32.0	2.8	84.618	F
				2	342	86	-	-	-	405	458	32.0	4.0	85.073	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	73	18	-	-	-	80	87	32.0	0.9	85.501	F
4 - Hull Bridge Road	Entry	1	1	1	166	41	837	522	0.317	168	183	2.2	0.6	17.205	C
				2	195	49	837	518	0.374	196	207	2.2	0.9	17.042	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	80	20	837	515	0.155	78	86	0.3	0.3	9.606	A
				4	0.50	0.13	244	154	0.003	0.50	1	0.0	0.0	10.690	B
	CircLink	1	1	1	110	27	-	-	-	110	128	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	83	21	-	-	-	83	88	0.0	0.0	0.000	A
			2	1	116	29	-	-	-	116	130	0.0	0.0	0.000	A
				2	409	102	-	-	-	409	462	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	113	28	-	-	-	113	127	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	114	28	-	-	-	114	131	0.0	0.0	0.000	A
				2	409	102	-	-	-	409	462	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	160	40	-	-	-	166	182	8.5	0.5	29.741	D
				2	189	47	-	-	-	195	205	8.5	0.8	33.455	D
				3	80	20	-	-	-	80	86	8.5	0.4	25.930	D
				4	1	0.25	-	-	-	0.50	1	8.5	0.0	33.243	D

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	186	46	1028	779	0.238	188	214	1.9	0.3	10.026	B
				3	227	57	1028	815	0.279	228	245	1.9	0.5	10.170	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	168	42	1028	849	0.198	168	174	0.5	0.3	5.545	A
	CircLink	1	1	1	140	35	-	-	-	140	139	0.0	0.0	0.000	A
				2	81	20	-	-	-	81	86	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	85	21	-	-	-	85	85	0.0	0.0	0.000	A
				3	72	18	-	-	-	72	77	0.0	0.0	0.000	A
				4	3	0.75	-	-	-	3	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	86	22	-	-	-	86	83	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	80	20	-	-	-	80	87	0.0	0.0	0.000	A
				3	72	18	-	-	-	72	77	0.0	0.0	0.000	A
				4	3	0.75	-	-	-	3	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	185	46	-	-	-	186	211	0.0	0.0	0.373	A
				3	226	56	-	-	-	227	242	0.3	0.0	0.510	A
				4	168	42	-	-	-	168	174	0.3	0.0	0.309	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	233	58	1102	826	0.283	233	260	0.5	0.5	5.715	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	314	79	1102	953	0.329	310	306	0.8	0.6	5.331	A
			3	1	247	62	1102	897	0.277	247	271	0.4	0.4	5.656	A
				2	0	0	92	78	0.000	0	0.67	0.0	0.0	13.812	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	188	47	-	-	-	188	214	0.0	0.0	0.000	A
				3	115	29	-	-	-	115	126	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	113	28	-	-	-	113	118	0.0	0.0	0.000	A
				4	168	42	-	-	-	168	174	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	35	9	-	-	-	35	37	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	36	9	-	-	-	36	40	0.0	0.0	0.000	A
				4	3	0.75	-	-	-	3	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	233	58	-	-	-	233	260	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	247	62	-	-	-	247	271	0.0	0.0	0.154	A
				2	0	0	-	-	-	0	0.67	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	314	79	-	-	-	314	305	0.0	0.0	0.040	A
3 - A1164 (S)	Entry	1	1	1	169	42	872	603	0.281	169	201	1.0	0.3	9.365	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	75	19	872	616	0.121	73	72	1.0	0.3	9.645	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	298	75	872	614	0.486	298	354	1.1	0.8	10.899	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	233	58	-	-	-	233	260	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	310	77	-	-	-	310	306	0.0	0.0	0.000	A
			3	1	247	62	-	-	-	247	271	0.0	0.0	0.000	A
				2	0	0	-	-	-	0	0.67	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.50	-	-	-	2	1	0.0	0.0	0.000	A
			2	1	247	62	-	-	-	247	271	0.0	0.0	0.000	A
				2	0	0	-	-	-	0	0.67	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.25	-	-	-	1	0.83	0.0	0.0	0.000	A
	Entry	2	1	1	163	41	-	-	-	169	199	7.7	0.1	7.597	A
				2	296	74	-	-	-	298	353	7.7	0.3	8.815	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	74	19	-	-	-	75	72	7.7	0.0	8.444	A
4 - Hull Bridge Road	Entry	1	1	1	141	35	837	599	0.235	140	139	1.5	0.4	11.536	B
				2	167	42	837	595	0.281	167	171	1.5	0.5	12.102	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	74	19	837	567	0.131	72	77	0.3	0.2	7.863	A
				4	3	0.75	384	270	0.011	3	2	0.0	0.0	7.748	A
	CircLink	1	1	1	90	23	-	-	-	90	107	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	73	18	-	-	-	73	72	0.0	0.0	0.000	A
			2	1	79	20	-	-	-	79	94	0.0	0.0	0.000	A
				2	298	75	-	-	-	298	354	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	74	18	-	-	-	74	97	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	96	24	-	-	-	96	104	0.0	0.0	0.000	A
				2	298	75	-	-	-	298	354	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	143	36	-	-	-	141	139	1.7	0.2	3.110	A
				2	169	42	-	-	-	167	169	1.7	0.1	2.992	A
				3	74	19	-	-	-	74	76	1.7	0.0	2.024	A
				4	3	0.75	-	-	-	3	2	1.7	0.0	5.825	A

Base 2026 + Committed Development + Isolation Scenario Reduced, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	4 - Hull Bridge Road	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Lane Roundabout	Standard Roundabout	✓	1, 2, 3, 4	137.96	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	137.96	F

Traffic Demand

Demand Set 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	Base 2026 + Committed Development + Isolation Scenario Reduced	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	719	100.000
2 - A1035 (E)		ONE HOUR	✓	979	100.000
3 - A1164 (S)		ONE HOUR	✓	955	100.000
4 - Hull Bridge Road		ONE HOUR	✓	542	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	368	193	158
	2 - A1035 (E)	300	3	353	323
	3 - A1164 (S)	350	498	0	107
	4 - Hull Bridge Road	164	344	34	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	2	3	0
	2 - A1035 (E)	3	47	6	0
	3 - A1164 (S)	1	5	0	3
	4 - Hull Bridge Road	1	1	3	0

Cyclist %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	0	0	0
	2 - A1035 (E)	0	0	0	0
	3 - A1164 (S)	0	0	0	0
	4 - Hull Bridge Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	22.54	6.1	C	652	979
2 - A1035 (E)	6.20	1.9	A	891	1337
3 - A1164 (S)	247.29	79.3	F	873	1309
4 - Hull Bridge Road	336.23	52.7	F	495	743

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	535	134	691	533	562	595	0.0	1.5	9.924	A
2 - A1035 (E)	710	177	296	712	746	928	0.0	0.8	4.754	A
3 - A1164 (S)	713	178	559	733	741	449	0.0	2.4	14.195	B
4 - Hull Bridge Road	411	103	865	421	409	427	0.0	1.8	16.541	C

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	656	164	786	659	665	709	1.5	2.3	13.567	B
2 - A1035 (E)	884	221	345	881	905	1100	0.8	1.5	5.323	A
3 - A1164 (S)	861	215	687	850	858	539	2.4	8.9	28.985	D
4 - Hull Bridge Road	499	125	1007	488	476	529	1.8	6.2	34.851	D

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	779	195	818	761	779	790	2.3	4.9	17.806	C
2 - A1035 (E)	1080	270	401	1077	1113	1177	1.5	1.8	5.857	A
3 - A1164 (S)	1056	264	857	895	925	620	8.9	44.7	108.335	F
4 - Hull Bridge Road	586	146	1118	490	496	635	6.2	29.9	137.957	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	790	198	834	772	795	814	4.9	6.0	22.535	C
2 - A1035 (E)	1088	272	402	1094	1117	1204	1.8	1.1	6.204	A
3 - A1164 (S)	1050	262	870	875	947	626	44.7	79.4	240.438	F
4 - Hull Bridge Road	606	152	1136	511	524	608	29.9	52.7	300.290	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	624	156	863	626	660	763	6.0	2.3	15.867	C
2 - A1035 (E)	852	213	328	845	883	1161	1.1	1.8	5.284	A
3 - A1164 (S)	861	215	662	962	1014	510	79.4	52.4	247.287	F
4 - Hull Bridge Road	480	120	1110	515	518	512	52.7	43.3	336.233	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	530	133	813	525	549	655	2.3	1.7	11.220	B
2 - A1035 (E)	732	183	297	727	754	1041	1.8	1.2	4.837	A
3 - A1164 (S)	690	172	589	840	912	435	52.4	6.1	97.259	F
4 - Hull Bridge Road	387	97	964	503	524	464	43.3	13.0	166.267	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	420	785	0.535	420	443	0.0	1.2	10.536	B
			3	1, 4	114	802	0.142	114	119	0.0	0.2	5.496	A
		2	1	(1, 2, 3, 4)	535			534	568	0.0	0.1	0.438	A
	Exit	1	1		595			595	600	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	923			923	934	0.0	0.0	0.000	A
			2	2, 3, 4	363			363	363	0.0	0.0	0.000	A
	CircBase	1	1	2	316			316	333	0.0	0.0	0.000	A
			2	2, 3, 4	375			375	364	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	263	971	0.270	266	277	0.0	0.3	5.275	A
			2	4	234	1015	0.231	235	242	0.0	0.2	4.323	A
			3	1, 2	212	989	0.214	210	227	0.0	0.3	4.547	A
	Exit	1	1		928			928	952	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1027			1027	1050	0.0	0.0	0.000	A
			2	1, 3, 4	197			197	209	0.0	0.0	0.000	A
	CircBase	1	1	3	91			91	96	0.0	0.0	0.000	A
			2	1, 3, 4	205			205	211	0.0	0.0	0.000	A
	Entry	2	1	(3)	263			263	278	0.0	0.0	0.000	A
			2	(1, 2, 4)	446			446	471	0.0	0.0	0.026	A
3 - A1164 (S)	Entry	1	1	1, 4	332	692	0.480	333	334	0.0	0.9	9.329	A
			2	2, 3	390	679	0.574	401	407	0.0	0.7	10.042	B
	Exit	1	1		449			449	465	0.0	0.0	0.000	A
	CircLink	1	1	3	449			449	465	0.0	0.0	0.000	A
			2	4	348			348	361	0.0	0.0	0.000	A
			3	1, 2	210			210	227	0.0	0.0	0.000	A
	CircBase	1	1	4	183			183	187	0.0	0.0	0.000	A
			2	1, 2, 4	376			376	401	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	713			722	748	0.0	0.8	4.463	A
4 - Hull Bridge Road	Entry	1	1	1, 2	392	570	0.688	394	383	0.0	1.5	12.771	B
			2	3, 4	27	553	0.049	27	27	0.0	0.1	7.850	A
	CircBase	1	1	1	220			220	232	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	411			420	416	0.0	0.2	4.070	A
	Exit	1	1		427			427	441	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	661			661	686	0.0	0.0	0.000	A
			2	1, 2, 3	631			631	643	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	646			646	655	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	518	749	0.691	516	522	1.2	2.1	14.357	B
			3	1, 4	138	769	0.180	142	143	0.2	0.1	5.920	A
		2	1	(1, 2, 3, 4)	656			656	668	0.1	0.1	1.073	A
	Exit	1	1		709			709	729	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1082			1082	1112	0.0	0.0	0.000	A
			2	2, 3, 4	414			414	402	0.0	0.0	0.000	A
	CircBase	1	1	2	380			380	379	0.0	0.0	0.000	A
			2	2, 3, 4	406			406	406	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	336	930	0.362	336	338	0.3	0.4	5.795	A
			2	4	292	1001	0.292	290	291	0.2	0.5	4.919	A
			3	1, 2	256	961	0.268	254	275	0.3	0.6	5.145	A
	Exit	1	1		1100			1100	1103	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1204			1204	1205	0.0	0.0	0.000	A
			2	1, 3, 4	241			241	245	0.0	0.0	0.000	A
	CircBase	1	1	3	104			104	101	0.0	0.0	0.000	A
			2	1, 3, 4	241			241	246	0.0	0.0	0.000	A
	Entry	2	1	(3)	336			336	339	0.0	0.0	0.000	A
			2	(1, 2, 4)	548			548	569	0.0	0.0	0.026	A
3 - A1164 (S)	Entry	1	1	1, 4	401	656	0.612	404	412	0.9	1.5	11.322	B
			2	2, 3	452	630	0.720	445	446	0.7	1.9	11.713	B
	Exit	1	1		539			539	542	0.0	0.0	0.000	A
	CircLink	1	1	3	539			539	542	0.0	0.0	0.000	A
			2	4	432			432	434	0.0	0.0	0.000	A
			3	1, 2	254			254	275	0.0	0.0	0.000	A
	CircBase	1	1	4	216			216	222	0.0	0.0	0.000	A
			2	1, 2, 4	471			471	488	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	861			853	866	0.8	5.6	17.436	C
4 - Hull Bridge Road	Entry	1	1	1, 2	464	528	0.878	460	447	1.5	2.4	16.361	C
			2	3, 4	27	494	0.054	28	29	0.1	0.0	7.253	A
	CircBase	1	1	1	280			280	295	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	499			491	479	0.2	3.8	18.939	C
	Exit	1	1		529			529	530	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	796			796	820	0.0	0.0	0.000	A
			2	1, 2, 3	741			741	748	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	727			727	744	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	609	742	0.820	594	611	2.1	3.6	17.827	C
			3	1, 4	168	759	0.221	166	168	0.1	0.3	5.958	A
		2	1	(1, 2, 3, 4)	779			776	786	0.1	0.9	2.520	A
	Exit	1	1		790			790	821	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1182			1182	1232	0.0	0.0	0.000	A
			2	2, 3, 4	426			426	428	0.0	0.0	0.000	A
	CircBase	1	1	2	391			391	400	0.0	0.0	0.000	A
			2	2, 3, 4	426			426	439	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	388	930	0.418	386	409	0.4	0.8	6.409	A
			2	4	364	985	0.370	365	357	0.5	0.5	5.689	A
			3	1, 2	327	956	0.343	327	347	0.6	0.4	5.288	A
	Exit	1	1		1177			1177	1215	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1282			1282	1328	0.0	0.0	0.000	A
			2	1, 3, 4	296			296	291	0.0	0.0	0.000	A
	CircBase	1	1	3	114			114	121	0.0	0.0	0.000	A
			2	1, 3, 4	287			287	283	0.0	0.0	0.000	A
	Entry	2	1	(3)	388			388	411	0.0	0.0	0.000	A
			2	(1, 2, 4)	692			692	703	0.0	0.0	0.051	A
3 - A1164 (S)	Entry	1	1	1, 4	425	608	0.699	427	443	1.5	1.7	13.979	B
			2	2, 3	466	583	0.796	467	483	1.9	1.9	14.439	B
	Exit	1	1		620			620	646	0.0	0.0	0.000	A
	CircLink	1	1	3	620			620	646	0.0	0.0	0.000	A
			2	4	532			532	524	0.0	0.0	0.000	A
			3	1, 2	327			327	347	0.0	0.0	0.000	A
	CircBase	1	1	4	249			249	258	0.0	0.0	0.000	A
			2	1, 2, 4	610			610	613	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	1056			891	926	5.6	41.1	94.132	F
4 - Hull Bridge Road	Entry	1	1	1, 2	462	495	0.935	460	468	2.4	3.0	21.244	C
			2	3, 4	30	482	0.062	30	28	0.0	0.1	9.214	A
	CircBase	1	1	1	316			316	336	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	586			492	499	3.8	27.0	117.190	F
	Exit	1	1		635			635	631	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	946			946	971	0.0	0.0	0.000	A
			2	1, 2, 3	807			807	826	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	801			801	829	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	616	737	0.836	605	622	3.6	4.0	20.460	C
			3	1, 4	168	756	0.222	167	172	0.3	0.2	6.723	A
		2	1	(1, 2, 3, 4)	790			784	795	0.9	1.9	5.035	A
	Exit	1	1		814			814	847	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1217			1217	1264	0.0	0.0	0.000	A
			2	2, 3, 4	431			431	456	0.0	0.0	0.000	A
	CircBase	1	1	2	411			411	427	0.0	0.0	0.000	A
			2	2, 3, 4	422			422	446	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	388	935	0.413	391	419	0.8	0.4	6.459	A
			2	4	354	985	0.359	353	347	0.5	0.3	5.713	A
			3	1, 2	347	953	0.364	349	350	0.4	0.4	6.097	A
	Exit	1	1		1204			1204	1249	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1322			1322	1370	0.0	0.0	0.000	A
			2	1, 3, 4	284			284	297	0.0	0.0	0.000	A
	CircBase	1	1	3	116			116	125	0.0	0.0	0.000	A
			2	1, 3, 4	286			286	293	0.0	0.0	0.000	A
	Entry	2	1	(3)	388			388	418	0.0	0.0	0.000	A
			2	(1, 2, 4)	701			701	697	0.0	0.0	0.156	A
3 - A1164 (S)	Entry	1	1	1, 4	404	601	0.672	406	443	1.7	1.7	14.243	B
			2	2, 3	472	590	0.796	469	504	1.9	2.0	14.859	B
	Exit	1	1		626			626	665	0.0	0.0	0.000	A
	CircLink	1	1	3	626			626	665	0.0	0.0	0.000	A
			2	4	520			520	520	0.0	0.0	0.000	A
			3	1, 2	349			349	350	0.0	0.0	0.000	A
	CircBase	1	1	4	258			258	256	0.0	0.0	0.000	A
			2	1, 2, 4	611			611	614	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	1050			875	947	41.1	75.7	225.861	F
4 - Hull Bridge Road	Entry	1	1	1, 2	484	492	0.983	483	489	3.0	3.0	21.876	C
			2	3, 4	27	471	0.056	28	35	0.1	0.0	7.779	A
	CircBase	1	1	1	323			323	334	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	606			511	524	27.0	49.7	279.243	F
	Exit	1	1		608			608	622	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	939			939	966	0.0	0.0	0.000	A
			2	1, 2, 3	805			805	851	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	813			813	861	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	486	731	0.665	496	520	4.0	1.4	15.343	C
			3	1, 4	134	746	0.179	130	140	0.2	0.4	5.715	A
		2	1	(1, 2, 3, 4)	624			619	651	1.9	0.4	2.725	A
	Exit	1	1		763			763	787	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1172			1172	1229	0.0	0.0	0.000	A
			2	2, 3, 4	454			454	465	0.0	0.0	0.000	A
	CircBase	1	1	2	418			418	441	0.0	0.0	0.000	A
			2	2, 3, 4	445			445	465	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	318	946	0.337	312	332	0.4	0.8	5.752	A
			2	4	270	1006	0.268	268	275	0.3	0.6	4.799	A
			3	1, 2	264	974	0.271	263	275	0.4	0.4	5.186	A
	Exit	1	1		1161			1161	1216	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1260			1260	1321	0.0	0.0	0.000	A
			2	1, 3, 4	229			229	246	0.0	0.0	0.000	A
	CircBase	1	1	3	104			104	108	0.0	0.0	0.000	A
			2	1, 3, 4	224			224	243	0.0	0.0	0.000	A
	Entry	2	1	(3)	318			318	333	0.0	0.0	0.000	A
			2	(1, 2, 4)	533			534	552	0.0	0.0	0.023	A
3 - A1164 (S)	Entry	1	1	1, 4	459	670	0.685	463	473	1.7	1.5	12.583	B
			2	2, 3	492	644	0.766	498	541	2.0	1.6	14.199	B
	Exit	1	1		510			510	542	0.0	0.0	0.000	A
	CircLink	1	1	3	510			510	542	0.0	0.0	0.000	A
			2	4	398			398	415	0.0	0.0	0.000	A
			3	1, 2	263			263	275	0.0	0.0	0.000	A
	CircBase	1	1	4	193			193	207	0.0	0.0	0.000	A
			2	1, 2, 4	469			469	484	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	861			950	1012	75.7	49.3	234.103	F
4 - Hull Bridge Road	Entry	1	1	1, 2	484	501	0.967	485	487	3.0	2.8	21.387	C
			2	3, 4	32	492	0.064	31	31	0.0	0.1	8.612	A
	CircBase	1	1	1	303			303	313	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	480			515	518	49.7	40.4	316.341	F
	Exit	1	1		512			512	530	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	824			824	850	0.0	0.0	0.000	A
			2	1, 2, 3	798			798	855	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	807			807	862	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	413	746	0.554	406	427	1.4	1.6	11.935	B
			3	1, 4	117	762	0.154	119	122	0.4	0.1	5.282	A
		2	1	(1, 2, 3, 4)	530			530	548	0.4	0.0	0.882	A
	Exit	1	1		655			655	713	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1044			1044	1117	0.0	0.0	0.000	A
			2	2, 3, 4	424			424	444	0.0	0.0	0.000	A
	CircBase	1	1	2	385			385	405	0.0	0.0	0.000	A
			2	2, 3, 4	428			428	443	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	262	952	0.274	257	281	0.8	0.8	4.944	A
			2	4	245	1016	0.241	244	243	0.6	0.2	5.003	A
			3	1, 2	226	976	0.232	226	230	0.4	0.2	4.499	A
	Exit	1	1		1041			1041	1093	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1130			1130	1184	0.0	0.0	0.000	A
			2	1, 3, 4	208			208	213	0.0	0.0	0.000	A
	CircBase	1	1	3	92			92	90	0.0	0.0	0.000	A
			2	1, 3, 4	205			205	215	0.0	0.0	0.000	A
	Entry	2	1	(3)	262			262	280	0.0	0.0	0.000	A
			2	(1, 2, 4)	471			471	471	0.0	0.0	0.014	A
3 - A1164 (S)	Entry	1	1	1, 4	383	682	0.561	384	430	1.5	1.0	11.370	B
			2	2, 3	451	665	0.679	456	482	1.6	1.3	11.781	B
	Exit	1	1		435			435	463	0.0	0.0	0.000	A
	CircLink	1	1	3	435			435	463	0.0	0.0	0.000	A
			2	4	363			363	365	0.0	0.0	0.000	A
			3	1, 2	226			226	230	0.0	0.0	0.000	A
	CircBase	1	1	4	180			180	184	0.0	0.0	0.000	A
			2	1, 2, 4	409			409	411	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	690			834	909	49.3	3.8	85.432	F
4 - Hull Bridge Road	Entry	1	1	1, 2	466	542	0.861	472	490	2.8	2.1	18.965	C
			2	3, 4	31	540	0.057	31	34	0.1	0.0	7.506	A
	CircBase	1	1	1	257			257	278	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	387			497	521	40.4	10.9	147.801	F
	Exit	1	1		464			464	469	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	716			716	748	0.0	0.0	0.000	A
			2	1, 2, 3	713			713	759	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	707			707	759	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	267	67	1028	788	0.339	264	282	0.0	0.8	10.515	B
				3	153	38	1028	775	0.198	156	161	0.0	0.4	10.572	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	114	29	1028	798	0.143	114	119	0.0	0.2	5.496	A
	CircLink	1	1	1	132	33	-	-	-	132	124	0.0	0.0	0.000	A
				2	130	32	-	-	-	130	130	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	132	33	-	-	-	132	129	0.0	0.0	0.000	A
				3	27	7	-	-	-	27	27	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	126	32	-	-	-	126	131	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	136	34	-	-	-	136	128	0.0	0.0	0.000	A
				3	27	7	-	-	-	27	27	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	267	67	-	-	-	267	285	0.0	0.1	0.414	A
				3	154	38	-	-	-	153	163	0.0	0.0	0.584	A
				4	114	29	-	-	-	114	120	0.0	0.0	0.302	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	263	66	1102	971	0.270	266	277	0.0	0.3	5.275	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	234	59	1102	1015	0.231	235	242	0.0	0.2	4.323	A
			3	1	210	53	1102	994	0.212	209	223	0.0	0.3	4.529	A
				2	2	0.40	514	315	0.005	2	4	0.0	0.0	6.092	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	264	66	-	-	-	264	282	0.0	0.0	0.000	A
				3	85	21	-	-	-	85	84	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	71	18	-	-	-	71	77	0.0	0.0	0.000	A
				4	114	28	-	-	-	114	119	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	12	3	-	-	-	12	14	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	13	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	263	66	-	-	-	263	278	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	210	53	-	-	-	210	224	0.0	0.0	0.036	A
				2	2	0.40	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	234	59	-	-	-	234	243	0.0	0.0	0.018	A
3 - A1164 (S)	Entry	1	1	1	254	63	872	692	0.367	255	254	0.0	0.8	9.398	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	78	19	872	689	0.113	78	81	0.0	0.2	9.108	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	390	98	872	679	0.574	401	407	0.0	0.7	10.042	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	266	66	-	-	-	266	277	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	235	59	-	-	-	235	242	0.0	0.0	0.000	A
			3	1	209	52	-	-	-	209	223	0.0	0.0	0.000	A
				2	2	0.40	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	209	52	-	-	-	209	223	0.0	0.0	0.000	A
				2	2	0.40	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	249	62	-	-	-	254	257	0.0	0.3	4.198	A
				2	386	97	-	-	-	390	410	0.0	0.4	4.687	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	78	19	-	-	-	78	81	0.0	0.1	4.207	A
4 - Hull Bridge Road	Entry	1	1	1	132	33	837	566	0.232	132	124	0.0	0.4	12.525	B
				2	261	65	837	568	0.459	262	259	0.0	1.1	12.888	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	27	7	837	551	0.049	27	27	0.0	0.1	7.850	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	129	32	-	-	-	129	130	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	78	20	-	-	-	78	81	0.0	0.0	0.000	A
			2	1	126	31	-	-	-	126	123	0.0	0.0	0.000	A
				2	401	100	-	-	-	401	407	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	121	30	-	-	-	121	123	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	134	33	-	-	-	134	131	0.0	0.0	0.000	A
				2	401	100	-	-	-	401	407	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	127	32	-	-	-	132	125	0.0	0.0	4.680	A
				2	258	64	-	-	-	261	263	0.0	0.2	3.873	A
				3	26	7	-	-	-	27	27	0.0	0.0	3.133	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	343	86	1028	754	0.457	343	346	1.2	1.3	14.352	B
				3	175	44	1028	752	0.232	174	175	1.2	0.9	14.368	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	138	35	1028	768	0.180	142	143	0.2	0.1	5.920	A
	CircLink	1	1	1	150	38	-	-	-	150	144	0.0	0.0	0.000	A
				2	149	37	-	-	-	149	151	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	160	40	-	-	-	160	153	0.0	0.0	0.000	A
				3	28	7	-	-	-	28	29	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	162	40	-	-	-	162	153	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	148	37	-	-	-	148	151	0.0	0.0	0.000	A
				3	28	7	-	-	-	28	29	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	342	86	-	-	-	343	348	0.1	0.0	0.954	A
				3	176	44	-	-	-	175	178	0.1	0.1	1.313	A
				4	138	35	-	-	-	138	143	0.1	0.0	1.064	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	336	84	1102	931	0.361	336	338	0.3	0.4	5.795	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	292	73	1102	1001	0.292	290	291	0.2	0.5	4.919	A
			3	1	253	63	1102	967	0.263	251	268	0.3	0.6	5.108	A
				2	3	1	808	453	0.007	3	7	0.0	0.0	7.275	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	343	86	-	-	-	343	346	0.0	0.0	0.000	A
				3	88	22	-	-	-	88	87	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	86	21	-	-	-	86	88	0.0	0.0	0.000	A
				4	142	36	-	-	-	142	143	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	14	4	-	-	-	14	13	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	14	3	-	-	-	14	15	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	336	84	-	-	-	336	339	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	253	63	-	-	-	253	270	0.0	0.0	0.035	A
				2	3	1	-	-	-	3	7	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	292	73	-	-	-	292	292	0.0	0.0	0.019	A
3 - A1164 (S)	Entry	1	1	1	306	77	872	657	0.467	308	317	0.9	1.1	11.336	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	94	24	872	649	0.146	97	95	0.9	0.4	11.277	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	452	113	872	629	0.721	445	446	0.7	1.9	11.713	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	336	84	-	-	-	336	338	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	290	73	-	-	-	290	291	0.0	0.0	0.000	A
			3	1	251	63	-	-	-	251	268	0.0	0.0	0.000	A
				2	3	1	-	-	-	3	7	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	251	63	-	-	-	251	268	0.0	0.0	0.000	A
				2	3	1	-	-	-	3	7	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	310	77	-	-	-	306	319	0.8	2.0	16.814	C
				2	452	113	-	-	-	452	451	0.8	2.6	17.650	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	100	25	-	-	-	94	96	0.8	1.0	18.536	C

4 - Hull Bridge Road	Entry	1	1	1	151	38	837	529	0.285	150	144	1.5	0.6	16.585	C
				2	313	78	837	527	0.594	310	304	1.5	1.8	16.255	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	27	7	837	491	0.055	28	29	0.1	0.0	7.253	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	155	39	-	-	-	155	164	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	97	24	-	-	-	97	95	0.0	0.0	0.000	A
			2	1	152	38	-	-	-	152	153	0.0	0.0	0.000	A
				2	445	111	-	-	-	445	446	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	154	38	-	-	-	154	157	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	154	38	-	-	-	154	160	0.0	0.0	0.000	A
				2	445	111	-	-	-	445	446	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	150	38	-	-	-	151	144	0.2	1.1	19.566	C
				2	322	80	-	-	-	313	307	0.2	2.6	18.585	C
				3	27	7	-	-	-	27	28	0.0	0.2	19.607	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	401	100	1028	745	0.536	389	402	2.1	2.4	17.839	C
				3	208	52	1028	736	0.283	205	209	2.1	1.2	17.805	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	168	42	1028	760	0.221	166	168	0.1	0.3	5.958	A
	CircLink	1	1	1	144	36	-	-	-	144	145	0.0	0.0	0.000	A
				2	157	39	-	-	-	157	163	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	159	40	-	-	-	159	160	0.0	0.0	0.000	A
				3	30	8	-	-	-	30	28	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	158	39	-	-	-	158	157	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	158	40	-	-	-	158	166	0.0	0.0	0.000	A
				3	30	8	-	-	-	30	28	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	403	101	-	-	-	401	407	0.0	0.5	2.626	A
				3	209	52	-	-	-	208	210	0.1	0.3	2.576	A
				4	167	42	-	-	-	168	169	0.0	0.1	2.200	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	388	97	1102	930	0.418	386	409	0.4	0.8	6.409	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	364	91	1102	985	0.370	365	357	0.5	0.5	5.689	A
			3	1	323	81	1102	962	0.337	322	340	0.6	0.4	5.249	A
				2	4	1	734	425	0.010	4	6	0.0	0.0	8.384	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	389	97	-	-	-	389	402	0.0	0.0	0.000	A
				3	90	22	-	-	-	90	100	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	115	29	-	-	-	115	109	0.0	0.0	0.000	A
				4	166	42	-	-	-	166	168	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	14	4	-	-	-	14	14	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	16	4	-	-	-	16	14	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	388	97	-	-	-	388	411	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	323	81	-	-	-	323	340	0.0	0.0	0.062	A
				2	4	1	-	-	-	4	6	0.0	0.0	0.133	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	364	91	-	-	-	364	357	0.0	0.0	0.040	A
3 - A1164 (S)	Entry	1	1	1	322	80	872	612	0.527	324	335	1.5	1.3	13.943	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	103	26	872	597	0.170	104	107	1.5	0.4	14.093	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	466	117	872	584	0.795	467	483	1.9	1.9	14.439	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	386	96	-	-	-	386	409	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	365	91	-	-	-	365	357	0.0	0.0	0.000	A
			3	1	322	81	-	-	-	322	340	0.0	0.0	0.000	A
				2	4	1	-	-	-	4	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	322	81	-	-	-	322	340	0.0	0.0	0.000	A
				2	4	1	-	-	-	4	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	385	96	-	-	-	322	336	5.6	15.5	92.965	F
				2	552	138	-	-	-	466	483	5.6	21.1	95.581	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	118	30	-	-	-	103	107	5.6	4.5	91.447	F
4 - Hull Bridge Road	Entry	1	1	1	150	38	837	492	0.305	144	145	2.4	1.0	20.992	C
				2	312	78	837	495	0.632	316	323	2.4	1.8	21.359	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	30	8	837	486	0.062	30	28	0.0	0.1	9.214	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	152	38	-	-	-	152	166	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	104	26	-	-	-	104	107	0.0	0.0	0.000	A
			2	1	172	43	-	-	-	172	170	0.0	0.0	0.000	A
				2	467	117	-	-	-	467	483	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	159	40	-	-	-	159	167	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	165	41	-	-	-	165	169	0.0	0.0	0.000	A
				2	467	117	-	-	-	467	483	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	186	46	-	-	-	150	147	3.8	8.6	120.692	F
				2	364	91	-	-	-	312	324	3.8	16.7	115.704	F
				3	36	9	-	-	-	30	28	3.8	1.7	115.540	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	408	102	1028	736	0.556	398	411	3.6	2.7	20.329	C
				3	208	52	1028	746	0.280	207	211	3.6	1.3	20.716	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	168	42	1028	759	0.221	167	172	0.3	0.2	6.723	A
	CircLink	1	1	1	150	37	-	-	-	150	161	0.0	0.0	0.000	A
				2	166	42	-	-	-	166	161	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	167	42	-	-	-	167	167	0.0	0.0	0.000	A
				3	28	7	-	-	-	28	35	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	175	44	-	-	-	175	168	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	158	40	-	-	-	158	160	0.0	0.0	0.000	A

				3	28	7	-	-	-	28	35	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	410	103	-	-	-	408	412	0.9	0.9	4.934	A
				3	212	53	-	-	-	208	211	0.9	0.7	5.540	A
				4	168	42	-	-	-	168	172	0.9	0.3	4.665	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	388	97	1102	935	0.413	391	419	0.8	0.4	6.459	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	354	89	1102	987	0.359	353	347	0.5	0.3	5.713	A
			3	1	344	86	1102	959	0.360	347	345	0.4	0.4	6.080	A
				2	3	1	624	353	0.008	3	6	0.0	0.0	7.585	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	398	100	-	-	-	398	411	0.0	0.0	0.000	A
				3	102	26	-	-	-	102	104	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	104	26	-	-	-	104	107	0.0	0.0	0.000	A
				4	167	42	-	-	-	167	172	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	12	3	-	-	-	12	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	388	97	-	-	-	388	418	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	344	86	-	-	-	344	344	0.0	0.0	0.189	A
				2	2	1	-	-	-	3	6	0.0	0.0	0.125	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	354	89	-	-	-	354	347	0.0	0.0	0.125	A
3 - A1164 (S)	Entry	1	1	1	315	79	872	603	0.523	318	341	1.7	1.4	14.486	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	872	595	0.149	88	102	1.7	0.3	13.407	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	472	118	872	590	0.796	469	504	1.9	2.0	14.859	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	391	98	-	-	-	391	419	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	353	88	-	-	-	353	347	0.0	0.0	0.000	A
			3	1	347	87	-	-	-	347	345	0.0	0.0	0.000	A
				2	3	1	-	-	-	3	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	347	87	-	-	-	347	345	0.0	0.0	0.000	A
				2	3	1	-	-	-	3	6	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	376	94	-	-	-	315	341	41.1	27.1	221.386	F
				2	559	140	-	-	-	472	504	41.1	39.8	228.534	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	116	29	-	-	-	88	101	41.1	8.7	227.829	F
4 - Hull Bridge Road	Entry	1	1	1	149	37	837	497	0.300	150	161	3.0	0.9	21.540	C
				2	335	84	837	490	0.684	334	328	3.0	2.1	22.041	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	27	7	837	461	0.057	28	35	0.1	0.0	7.779	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	159	40	-	-	-	159	170	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	-	-	-	88	102	0.0	0.0	0.000	A
			2	1	159	40	-	-	-	159	170	0.0	0.0	0.000	A
				2	469	117	-	-	-	469	504	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	154	38	-	-	-	154	168	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	164	41	-	-	-	164	173	0.0	0.0	0.000	A
				2	469	117	-	-	-	469	504	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	182	45	-	-	-	149	161	27.0	15.3	277.460	F
				2	387	97	-	-	-	335	329	27.0	31.4	281.045	F
				3	38	9	-	-	-	27	34	27.0	2.9	269.761	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	319	80	1028	729	0.435	327	340	4.0	0.8	15.364	C
				3	167	42	1028	724	0.231	167	180	4.0	0.6	15.302	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	134	33	1028	743	0.180	130	140	0.2	0.4	5.715	A
	CircLink	1	1	1	153	38	-	-	-	153	157	0.0	0.0	0.000	A
				2	164	41	-	-	-	164	162	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	167	42	-	-	-	167	168	0.0	0.0	0.000	A
				3	31	8	-	-	-	31	31	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	163	41	-	-	-	163	165	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	168	42	-	-	-	168	165	0.0	0.0	0.000	A
				3	31	8	-	-	-	31	31	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	321	80	-	-	-	319	333	1.9	0.3	2.878	A
				3	168	42	-	-	-	167	177	1.9	0.1	2.803	A
				4	134	34	-	-	-	134	141	1.9	0.0	2.277	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	318	80	1102	947	0.337	312	332	0.4	0.8	5.752	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	270	68	1102	1006	0.268	268	275	0.3	0.6	4.799	A
			3	1	261	65	1102	974	0.268	260	272	0.4	0.4	5.167	A
				2	2	0.60	514	405	0.006	3	4	0.0	0.0	6.968	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	327	82	-	-	-	327	340	0.0	0.0	0.000	A
				3	87	22	-	-	-	87	91	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	80	20	-	-	-	80	89	0.0	0.0	0.000	A

				4	130	33	-	-	-	130	140	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	15	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	16	4	-	-	-	16	15	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	318	80	-	-	-	318	333	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	261	65	-	-	-	261	271	0.0	0.0	0.034	A
				2	2	0.60	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	270	68	-	-	-	270	276	0.0	0.0	0.014	A
3 - A1164 (S)	Entry	1	1	1	350	87	872	670	0.522	349	359	1.7	1.2	12.558	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	109	27	872	669	0.163	114	115	1.7	0.3	12.661	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	492	123	872	643	0.767	498	541	2.0	1.6	14.199	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	312	78	-	-	-	312	332	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	268	67	-	-	-	268	275	0.0	0.0	0.000	A
			3	1	260	65	-	-	-	260	272	0.0	0.0	0.000	A
				2	3	0.70	-	-	-	3	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	260	65	-	-	-	260	272	0.0	0.0	0.000	A
				2	3	0.70	-	-	-	3	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	332	83	-	-	-	350	358	75.7	19.1	237.070	F
				2	429	107	-	-	-	492	540	75.7	24.7	234.102	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	102	25	-	-	-	109	115	75.7	5.5	224.362	F
4 - Hull Bridge Road	Entry	1	1	1	157	39	837	501	0.315	153	157	3.0	1.2	21.756	C
				2	327	82	837	500	0.654	332	331	3.0	1.6	21.209	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	32	8	837	481	0.066	31	31	0.0	0.1	8.612	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	183	46	-	-	-	183	185	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	114	28	-	-	-	114	115	0.0	0.0	0.000	A
			2	1	166	41	-	-	-	166	174	0.0	0.0	0.000	A
				2	498	125	-	-	-	498	541	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	170	42	-	-	-	170	180	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	179	45	-	-	-	179	179	0.0	0.0	0.000	A
				2	498	125	-	-	-	498	541	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	139	35	-	-	-	157	158	49.7	12.1	323.807	F
				2	309	77	-	-	-	327	329	49.7	25.4	313.906	F
				3	32	8	-	-	-	32	31	49.7	2.9	304.883	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	264	66	1028	746	0.354	259	279	1.4	0.9	11.672	B
				3	149	37	1028	739	0.201	147	148	1.4	0.7	12.437	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	117	29	1028	760	0.154	119	122	0.4	0.1	5.282	A
	CircLink	1	1	1	150	38	-	-	-	150	161	0.0	0.0	0.000	A
				2	156	39	-	-	-	156	164	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	165	41	-	-	-	165	165	0.0	0.0	0.000	A
				3	31	8	-	-	-	31	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	168	42	-	-	-	168	165	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	153	38	-	-	-	153	164	0.0	0.0	0.000	A
				3	31	8	-	-	-	31	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	264	66	-	-	-	264	279	0.4	0.0	0.771	A
				3	149	37	-	-	-	149	149	0.4	0.0	1.123	A
				4	117	29	-	-	-	117	121	0.4	0.0	0.848	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	262	65	1102	953	0.274	257	281	0.8	0.8	4.944	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	245	61	1102	1016	0.241	244	243	0.6	0.2	5.003	A
			3	1	221	55	1102	988	0.224	221	226	0.4	0.2	4.462	A
				2	5	1	514	300	0.016	5	4	0.0	0.0	7.693	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	259	65	-	-	-	259	279	0.0	0.0	0.000	A
				3	75	19	-	-	-	75	75	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	71	18	-	-	-	71	73	0.0	0.0	0.000	A
				4	119	30	-	-	-	119	122	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	16	4	-	-	-	16	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	262	65	-	-	-	262	280	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	221	55	-	-	-	221	226	0.0	0.0	0.021	A
				2	5	1	-	-	-	5	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	245	61	-	-	-	245	241	0.0	0.0	0.008	A
3 - A1164 (S)	Entry	1	1	1	281	70	872	685	0.411	283	326	1.5	0.7	11.408	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	102	25	872	675	0.150	101	105	1.5	0.3	11.251	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	451	113	872	665	0.679	456	482	1.6	1.3	11.781	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	257	64	-	-	-	257	281	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	244	61	-	-	-	244	243	0.0	0.0	0.000	A
			3	1	221	55	-	-	-	221	226	0.0	0.0	0.000	A
				2	5	1	-	-	-	5	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	221	55	-	-	-	221	226	0.0	0.0	0.000	A
				2	5	1	-	-	-	5	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	230	57	-	-	-	281	324	49.3	1.1	86.251	F
				2	374	93	-	-	-	451	480	49.3	2.1	85.652	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	86	21	-	-	-	102	105	49.3	0.6	81.916	F
4 - Hull Bridge Road	Entry	1	1	1	152	38	837	541	0.281	150	161	2.8	0.9	19.014	C
				2	314	78	837	540	0.581	321	329	2.8	1.2	18.941	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	31	8	837	543	0.057	31	34	0.1	0.0	7.506	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	135	34	-	-	-	135	162	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	101	25	-	-	-	101	105	0.0	0.0	0.000	A
			2	1	148	37	-	-	-	148	163	0.0	0.0	0.000	A
				2	456	114	-	-	-	456	482	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	144	36	-	-	-	144	162	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	140	35	-	-	-	140	164	0.0	0.0	0.000	A
				2	456	114	-	-	-	456	482	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	114	28	-	-	-	152	160	40.4	2.8	150.332	F
				2	247	62	-	-	-	314	327	40.4	7.4	147.656	F
				3	26	7	-	-	-	31	34	40.4	0.6	136.358	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026 + Committed Development + Concurrent Scenario Reduced, AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Lane Roundabout	Standard Roundabout	✓	1, 2, 3, 4	57.65	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	57.65	F

Traffic Demand

Demand Set 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	Base 2026 + Committed Development + Concurrent Scenario Reduced	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	812	100.000
2 - A1035 (E)		ONE HOUR	✓	1027	100.000
3 - A1164 (S)		ONE HOUR	✓	731	100.000
4 - Hull Bridge Road		ONE HOUR	✓	492	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	268	313	231
	2 - A1035 (E)	326	1	304	396
	3 - A1164 (S)	236	415	0	80
	4 - Hull Bridge Road	182	221	87	2

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	8	6	0
	2 - A1035 (E)	8	100	13	1
	3 - A1164 (S)	7	10	0	4
	4 - Hull Bridge Road	2	3	6	0

Cyclist %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	0	0	0
	2 - A1035 (E)	0	0	0	0
	3 - A1164 (S)	0	0	0	0
	4 - Hull Bridge Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	35.90	9.6	E	752	1127
2 - A1035 (E)	8.09	2.3	A	938	1406
3 - A1164 (S)	149.41	36.0	F	675	1012
4 - Hull Bridge Road	56.57	8.6	F	448	671

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	627	157	550	628	639	561	0.0	1.3	9.327	A
2 - A1035 (E)	779	195	491	778	808	687	0.0	1.4	5.536	A
3 - A1164 (S)	548	137	736	548	587	533	0.0	2.1	12.392	B
4 - Hull Bridge Road	369	92	738	372	382	545	0.0	1.0	11.520	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	753	188	646	748	764	642	1.3	3.1	13.522	B
2 - A1035 (E)	905	226	597	904	982	797	1.4	1.4	6.431	A
3 - A1164 (S)	666	166	843	648	708	658	2.1	5.2	22.067	C
4 - Hull Bridge Road	427	107	866	421	448	624	1.0	2.7	16.391	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	903	226	752	892	917	799	3.1	9.5	29.913	D
2 - A1035 (E)	1133	283	679	1142	1203	965	1.4	2.1	7.873	A
3 - A1164 (S)	841	210	1060	760	814	761	5.2	22.7	68.268	F
4 - Hull Bridge Road	543	136	1038	513	532	783	2.7	8.5	38.826	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	876	219	775	873	932	796	9.5	8.7	35.895	E
2 - A1035 (E)	1123	281	686	1126	1193	961	2.1	2.1	8.087	A
3 - A1164 (S)	804	201	1038	753	808	774	22.7	36.5	149.414	F
4 - Hull Bridge Road	541	135	1025	546	551	767	8.5	8.1	56.575	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	723	181	685	731	793	701	8.7	3.2	18.988	C
2 - A1035 (E)	919	230	569	916	976	848	2.1	1.8	6.735	A
3 - A1164 (S)	647	162	869	731	824	616	36.5	9.0	93.410	F
4 - Hull Bridge Road	430	107	951	434	469	648	8.1	2.5	29.074	D

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	631	158	549	635	658	571	3.2	1.4	9.733	A
2 - A1035 (E)	767	192	493	773	827	691	1.8	1.1	5.840	A
3 - A1164 (S)	549	137	738	552	623	527	9.0	1.9	18.357	C
4 - Hull Bridge Road	377	94	742	378	396	548	2.5	1.4	14.405	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	443	789	0.562	443	459	0.0	1.1	10.371	B
			3	1, 4	184	841	0.218	185	179	0.0	0.2	5.584	A
		2	1	(1, 2, 3, 4)	627			626	644	0.0	0.0	0.353	A
	Exit	1	1		561			561	586	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	799			799	841	0.0	0.0	0.000	A
			2	2, 3, 4	312			312	330	0.0	0.0	0.000	A
	CircBase	1	1	2	233			233	250	0.0	0.0	0.000	A
			2	2, 3, 4	317			317	336	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	230	850	0.271	229	251	0.0	0.4	5.653	A
			2	4	296	947	0.313	297	296	0.0	0.4	5.284	A
			3	1, 2	253	890	0.285	252	261	0.0	0.6	5.604	A
	Exit	1	1		687			687	724	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	841			841	885	0.0	0.0	0.000	A
			2	1, 3, 4	337			337	339	0.0	0.0	0.000	A
	CircBase	1	1	3	153			153	158	0.0	0.0	0.000	A
			2	1, 3, 4	338			338	342	0.0	0.0	0.000	A
	Entry	2	1	(3)	230			230	253	0.0	0.0	0.000	A
			2	(1, 2, 4)	550			549	561	0.0	0.1	0.057	A
3 - A1164 (S)	Entry	1	1	1, 4	238	608	0.391	234	247	0.0	0.8	9.027	A
			2	2, 3	309	587	0.527	314	340	0.0	0.6	9.982	A
	Exit	1	1		533			533	571	0.0	0.0	0.000	A
	CircLink	1	1	3	533			533	571	0.0	0.0	0.000	A
			2	4	484			484	477	0.0	0.0	0.000	A
			3	1, 2	252			252	261	0.0	0.0	0.000	A
	CircBase	1	1	4	242			242	236	0.0	0.0	0.000	A
			2	1, 2, 4	494			494	501	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	548			547	593	0.0	0.6	2.800	A
4 - Hull Bridge Road	Entry	1	1	1, 2	297	588	0.505	301	307	0.0	0.7	10.342	B
			2	3, 4	72	576	0.124	72	75	0.0	0.2	7.439	A
	CircBase	1	1	1	218			218	222	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	369			369	386	0.0	0.1	1.741	A
	Exit	1	1		545			545	535	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	763			763	760	0.0	0.0	0.000	A
			2	1, 2, 3	521			521	564	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	521			521	568	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	535	759	0.705	534	554	1.1	1.9	13.598	B
			3	1, 4	212	809	0.262	214	210	0.2	0.3	6.305	A
		2	1	(1, 2, 3, 4)	753			747	769	0.0	0.9	1.944	A
	Exit	1	1		642			642	715	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	928			928	1016	0.0	0.0	0.000	A
			2	2, 3, 4	360			360	387	0.0	0.0	0.000	A
	CircBase	1	1	2	283			283	298	0.0	0.0	0.000	A
			2	2, 3, 4	363			363	391	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	276	826	0.333	276	310	0.4	0.4	6.434	A
			2	4	334	914	0.365	337	350	0.4	0.4	6.163	A
			3	1, 2	295	846	0.349	291	321	0.6	0.6	6.348	A
	Exit	1	1		797			797	857	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	987			987	1048	0.0	0.0	0.000	A
			2	1, 3, 4	406			406	405	0.0	0.0	0.000	A
	CircBase	1	1	3	191			191	192	0.0	0.0	0.000	A
			2	1, 3, 4	406			406	404	0.0	0.0	0.000	A
	Entry	2	1	(3)	276			276	310	0.0	0.0	0.000	A
			2	(1, 2, 4)	630			630	672	0.1	0.0	0.182	A
3 - A1164 (S)	Entry	1	1	1, 4	271	575	0.471	272	304	0.8	0.7	10.453	B
			2	2, 3	375	557	0.675	375	404	0.6	1.4	12.450	B
	Exit	1	1		658			658	694	0.0	0.0	0.000	A
	CircLink	1	1	3	658			658	694	0.0	0.0	0.000	A
			2	4	552			552	562	0.0	0.0	0.000	A
			3	1, 2	291			291	321	0.0	0.0	0.000	A
	CircBase	1	1	4	282			282	290	0.0	0.0	0.000	A
			2	1, 2, 4	561			561	594	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	666			647	711	0.6	3.0	10.433	B
4 - Hull Bridge Road	Entry	1	1	1, 2	341	550	0.619	339	363	0.7	1.5	12.715	B
			2	3, 4	82	531	0.154	82	85	0.2	0.2	8.075	A
	CircBase	1	1	1	248			248	275	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	427			422	451	0.1	1.0	4.474	A
	Exit	1	1		624			624	636	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	873			873	913	0.0	0.0	0.000	A
			2	1, 2, 3	618			618	678	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	618			618	681	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	637	719	0.888	641	668	1.9	4.1	21.665	C
			3	1, 4	252	772	0.326	250	249	0.3	0.7	6.936	A
		2	1	(1, 2, 3, 4)	903			890	928	0.9	4.7	12.315	B
	Exit	1	1		799			799	838	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1129			1129	1190	0.0	0.0	0.000	A
			2	2, 3, 4	422			422	453	0.0	0.0	0.000	A
	CircBase	1	1	2	334			334	347	0.0	0.0	0.000	A
			2	2, 3, 4	419			419	457	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	325	789	0.411	333	376	0.4	0.6	7.802	A
			2	4	446	893	0.500	449	448	0.4	0.7	7.834	A
			3	1, 2	361	834	0.434	360	380	0.6	0.6	7.178	A
	Exit	1	1		965			965	1017	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1169			1169	1245	0.0	0.0	0.000	A
			2	1, 3, 4	475			475	477	0.0	0.0	0.000	A
	CircBase	1	1	3	211			211	232	0.0	0.0	0.000	A
			2	1, 3, 4	468			468	473	0.0	0.0	0.000	A
	Entry	2	1	(3)	325			325	377	0.0	0.0	0.000	A
			2	(1, 2, 4)	808			807	830	0.0	0.1	0.349	A
3 - A1164 (S)	Entry	1	1	1, 4	336	523	0.641	336	351	0.7	1.5	13.965	B
			2	2, 3	423	497	0.854	425	463	1.4	1.7	15.729	C
	Exit	1	1		761			761	829	0.0	0.0	0.000	A
	CircLink	1	1	3	761			761	829	0.0	0.0	0.000	A
			2	4	700			700	699	0.0	0.0	0.000	A
			3	1, 2	360			360	380	0.0	0.0	0.000	A
	CircBase	1	1	4	365			365	352	0.0	0.0	0.000	A
			2	1, 2, 4	696			696	728	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	841			760	818	3.0	19.5	53.166	F
4 - Hull Bridge Road	Entry	1	1	1, 2	425	498	0.851	422	433	1.5	2.4	17.015	C
			2	3, 4	90	484	0.187	91	99	0.2	0.3	9.868	A
	CircBase	1	1	1	306			306	324	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	543			515	536	1.0	5.8	22.966	C
	Exit	1	1		783			783	782	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	1087			1087	1099	0.0	0.0	0.000	A
			2	1, 2, 3	734			734	794	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	732			732	787	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	626	719	0.868	620	674	4.1	4.2	23.099	C
			3	1, 4	257	765	0.336	253	259	0.7	0.6	7.408	A
		2	1	(1, 2, 3, 4)	876			882	933	4.7	3.9	17.354	C
	Exit	1	1		796			796	839	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1143			1143	1202	0.0	0.0	0.000	A
			2	2, 3, 4	428			428	460	0.0	0.0	0.000	A
	CircBase	1	1	2	344			344	362	0.0	0.0	0.000	A
			2	2, 3, 4	431			431	460	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	341	790	0.431	345	369	0.6	0.7	8.023	A
			2	4	431	890	0.485	431	438	0.7	0.8	8.168	A
			3	1, 2	351	826	0.424	351	385	0.6	0.6	7.251	A
	Exit	1	1		961			961	1036	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1180			1180	1263	0.0	0.0	0.000	A
			2	1, 3, 4	468			468	492	0.0	0.0	0.000	A
	CircBase	1	1	3	212			212	225	0.0	0.0	0.000	A
			2	1, 3, 4	474			474	494	0.0	0.0	0.000	A
	Entry	2	1	(3)	341			341	369	0.0	0.0	0.000	A
			2	(1, 2, 4)	783			782	823	0.1	0.1	0.361	A
3 - A1164 (S)	Entry	1	1	1, 4	324	521	0.621	320	337	1.5	1.4	14.712	B
			2	2, 3	434	503	0.859	433	471	1.7	2.1	17.221	C
	Exit	1	1		774			774	827	0.0	0.0	0.000	A
	CircLink	1	1	3	774			774	827	0.0	0.0	0.000	A
			2	4	687			687	699	0.0	0.0	0.000	A
			3	1, 2	351			351	385	0.0	0.0	0.000	A
	CircBase	1	1	4	351			351	348	0.0	0.0	0.000	A
			2	1, 2, 4	687			687	737	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	804			758	810	19.5	32.9	133.251	F
4 - Hull Bridge Road	Entry	1	1	1, 2	446	503	0.882	447	448	2.4	2.2	18.542	C
			2	3, 4	99	487	0.203	99	103	0.3	0.4	10.132	B
	CircBase	1	1	1	292			292	314	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	541			544	550	5.8	5.5	39.566	E
	Exit	1	1		767			767	782	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	1059			1059	1098	0.0	0.0	0.000	A
			2	1, 2, 3	732			732	796	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	733			733	797	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	513	742	0.690	518	581	4.2	2.4	17.948	C
			3	1, 4	214	795	0.270	214	212	0.6	0.5	6.385	A
		2	1	(1, 2, 3, 4)	723			727	785	3.9	0.3	4.505	A
	Exit	1	1		701			701	748	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1003			1003	1095	0.0	0.0	0.000	A
			2	2, 3, 4	382			382	424	0.0	0.0	0.000	A
	CircBase	1	1	2	297			297	341	0.0	0.0	0.000	A
			2	2, 3, 4	388			388	430	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	261	826	0.315	262	310	0.7	0.4	6.910	A
			2	4	361	928	0.389	359	354	0.8	0.7	6.801	A
			3	1, 2	297	872	0.341	294	312	0.6	0.6	6.200	A
	Exit	1	1		848			848	953	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1025			1025	1149	0.0	0.0	0.000	A
			2	1, 3, 4	391			391	416	0.0	0.0	0.000	A
	CircBase	1	1	3	179			179	200	0.0	0.0	0.000	A
			2	1, 3, 4	389			389	411	0.0	0.0	0.000	A
	Entry	2	1	(3)	261			261	309	0.0	0.0	0.000	A
			2	(1, 2, 4)	658			658	666	0.1	0.0	0.139	A
3 - A1164 (S)	Entry	1	1	1, 4	317	576	0.551	319	351	1.4	0.9	12.928	B
			2	2, 3	412	553	0.740	412	472	2.1	1.8	14.817	B
	Exit	1	1		616			616	707	0.0	0.0	0.000	A
	CircLink	1	1	3	616			616	707	0.0	0.0	0.000	A
			2	4	574			574	569	0.0	0.0	0.000	A
			3	1, 2	294			294	312	0.0	0.0	0.000	A
	CircBase	1	1	4	290			290	287	0.0	0.0	0.000	A
			2	1, 2, 4	579			579	594	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	647			729	820	32.9	6.2	79.941	F
4 - Hull Bridge Road	Entry	1	1	1, 2	355	525	0.676	357	380	2.2	1.3	15.034	C
			2	3, 4	79	511	0.155	78	89	0.4	0.3	9.207	A
	CircBase	1	1	1	269			269	290	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	430			434	465	5.5	1.0	15.369	C
	Exit	1	1		648			648	655	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	913			913	938	0.0	0.0	0.000	A
			2	1, 2, 3	687			687	766	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	682			682	759	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	442	794	0.556	446	478	2.4	1.0	10.971	B
			3	1, 4	190	842	0.226	189	180	0.5	0.4	5.433	A
		2	1	(1, 2, 3, 4)	631			632	651	0.3	0.0	0.397	A
	Exit	1	1		571			571	609	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	816			816	883	0.0	0.0	0.000	A
			2	2, 3, 4	304			304	340	0.0	0.0	0.000	A
	CircBase	1	1	2	246			246	272	0.0	0.0	0.000	A
			2	2, 3, 4	304			304	342	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	223	866	0.256	224	254	0.4	0.3	5.869	A
			2	4	295	945	0.313	296	302	0.7	0.4	5.660	A
			3	1, 2	251	878	0.285	252	271	0.6	0.5	5.765	A
	Exit	1	1		691			691	768	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	846			846	930	0.0	0.0	0.000	A
			2	1, 3, 4	338			338	342	0.0	0.0	0.000	A
	CircBase	1	1	3	154			154	162	0.0	0.0	0.000	A
			2	1, 3, 4	339			339	342	0.0	0.0	0.000	A
	Entry	2	1	(3)	223			223	253	0.0	0.0	0.000	A
			2	(1, 2, 4)	545			545	571	0.0	0.0	0.120	A
3 - A1164 (S)	Entry	1	1	1, 4	238	604	0.394	236	263	0.9	0.8	9.529	A
			2	2, 3	314	592	0.532	316	360	1.8	0.7	11.104	B
	Exit	1	1		527			527	577	0.0	0.0	0.000	A
	CircLink	1	1	3	527			527	577	0.0	0.0	0.000	A
			2	4	486			486	484	0.0	0.0	0.000	A
			3	1, 2	252			252	271	0.0	0.0	0.000	A
	CircBase	1	1	4	244			244	243	0.0	0.0	0.000	A
			2	1, 2, 4	494			494	511	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	549			551	618	6.2	0.4	8.038	A
4 - Hull Bridge Road	Entry	1	1	1, 2	308	585	0.525	311	323	1.3	0.9	11.900	B
			2	3, 4	68	570	0.119	67	73	0.3	0.2	7.422	A
	CircBase	1	1	1	220			220	240	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	377			377	395	1.0	0.3	3.382	A
	Exit	1	1		548			548	550	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	760			760	777	0.0	0.0	0.000	A
			2	1, 2, 3	530			530	600	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	522			522	587	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	209	52	1028	782	0.267	209	213	0.0	0.5	10.355	B
				3	234	59	1028	791	0.297	234	246	0.0	0.6	10.384	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	184	46	1028	838	0.219	185	179	0.0	0.2	5.584	A
	CircLink	1	1	1	136	34	-	-	-	136	138	0.0	0.0	0.000	A
				2	79	20	-	-	-	79	81	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	84	21	-	-	-	84	88	0.0	0.0	0.000	A
				3	70	17	-	-	-	70	74	0.0	0.0	0.000	A
				4	2	0.52	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	79	20	-	-	-	79	83	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	85	21	-	-	-	85	86	0.0	0.0	0.000	A
				3	70	17	-	-	-	70	74	0.0	0.0	0.000	A
				4	2	0.52	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	209	52	-	-	-	209	216	0.0	0.0	0.405	A
				3	235	59	-	-	-	234	249	0.0	0.0	0.327	A
				4	184	46	-	-	-	184	180	0.0	0.0	0.330	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	230	57	1102	849	0.271	229	251	0.0	0.4	5.653	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	296	74	1102	946	0.313	297	296	0.0	0.4	5.284	A
			3	1	252	63	1102	890	0.283	251	259	0.0	0.6	5.592	A
				2	1	0.21	209	90	0.009	1	2	0.0	0.0	8.469	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	209	52	-	-	-	209	213	0.0	0.0	0.000	A
				3	120	30	-	-	-	120	123	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	115	29	-	-	-	115	123	0.0	0.0	0.000	A
				4	185	46	-	-	-	185	179	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	35	9	-	-	-	35	37	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	35	9	-	-	-	35	36	0.0	0.0	0.000	A
				4	2	0.52	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	230	57	-	-	-	230	253	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	252	63	-	-	-	252	262	0.0	0.0	0.077	A
				2	1	0.21	-	-	-	1	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	297	74	-	-	-	296	297	0.0	0.0	0.041	A
3 - A1164 (S)	Entry	1	1	1	176	44	872	608	0.290	173	189	0.0	0.6	9.062	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	62	16	872	616	0.101	61	58	0.0	0.2	8.918	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	309	77	872	588	0.526	314	340	0.0	0.6	9.982	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	229	57	-	-	-	229	251	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	297	74	-	-	-	297	296	0.0	0.0	0.000	A
			3	1	251	63	-	-	-	251	259	0.0	0.0	0.000	A
				2	1	0.16	-	-	-	1	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.83	0.21	-	-	-	0.83	0.76	0.0	0.0	0.000	A
			2	1	251	63	-	-	-	251	259	0.0	0.0	0.000	A
				2	1	0.16	-	-	-	1	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.31	-	-	-	1	0.97	0.0	0.0	0.000	A
	Entry	2	1	1	178	44	-	-	-	176	192	0.0	0.3	2.563	A
				2	309	77	-	-	-	309	343	0.0	0.3	3.022	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	61	15	-	-	-	62	59	0.0	0.0	2.328	A
4 - Hull Bridge Road	Entry	1	1	1	135	34	837	595	0.227	136	138	0.0	0.3	10.447	B
				2	162	40	837	581	0.277	164	169	0.0	0.4	10.256	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	69	17	837	576	0.121	70	74	0.0	0.2	7.500	A
				4	2	0.52	274	203	0.010	2	2	0.0	0.0	4.935	A
	CircLink	1	1	1	88	22	-	-	-	88	93	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	61	15	-	-	-	61	58	0.0	0.0	0.000	A
			2	1	85	21	-	-	-	85	96	0.0	0.0	0.000	A
				2	314	78	-	-	-	314	340	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	90	23	-	-	-	90	93	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	83	21	-	-	-	83	96	0.0	0.0	0.000	A
				2	314	78	-	-	-	314	340	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	135	34	-	-	-	135	139	0.0	0.0	1.811	A
				2	161	40	-	-	-	162	171	0.0	0.0	1.807	A
				3	70	17	-	-	-	69	74	0.0	0.0	1.385	A
				4	2	0.57	-	-	-	2	2	0.0	0.0	4.349	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	232	58	1028	754	0.308	233	253	1.1	0.8	13.650	B
				3	303	76	1028	766	0.395	301	301	1.1	1.1	13.556	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	212	53	1028	809	0.262	214	210	0.2	0.3	6.305	A
	CircLink	1	1	1	152	38	-	-	-	152	165	0.0	0.0	0.000	A
				2	95	24	-	-	-	95	98	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	92	23	-	-	-	92	100	0.0	0.0	0.000	A
				3	80	20	-	-	-	80	83	0.0	0.0	0.000	A
				4	1	0.36	-	-	-	1	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	94	23	-	-	-	94	99	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	93	23	-	-	-	93	100	0.0	0.0	0.000	A
				3	80	20	-	-	-	80	83	0.0	0.0	0.000	A
				4	1	0.36	-	-	-	1	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	233	58	-	-	-	232	255	0.0	0.2	2.034	A
				3	307	77	-	-	-	303	303	0.0	0.5	1.990	A
				4	213	53	-	-	-	212	211	0.0	0.2	1.783	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	276	69	1102	827	0.333	276	310	0.4	0.4	6.434	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	334	83	1102	914	0.365	337	350	0.4	0.4	6.163	A
			3	1	294	74	1102	848	0.347	290	320	0.6	0.6	6.329	A
				2	1	0.26	209	89	0.012	1	2	0.6	0.0	14.513	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	233	58	-	-	-	233	253	0.0	0.0	0.000	A
				3	147	37	-	-	-	147	150	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	154	38	-	-	-	154	151	0.0	0.0	0.000	A
				4	214	53	-	-	-	214	210	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	42	10	-	-	-	42	44	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	38	10	-	-	-	38	40	0.0	0.0	0.000	A
				4	1	0.36	-	-	-	1	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	276	69	-	-	-	276	310	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	294	74	-	-	-	294	320	0.1	0.0	0.236	A
				2	1	0.26	-	-	-	1	1	0.0	0.0	1.077	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	334	83	-	-	-	334	350	0.1	0.0	0.135	A
3 - A1164 (S)	Entry	1	1	1	199	50	872	571	0.348	200	230	0.8	0.5	10.545	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	73	18	872	587	0.124	72	74	0.8	0.2	10.175	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	375	94	872	558	0.673	375	404	0.6	1.4	12.450	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	276	69	-	-	-	276	310	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	337	84	-	-	-	337	350	0.0	0.0	0.000	A
			3	1	290	72	-	-	-	290	320	0.0	0.0	0.000	A
				2	1	0.26	-	-	-	1	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.83	0.21	-	-	-	0.83	0.83	0.0	0.0	0.000	A
			2	1	290	72	-	-	-	290	320	0.0	0.0	0.000	A
				2	1	0.26	-	-	-	1	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.62	0.16	-	-	-	0.62	0.90	0.0	0.0	0.000	A
	Entry	2	1	1	208	52	-	-	-	199	230	0.6	1.1	10.111	B
				2	384	96	-	-	-	375	407	0.6	1.6	10.581	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	74	18	-	-	-	73	74	0.6	0.4	10.628	B

4 - Hull Bridge Road	Entry	1	1	1	154	39	837	551	0.279	152	165	0.7	0.8	12.674	B
				2	186	47	837	549	0.339	187	198	0.7	0.7	12.750	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	80	20	837	533	0.150	80	83	0.2	0.2	8.075	A
				4	2	0.41	303	202	0.008	1	2	0.0	0.0	8.054	A
	CircLink	1	1	1	105	26	-	-	-	105	115	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	72	18	-	-	-	72	74	0.0	0.0	0.000	A
			2	1	95	24	-	-	-	95	115	0.0	0.0	0.000	A
				2	375	94	-	-	-	375	404	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	107	27	-	-	-	107	117	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	93	23	-	-	-	93	113	0.0	0.0	0.000	A
				2	375	94	-	-	-	375	404	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	156	39	-	-	-	154	166	0.1	0.3	4.875	A
				2	188	47	-	-	-	186	200	0.1	0.5	4.569	A
				3	82	20	-	-	-	80	83	0.1	0.2	3.481	A
				4	2	0.41	-	-	-	2	2	0.1	0.0	1.460	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	300	75	1028	709	0.422	304	311	1.9	1.8	21.777	C
				3	337	84	1028	726	0.465	338	357	1.9	2.3	21.569	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	252	63	1028	773	0.326	250	249	0.3	0.7	6.936	A
	CircLink	1	1	1	187	47	-	-	-	187	192	0.0	0.0	0.000	A
				2	116	29	-	-	-	116	119	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	119	30	-	-	-	119	121	0.0	0.0	0.000	A
				3	89	22	-	-	-	89	97	0.0	0.0	0.000	A
				4	1	0.36	-	-	-	1	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	125	31	-	-	-	125	122	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	110	28	-	-	-	110	119	0.0	0.0	0.000	A
				3	89	22	-	-	-	89	97	0.0	0.0	0.000	A
				4	1	0.36	-	-	-	1	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	307	77	-	-	-	300	315	0.9	1.6	12.633	B
				3	344	86	-	-	-	337	362	0.9	1.9	12.305	B
				4	252	63	-	-	-	252	251	0.9	1.3	11.959	B
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	325	81	1102	789	0.411	333	376	0.4	0.6	7.802	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	446	111	1102	892	0.500	449	448	0.4	0.7	7.834	A
			3	1	360	90	1102	835	0.432	359	378	0.6	0.6	7.164	A
				2	1	0.26	209	83	0.012	1	2	0.0	0.0	12.307	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	304	76	-	-	-	304	311	0.0	0.0	0.000	A
				3	159	40	-	-	-	159	178	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	179	45	-	-	-	179	178	0.0	0.0	0.000	A
				4	250	63	-	-	-	250	249	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	45	11	-	-	-	45	50	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	44	11	-	-	-	44	47	0.0	0.0	0.000	A
				4	1	0.36	-	-	-	1	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	325	81	-	-	-	325	377	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	361	90	-	-	-	360	378	0.0	0.1	0.454	A
				2	1	0.26	-	-	-	1	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	446	111	-	-	-	446	449	0.0	0.0	0.267	A
3 - A1164 (S)	Entry	1	1	1	256	64	872	519	0.492	253	268	0.7	1.1	13.910	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	81	20	872	541	0.150	83	83	0.7	0.3	14.138	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	423	106	872	497	0.855	425	463	1.4	1.7	15.729	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	333	83	-	-	-	333	376	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	449	112	-	-	-	449	448	0.0	0.0	0.000	A
			3	1	359	90	-	-	-	359	378	0.0	0.0	0.000	A
				2	1	0.21	-	-	-	1	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.41	0.10	-	-	-	0.41	1	0.0	0.0	0.000	A
			2	1	359	90	-	-	-	359	378	0.0	0.0	0.000	A
				2	1	0.21	-	-	-	1	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.26	-	-	-	1	1	0.0	0.0	0.000	A
	Entry	2	1	1	279	70	-	-	-	256	270	3.0	6.0	52.802	F
				2	468	117	-	-	-	423	464	3.0	11.3	53.741	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	93	23	-	-	-	81	84	3.0	2.2	51.312	F
4 - Hull Bridge Road	Entry	1	1	1	189	47	837	500	0.379	187	192	1.5	1.2	16.936	C
				2	236	59	837	499	0.472	235	240	1.5	1.2	17.078	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	88	22	837	481	0.184	89	97	0.2	0.3	9.878	A
				4	2	0.41	361	227	0.007	1	2	0.2	0.0	9.493	A
	CircLink	1	1	1	129	32	-	-	-	129	136	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	83	21	-	-	-	83	83	0.0	0.0	0.000	A
			2	1	125	31	-	-	-	125	132	0.0	0.0	0.000	A
				2	425	106	-	-	-	425	463	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	124	31	-	-	-	124	135	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	129	32	-	-	-	129	132	0.0	0.0	0.000	A
				2	425	106	-	-	-	425	463	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	204	51	-	-	-	189	194	1.0	2.4	24.405	C
				2	244	61	-	-	-	236	242	1.0	2.4	23.058	C
				3	93	23	-	-	-	88	97	1.0	0.9	19.683	C
				4	2	0.47	-	-	-	2	2	0.0	0.0	24.817	C

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	287	72	1028	714	0.401	286	316	4.1	1.8	23.063	C
				3	338	85	1028	723	0.467	334	358	4.1	2.4	23.131	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	257	64	1028	764	0.337	253	259	0.7	0.6	7.408	A
	CircLink	1	1	1	205	51	-	-	-	205	201	0.0	0.0	0.000	A
				2	121	30	-	-	-	121	124	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	121	30	-	-	-	121	123	0.0	0.0	0.000	A
				3	96	24	-	-	-	96	100	0.0	0.0	0.000	A
				4	3	0.83	-	-	-	3	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	123	31	-	-	-	123	122	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	119	30	-	-	-	119	125	0.0	0.0	0.000	A

				3	96	24	-	-	-	96	100	0.0	0.0	0.000	A
				4	3	0.83	-	-	-	3	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	285	71	-	-	-	287	316	4.7	1.3	17.596	C
				3	334	84	-	-	-	338	358	4.7	1.4	18.024	C
				4	257	64	-	-	-	257	258	4.7	1.2	16.202	C
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	341	85	1102	790	0.431	345	369	0.6	0.7	8.023	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	431	108	1102	890	0.485	431	438	0.7	0.8	8.168	A
			3	1	350	87	1102	829	0.422	351	384	0.6	0.6	7.246	A
				2	1	0.26	209	85	0.012	1	2	0.6	0.0	9.714	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	286	71	-	-	-	286	316	0.0	0.0	0.000	A
				3	170	43	-	-	-	170	176	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	164	41	-	-	-	164	182	0.0	0.0	0.000	A
				4	253	63	-	-	-	253	259	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	50	12	-	-	-	50	49	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	46	12	-	-	-	46	51	0.0	0.0	0.000	A
				4	3	0.83	-	-	-	3	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	341	85	-	-	-	341	369	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	350	88	-	-	-	350	383	0.1	0.1	0.439	A
				2	1	0.26	-	-	-	1	2	0.0	0.0	0.689	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	431	108	-	-	-	431	439	0.1	0.0	0.297	A
3 - A1164 (S)	Entry	1	1	1	244	61	872	523	0.466	241	254	1.5	1.1	14.698	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	80	20	872	520	0.153	80	83	1.5	0.3	14.755	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	434	109	872	503	0.860	433	471	1.7	2.1	17.221	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	345	86	-	-	-	345	369	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	431	108	-	-	-	431	438	0.0	0.0	0.000	A
			3	1	351	88	-	-	-	351	384	0.0	0.0	0.000	A
				2	1	0.26	-	-	-	1	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.41	-	-	-	2	1	0.0	0.0	0.000	A
			2	1	351	88	-	-	-	351	384	0.0	0.0	0.000	A
				2	1	0.26	-	-	-	1	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	2	0.41	-	-	-	2	1	0.0	0.0	0.000	A
	Entry	2	1	1	260	65	-	-	-	244	254	19.5	10.4	133.004	F
				2	460	115	-	-	-	434	473	19.5	19.1	132.751	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	84	21	-	-	-	80	83	19.5	3.5	136.743	F
4 - Hull Bridge Road	Entry	1	1	1	203	51	837	507	0.398	205	201	2.4	0.8	18.553	C
				2	243	61	837	502	0.482	242	247	2.4	1.3	18.533	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	96	24	837	486	0.197	96	100	0.3	0.4	10.125	B
				4	3	0.83	390	243	0.014	3	2	0.3	0.0	10.393	B
	CircLink	1	1	1	122	30	-	-	-	122	128	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	80	20	-	-	-	80	83	0.0	0.0	0.000	A
			2	1	118	30	-	-	-	118	126	0.0	0.0	0.000	A
				2	433	108	-	-	-	433	471	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	120	30	-	-	-	120	127	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	121	30	-	-	-	121	128	0.0	0.0	0.000	A
				2	433	108	-	-	-	433	471	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	200	50	-	-	-	203	200	5.8	2.0	40.573	E
				2	241	60	-	-	-	243	247	5.8	2.5	39.597	E
				3	97	24	-	-	-	96	100	5.8	1.0	37.015	E
				4	3	0.78	-	-	-	3	2	5.8	0.1	55.430	F

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	239	60	1028	732	0.327	240	271	4.2	1.2	17.624	C
				3	274	69	1028	750	0.364	277	311	4.2	1.2	18.226	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	214	54	1028	794	0.270	214	212	0.6	0.5	6.385	A
	CircLink	1	1	1	163	41	-	-	-	163	172	0.0	0.0	0.000	A
				2	96	24	-	-	-	96	107	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	98	25	-	-	-	98	102	0.0	0.0	0.000	A
				3	76	19	-	-	-	76	86	0.0	0.0	0.000	A
				4	2	0.41	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	98	25	-	-	-	98	104	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	96	24	-	-	-	96	104	0.0	0.0	0.000	A
				3	76	19	-	-	-	76	86	0.0	0.0	0.000	A
				4	2	0.41	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	238	59	-	-	-	239	268	3.9	0.1	4.291	A
				3	272	68	-	-	-	274	305	3.9	0.1	4.989	A
				4	213	53	-	-	-	214	212	3.9	0.1	4.093	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	261	65	1102	826	0.315	262	310	0.7	0.4	6.910	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	361	90	1102	928	0.389	359	354	0.8	0.7	6.801	A
			3	1	295	74	1102	877	0.338	293	310	0.6	0.6	6.181	A
				2	2	0.41	266	111	0.015	2	2	0.0	0.0	12.038	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	240	60	-	-	-	240	271	0.0	0.0	0.000	A
				3	140	35	-	-	-	140	153	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	138	35	-	-	-	138	157	0.0	0.0	0.000	A

				4	214	53	-	-	-	214	212	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	35	9	-	-	-	35	41	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	41	10	-	-	-	41	45	0.0	0.0	0.000	A
				4	2	0.41	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	261	65	-	-	-	261	309	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	295	74	-	-	-	295	311	0.1	0.0	0.195	A
				2	2	0.41	-	-	-	2	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	361	90	-	-	-	361	354	0.0	0.0	0.093	A
3 - A1164 (S)	Entry	1	1	1	243	61	872	574	0.425	245	265	1.4	0.8	12.892	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	74	19	872	587	0.126	74	86	1.4	0.2	13.040	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	412	103	872	553	0.740	412	472	2.1	1.8	14.817	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	262	66	-	-	-	262	310	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	359	90	-	-	-	359	354	0.0	0.0	0.000	A
			3	1	293	73	-	-	-	293	310	0.0	0.0	0.000	A
				2	2	0.41	-	-	-	2	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.26	-	-	-	1	2	0.0	0.0	0.000	A
			2	1	293	73	-	-	-	293	310	0.0	0.0	0.000	A
				2	2	0.41	-	-	-	2	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.62	0.16	-	-	-	0.62	0.76	0.0	0.0	0.000	A
	Entry	2	1	1	211	53	-	-	-	243	264	32.9	1.9	80.687	F
				2	365	91	-	-	-	412	471	32.9	3.4	79.196	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	70	18	-	-	-	74	86	32.9	0.9	81.535	F
4 - Hull Bridge Road	Entry	1	1	1	161	40	837	525	0.307	163	172	2.2	0.5	14.919	B
				2	194	49	837	523	0.371	194	208	2.2	0.7	15.131	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	77	19	837	512	0.152	76	86	0.4	0.2	9.203	A
				4	2	0.41	390	251	0.007	2	2	0.0	0.0	9.321	A
	CircLink	1	1	1	120	30	-	-	-	120	132	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	74	19	-	-	-	74	86	0.0	0.0	0.000	A
			2	1	125	31	-	-	-	125	133	0.0	0.0	0.000	A
				2	412	103	-	-	-	412	472	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	120	30	-	-	-	120	133	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	124	31	-	-	-	124	132	0.0	0.0	0.000	A
				2	412	103	-	-	-	412	472	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	160	40	-	-	-	161	171	5.5	0.5	15.829	C
				2	191	48	-	-	-	194	206	5.5	0.3	15.102	C
				3	77	19	-	-	-	77	86	5.5	0.2	15.235	C
				4	2	0.41	-	-	-	2	3	5.5	0.0	10.082	B

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	208	52	1028	783	0.264	209	226	2.4	0.5	11.157	B
				3	235	59	1028	805	0.291	237	252	2.4	0.5	10.806	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	190	48	1028	842	0.226	189	180	0.5	0.4	5.433	A
	CircLink	1	1	1	147	37	-	-	-	147	144	0.0	0.0	0.000	A
				2	82	20	-	-	-	82	90	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	83	21	-	-	-	83	89	0.0	0.0	0.000	A
				3	66	16	-	-	-	66	72	0.0	0.0	0.000	A
				4	0.83	0.21	-	-	-	0.83	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	87	22	-	-	-	87	90	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	77	19	-	-	-	77	89	0.0	0.0	0.000	A
				3	66	16	-	-	-	66	72	0.0	0.0	0.000	A
				4	0.83	0.21	-	-	-	0.83	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	208	52	-	-	-	208	223	0.3	0.0	0.408	A
				3	234	59	-	-	-	235	248	0.3	0.0	0.463	A
				4	190	47	-	-	-	190	179	0.3	0.0	0.298	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	223	56	1102	866	0.256	224	254	0.4	0.3	5.869	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	295	74	1102	944	0.313	296	302	0.7	0.4	5.660	A
			3	1	249	62	1102	880	0.282	251	269	0.6	0.5	5.769	A
				2	1	0.31	209	90	0.014	1	2	0.0	0.0	4.741	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	209	52	-	-	-	209	226	0.0	0.0	0.000	A
				3	119	30	-	-	-	119	126	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	118	29	-	-	-	118	126	0.0	0.0	0.000	A
				4	189	47	-	-	-	189	180	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	34	9	-	-	-	34	36	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	32	8	-	-	-	32	36	0.0	0.0	0.000	A
				4	0.83	0.21	-	-	-	0.83	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	223	56	-	-	-	223	253	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	249	62	-	-	-	249	268	0.0	0.0	0.168	A
				2	1	0.31	-	-	-	1	2	0.0	0.0	1.034	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	295	74	-	-	-	295	301	0.0	0.0	0.076	A
3 - A1164 (S)	Entry	1	1	1	175	44	872	595	0.293	174	197	0.9	0.6	9.485	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	63	16	872	626	0.100	62	66	0.9	0.2	9.656	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	314	78	872	591	0.533	316	360	1.8	0.7	11.104	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	224	56	-	-	-	224	254	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	296	74	-	-	-	296	302	0.0	0.0	0.000	A
			3	1	251	63	-	-	-	251	269	0.0	0.0	0.000	A
				2	1	0.31	-	-	-	1	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.41	0.10	-	-	-	0.41	0.69	0.0	0.0	0.000	A
			2	1	251	63	-	-	-	251	269	0.0	0.0	0.000	A
				2	1	0.31	-	-	-	1	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.41	0.10	-	-	-	0.41	0.83	0.0	0.0	0.000	A
	Entry	2	1	1	174	44	-	-	-	175	196	6.2	0.2	8.081	A
				2	312	78	-	-	-	314	356	6.2	0.2	8.142	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	63	16	-	-	-	63	66	6.2	0.1	7.369	A
4 - Hull Bridge Road	Entry	1	1	1	146	37	837	590	0.248	147	144	1.3	0.4	11.881	B
				2	162	40	837	580	0.278	164	179	1.3	0.5	11.915	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	67	17	837	567	0.118	66	72	0.3	0.2	7.432	A
				4	1	0.26	289	203	0.005	0.83	2	0.3	0.0	6.975	A
	CircLink	1	1	1	89	22	-	-	-	89	94	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	62	16	-	-	-	62	66	0.0	0.0	0.000	A
			2	1	85	21	-	-	-	85	102	0.0	0.0	0.000	A
				2	316	79	-	-	-	316	360	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	87	22	-	-	-	87	102	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	87	22	-	-	-	87	95	0.0	0.0	0.000	A
				2	316	79	-	-	-	316	360	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	146	36	-	-	-	146	143	1.0	0.1	3.315	A
				2	162	41	-	-	-	162	179	1.0	0.2	3.678	A
				3	68	17	-	-	-	67	72	1.0	0.1	2.743	A
				4	1	0.26	-	-	-	1	2	0.0	0.0	4.293	A

Base 2026 + Committed Development + Concurrent Scenario Reduced, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	3 - A1164 (S)	Arm 3: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Simulation	4 - Hull Bridge Road	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Lane Roundabout	Standard Roundabout	✓	1, 2, 3, 4	131.87	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	131.87	F

Traffic Demand

Demand Set 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	Base 2026 + Committed Development + Concurrent Scenario Reduced	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	719	100.000
2 - A1035 (E)		ONE HOUR	✓	994	100.000
3 - A1164 (S)		ONE HOUR	✓	959	100.000
4 - Hull Bridge Road		ONE HOUR	✓	542	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	368	193	158
	2 - A1035 (E)	302	3	365	324
	3 - A1164 (S)	350	502	0	107
	4 - Hull Bridge Road	164	344	34	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	2	3	0
	2 - A1035 (E)	3	49	7	0
	3 - A1164 (S)	1	5	0	3
	4 - Hull Bridge Road	1	1	3	0

Cyclist %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	0	0	0
	2 - A1035 (E)	0	0	0	0
	3 - A1164 (S)	0	0	0	0
	4 - Hull Bridge Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	33.06	6.0	D	655	983
2 - A1035 (E)	6.35	2.2	A	914	1371
3 - A1164 (S)	251.98	79.9	F	882	1323
4 - Hull Bridge Road	281.57	45.3	F	497	746

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	539	135	682	536	540	609	0.0	1.2	8.548	A
2 - A1035 (E)	745	186	290	746	775	929	0.0	1.1	4.964	A
3 - A1164 (S)	733	183	586	729	741	450	0.0	3.1	13.907	B
4 - Hull Bridge Road	422	106	874	417	410	440	0.0	2.3	16.126	C

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	658	165	770	657	648	717	1.2	2.3	11.635	B
2 - A1035 (E)	907	227	352	907	930	1075	1.1	1.0	5.307	A
3 - A1164 (S)	856	214	711	827	854	548	3.1	9.2	27.318	D
4 - Hull Bridge Road	490	123	1012	475	472	526	2.3	7.1	38.101	E

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	789	197	838	789	796	815	2.3	6.0	26.453	D
2 - A1035 (E)	1100	275	422	1098	1139	1205	1.0	2.0	6.274	A
3 - A1164 (S)	1065	266	857	902	933	662	9.2	48.7	118.431	F
4 - Hull Bridge Road	617	154	1131	522	525	627	7.1	26.7	120.087	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	761	190	828	777	789	820	6.0	6.0	33.057	D
2 - A1035 (E)	1082	270	408	1077	1127	1197	2.0	2.1	6.346	A
3 - A1164 (S)	1049	262	855	916	954	631	48.7	80.0	251.981	F
4 - Hull Bridge Road	567	142	1147	501	508	623	26.7	45.2	259.939	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	646	161	864	653	675	767	6.0	2.3	16.924	C
2 - A1035 (E)	892	223	344	893	937	1173	2.1	1.3	5.558	A
3 - A1164 (S)	861	215	696	964	1005	541	80.0	51.2	241.594	F
4 - Hull Bridge Road	480	120	1123	508	525	536	45.2	37.1	281.575	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	535	134	759	539	549	695	2.3	1.2	10.387	B
2 - A1035 (E)	760	190	294	756	779	1003	1.3	1.2	5.058	A
3 - A1164 (S)	731	183	591	815	907	460	51.2	10.0	90.934	F
4 - Hull Bridge Road	407	102	964	490	514	442	37.1	13.7	161.249	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	422	789	0.535	419	423	0.0	1.0	9.236	A
			3	1, 4	118	805	0.147	117	116	0.0	0.2	5.289	A
		2	1	(1, 2, 3, 4)	539			540	545	0.0	0.0	0.174	A
	Exit	1	1		609			609	622	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	936			936	952	0.0	0.0	0.000	A
			2	2, 3, 4	356			356	357	0.0	0.0	0.000	A
	CircBase	1	1	2	334			334	333	0.0	0.0	0.000	A
			2	2, 3, 4	348			348	354	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	278	956	0.290	277	292	0.0	0.5	5.378	A
			2	4	243	1017	0.239	241	241	0.0	0.4	4.592	A
			3	1, 2	225	977	0.230	228	242	0.0	0.2	4.845	A
	Exit	1	1		929			929	937	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1011			1011	1021	0.0	0.0	0.000	A
			2	1, 3, 4	208			208	205	0.0	0.0	0.000	A
	CircBase	1	1	3	88			88	90	0.0	0.0	0.000	A
			2	1, 3, 4	202			202	199	0.0	0.0	0.000	A
	Entry	2	1	(3)	278			278	294	0.0	0.0	0.000	A
			2	(1, 2, 4)	468			468	485	0.0	0.0	0.008	A
3 - A1164 (S)	Entry	1	1	1, 4	343	687	0.499	340	345	0.0	1.1	9.568	A
			2	2, 3	385	663	0.582	389	395	0.0	0.9	9.939	A
	Exit	1	1		450			450	465	0.0	0.0	0.000	A
	CircLink	1	1	3	450			450	465	0.0	0.0	0.000	A
			2	4	358			358	357	0.0	0.0	0.000	A
			3	1, 2	228			228	242	0.0	0.0	0.000	A
	CircBase	1	1	4	181			181	181	0.0	0.0	0.000	A
			2	1, 2, 4	405			405	419	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	733			728	749	0.0	1.2	4.129	A
4 - Hull Bridge Road	Entry	1	1	1, 2	393	570	0.689	392	384	0.0	1.4	12.293	B
			2	3, 4	25	558	0.045	25	25	0.0	0.0	6.743	A
	CircBase	1	1	1	237			237	248	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	422			418	416	0.0	0.8	4.110	A
	Exit	1	1		440			440	441	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	677			677	691	0.0	0.0	0.000	A
			2	1, 2, 3	637			637	649	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	637			637	650	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	510	756	0.675	511	511	1.0	1.9	12.693	B
			3	1, 4	146	775	0.189	146	137	0.2	0.2	5.757	A
		2	1	(1, 2, 3, 4)	658			657	652	0.0	0.1	0.427	A
	Exit	1	1		717			717	728	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1088			1088	1111	0.0	0.0	0.000	A
			2	2, 3, 4	398			398	406	0.0	0.0	0.000	A
	CircBase	1	1	2	373			373	380	0.0	0.0	0.000	A
			2	2, 3, 4	397			397	409	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	342	937	0.365	342	359	0.5	0.4	5.863	A
			2	4	290	1000	0.290	290	287	0.4	0.3	4.904	A
			3	1, 2	275	968	0.284	275	284	0.2	0.3	4.995	A
	Exit	1	1		1075			1075	1094	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1178			1178	1198	0.0	0.0	0.000	A
			2	1, 3, 4	248			248	239	0.0	0.0	0.000	A
	CircBase	1	1	3	101			101	102	0.0	0.0	0.000	A
			2	1, 3, 4	251			251	241	0.0	0.0	0.000	A
	Entry	2	1	(3)	342			342	359	0.0	0.0	0.000	A
			2	(1, 2, 4)	565			565	571	0.0	0.0	0.027	A
3 - A1164 (S)	Entry	1	1	1, 4	391	654	0.598	389	397	1.1	1.5	10.887	B
			2	2, 3	441	622	0.707	438	457	0.9	1.7	12.310	B
	Exit	1	1		548			548	565	0.0	0.0	0.000	A
	CircLink	1	1	3	548			548	565	0.0	0.0	0.000	A
			2	4	435			435	424	0.0	0.0	0.000	A
			3	1, 2	275			275	284	0.0	0.0	0.000	A
	CircBase	1	1	4	211			211	210	0.0	0.0	0.000	A
			2	1, 2, 4	500			500	499	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	856			832	859	1.2	6.0	15.613	C
4 - Hull Bridge Road	Entry	1	1	1, 2	448	528	0.849	445	443	1.4	2.2	16.934	C
			2	3, 4	31	529	0.059	30	29	0.0	0.1	7.381	A
	CircBase	1	1	1	297			297	296	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	490			479	476	0.8	4.7	21.645	C
	Exit	1	1		526			526	517	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	812			812	809	0.0	0.0	0.000	A
			2	1, 2, 3	726			726	753	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	714			714	749	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	607	737	0.824	614	628	1.9	3.1	20.319	C
			3	1, 4	176	754	0.233	175	168	0.2	0.3	6.278	A
		2	1	(1, 2, 3, 4)	789			783	801	0.1	2.6	8.991	A
	Exit	1	1		815			815	836	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1219			1219	1249	0.0	0.0	0.000	A
			2	2, 3, 4	434			434	452	0.0	0.0	0.000	A
	CircBase	1	1	2	398			398	413	0.0	0.0	0.000	A
			2	2, 3, 4	440			440	451	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	416	912	0.457	416	433	0.4	0.8	7.066	A
			2	4	350	979	0.357	347	360	0.3	0.7	5.712	A
			3	1, 2	334	944	0.354	335	345	0.3	0.5	5.700	A
	Exit	1	1		1205			1205	1241	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1326			1326	1364	0.0	0.0	0.000	A
			2	1, 3, 4	301			301	296	0.0	0.0	0.000	A
	CircBase	1	1	3	123			123	126	0.0	0.0	0.000	A
			2	1, 3, 4	298			298	293	0.0	0.0	0.000	A
	Entry	2	1	(3)	416			416	435	0.0	0.0	0.000	A
			2	(1, 2, 4)	684			684	708	0.0	0.0	0.104	A
3 - A1164 (S)	Entry	1	1	1, 4	434	607	0.715	435	437	1.5	1.7	13.473	B
			2	2, 3	464	585	0.792	467	495	1.7	1.8	14.757	B
	Exit	1	1		662			662	684	0.0	0.0	0.000	A
	CircLink	1	1	3	662			662	684	0.0	0.0	0.000	A
			2	4	522			522	528	0.0	0.0	0.000	A
			3	1, 2	335			335	345	0.0	0.0	0.000	A
	CircBase	1	1	4	269			269	270	0.0	0.0	0.000	A
			2	1, 2, 4	588			588	603	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	1065			899	934	6.0	45.1	104.256	F
4 - Hull Bridge Road	Entry	1	1	1, 2	492	493	0.999	490	491	2.2	2.8	20.344	C
			2	3, 4	31	484	0.064	32	34	0.1	0.1	8.419	A
	CircBase	1	1	1	324			324	341	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	617			523	527	4.7	23.8	100.201	F
	Exit	1	1		627			627	631	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	958			958	969	0.0	0.0	0.000	A
			2	1, 2, 3	801			801	837	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	807			807	834	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	607	740	0.820	608	619	3.1	3.5	21.833	C
			3	1, 4	170	757	0.224	170	170	0.3	0.3	6.354	A
		2	1	(1, 2, 3, 4)	761			777	791	2.6	2.2	14.589	B
	Exit	1	1		820			820	841	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1222			1222	1259	0.0	0.0	0.000	A
			2	2, 3, 4	426			426	444	0.0	0.0	0.000	A
	CircBase	1	1	2	394			394	408	0.0	0.0	0.000	A
			2	2, 3, 4	434			434	454	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	396	924	0.428	392	427	0.8	0.8	7.014	A
			2	4	348	983	0.354	348	352	0.7	0.6	5.803	A
			3	1, 2	338	956	0.355	337	348	0.5	0.7	5.803	A
	Exit	1	1		1197			1197	1235	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1315			1315	1357	0.0	0.0	0.000	A
			2	1, 3, 4	290			290	293	0.0	0.0	0.000	A
	CircBase	1	1	3	124			124	124	0.0	0.0	0.000	A
			2	1, 3, 4	284			284	293	0.0	0.0	0.000	A
	Entry	2	1	(3)	396			396	427	0.0	0.0	0.000	A
			2	(1, 2, 4)	686			686	700	0.0	0.0	0.156	A
3 - A1164 (S)	Entry	1	1	1, 4	439	608	0.723	439	449	1.7	1.5	14.148	B
			2	2, 3	475	589	0.808	477	505	1.8	2.2	14.803	B
	Exit	1	1		631			631	674	0.0	0.0	0.000	A
	CircLink	1	1	3	631			631	674	0.0	0.0	0.000	A
			2	4	518			518	522	0.0	0.0	0.000	A
			3	1, 2	337			337	348	0.0	0.0	0.000	A
	CircBase	1	1	4	268			268	267	0.0	0.0	0.000	A
			2	1, 2, 4	586			586	603	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	1049			914	955	45.1	76.3	237.676	F
4 - Hull Bridge Road	Entry	1	1	1, 2	471	488	0.965	472	478	2.8	2.8	22.242	C
			2	3, 4	30	474	0.063	29	31	0.1	0.1	8.566	A
	CircBase	1	1	1	333			333	344	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	567			500	508	23.8	42.3	238.711	F
	Exit	1	1		623			623	630	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	951			951	971	0.0	0.0	0.000	A
			2	1, 2, 3	820			820	853	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	815			815	850	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	517	729	0.709	520	534	3.5	2.1	15.658	C
			3	1, 4	134	746	0.179	133	141	0.3	0.2	5.794	A
		2	1	(1, 2, 3, 4)	646			650	668	2.2	0.1	3.620	A
	Exit	1	1		767			767	795	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1175			1175	1230	0.0	0.0	0.000	A
			2	2, 3, 4	455			455	470	0.0	0.0	0.000	A
	CircBase	1	1	2	410			410	432	0.0	0.0	0.000	A
			2	2, 3, 4	454			454	473	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	331	923	0.359	331	361	0.8	0.5	6.093	A
			2	4	294	1002	0.294	294	296	0.6	0.4	5.103	A
			3	1, 2	267	977	0.273	269	281	0.7	0.3	5.291	A
	Exit	1	1		1173			1173	1222	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1282			1282	1333	0.0	0.0	0.000	A
			2	1, 3, 4	235			235	247	0.0	0.0	0.000	A
	CircBase	1	1	3	109			109	108	0.0	0.0	0.000	A
			2	1, 3, 4	235			235	250	0.0	0.0	0.000	A
	Entry	2	1	(3)	331			331	360	0.0	0.0	0.000	A
			2	(1, 2, 4)	561			561	574	0.0	0.0	0.050	A
3 - A1164 (S)	Entry	1	1	1, 4	455	654	0.697	458	468	1.5	1.3	12.620	B
			2	2, 3	504	635	0.795	506	537	2.2	2.1	14.041	B
	Exit	1	1		541			541	578	0.0	0.0	0.000	A
	CircLink	1	1	3	541			541	578	0.0	0.0	0.000	A
			2	4	427			427	437	0.0	0.0	0.000	A
			3	1, 2	269			269	281	0.0	0.0	0.000	A
	CircBase	1	1	4	220			220	220	0.0	0.0	0.000	A
			2	1, 2, 4	476			476	498	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	861			959	1004	76.3	47.8	228.469	F
4 - Hull Bridge Road	Entry	1	1	1, 2	479	496	0.965	478	492	2.8	3.0	21.563	C
			2	3, 4	29	490	0.061	29	34	0.1	0.1	8.893	A
	CircBase	1	1	1	303			303	313	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	480			509	525	42.3	34.1	260.973	F
	Exit	1	1		536			536	548	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	838			838	860	0.0	0.0	0.000	A
			2	1, 2, 3	822			822	862	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	820			820	862	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	424	763	0.556	428	435	2.1	1.0	11.311	B
			3	1, 4	111	780	0.142	111	114	0.2	0.2	5.792	A
		2	1	(1, 2, 3, 4)	535			535	544	0.1	0.0	0.256	A
	Exit	1	1		695			695	727	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1057			1057	1127	0.0	0.0	0.000	A
			2	2, 3, 4	397			397	437	0.0	0.0	0.000	A
	CircBase	1	1	2	365			365	408	0.0	0.0	0.000	A
			2	2, 3, 4	394			394	429	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	277	951	0.292	276	295	0.5	0.5	5.414	A
			2	4	238	1016	0.235	238	242	0.4	0.3	4.832	A
			3	1, 2	244	983	0.248	242	243	0.3	0.4	4.827	A
	Exit	1	1		1003			1003	1087	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1091			1091	1177	0.0	0.0	0.000	A
			2	1, 3, 4	206			206	208	0.0	0.0	0.000	A
	CircBase	1	1	3	93			93	94	0.0	0.0	0.000	A
			2	1, 3, 4	202			202	204	0.0	0.0	0.000	A
	Entry	2	1	(3)	277			277	295	0.0	0.0	0.000	A
			2	(1, 2, 4)	482			482	484	0.0	0.0	0.022	A
3 - A1164 (S)	Entry	1	1	1, 4	393	683	0.575	395	428	1.3	1.3	11.423	B
			2	2, 3	418	665	0.629	420	479	2.1	1.2	11.687	B
	Exit	1	1		460			460	480	0.0	0.0	0.000	A
	CircLink	1	1	3	460			460	480	0.0	0.0	0.000	A
			2	4	349			349	355	0.0	0.0	0.000	A
			3	1, 2	242			242	243	0.0	0.0	0.000	A
	CircBase	1	1	4	174			174	177	0.0	0.0	0.000	A
			2	1, 2, 4	417			417	421	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	731			811	903	47.8	7.5	79.315	F
4 - Hull Bridge Road	Entry	1	1	1, 2	453	540	0.838	459	481	3.0	2.1	19.614	C
			2	3, 4	31	529	0.058	31	33	0.1	0.1	8.669	A
	CircBase	1	1	1	269			269	283	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	407			484	511	34.1	11.5	142.317	F
	Exit	1	1		442			442	456	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	715			715	738	0.0	0.0	0.000	A
			2	1, 2, 3	690			690	767	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	694			694	766	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	273	68	1028	794	0.345	272	276	0.0	0.7	9.142	A
				3	148	37	1028	783	0.189	148	147	0.0	0.3	9.413	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	118	30	1028	807	0.146	117	116	0.0	0.2	5.289	A
	CircLink	1	1	1	126	31	-	-	-	126	122	0.0	0.0	0.000	A
				2	132	33	-	-	-	132	130	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	135	34	-	-	-	135	132	0.0	0.0	0.000	A
				3	25	6	-	-	-	25	25	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	141	35	-	-	-	141	132	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	125	31	-	-	-	125	130	0.0	0.0	0.000	A
				3	25	6	-	-	-	25	25	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	273	68	-	-	-	273	279	0.0	0.0	0.149	A
				3	148	37	-	-	-	148	149	0.0	0.0	0.244	A
				4	118	29	-	-	-	118	117	0.0	0.0	0.147	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	278	69	1102	956	0.290	277	292	0.0	0.5	5.378	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	243	61	1102	1017	0.239	241	241	0.0	0.4	4.592	A
			3	1	223	56	1102	981	0.227	225	238	0.0	0.2	4.825	A
				2	2	0.56	504	324	0.007	3	4	0.0	0.0	6.698	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	272	68	-	-	-	272	276	0.0	0.0	0.000	A
				3	69	17	-	-	-	69	72	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	79	20	-	-	-	79	75	0.0	0.0	0.000	A
				4	117	29	-	-	-	117	116	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	13	3	-	-	-	13	13	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	13	3	-	-	-	13	12	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	278	69	-	-	-	278	294	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	223	56	-	-	-	223	239	0.0	0.0	0.013	A
				2	2	0.56	-	-	-	2	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	243	61	-	-	-	243	243	0.0	0.0	0.004	A
3 - A1164 (S)	Entry	1	1	1	261	65	872	688	0.379	258	262	0.0	0.9	9.624	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	83	21	872	683	0.121	82	84	0.0	0.2	9.391	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	385	96	872	663	0.582	389	395	0.0	0.9	9.939	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	277	69	-	-	-	277	292	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	241	60	-	-	-	241	241	0.0	0.0	0.000	A
			3	1	225	56	-	-	-	225	238	0.0	0.0	0.000	A
				2	3	0.69	-	-	-	3	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	225	56	-	-	-	225	238	0.0	0.0	0.000	A
				2	3	0.69	-	-	-	3	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	264	66	-	-	-	261	265	0.0	0.5	3.981	A
				2	385	96	-	-	-	385	399	0.0	0.5	4.195	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	84	21	-	-	-	83	85	0.0	0.2	4.291	A
4 - Hull Bridge Road	Entry	1	1	1	126	31	837	573	0.219	126	122	0.0	0.4	12.372	B
				2	267	67	837	570	0.469	266	262	0.0	1.0	12.256	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	25	6	837	557	0.045	25	25	0.0	0.0	6.743	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	128	32	-	-	-	128	131	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	82	20	-	-	-	82	84	0.0	0.0	0.000	A
			2	1	131	33	-	-	-	131	131	0.0	0.0	0.000	A
				2	389	97	-	-	-	389	395	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	127	32	-	-	-	127	129	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	131	33	-	-	-	131	132	0.0	0.0	0.000	A
				2	389	97	-	-	-	389	395	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	126	32	-	-	-	126	124	0.0	0.2	4.457	A
				2	271	68	-	-	-	267	266	0.0	0.6	4.063	A
				3	25	6	-	-	-	25	26	0.0	0.0	2.876	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	334	83	1028	757	0.441	335	335	1.0	1.3	12.631	B
				3	176	44	1028	757	0.233	176	177	1.0	0.7	12.812	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	146	37	1028	776	0.189	146	137	0.2	0.2	5.757	A
	CircLink	1	1	1	146	36	-	-	-	146	145	0.0	0.0	0.000	A
				2	150	38	-	-	-	150	151	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	149	37	-	-	-	149	146	0.0	0.0	0.000	A
				3	30	8	-	-	-	30	29	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	155	39	-	-	-	155	149	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	143	36	-	-	-	143	148	0.0	0.0	0.000	A
				3	30	8	-	-	-	30	29	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	334	84	-	-	-	334	337	0.0	0.0	0.468	A
				3	177	44	-	-	-	176	178	0.0	0.1	0.458	A
				4	147	37	-	-	-	146	137	0.0	0.0	0.286	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	342	85	1102	938	0.365	342	359	0.5	0.4	5.863	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	290	73	1102	1000	0.290	290	287	0.4	0.3	4.904	A
			3	1	272	68	1102	975	0.279	272	280	0.2	0.3	4.991	A
				2	3	1	598	317	0.010	3	5	0.0	0.0	5.411	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	335	84	-	-	-	335	335	0.0	0.0	0.000	A
				3	88	22	-	-	-	88	90	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	88	22	-	-	-	88	87	0.0	0.0	0.000	A
				4	146	36	-	-	-	146	137	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	17	4	-	-	-	17	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	13	3	-	-	-	13	13	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	342	85	-	-	-	342	359	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	272	68	-	-	-	272	280	0.0	0.0	0.044	A
				2	3	1	-	-	-	3	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	290	73	-	-	-	290	287	0.0	0.0	0.011	A
3 - A1164 (S)	Entry	1	1	1	300	75	872	654	0.459	298	304	1.1	1.2	10.871	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	91	23	872	650	0.139	91	93	1.1	0.3	10.942	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	441	110	872	621	0.707	438	457	0.9	1.7	12.310	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	342	86	-	-	-	342	359	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	290	72	-	-	-	290	287	0.0	0.0	0.000	A
			3	1	272	68	-	-	-	272	280	0.0	0.0	0.000	A
				2	3	1	-	-	-	3	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	272	68	-	-	-	272	280	0.0	0.0	0.000	A
				2	3	1	-	-	-	3	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	311	78	-	-	-	300	305	1.2	2.3	15.317	C
				2	453	113	-	-	-	441	460	1.2	3.2	16.023	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	92	23	-	-	-	91	94	1.2	0.5	14.624	B

4 - Hull Bridge Road	Entry	1	1	1	145	36	837	526	0.274	146	145	1.4	0.7	17.102	C
				2	303	76	837	529	0.574	299	298	1.4	1.6	16.852	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	31	8	837	527	0.059	30	29	0.0	0.1	7.381	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	152	38	-	-	-	152	151	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	91	23	-	-	-	91	93	0.0	0.0	0.000	A
			2	1	147	37	-	-	-	147	153	0.0	0.0	0.000	A
				2	438	109	-	-	-	438	457	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	154	39	-	-	-	154	153	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	144	36	-	-	-	144	151	0.0	0.0	0.000	A
				2	438	109	-	-	-	438	457	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	147	37	-	-	-	145	146	0.8	1.5	22.330	C
				2	312	78	-	-	-	303	300	0.8	3.0	21.579	C
				3	31	8	-	-	-	31	30	0.8	0.2	18.908	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	397	99	1028	741	0.536	399	411	1.9	1.9	20.080	C
				3	211	53	1028	731	0.288	215	217	1.9	1.2	20.774	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	176	44	1028	756	0.232	175	168	0.2	0.3	6.278	A
	CircLink	1	1	1	154	38	-	-	-	154	161	0.0	0.0	0.000	A
				2	168	42	-	-	-	168	163	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	168	42	-	-	-	168	166	0.0	0.0	0.000	A
				3	32	8	-	-	-	32	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	165	41	-	-	-	165	163	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	171	43	-	-	-	171	166	0.0	0.0	0.000	A
				3	32	8	-	-	-	32	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	401	100	-	-	-	397	414	0.1	1.5	9.299	A
				3	212	53	-	-	-	211	219	0.1	0.6	9.272	A
				4	176	44	-	-	-	176	169	0.1	0.5	7.890	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	416	104	1102	912	0.457	416	433	0.4	0.8	7.066	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	350	87	1102	980	0.357	347	360	0.3	0.7	5.712	A
			3	1	331	83	1102	946	0.350	332	340	0.3	0.5	5.670	A
				2	3	0.77	708	500	0.006	3	5	0.0	0.0	8.558	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	399	100	-	-	-	399	411	0.0	0.0	0.000	A
				3	105	26	-	-	-	105	106	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	110	28	-	-	-	110	111	0.0	0.0	0.000	A
				4	175	44	-	-	-	175	168	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	17	4	-	-	-	17	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	416	104	-	-	-	416	435	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	331	83	-	-	-	331	341	0.0	0.0	0.140	A
				2	3	0.77	-	-	-	3	5	0.0	0.0	0.105	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	350	87	-	-	-	350	362	0.0	0.0	0.071	A
3 - A1164 (S)	Entry	1	1	1	331	83	872	609	0.543	330	335	1.5	1.4	13.490	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	103	26	872	596	0.173	105	103	1.5	0.3	13.419	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	464	116	872	585	0.792	467	495	1.7	1.8	14.757	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	416	104	-	-	-	416	433	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	347	87	-	-	-	347	360	0.0	0.0	0.000	A
			3	1	332	83	-	-	-	332	340	0.0	0.0	0.000	A
				2	3	1	-	-	-	3	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	332	83	-	-	-	332	340	0.0	0.0	0.000	A
				2	3	1	-	-	-	3	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	400	100	-	-	-	331	336	6.0	16.4	103.614	F
				2	544	136	-	-	-	464	496	6.0	23.8	104.905	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	121	30	-	-	-	103	102	6.0	5.0	103.326	F
4 - Hull Bridge Road	Entry	1	1	1	156	39	837	496	0.314	154	161	2.2	0.9	19.910	C
				2	337	84	837	493	0.683	336	330	2.2	2.0	20.556	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	31	8	837	484	0.064	32	34	0.1	0.1	8.419	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	167	42	-	-	-	167	167	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	105	26	-	-	-	105	103	0.0	0.0	0.000	A
			2	1	163	41	-	-	-	163	168	0.0	0.0	0.000	A
				2	467	117	-	-	-	467	495	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	163	41	-	-	-	163	170	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	167	42	-	-	-	167	165	0.0	0.0	0.000	A
				2	467	117	-	-	-	467	495	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	186	46	-	-	-	156	162	4.7	7.2	99.890	F
				2	395	99	-	-	-	337	331	4.7	15.2	101.268	F
				3	36	9	-	-	-	31	33	4.7	1.4	90.930	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	396	99	1028	743	0.533	398	404	3.1	2.3	21.885	C
				3	210	53	1028	735	0.286	209	216	3.1	1.3	21.734	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	170	42	1028	756	0.224	170	170	0.3	0.3	6.354	A
	CircLink	1	1	1	153	38	-	-	-	153	156	0.0	0.0	0.000	A
				2	159	40	-	-	-	159	160	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	160	40	-	-	-	160	161	0.0	0.0	0.000	A
				3	29	7	-	-	-	29	31	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	155	39	-	-	-	155	158	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	163	41	-	-	-	163	164	0.0	0.0	0.000	A

				3	29	7	-	-	-	29	31	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	391	98	-	-	-	396	405	2.6	1.2	14.863	B
				3	207	52	-	-	-	210	216	2.6	0.7	14.587	B
				4	164	41	-	-	-	170	169	2.6	0.4	13.949	B
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	396	99	1102	924	0.428	392	427	0.8	0.8	7.014	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	348	87	1102	983	0.354	348	352	0.7	0.6	5.803	A
			3	1	335	84	1102	958	0.350	334	343	0.5	0.6	5.784	A
				2	3	1	677	421	0.008	3	5	0.5	0.1	7.670	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	398	100	-	-	-	398	404	0.0	0.0	0.000	A
				3	104	26	-	-	-	104	108	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	106	27	-	-	-	106	107	0.0	0.0	0.000	A
				4	170	42	-	-	-	170	170	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	14	4	-	-	-	14	15	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	396	99	-	-	-	396	427	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	335	84	-	-	-	335	343	0.0	0.0	0.168	A
				2	3	1	-	-	-	3	5	0.0	0.0	0.476	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	348	87	-	-	-	348	352	0.0	0.0	0.140	A
3 - A1164 (S)	Entry	1	1	1	334	84	872	610	0.549	333	342	1.7	1.1	14.135	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	104	26	872	598	0.175	106	108	1.7	0.4	14.187	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	475	119	872	588	0.809	477	505	1.8	2.2	14.803	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	392	98	-	-	-	392	427	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	348	87	-	-	-	348	352	0.0	0.0	0.000	A
			3	1	334	83	-	-	-	334	343	0.0	0.0	0.000	A
				2	3	0.69	-	-	-	3	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	334	83	-	-	-	334	343	0.0	0.0	0.000	A
				2	3	0.69	-	-	-	3	5	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	387	97	-	-	-	334	341	45.1	28.1	235.705	F
				2	541	135	-	-	-	475	506	45.1	39.4	238.835	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	122	30	-	-	-	104	108	45.1	8.8	238.728	F
4 - Hull Bridge Road	Entry	1	1	1	155	39	837	486	0.320	153	156	2.8	1.1	22.273	C
				2	316	79	837	487	0.649	319	321	2.8	1.8	22.227	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	30	7	837	473	0.063	29	31	0.1	0.1	8.566	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	168	42	-	-	-	168	172	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	106	26	-	-	-	106	108	0.0	0.0	0.000	A
			2	1	166	41	-	-	-	166	169	0.0	0.0	0.000	A
				2	477	119	-	-	-	477	505	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	166	42	-	-	-	166	174	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	167	42	-	-	-	167	168	0.0	0.0	0.000	A
				2	477	119	-	-	-	477	505	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	181	45	-	-	-	155	157	23.8	13.2	238.193	F
				2	350	88	-	-	-	316	320	23.8	26.3	238.747	F
				3	36	9	-	-	-	30	31	23.8	2.7	240.969	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	337	84	1028	730	0.460	339	351	3.5	1.4	15.878	C
				3	180	45	1028	725	0.249	181	183	3.5	0.7	15.232	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	134	33	1028	745	0.180	133	141	0.3	0.2	5.794	A
	CircLink	1	1	1	152	38	-	-	-	152	161	0.0	0.0	0.000	A
				2	160	40	-	-	-	160	166	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	167	42	-	-	-	167	165	0.0	0.0	0.000	A
				3	29	7	-	-	-	29	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	160	40	-	-	-	160	164	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	167	42	-	-	-	167	167	0.0	0.0	0.000	A
				3	29	7	-	-	-	29	34	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	334	83	-	-	-	337	347	2.2	0.0	3.773	A
				3	179	45	-	-	-	180	181	2.2	0.0	3.530	A
				4	133	33	-	-	-	134	141	2.2	0.0	3.364	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	331	83	1102	923	0.359	331	361	0.8	0.5	6.093	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	294	74	1102	1001	0.294	294	296	0.6	0.4	5.103	A
			3	1	266	66	1102	978	0.272	267	277	0.7	0.3	5.293	A
				2	1	0.34	488	393	0.003	1	4	0.7	0.0	5.101	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	339	85	-	-	-	339	351	0.0	0.0	0.000	A
				3	94	24	-	-	-	94	94	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	87	22	-	-	-	87	89	0.0	0.0	0.000	A

				4	133	33	-	-	-	133	141	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	14	4	-	-	-	14	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	331	83	-	-	-	331	360	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	266	66	-	-	-	266	276	0.0	0.0	0.070	A
				2	1	0.34	-	-	-	1	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	294	74	-	-	-	294	295	0.0	0.0	0.032	A
3 - A1164 (S)	Entry	1	1	1	348	87	872	659	0.528	348	357	1.5	1.1	12.582	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	108	27	872	637	0.169	109	111	1.5	0.3	12.746	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	504	126	872	634	0.795	506	537	2.2	2.1	14.041	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	331	83	-	-	-	331	361	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	294	74	-	-	-	294	296	0.0	0.0	0.000	A
			3	1	267	67	-	-	-	267	277	0.0	0.0	0.000	A
				2	1	0.34	-	-	-	1	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	267	67	-	-	-	267	277	0.0	0.0	0.000	A
				2	1	0.34	-	-	-	1	4	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	318	80	-	-	-	348	357	76.3	17.7	226.600	F
				2	450	113	-	-	-	504	536	76.3	25.0	228.961	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	93	23	-	-	-	108	111	76.3	5.1	232.336	F
4 - Hull Bridge Road	Entry	1	1	1	155	39	837	497	0.312	152	161	2.8	1.0	21.560	C
				2	325	81	837	496	0.654	327	331	2.8	2.0	21.565	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	29	7	837	487	0.061	29	34	0.1	0.1	8.893	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	172	43	-	-	-	172	177	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	109	27	-	-	-	109	111	0.0	0.0	0.000	A
			2	1	176	44	-	-	-	176	181	0.0	0.0	0.000	A
				2	506	127	-	-	-	506	537	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	173	43	-	-	-	173	175	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	175	44	-	-	-	175	182	0.0	0.0	0.000	A
				2	506	127	-	-	-	506	537	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	149	37	-	-	-	155	160	42.3	10.4	262.609	F
				2	305	76	-	-	-	325	332	42.3	21.5	260.914	F
				3	27	7	-	-	-	29	34	42.3	2.1	253.607	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	274	68	1028	764	0.358	275	284	2.1	0.7	11.238	B
				3	150	38	1028	754	0.199	153	151	2.1	0.3	11.451	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	111	28	1028	776	0.143	111	114	0.2	0.2	5.792	A
	CircLink	1	1	1	153	38	-	-	-	153	160	0.0	0.0	0.000	A
				2	154	38	-	-	-	154	160	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	152	38	-	-	-	152	161	0.0	0.0	0.000	A
				3	31	8	-	-	-	31	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	156	39	-	-	-	156	162	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	150	37	-	-	-	150	158	0.0	0.0	0.000	A
				3	31	8	-	-	-	31	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	274	69	-	-	-	274	281	0.1	0.0	0.276	A
				3	150	38	-	-	-	150	150	0.1	0.0	0.254	A
				4	111	28	-	-	-	111	114	0.1	0.0	0.209	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	277	69	1102	952	0.292	276	295	0.5	0.5	5.414	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	238	60	1102	1016	0.235	238	242	0.4	0.3	4.832	A
			3	1	241	60	1102	986	0.245	240	239	0.3	0.4	4.804	A
				2	3	0.64	472	320	0.008	2	3	0.0	0.0	7.044	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	275	69	-	-	-	275	284	0.0	0.0	0.000	A
				3	73	18	-	-	-	73	74	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	80	20	-	-	-	80	78	0.0	0.0	0.000	A
				4	111	28	-	-	-	111	114	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	16	4	-	-	-	16	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	15	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	277	69	-	-	-	277	295	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	241	60	-	-	-	241	239	0.0	0.0	0.038	A
				2	3	0.64	-	-	-	3	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	238	60	-	-	-	238	241	0.0	0.0	0.007	A
3 - A1164 (S)	Entry	1	1	1	302	76	872	686	0.440	302	327	1.3	1.0	11.482	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	91	23	872	675	0.135	93	100	1.3	0.3	11.227	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	418	105	872	665	0.629	420	479	2.1	1.2	11.687	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	276	69	-	-	-	276	295	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	238	60	-	-	-	238	242	0.0	0.0	0.000	A
			3	1	240	60	-	-	-	240	239	0.0	0.0	0.000	A
				2	2	0.60	-	-	-	2	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	240	60	-	-	-	240	239	0.0	0.0	0.000	A
				2	2	0.60	-	-	-	2	3	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	269	67	-	-	-	302	327	47.8	2.5	78.515	F
				2	381	95	-	-	-	418	476	47.8	4.3	80.187	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	81	20	-	-	-	91	100	47.8	0.7	77.944	F
4 - Hull Bridge Road	Entry	1	1	1	152	38	837	541	0.282	153	160	3.0	0.7	19.445	C
				2	301	75	837	541	0.555	306	321	3.0	1.4	19.698	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	31	8	837	527	0.058	31	33	0.1	0.1	8.669	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	152	38	-	-	-	152	164	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	93	23	-	-	-	93	100	0.0	0.0	0.000	A
			2	1	149	37	-	-	-	149	164	0.0	0.0	0.000	A
				2	420	105	-	-	-	420	479	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	155	39	-	-	-	155	167	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	147	37	-	-	-	147	160	0.0	0.0	0.000	A
				2	420	105	-	-	-	420	479	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	119	30	-	-	-	152	159	34.1	3.2	144.936	F
				2	259	65	-	-	-	301	319	34.1	7.4	140.887	F
				3	29	7	-	-	-	31	33	34.1	0.9	143.474	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2023 Survey Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Lane Roundabout	Standard Roundabout	✓	1, 2, 3, 4	17.44	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.44	C

Traffic Demand

Demand Set 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	Base 2023 Survey Year	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	713	100.000
2 - A1035 (E)		ONE HOUR	✓	973	100.000
3 - A1164 (S)		ONE HOUR	✓	566	100.000
4 - Hull Bridge Road		ONE HOUR	✓	450	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	233	273	207
	2 - A1035 (E)	303	0	281	389
	3 - A1164 (S)	198	289	0	79
	4 - Hull Bridge Road	158	205	85	2

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	9	6	0
	2 - A1035 (E)	8	0	7	1
	3 - A1164 (S)	9	9	0	4
	4 - Hull Bridge Road	2	3	6	0

Cyclist %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	0	0	0
	2 - A1035 (E)	0	0	0	0
	3 - A1164 (S)	0	0	0	0
	4 - Hull Bridge Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	17.38	4.2	C	657	985
2 - A1035 (E)	7.37	2.0	A	901	1352
3 - A1164 (S)	27.02	6.4	D	522	783
4 - Hull Bridge Road	27.27	4.1	D	410	616

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	537	134	427	538	552	487	0.0	0.9	7.214	A
2 - A1035 (E)	747	187	430	749	756	535	0.0	0.7	5.147	A
3 - A1164 (S)	432	108	688	427	454	491	0.0	1.3	9.497	A
4 - Hull Bridge Road	325	81	587	325	343	528	0.0	0.6	9.063	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	635	159	524	631	659	585	0.9	1.8	9.185	A
2 - A1035 (E)	877	219	515	876	916	640	0.7	1.3	5.732	A
3 - A1164 (S)	508	127	804	507	547	588	1.3	1.9	12.551	B
4 - Hull Bridge Road	398	100	705	404	415	605	0.6	0.8	12.083	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	761	190	637	757	813	731	1.8	2.6	13.589	B
2 - A1035 (E)	1074	268	596	1082	1139	798	1.3	2.0	7.164	A
3 - A1164 (S)	647	162	984	635	657	694	1.9	6.4	27.015	D
4 - Hull Bridge Road	493	123	878	490	495	741	0.8	4.2	25.545	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	801	200	650	798	829	732	2.6	4.2	17.378	C
2 - A1035 (E)	1080	270	634	1086	1132	814	2.0	1.8	7.375	A
3 - A1164 (S)	625	156	1013	618	673	706	6.4	4.6	26.145	D
4 - Hull Bridge Road	496	124	870	511	516	760	4.2	3.2	27.270	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	677	169	519	678	695	574	4.2	1.6	10.632	B
2 - A1035 (E)	871	218	529	871	918	668	1.8	1.2	5.946	A
3 - A1164 (S)	497	124	809	496	565	591	4.6	1.6	14.514	B
4 - Hull Bridge Road	401	100	694	398	429	612	3.2	1.6	14.620	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	536	134	442	537	568	507	1.6	0.8	7.605	A
2 - A1035 (E)	756	189	428	757	780	551	1.2	1.0	5.333	A
3 - A1164 (S)	425	106	699	425	472	485	1.6	0.9	9.345	A
4 - Hull Bridge Road	350	87	602	346	356	522	1.6	1.1	9.584	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	375	829	0.452	376	393	0.0	0.7	8.125	A
			3	1, 4	161	886	0.182	162	159	0.0	0.2	4.942	A
		2	1	(1, 2, 3, 4)	537			537	556	0.0	0.0	0.051	A
	Exit	1	1		487			487	521	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	672			672	715	0.0	0.0	0.000	A
			2	2, 3, 4	241			241	259	0.0	0.0	0.000	A
	CircBase	1	1	2	182			182	186	0.0	0.0	0.000	A
			2	2, 3, 4	245			245	268	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	224	912	0.246	224	223	0.0	0.2	4.831	A
			2	4	295	964	0.307	297	292	0.0	0.2	5.318	A
			3	1, 2	228	906	0.252	228	241	0.0	0.3	5.131	A
	Exit	1	1		535			535	566	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	672			672	710	0.0	0.0	0.000	A
			2	1, 3, 4	293			293	296	0.0	0.0	0.000	A
	CircBase	1	1	3	139			139	139	0.0	0.0	0.000	A
			2	1, 3, 4	291			291	301	0.0	0.0	0.000	A
	Entry	2	1	(3)	224			224	224	0.0	0.0	0.000	A
			2	(1, 2, 4)	524			524	535	0.0	0.0	0.040	A
3 - A1164 (S)	Entry	1	1	1, 4	211	617	0.340	210	225	0.0	0.4	8.236	A
			2	2, 3	218	621	0.351	217	229	0.0	0.5	8.449	A
	Exit	1	1		491			491	503	0.0	0.0	0.000	A
	CircLink	1	1	3	491			491	503	0.0	0.0	0.000	A
			2	4	460			460	452	0.0	0.0	0.000	A
			3	1, 2	228			228	241	0.0	0.0	0.000	A
	CircBase	1	1	4	237			237	225	0.0	0.0	0.000	A
			2	1, 2, 4	450			450	468	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	432			428	458	0.0	0.4	1.145	A
4 - Hull Bridge Road	Entry	1	1	1, 2	263	636	0.413	263	273	0.0	0.5	8.894	A
			2	3, 4	63	618	0.101	63	70	0.0	0.1	6.599	A
	CircBase	1	1	1	181			181	200	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	325			325	346	0.0	0.0	0.619	A
	Exit	1	1		528			528	516	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	715			715	718	0.0	0.0	0.000	A
			2	1, 2, 3	400			400	429	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	406			406	431	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	453	802	0.566	453	477	0.7	1.3	10.296	B
			3	1, 4	179	852	0.210	178	182	0.2	0.3	5.460	A
		2	1	(1, 2, 3, 4)	635			632	662	0.0	0.3	0.260	A
	Exit	1	1		585			585	622	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	818			818	855	0.0	0.0	0.000	A
			2	2, 3, 4	291			291	320	0.0	0.0	0.000	A
	CircBase	1	1	2	231			231	239	0.0	0.0	0.000	A
			2	2, 3, 4	293			293	315	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	252	887	0.283	253	269	0.2	0.3	5.683	A
			2	4	358	939	0.382	358	360	0.2	0.5	5.837	A
			3	1, 2	268	867	0.308	265	288	0.3	0.5	5.487	A
	Exit	1	1		640			640	690	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	814			814	860	0.0	0.0	0.000	A
			2	1, 3, 4	341			341	352	0.0	0.0	0.000	A
	CircBase	1	1	3	166			166	174	0.0	0.0	0.000	A
			2	1, 3, 4	348			348	349	0.0	0.0	0.000	A
	Entry	2	1	(3)	252			252	269	0.0	0.0	0.000	A
			2	(1, 2, 4)	626			626	650	0.0	0.0	0.064	A
3 - A1164 (S)	Entry	1	1	1, 4	250	587	0.426	248	268	0.4	0.8	9.198	A
			2	2, 3	257	579	0.445	259	279	0.5	0.6	9.899	A
	Exit	1	1		588			588	608	0.0	0.0	0.000	A
	CircLink	1	1	3	588			588	608	0.0	0.0	0.000	A
			2	4	538			538	544	0.0	0.0	0.000	A
			3	1, 2	265			265	288	0.0	0.0	0.000	A
	CircBase	1	1	4	273			273	271	0.0	0.0	0.000	A
			2	1, 2, 4	530			530	560	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	508			508	549	0.4	0.5	2.986	A
4 - Hull Bridge Road	Entry	1	1	1, 2	314	599	0.524	315	330	0.5	0.7	10.797	B
			2	3, 4	87	580	0.150	88	85	0.1	0.1	7.133	A
	CircBase	1	1	1	219			219	242	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	398			401	415	0.0	0.0	2.016	A
	Exit	1	1		605			605	617	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	827			827	854	0.0	0.0	0.000	A
			2	1, 2, 3	483			483	524	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	487			487	519	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	546	761	0.716	546	587	1.3	1.9	14.323	B
			3	1, 4	213	814	0.262	211	226	0.3	0.4	6.171	A
		2	1	(1, 2, 3, 4)	761			759	815	0.3	0.3	1.623	A
	Exit	1	1		731			731	771	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1004			1004	1052	0.0	0.0	0.000	A
			2	2, 3, 4	363			363	377	0.0	0.0	0.000	A
	CircBase	1	1	2	277			277	284	0.0	0.0	0.000	A
			2	2, 3, 4	359			359	374	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	313	863	0.364	312	332	0.3	0.8	6.548	A
			2	4	436	914	0.476	441	445	0.5	0.6	7.598	A
			3	1, 2	330	866	0.381	330	362	0.5	0.6	6.487	A
	Exit	1	1		798			798	844	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	992			992	1042	0.0	0.0	0.000	A
			2	1, 3, 4	402			402	428	0.0	0.0	0.000	A
	CircBase	1	1	3	194			194	200	0.0	0.0	0.000	A
			2	1, 3, 4	402			402	426	0.0	0.0	0.000	A
	Entry	2	1	(3)	313			313	334	0.0	0.0	0.000	A
			2	(1, 2, 4)	760			765	808	0.0	0.0	0.295	A
3 - A1164 (S)	Entry	1	1	1, 4	313	531	0.589	311	318	0.8	1.2	12.028	B
			2	2, 3	324	529	0.611	324	338	0.6	1.2	13.727	B
	Exit	1	1		694			694	729	0.0	0.0	0.000	A
	CircLink	1	1	3	694			694	729	0.0	0.0	0.000	A
			2	4	655			655	674	0.0	0.0	0.000	A
			3	1, 2	330			330	362	0.0	0.0	0.000	A
	CircBase	1	1	4	331			331	330	0.0	0.0	0.000	A
			2	1, 2, 4	653			653	706	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	647			637	661	0.5	4.0	14.026	B
4 - Hull Bridge Road	Entry	1	1	1, 2	408	546	0.746	404	404	0.7	1.8	14.235	B
			2	3, 4	86	528	0.163	86	91	0.1	0.1	7.345	A
	CircBase	1	1	1	273			273	295	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	493			494	499	0.0	2.3	12.425	B
	Exit	1	1		741			741	759	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	1023			1023	1066	0.0	0.0	0.000	A
			2	1, 2, 3	596			596	627	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	605			605	639	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	567	750	0.754	565	598	1.9	2.9	16.850	C
			3	1, 4	231	808	0.285	233	230	0.4	0.4	6.310	A
		2	1	(1, 2, 3, 4)	801			798	833	0.3	0.9	3.597	A
	Exit	1	1		732			732	770	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1001			1001	1062	0.0	0.0	0.000	A
			2	2, 3, 4	380			380	396	0.0	0.0	0.000	A
	CircBase	1	1	2	277			277	296	0.0	0.0	0.000	A
			2	2, 3, 4	372			372	392	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	305	846	0.360	308	333	0.8	0.4	7.148	A
			2	4	431	899	0.479	432	436	0.6	0.7	7.345	A
			3	1, 2	344	844	0.407	346	363	0.6	0.5	6.896	A
	Exit	1	1		814			814	863	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1018			1018	1073	0.0	0.0	0.000	A
			2	1, 3, 4	430			430	444	0.0	0.0	0.000	A
	CircBase	1	1	3	195			195	211	0.0	0.0	0.000	A
			2	1, 3, 4	439			439	443	0.0	0.0	0.000	A
	Entry	2	1	(3)	305			305	331	0.0	0.0	0.000	A
			2	(1, 2, 4)	776			775	799	0.0	0.2	0.312	A
3 - A1164 (S)	Entry	1	1	1, 4	304	529	0.576	304	324	1.2	1.4	13.188	B
			2	2, 3	316	513	0.616	314	349	1.2	1.2	13.499	B
	Exit	1	1		706			706	754	0.0	0.0	0.000	A
	CircLink	1	1	3	706			706	754	0.0	0.0	0.000	A
			2	4	668			668	669	0.0	0.0	0.000	A
			3	1, 2	346			346	363	0.0	0.0	0.000	A
	CircBase	1	1	4	328			328	329	0.0	0.0	0.000	A
			2	1, 2, 4	685			685	703	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	625			619	673	4.0	2.0	12.848	B
4 - Hull Bridge Road	Entry	1	1	1, 2	413	547	0.755	414	416	1.8	1.7	14.820	B
			2	3, 4	98	530	0.184	96	100	0.1	0.3	7.990	A
	CircBase	1	1	1	267			267	296	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	496			511	516	2.3	1.2	13.822	B
	Exit	1	1		760			760	762	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	1037			1037	1059	0.0	0.0	0.000	A
			2	1, 2, 3	594			594	645	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	604			604	647	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	485	792	0.612	485	509	2.9	1.3	11.809	B
			3	1, 4	192	854	0.225	193	185	0.4	0.3	5.597	A
		2	1	(1, 2, 3, 4)	677			677	687	0.9	0.0	0.645	A
	Exit	1	1		574			574	641	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	795			795	884	0.0	0.0	0.000	A
			2	2, 3, 4	298			298	320	0.0	0.0	0.000	A
	CircBase	1	1	2	225			225	244	0.0	0.0	0.000	A
			2	2, 3, 4	294			294	318	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	256	880	0.291	256	271	0.4	0.4	5.536	A
			2	4	348	932	0.374	348	362	0.7	0.4	6.345	A
			3	1, 2	267	871	0.305	267	285	0.5	0.4	5.683	A
	Exit	1	1		668			668	717	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	839			839	895	0.0	0.0	0.000	A
			2	1, 3, 4	358			358	361	0.0	0.0	0.000	A
	CircBase	1	1	3	164			164	176	0.0	0.0	0.000	A
			2	1, 3, 4	365			365	364	0.0	0.0	0.000	A
	Entry	2	1	(3)	256			256	271	0.0	0.0	0.000	A
			2	(1, 2, 4)	615			615	646	0.2	0.0	0.058	A
3 - A1164 (S)	Entry	1	1	1, 4	238	578	0.412	236	277	1.4	0.8	10.685	B
			2	2, 3	261	575	0.453	261	288	1.2	0.5	10.306	B
	Exit	1	1		591			591	623	0.0	0.0	0.000	A
	CircLink	1	1	3	591			591	623	0.0	0.0	0.000	A
			2	4	543			543	550	0.0	0.0	0.000	A
			3	1, 2	267			267	285	0.0	0.0	0.000	A
	CircBase	1	1	4	266			266	268	0.0	0.0	0.000	A
			2	1, 2, 4	544			544	567	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	497			499	559	2.0	0.4	4.102	A
4 - Hull Bridge Road	Entry	1	1	1, 2	326	603	0.541	323	346	1.7	1.1	12.077	B
			2	3, 4	75	583	0.129	75	82	0.3	0.2	7.128	A
	CircBase	1	1	1	224			224	251	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	401			401	426	1.2	0.3	3.529	A
	Exit	1	1		612			612	625	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	827			827	864	0.0	0.0	0.000	A
			2	1, 2, 3	480			480	536	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	470			470	524	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	375	814	0.460	376	408	1.3	0.6	8.409	A
			3	1, 4	161	879	0.183	161	160	0.3	0.3	5.335	A
		2	1	(1, 2, 3, 4)	536			536	564	0.0	0.0	0.114	A
	Exit	1	1		507			507	542	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	704			704	749	0.0	0.0	0.000	A
			2	2, 3, 4	244			244	265	0.0	0.0	0.000	A
	CircBase	1	1	2	188			188	199	0.0	0.0	0.000	A
			2	2, 3, 4	253			253	273	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	219	908	0.241	221	228	0.4	0.2	5.311	A
			2	4	301	968	0.311	302	304	0.4	0.4	5.318	A
			3	1, 2	236	905	0.261	235	248	0.4	0.4	5.287	A
	Exit	1	1		551			551	595	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	692			692	743	0.0	0.0	0.000	A
			2	1, 3, 4	286			286	297	0.0	0.0	0.000	A
	CircBase	1	1	3	125			125	138	0.0	0.0	0.000	A
			2	1, 3, 4	303			303	307	0.0	0.0	0.000	A
	Entry	2	1	(3)	219			219	227	0.0	0.0	0.000	A
			2	(1, 2, 4)	537			537	552	0.0	0.0	0.038	A
3 - A1164 (S)	Entry	1	1	1, 4	201	614	0.328	202	229	0.8	0.4	8.116	A
			2	2, 3	224	600	0.373	223	244	0.5	0.5	8.586	A
	Exit	1	1		485			485	512	0.0	0.0	0.000	A
	CircLink	1	1	3	485			485	512	0.0	0.0	0.000	A
			2	4	464			464	465	0.0	0.0	0.000	A
			3	1, 2	235			235	248	0.0	0.0	0.000	A
	CircBase	1	1	4	231			231	232	0.0	0.0	0.000	A
			2	1, 2, 4	468			468	481	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	425			425	470	0.4	0.0	0.999	A
4 - Hull Bridge Road	Entry	1	1	1, 2	289	633	0.456	284	288	1.1	1.0	9.289	A
			2	3, 4	61	611	0.100	62	67	0.2	0.0	6.490	A
	CircBase	1	1	1	194			194	208	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	350			351	354	0.3	0.0	0.853	A
	Exit	1	1		522			522	526	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	705			705	731	0.0	0.0	0.000	A
			2	1, 2, 3	420			420	454	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	408			408	451	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	171	43	1028	809	0.211	170	182	0.0	0.4	8.282	A
				3	204	51	1028	844	0.242	205	211	0.0	0.3	7.994	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	161	40	1028	884	0.183	162	159	0.0	0.2	4.942	A
	CircLink	1	1	1	116	29	-	-	-	116	119	0.0	0.0	0.000	A
				2	71	18	-	-	-	71	76	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	76	19	-	-	-	76	78	0.0	0.0	0.000	A
				3	63	16	-	-	-	63	69	0.0	0.0	0.000	A
				4	0.71	0.18	-	-	-	0.71	1	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	72	18	-	-	-	72	76	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	74	19	-	-	-	74	78	0.0	0.0	0.000	A
				3	63	16	-	-	-	63	69	0.0	0.0	0.000	A
				4	0.71	0.18	-	-	-	0.71	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	171	43	-	-	-	171	184	0.0	0.0	0.087	A
				3	204	51	-	-	-	204	212	0.0	0.0	0.038	A
				4	161	40	-	-	-	161	160	0.0	0.0	0.029	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	224	56	1102	911	0.246	224	223	0.0	0.2	4.831	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	295	74	1102	963	0.307	297	292	0.0	0.2	5.318	A
			3	1	228	57	1102	906	0.252	228	241	0.0	0.3	5.131	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	170	43	-	-	-	170	182	0.0	0.0	0.000	A
				3	106	26	-	-	-	106	108	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	100	25	-	-	-	100	103	0.0	0.0	0.000	A
				4	162	40	-	-	-	162	159	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	32	8	-	-	-	32	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	30	8	-	-	-	30	35	0.0	0.0	0.000	A
				4	0.71	0.18	-	-	-	0.71	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	224	56	-	-	-	224	224	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	228	57	-	-	-	228	242	0.0	0.0	0.059	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	295	74	-	-	-	295	293	0.0	0.0	0.024	A
3 - A1164 (S)	Entry	1	1	1	144	36	872	607	0.236	142	161	0.0	0.4	8.108	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	67	17	872	634	0.105	68	64	0.0	0.1	8.544	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	218	55	872	622	0.351	217	229	0.0	0.5	8.449	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	224	56	-	-	-	224	223	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	297	74	-	-	-	297	292	0.0	0.0	0.000	A
			3	1	228	57	-	-	-	228	241	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.24	0.06	-	-	-	0.24	0.39	0.0	0.0	0.000	A
			2	1	228	57	-	-	-	228	241	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.47	0.12	-	-	-	0.47	0.78	0.0	0.0	0.000	A
	Entry	2	1	1	145	36	-	-	-	144	162	0.0	0.1	1.149	A
				2	220	55	-	-	-	218	232	0.0	0.2	1.211	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	67	17	-	-	-	67	64	0.0	0.0	0.910	A
4 - Hull Bridge Road	Entry	1	1	1	116	29	837	641	0.181	116	119	0.0	0.2	8.800	A
				2	147	37	837	632	0.232	147	154	0.0	0.3	8.968	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	62	16	837	621	0.100	63	69	0.0	0.1	6.591	A
				4	0.71	0.18	213	161	0.004	0.71	1	0.0	0.0	7.066	A
	CircLink	1	1	1	77	19	-	-	-	77	82	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	68	17	-	-	-	68	64	0.0	0.0	0.000	A
			2	1	65	16	-	-	-	65	79	0.0	0.0	0.000	A
				2	217	54	-	-	-	217	229	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	72	18	-	-	-	72	81	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	70	18	-	-	-	70	80	0.0	0.0	0.000	A
				2	217	54	-	-	-	217	229	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	116	29	-	-	-	116	120	0.0	0.0	0.623	A
				2	147	37	-	-	-	147	156	0.0	0.0	0.758	A
				3	62	15	-	-	-	62	69	0.0	0.0	0.298	A
				4	0.71	0.18	-	-	-	0.71	1	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	204	51	1028	788	0.259	205	221	0.7	0.6	10.614	B
				3	249	62	1028	816	0.306	248	257	0.7	0.6	10.030	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	179	45	1028	854	0.210	178	182	0.2	0.3	5.460	A
	CircLink	1	1	1	139	35	-	-	-	139	140	0.0	0.0	0.000	A
				2	94	23	-	-	-	94	94	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	83	21	-	-	-	83	95	0.0	0.0	0.000	A
				3	86	22	-	-	-	86	83	0.0	0.0	0.000	A
				4	2	0.59	-	-	-	2	1	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	95	24	-	-	-	95	96	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	82	20	-	-	-	82	93	0.0	0.0	0.000	A
				3	86	22	-	-	-	86	83	0.0	0.0	0.000	A
				4	2	0.59	-	-	-	2	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	205	51	-	-	-	204	222	0.0	0.1	0.324	A
				3	250	63	-	-	-	249	258	0.0	0.1	0.286	A
				4	180	45	-	-	-	179	182	0.0	0.0	0.153	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	252	63	1102	887	0.282	253	269	0.2	0.3	5.683	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	358	90	1102	939	0.381	358	360	0.2	0.5	5.837	A
			3	1	268	67	1102	868	0.308	265	288	0.3	0.5	5.487	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	205	51	-	-	-	205	221	0.0	0.0	0.000	A
				3	131	33	-	-	-	131	129	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	117	29	-	-	-	117	127	0.0	0.0	0.000	A
				4	178	45	-	-	-	178	182	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	44	11	-	-	-	44	41	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	43	11	-	-	-	43	42	0.0	0.0	0.000	A
				4	2	0.59	-	-	-	2	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	252	63	-	-	-	252	269	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	268	67	-	-	-	268	289	0.0	0.0	0.095	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	358	90	-	-	-	358	361	0.0	0.0	0.041	A
3 - A1164 (S)	Entry	1	1	1	185	46	872	584	0.314	181	194	0.4	0.7	9.169	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	65	16	872	594	0.110	67	74	0.4	0.1	9.272	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	257	64	872	581	0.444	259	279	0.5	0.6	9.899	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	253	63	-	-	-	253	269	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	358	89	-	-	-	358	360	0.0	0.0	0.000	A
			3	1	265	66	-	-	-	265	288	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.29	-	-	-	1	0.78	0.0	0.0	0.000	A
			2	1	265	66	-	-	-	265	288	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.29	-	-	-	1	0.71	0.0	0.0	0.000	A
	Entry	2	1	1	184	46	-	-	-	185	196	0.4	0.1	2.843	A
				2	257	64	-	-	-	257	280	0.4	0.3	3.076	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	66	17	-	-	-	65	74	0.4	0.1	3.027	A

4 - Hull Bridge Road	Entry	1	1	1	139	35	837	604	0.230	139	140	0.5	0.3	10.928	B
				2	175	44	837	595	0.295	176	190	0.5	0.4	10.700	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	85	21	837	576	0.147	86	83	0.1	0.1	7.160	A
				4	2	0.59	246	181	0.013	2	1	0.0	0.0	5.719	A
	CircLink	1	1	1	90	22	-	-	-	90	94	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	67	17	-	-	-	67	74	0.0	0.0	0.000	A
			2	1	92	23	-	-	-	92	101	0.0	0.0	0.000	A
				2	259	65	-	-	-	259	279	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	84	21	-	-	-	84	95	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	97	24	-	-	-	97	99	0.0	0.0	0.000	A
				2	259	65	-	-	-	259	279	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	137	34	-	-	-	139	141	0.0	0.0	2.210	A
				2	174	44	-	-	-	175	190	0.0	0.0	2.191	A
				3	84	21	-	-	-	85	83	0.0	0.0	1.292	A
				4	2	0.59	-	-	-	2	1	0.0	0.0	0.326	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	245	61	1028	747	0.327	247	277	1.3	0.7	14.002	B
				3	301	75	1028	773	0.389	298	309	1.3	1.2	14.601	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	213	53	1028	813	0.262	211	226	0.3	0.4	6.171	A
	CircLink	1	1	1	177	44	-	-	-	177	175	0.0	0.0	0.000	A
				2	107	27	-	-	-	107	111	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	120	30	-	-	-	120	118	0.0	0.0	0.000	A
				3	84	21	-	-	-	84	88	0.0	0.0	0.000	A
				4	3	0.65	-	-	-	3	3	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	118	30	-	-	-	118	114	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	109	27	-	-	-	109	114	0.0	0.0	0.000	A
				3	84	21	-	-	-	84	88	0.0	0.0	0.000	A
				4	3	0.65	-	-	-	3	3	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	246	62	-	-	-	245	277	0.3	0.2	1.595	A
				3	301	75	-	-	-	301	311	0.3	0.1	1.829	A
				4	213	53	-	-	-	213	227	0.3	0.0	1.387	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	313	78	1102	863	0.364	312	332	0.3	0.8	6.548	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	436	109	1102	914	0.476	441	445	0.5	0.6	7.598	A
			3	1	330	82	1102	865	0.382	330	362	0.5	0.6	6.487	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	247	62	-	-	-	247	277	0.0	0.0	0.000	A
				3	150	38	-	-	-	150	156	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	148	37	-	-	-	148	154	0.0	0.0	0.000	A
				4	211	53	-	-	-	211	226	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	46	12	-	-	-	46	46	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	37	9	-	-	-	37	42	0.0	0.0	0.000	A
				4	3	0.65	-	-	-	3	3	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	313	78	-	-	-	313	334	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	327	82	-	-	-	330	363	0.0	0.0	0.361	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	433	108	-	-	-	436	446	0.0	0.0	0.244	A
3 - A1164 (S)	Entry	1	1	1	226	57	872	522	0.432	225	234	0.8	0.8	12.294	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	87	22	872	556	0.157	86	85	0.8	0.3	11.341	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	324	81	872	529	0.612	324	338	0.6	1.2	13.727	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	312	78	-	-	-	312	332	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	441	110	-	-	-	441	445	0.0	0.0	0.000	A
			3	1	330	82	-	-	-	330	362	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.35	-	-	-	1	1	0.0	0.0	0.000	A
			2	1	330	82	-	-	-	330	362	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.29	-	-	-	1	1	0.0	0.0	0.000	A
	Entry	2	1	1	228	57	-	-	-	226	234	0.5	1.3	13.645	B
				2	330	82	-	-	-	324	341	0.5	2.2	14.266	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	89	22	-	-	-	87	85	0.5	0.5	14.102	B
4 - Hull Bridge Road	Entry	1	1	1	178	44	837	544	0.327	177	175	0.7	0.7	13.963	B
				2	230	57	837	546	0.420	227	229	0.7	1.1	14.443	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	83	21	837	529	0.158	84	88	0.1	0.1	7.388	A
				4	3	0.65	394	266	0.010	3	3	0.0	0.0	5.999	A
	CircLink	1	1	1	116	29	-	-	-	116	121	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	86	22	-	-	-	86	85	0.0	0.0	0.000	A
			2	1	109	27	-	-	-	109	113	0.0	0.0	0.000	A
				2	324	81	-	-	-	324	338	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	110	28	-	-	-	110	115	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	114	29	-	-	-	114	118	0.0	0.0	0.000	A
				2	324	81	-	-	-	324	338	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	178	44	-	-	-	178	177	0.0	0.9	13.127	B
				2	230	58	-	-	-	230	231	0.0	1.1	12.427	B
				3	83	21	-	-	-	83	88	0.0	0.3	10.875	B
				4	2	0.59	-	-	-	3	3	0.0	0.0	15.658	C

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	259	65	1028	734	0.351	261	275	1.9	1.3	17.134	C
				3	308	77	1028	764	0.403	304	323	1.9	1.6	16.614	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	231	58	1028	808	0.285	233	230	0.4	0.4	6.310	A
	CircLink	1	1	1	175	44	-	-	-	175	176	0.0	0.0	0.000	A
				2	118	30	-	-	-	118	119	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	121	30	-	-	-	121	120	0.0	0.0	0.000	A
				3	94	24	-	-	-	94	98	0.0	0.0	0.000	A
				4	2	0.53	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	124	31	-	-	-	124	121	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	115	29	-	-	-	115	119	0.0	0.0	0.000	A

				3	94	24	-	-	-	94	98	0.0	0.0	0.000	A
				4	2	0.53	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	258	64	-	-	-	259	277	0.3	0.2	3.433	A
				3	310	77	-	-	-	308	326	0.3	0.4	3.890	A
				4	233	58	-	-	-	231	230	0.3	0.3	3.389	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	305	76	1102	847	0.359	308	333	0.8	0.4	7.148	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	431	108	1102	899	0.479	432	436	0.6	0.7	7.345	A
			3	1	344	86	1102	846	0.406	346	363	0.6	0.5	6.896	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	261	65	-	-	-	261	275	0.0	0.0	0.000	A
				3	152	38	-	-	-	152	161	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	152	38	-	-	-	152	163	0.0	0.0	0.000	A
				4	233	58	-	-	-	233	230	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	47	12	-	-	-	47	48	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	48	12	-	-	-	48	49	0.0	0.0	0.000	A
				4	2	0.53	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	305	76	-	-	-	305	331	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	345	86	-	-	-	344	362	0.0	0.2	0.446	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	431	108	-	-	-	431	437	0.0	0.1	0.209	A
3 - A1164 (S)	Entry	1	1	1	211	53	872	528	0.401	211	231	1.2	1.0	13.249	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	93	23	872	541	0.173	93	93	1.2	0.4	13.042	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	316	79	872	513	0.616	314	349	1.2	1.2	13.499	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	308	77	-	-	-	308	333	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	432	108	-	-	-	432	436	0.0	0.0	0.000	A
			3	1	346	86	-	-	-	346	363	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.35	-	-	-	1	1	0.0	0.0	0.000	A
			2	1	346	86	-	-	-	346	363	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.71	0.18	-	-	-	0.71	0.78	0.0	0.0	0.000	A
	Entry	2	1	1	216	54	-	-	-	211	231	4.0	0.8	13.399	B
				2	317	79	-	-	-	316	348	4.0	0.9	12.501	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	92	23	-	-	-	93	94	4.0	0.3	12.771	B
4 - Hull Bridge Road	Entry	1	1	1	174	44	837	553	0.315	175	176	1.8	0.7	14.686	B
				2	239	60	837	542	0.441	239	239	1.8	0.9	14.921	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	96	24	837	530	0.180	94	98	0.1	0.3	7.965	A
				4	2	0.47	345	235	0.008	2	2	0.0	0.0	9.036	A
	CircLink	1	1	1	110	27	-	-	-	110	117	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	93	23	-	-	-	93	93	0.0	0.0	0.000	A
			2	1	101	25	-	-	-	101	114	0.0	0.0	0.000	A
				2	314	78	-	-	-	314	349	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	99	25	-	-	-	99	111	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	112	28	-	-	-	112	119	0.0	0.0	0.000	A
				2	314	78	-	-	-	314	349	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	169	42	-	-	-	174	177	2.3	0.5	14.027	B
				2	233	58	-	-	-	239	239	2.3	0.6	14.726	B
				3	92	23	-	-	-	96	98	2.3	0.1	11.106	B
				4	2	0.53	-	-	-	2	2	0.0	0.0	17.562	C

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	222	56	1028	780	0.285	224	237	2.9	0.6	11.850	B
				3	263	66	1028	804	0.327	261	273	2.9	0.7	11.776	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	192	48	1028	856	0.224	193	185	0.4	0.3	5.597	A
	CircLink	1	1	1	141	35	-	-	-	141	155	0.0	0.0	0.000	A
				2	92	23	-	-	-	92	98	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	90	23	-	-	-	90	93	0.0	0.0	0.000	A
				3	73	18	-	-	-	73	80	0.0	0.0	0.000	A
				4	2	0.47	-	-	-	2	2	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	92	23	-	-	-	92	98	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	91	23	-	-	-	91	94	0.0	0.0	0.000	A
				3	73	18	-	-	-	73	80	0.0	0.0	0.000	A
				4	2	0.47	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	222	56	-	-	-	222	234	0.9	0.0	0.755	A
				3	263	66	-	-	-	263	268	0.9	0.0	0.704	A
				4	192	48	-	-	-	192	185	0.9	0.0	0.437	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	256	64	1102	880	0.291	256	271	0.4	0.4	5.536	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	348	87	1102	932	0.374	348	362	0.7	0.4	6.345	A
			3	1	267	67	1102	871	0.305	267	285	0.5	0.4	5.683	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	224	56	-	-	-	224	237	0.0	0.0	0.000	A
				3	136	34	-	-	-	136	140	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	125	31	-	-	-	125	133	0.0	0.0	0.000	A

				4	193	48	-	-	-	193	185	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	39	10	-	-	-	39	39	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	35	9	-	-	-	35	41	0.0	0.0	0.000	A
				4	2	0.47	-	-	-	2	2	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	256	64	-	-	-	256	271	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	267	67	-	-	-	267	285	0.2	0.0	0.083	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	348	87	-	-	-	348	361	0.2	0.0	0.039	A
3 - A1164 (S)	Entry	1	1	1	168	42	872	568	0.297	167	201	1.4	0.6	10.820	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	69	17	872	604	0.115	69	75	1.4	0.2	10.343	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	261	65	872	575	0.453	261	288	1.2	0.5	10.306	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	256	64	-	-	-	256	271	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	348	87	-	-	-	348	362	0.0	0.0	0.000	A
			3	1	267	67	-	-	-	267	285	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.94	0.24	-	-	-	0.94	1	0.0	0.0	0.000	A
			2	1	267	67	-	-	-	267	285	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0.94	0.24	-	-	-	0.94	1	0.0	0.0	0.000	A
	Entry	2	1	1	168	42	-	-	-	168	200	2.0	0.2	4.439	A
				2	260	65	-	-	-	261	285	2.0	0.2	3.902	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	69	17	-	-	-	69	74	2.0	0.0	3.976	A
4 - Hull Bridge Road	Entry	1	1	1	144	36	837	602	0.239	141	155	1.7	0.5	12.250	B
				2	182	46	837	604	0.302	183	192	1.7	0.5	11.936	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	73	18	837	584	0.125	73	80	0.3	0.2	7.085	A
				4	2	0.47	361	258	0.007	2	2	0.0	0.0	8.654	A
	CircLink	1	1	1	81	20	-	-	-	81	96	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	69	17	-	-	-	69	75	0.0	0.0	0.000	A
			2	1	86	22	-	-	-	86	106	0.0	0.0	0.000	A
				2	261	65	-	-	-	261	288	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	89	22	-	-	-	89	106	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	77	19	-	-	-	77	95	0.0	0.0	0.000	A
				2	261	65	-	-	-	261	288	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	144	36	-	-	-	144	154	1.2	0.1	3.789	A
				2	182	45	-	-	-	182	190	1.2	0.1	3.542	A
				3	74	18	-	-	-	73	80	1.2	0.1	2.967	A
				4	2	0.47	-	-	-	2	2	1.2	0.0	4.218	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	171	43	1028	796	0.215	172	190	1.3	0.3	8.473	A
				3	204	51	1028	830	0.246	205	218	1.3	0.3	8.355	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	161	40	1028	877	0.183	161	160	0.3	0.3	5.335	A
	CircLink	1	1	1	129	32	-	-	-	129	127	0.0	0.0	0.000	A
				2	81	20	-	-	-	81	81	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	75	19	-	-	-	75	80	0.0	0.0	0.000	A
				3	60	15	-	-	-	60	66	0.0	0.0	0.000	A
				4	1	0.35	-	-	-	1	1	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	79	20	-	-	-	79	79	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	77	19	-	-	-	77	83	0.0	0.0	0.000	A
				3	60	15	-	-	-	60	66	0.0	0.0	0.000	A
				4	1	0.35	-	-	-	1	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	171	43	-	-	-	171	188	0.0	0.0	0.150	A
				3	204	51	-	-	-	204	217	0.0	0.0	0.123	A
				4	161	40	-	-	-	161	159	0.0	0.0	0.065	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	219	55	1102	907	0.241	221	228	0.4	0.2	5.311	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	301	75	1102	968	0.311	302	304	0.4	0.4	5.318	A
			3	1	236	59	1102	905	0.261	235	248	0.4	0.4	5.287	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	172	43	-	-	-	172	190	0.0	0.0	0.000	A
				3	110	27	-	-	-	110	116	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	95	24	-	-	-	95	103	0.0	0.0	0.000	A
				4	161	40	-	-	-	161	160	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	29	7	-	-	-	29	32	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	32	8	-	-	-	32	34	0.0	0.0	0.000	A
				4	1	0.35	-	-	-	1	1	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	219	55	-	-	-	219	227	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	236	59	-	-	-	236	248	0.0	0.0	0.059	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	301	75	-	-	-	301	304	0.0	0.0	0.021	A
3 - A1164 (S)	Entry	1	1	1	143	36	872	605	0.237	144	167	0.8	0.3	8.131	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	57	14	872	635	0.090	58	62	0.8	0.1	8.079	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	224	56	872	601	0.373	223	244	0.5	0.5	8.586	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	221	55	-	-	-	221	228	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	302	75	-	-	-	302	304	0.0	0.0	0.000	A
			3	1	235	59	-	-	-	235	248	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	-	-	-	0	0.39	0.0	0.0	0.000	A
			2	1	235	59	-	-	-	235	248	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	1	0.35	-	-	-	1	0.86	0.0	0.0	0.000	A
	Entry	2	1	1	143	36	-	-	-	143	166	0.4	0.0	0.919	A
				2	224	56	-	-	-	224	244	0.4	0.0	1.038	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	57	14	-	-	-	57	61	0.4	0.0	1.056	A
4 - Hull Bridge Road	Entry	1	1	1	129	32	837	642	0.201	129	127	1.1	0.4	9.033	A
				2	160	40	837	626	0.255	156	162	1.1	0.6	9.491	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	60	15	837	614	0.097	60	66	0.2	0.0	6.474	A
				4	1	0.35	230	174	0.008	1	1	0.0	0.0	7.266	A
	CircLink	1	1	1	70	18	-	-	-	70	84	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	58	15	-	-	-	58	62	0.0	0.0	0.000	A
			2	1	73	18	-	-	-	73	83	0.0	0.0	0.000	A
				2	223	56	-	-	-	223	244	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	75	19	-	-	-	75	83	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	69	17	-	-	-	69	84	0.0	0.0	0.000	A
				2	223	56	-	-	-	223	244	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	128	32	-	-	-	129	126	0.3	0.0	0.921	A
				2	160	40	-	-	-	160	162	0.3	0.0	0.978	A
				3	60	15	-	-	-	60	65	0.3	0.0	0.322	A
				4	1	0.29	-	-	-	1	1	0.0	0.0	4.339	A

Base 2023 Survey Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swinemoor Lane Roundabout	Standard Roundabout	✓	1, 2, 3, 4	71.48	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	71.48	F

Traffic Demand

Demand Set 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	Base 2023 Survey Year	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	635	100.000
2 - A1035 (E)		ONE HOUR	✓	815	100.000
3 - A1164 (S)		ONE HOUR	✓	892	100.000
4 - Hull Bridge Road		ONE HOUR	✓	513	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	345	155	135
	2 - A1035 (E)	266	1	241	307
	3 - A1164 (S)	311	476	0	105
	4 - Hull Bridge Road	142	338	33	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	3	3	0
	2 - A1035 (E)	3	0	3	0
	3 - A1164 (S)	1	2	0	3
	4 - Hull Bridge Road	1	1	3	0

Cyclist %

		To			
		1 - A1035 (N)	2 - A1035 (E)	3 - A1164 (S)	4 - Hull Bridge Road
From	1 - A1035 (N)	0	0	0	0
	2 - A1035 (E)	0	0	0	0
	3 - A1164 (S)	0	0	0	0
	4 - Hull Bridge Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	18.63	4.0	C	587	881
2 - A1035 (E)	5.73	1.3	A	754	1131
3 - A1164 (S)	123.65	38.4	F	828	1242
4 - Hull Bridge Road	152.32	23.6	F	470	704

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	460	115	620	463	481	537	0.0	0.9	7.528	A
2 - A1035 (E)	637	159	238	636	626	845	0.0	0.7	4.497	A
3 - A1164 (S)	673	168	538	671	683	337	0.0	2.2	12.047	B
4 - Hull Bridge Road	392	98	785	372	381	425	0.0	2.6	14.292	B

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	575	144	752	572	573	635	0.9	2.0	9.641	A
2 - A1035 (E)	752	188	293	757	766	1030	0.7	0.6	4.843	A
3 - A1164 (S)	785	196	650	781	801	400	2.2	4.3	15.496	C
4 - Hull Bridge Road	454	113	924	462	445	507	2.6	3.5	30.197	D

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	724	181	868	729	714	777	2.0	3.9	17.653	C
2 - A1035 (E)	903	226	379	917	927	1217	0.6	1.2	5.732	A
3 - A1164 (S)	956	239	812	905	924	485	4.3	21.6	60.337	F
4 - Hull Bridge Road	569	142	1103	541	517	614	3.5	15.1	68.993	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	699	175	906	690	702	772	3.9	3.5	18.632	C
2 - A1035 (E)	916	229	372	918	915	1224	1.2	1.0	5.052	A
3 - A1164 (S)	1023	256	793	964	938	497	21.6	38.3	123.647	F
4 - Hull Bridge Road	534	133	1149	529	538	608	15.1	23.5	138.947	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	574	143	867	575	597	676	3.5	1.3	10.908	B
2 - A1035 (E)	692	173	280	693	719	1163	1.0	1.2	4.751	A
3 - A1164 (S)	849	212	602	907	935	371	38.3	11.0	78.997	F
4 - Hull Bridge Road	468	117	1030	513	501	478	23.5	16.2	152.320	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	490	122	674	493	498	568	1.3	0.9	7.817	A
2 - A1035 (E)	626	156	258	633	619	908	1.2	0.5	4.430	A
3 - A1164 (S)	681	170	557	676	727	335	11.0	2.2	15.422	C
4 - Hull Bridge Road	398	100	820	422	451	413	16.2	1.6	43.238	E

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	363	804	0.451	365	386	0.0	0.7	8.298	A
			3	1, 4	98	830	0.118	98	95	0.0	0.2	4.439	A
		2	1	(1, 2, 3, 4)	460			460	484	0.0	0.0	0.012	A
	Exit	1	1		537			537	546	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	811			811	851	0.0	0.0	0.000	A
			2	2, 3, 4	346			346	333	0.0	0.0	0.000	A
	CircBase	1	1	2	290			290	296	0.0	0.0	0.000	A
			2	2, 3, 4	331			331	342	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	194	1014	0.191	196	188	0.0	0.1	4.357	A
			2	4	238	1032	0.231	239	232	0.0	0.2	4.579	A
			3	1, 2	204	1021	0.200	201	206	0.0	0.4	4.528	A
	Exit	1	1		845			845	875	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	915			915	950	0.0	0.0	0.000	A
			2	1, 3, 4	168			168	168	0.0	0.0	0.000	A
	CircBase	1	1	3	69			69	73	0.0	0.0	0.000	A
			2	1, 3, 4	170			170	171	0.0	0.0	0.000	A
	Entry	2	1	(3)	194			194	189	0.0	0.0	0.000	A
			2	(1, 2, 4)	442			442	441	0.0	0.0	0.001	A
3 - A1164 (S)	Entry	1	1	1, 4	306	697	0.440	309	320	0.0	0.7	8.583	A
			2	2, 3	369	706	0.522	363	363	0.0	1.0	9.380	A
	Exit	1	1		337			337	336	0.0	0.0	0.000	A
	CircLink	1	1	3	337			337	336	0.0	0.0	0.000	A
			2	4	337			337	327	0.0	0.0	0.000	A
			3	1, 2	201			201	206	0.0	0.0	0.000	A
	CircBase	1	1	4	159			159	159	0.0	0.0	0.000	A
			2	1, 2, 4	379			379	374	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	673			674	690	0.0	0.5	3.034	A
4 - Hull Bridge Road	Entry	1	1	1, 2	362	605	0.598	350	355	0.0	1.8	11.545	B
			2	3, 4	22	558	0.040	22	25	0.0	0.0	6.773	A
	CircBase	1	1	1	215			215	225	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	392			384	388	0.0	0.8	3.001	A
	Exit	1	1		425			425	413	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	643			643	631	0.0	0.0	0.000	A
			2	1, 2, 3	567			567	585	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	569			569	578	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	451	763	0.593	449	457	0.7	1.7	10.628	B
			3	1, 4	126	787	0.160	123	116	0.2	0.4	5.091	A
		2	1	(1, 2, 3, 4)	575			577	579	0.0	0.0	0.161	A
	Exit	1	1		635			635	649	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	997			997	1003	0.0	0.0	0.000	A
			2	2, 3, 4	389			389	392	0.0	0.0	0.000	A
	CircBase	1	1	2	361			361	358	0.0	0.0	0.000	A
			2	2, 3, 4	390			390	388	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	227	991	0.229	230	225	0.1	0.2	4.725	A
			2	4	281	1016	0.277	284	290	0.2	0.3	4.983	A
			3	1, 2	245	996	0.246	244	251	0.4	0.1	4.701	A
	Exit	1	1		1030			1030	1027	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1119			1119	1115	0.0	0.0	0.000	A
			2	1, 3, 4	204			204	204	0.0	0.0	0.000	A
	CircBase	1	1	3	84			84	90	0.0	0.0	0.000	A
			2	1, 3, 4	209			209	202	0.0	0.0	0.000	A
	Entry	2	1	(3)	227			227	225	0.0	0.0	0.000	A
			2	(1, 2, 4)	525			525	540	0.0	0.0	0.037	A
3 - A1164 (S)	Entry	1	1	1, 4	364	668	0.546	362	373	0.7	1.2	9.647	A
			2	2, 3	419	670	0.626	419	428	1.0	1.5	10.923	B
	Exit	1	1		400			400	401	0.0	0.0	0.000	A
	CircLink	1	1	3	400			400	401	0.0	0.0	0.000	A
			2	4	407			407	406	0.0	0.0	0.000	A
			3	1, 2	244			244	251	0.0	0.0	0.000	A
	CircBase	1	1	4	204			204	203	0.0	0.0	0.000	A
			2	1, 2, 4	446			446	455	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	785			784	804	0.5	1.7	5.155	A
4 - Hull Bridge Road	Entry	1	1	1, 2	437	558	0.784	437	414	1.8	1.8	15.561	C
			2	3, 4	26	517	0.049	25	30	0.0	0.0	7.165	A
	CircBase	1	1	1	248			248	258	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	454			463	445	0.8	1.7	15.094	C
	Exit	1	1		507			507	508	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	752			752	764	0.0	0.0	0.000	A
			2	1, 2, 3	679			679	694	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	676			676	692	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	571	727	0.786	567	564	1.7	3.2	17.312	C
			3	1, 4	160	750	0.213	161	150	0.4	0.1	6.312	A
		2	1	(1, 2, 3, 4)	724			730	719	0.0	0.6	2.665	A
	Exit	1	1		777			777	768	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1204			1204	1189	0.0	0.0	0.000	A
			2	2, 3, 4	440			440	451	0.0	0.0	0.000	A
	CircBase	1	1	2	418			418	417	0.0	0.0	0.000	A
			2	2, 3, 4	449			449	455	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	262	964	0.272	267	269	0.2	0.3	5.045	A
			2	4	338	991	0.341	344	348	0.3	0.7	6.104	A
			3	1, 2	303	949	0.319	306	311	0.1	0.2	5.518	A
	Exit	1	1		1217			1217	1226	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1317			1317	1326	0.0	0.0	0.000	A
			2	1, 3, 4	277			277	260	0.0	0.0	0.000	A
	CircBase	1	1	3	112			112	103	0.0	0.0	0.000	A
			2	1, 3, 4	267			267	256	0.0	0.0	0.000	A
	Entry	2	1	(3)	262			262	269	0.0	0.0	0.000	A
			2	(1, 2, 4)	641			641	661	0.0	0.0	0.175	A
3 - A1164 (S)	Entry	1	1	1, 4	422	624	0.675	421	426	1.2	1.5	12.065	B
			2	2, 3	485	619	0.783	484	498	1.5	2.0	14.083	B
	Exit	1	1		485			485	479	0.0	0.0	0.000	A
	CircLink	1	1	3	485			485	479	0.0	0.0	0.000	A
			2	4	506			506	498	0.0	0.0	0.000	A
			3	1, 2	306			306	311	0.0	0.0	0.000	A
	CircBase	1	1	4	250			250	249	0.0	0.0	0.000	A
			2	1, 2, 4	562			562	560	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	956			907	928	1.7	18.0	46.999	E
4 - Hull Bridge Road	Entry	1	1	1, 2	508	507	1.001	505	483	1.8	3.0	19.209	C
			2	3, 4	35	496	0.072	37	33	0.0	0.0	9.163	A
	CircBase	1	1	1	322			322	315	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	569			543	522	1.7	12.1	50.378	F
	Exit	1	1		614			614	610	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	913			913	907	0.0	0.0	0.000	A
			2	1, 2, 3	804			804	826	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	781			781	807	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	543	714	0.759	540	557	3.2	2.8	18.146	C
			3	1, 4	149	737	0.202	150	146	0.1	0.1	6.602	A
		2	1	(1, 2, 3, 4)	699			692	701	0.6	0.6	2.912	A
	Exit	1	1		772			772	776	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1213			1213	1216	0.0	0.0	0.000	A
			2	2, 3, 4	465			465	450	0.0	0.0	0.000	A
	CircBase	1	1	2	427			427	421	0.0	0.0	0.000	A
			2	2, 3, 4	479			479	469	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	272	972	0.280	275	273	0.3	0.3	4.816	A
			2	4	351	993	0.353	349	343	0.7	0.5	5.194	A
			3	1, 2	293	971	0.302	294	300	0.2	0.2	5.070	A
	Exit	1	1		1224			1224	1228	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1335			1335	1338	0.0	0.0	0.000	A
			2	1, 3, 4	261			261	255	0.0	0.0	0.000	A
	CircBase	1	1	3	117			117	109	0.0	0.0	0.000	A
			2	1, 3, 4	255			255	256	0.0	0.0	0.000	A
	Entry	2	1	(3)	272			272	273	0.0	0.0	0.000	A
			2	(1, 2, 4)	644			644	641	0.0	0.0	0.015	A
3 - A1164 (S)	Entry	1	1	1, 4	455	628	0.725	446	441	1.5	2.3	13.809	B
			2	2, 3	514	623	0.823	518	497	2.0	1.8	14.869	B
	Exit	1	1		497			497	492	0.0	0.0	0.000	A
	CircLink	1	1	3	497			497	492	0.0	0.0	0.000	A
			2	4	499			499	488	0.0	0.0	0.000	A
			3	1, 2	294			294	300	0.0	0.0	0.000	A
	CircBase	1	1	4	241			241	239	0.0	0.0	0.000	A
			2	1, 2, 4	552			552	549	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	1023			969	940	18.0	34.2	109.499	F
4 - Hull Bridge Road	Entry	1	1	1, 2	492	492	0.999	492	503	3.0	2.9	20.088	C
			2	3, 4	37	490	0.076	37	36	0.0	0.1	7.626	A
	CircBase	1	1	1	317			317	327	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	534			529	538	12.1	20.5	119.239	F
	Exit	1	1		608			608	598	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	929			929	915	0.0	0.0	0.000	A
			2	1, 2, 3	828			828	811	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	832			832	801	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	458	725	0.632	463	484	2.8	1.0	11.755	B
			3	1, 4	115	750	0.154	113	113	0.1	0.2	5.687	A
		2	1	(1, 2, 3, 4)	574			574	590	0.6	0.0	0.418	A
	Exit	1	1		676			676	708	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1096			1096	1127	0.0	0.0	0.000	A
			2	2, 3, 4	447			447	445	0.0	0.0	0.000	A
	CircBase	1	1	2	417			417	415	0.0	0.0	0.000	A
			2	2, 3, 4	451			451	449	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	203	1008	0.201	204	211	0.3	0.4	4.718	A
			2	4	266	1019	0.261	265	267	0.5	0.5	4.658	A
			3	1, 2	224	995	0.225	224	241	0.2	0.4	4.816	A
	Exit	1	1		1163			1163	1171	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1245			1245	1260	0.0	0.0	0.000	A
			2	1, 3, 4	198			198	201	0.0	0.0	0.000	A
	CircBase	1	1	3	92			92	94	0.0	0.0	0.000	A
			2	1, 3, 4	189			189	197	0.0	0.0	0.000	A
	Entry	2	1	(3)	203			203	211	0.0	0.0	0.000	A
			2	(1, 2, 4)	489			489	509	0.0	0.0	0.032	A
3 - A1164 (S)	Entry	1	1	1, 4	413	688	0.601	417	439	2.3	1.4	12.172	B
			2	2, 3	494	682	0.724	489	496	1.8	1.9	12.337	B
	Exit	1	1		371			371	388	0.0	0.0	0.000	A
	CircLink	1	1	3	371			371	388	0.0	0.0	0.000	A
			2	4	379			379	380	0.0	0.0	0.000	A
			3	1, 2	224			224	241	0.0	0.0	0.000	A
	CircBase	1	1	4	187			187	190	0.0	0.0	0.000	A
			2	1, 2, 4	415			415	431	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	849			907	932	34.2	7.7	66.978	F
4 - Hull Bridge Road	Entry	1	1	1, 2	485	529	0.915	482	470	2.9	2.4	20.476	C
			2	3, 4	32	515	0.062	32	31	0.1	0.1	6.776	A
	CircBase	1	1	1	269			269	285	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	468			517	499	20.5	13.7	133.441	F
	Exit	1	1		478			478	485	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	742			742	774	0.0	0.0	0.000	A
			2	1, 2, 3	767			767	783	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	761			761	786	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	383	784	0.486	383	393	1.0	0.8	8.402	A
			3	1, 4	107	813	0.131	109	105	0.2	0.0	5.440	A
		2	1	(1, 2, 3, 4)	490			490	497	0.0	0.0	0.055	A
	Exit	1	1		568			568	582	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	878			878	924	0.0	0.0	0.000	A
			2	2, 3, 4	364			364	375	0.0	0.0	0.000	A
	CircBase	1	1	2	307			307	340	0.0	0.0	0.000	A
			2	2, 3, 4	367			367	377	0.0	0.0	0.000	A
2 - A1035 (E)	Entry	1	1	3	185	997	0.186	186	187	0.4	0.1	4.243	A
			2	4	226	1027	0.220	231	225	0.5	0.2	4.499	A
			3	1, 2	215	997	0.215	217	206	0.4	0.2	4.486	A
	Exit	1	1		908			908	954	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	984			984	1035	0.0	0.0	0.000	A
			2	1, 3, 4	182			182	181	0.0	0.0	0.000	A
	CircBase	1	1	3	74			74	80	0.0	0.0	0.000	A
			2	1, 3, 4	184			184	182	0.0	0.0	0.000	A
	Entry	2	1	(3)	185			185	186	0.0	0.0	0.000	A
			2	(1, 2, 4)	441			441	430	0.0	0.0	0.018	A
3 - A1164 (S)	Entry	1	1	1, 4	314	694	0.454	314	341	1.4	0.8	8.482	A
			2	2, 3	361	697	0.519	363	386	1.9	0.8	9.456	A
	Exit	1	1		335			335	344	0.0	0.0	0.000	A
	CircLink	1	1	3	335			335	344	0.0	0.0	0.000	A
			2	4	340			340	330	0.0	0.0	0.000	A
			3	1, 2	217			217	206	0.0	0.0	0.000	A
	CircBase	1	1	4	163			163	165	0.0	0.0	0.000	A
			2	1, 2, 4	394			394	371	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	681			675	720	7.7	0.6	6.503	A
4 - Hull Bridge Road	Entry	1	1	1, 2	391	593	0.660	395	424	2.4	1.2	14.546	B
			2	3, 4	27	595	0.047	27	28	0.1	0.1	7.513	A
	CircBase	1	1	1	226			226	226	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4)	398			418	447	13.7	0.3	29.271	D
	Exit	1	1		413			413	415	0.0	0.0	0.000	A
	CircLink	1	1	1, 4	638			638	642	0.0	0.0	0.000	A
			2	1, 2, 3	595			595	621	0.0	0.0	0.000	A
	CircBase	1	2	1, 2, 3	593			593	623	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	246	61	1028	804	0.305	247	263	0.0	0.5	8.203	A
				3	117	29	1028	793	0.147	118	123	0.0	0.2	8.499	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	98	25	1028	831	0.118	98	95	0.0	0.2	4.439	A
	CircLink	1	1	1	115	29	-	-	-	115	105	0.0	0.0	0.000	A
				2	103	26	-	-	-	103	124	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	131	33	-	-	-	131	126	0.0	0.0	0.000	A
				3	22	6	-	-	-	22	25	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	109	27	-	-	-	109	119	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	127	32	-	-	-	127	131	0.0	0.0	0.000	A
				3	22	6	-	-	-	22	25	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	246	61	-	-	-	246	265	0.0	0.0	0.008	A
				3	117	29	-	-	-	117	124	0.0	0.0	0.022	A
				4	98	25	-	-	-	98	96	0.0	0.0	0.014	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	194	49	1102	1014	0.191	196	188	0.0	0.1	4.357	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	238	60	1102	1030	0.231	239	232	0.0	0.2	4.579	A
			3	1	203	51	1102	1019	0.200	201	205	0.0	0.4	4.526	A
				2	0.55	0.14	100	92	0.006	0.55	0.36	0.0	0.0	5.691	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	247	62	-	-	-	247	263	0.0	0.0	0.000	A
				3	62	16	-	-	-	62	61	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	56	14	-	-	-	56	62	0.0	0.0	0.000	A
				4	98	25	-	-	-	98	95	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	10	2	-	-	-	10	13	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	13	3	-	-	-	13	13	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	194	49	-	-	-	194	189	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	203	51	-	-	-	203	207	0.0	0.0	0.001	A
				2	0.55	0.14	-	-	-	0.55	0.36	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	238	60	-	-	-	238	233	0.0	0.0	0.000	A
3 - A1164 (S)	Entry	1	1	1	218	55	872	710	0.309	221	235	0.0	0.5	8.544	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	87	22	872	680	0.130	88	85	0.0	0.2	8.695	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	369	92	872	708	0.521	363	363	0.0	1.0	9.380	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	196	49	-	-	-	196	188	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	239	60	-	-	-	239	232	0.0	0.0	0.000	A
			3	1	201	50	-	-	-	201	205	0.0	0.0	0.000	A
				2	0.55	0.14	-	-	-	0.55	0.36	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	201	50	-	-	-	201	205	0.0	0.0	0.000	A
				2	0.55	0.14	-	-	-	0.55	0.36	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	220	55	-	-	-	218	237	0.0	0.2	2.888	A
				2	366	92	-	-	-	369	367	0.0	0.3	3.217	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	87	22	-	-	-	87	86	0.0	0.0	2.646	A
4 - Hull Bridge Road	Entry	1	1	1	120	30	837	598	0.200	115	105	0.0	0.5	11.886	B
				2	242	60	837	604	0.400	235	250	0.0	1.2	11.400	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	22	6	837	556	0.040	22	25	0.0	0.0	6.773	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	112	28	-	-	-	112	120	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	-	-	-	88	85	0.0	0.0	0.000	A
			2	1	109	27	-	-	-	109	115	0.0	0.0	0.000	A
				2	363	91	-	-	-	363	363	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	109	27	-	-	-	109	117	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	112	28	-	-	-	112	118	0.0	0.0	0.000	A
				2	363	91	-	-	-	363	363	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	121	30	-	-	-	120	108	0.0	0.1	2.667	A
				2	248	62	-	-	-	242	255	0.0	0.7	3.102	A
				3	23	6	-	-	-	22	25	0.0	0.0	3.411	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	305	76	1028	764	0.401	304	311	0.7	1.1	10.349	B
				3	146	37	1028	760	0.191	145	146	0.7	0.5	11.225	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	126	32	1028	793	0.159	123	116	0.2	0.4	5.091	A
	CircLink	1	1	1	130	33	-	-	-	130	127	0.0	0.0	0.000	A
				2	154	38	-	-	-	154	142	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	153	38	-	-	-	153	145	0.0	0.0	0.000	A
				3	25	6	-	-	-	25	30	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	154	38	-	-	-	154	141	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	153	38	-	-	-	153	146	0.0	0.0	0.000	A
				3	25	6	-	-	-	25	30	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	305	76	-	-	-	305	314	0.0	0.0	0.162	A
				3	145	36	-	-	-	146	147	0.0	0.0	0.174	A
				4	126	32	-	-	-	126	117	0.0	0.0	0.142	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	227	57	1102	991	0.229	230	225	0.1	0.2	4.725	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	281	70	1102	1017	0.276	284	290	0.2	0.3	4.983	A
			3	1	244	61	1102	998	0.245	243	251	0.4	0.1	4.700	A
				2	0.55	0.14	50	45	0.012	0.55	0.36	0.0	0.0	5.737	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	304	76	-	-	-	304	311	0.0	0.0	0.000	A
				3	75	19	-	-	-	75	72	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	70	17	-	-	-	70	73	0.0	0.0	0.000	A
				4	123	31	-	-	-	123	116	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	14	3	-	-	-	14	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	11	3	-	-	-	11	14	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	227	57	-	-	-	227	225	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	244	61	-	-	-	244	250	0.0	0.0	0.044	A
				2	0.55	0.14	-	-	-	0.55	0.36	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	281	70	-	-	-	281	290	0.0	0.0	0.031	A
3 - A1164 (S)	Entry	1	1	1	263	66	872	673	0.391	262	271	0.7	1.0	9.630	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	101	25	872	650	0.157	100	102	0.7	0.2	9.692	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	419	105	872	670	0.626	419	428	1.0	1.5	10.923	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	230	57	-	-	-	230	225	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	284	71	-	-	-	284	290	0.0	0.0	0.000	A
			3	1	243	61	-	-	-	243	251	0.0	0.0	0.000	A
				2	0.55	0.14	-	-	-	0.55	0.36	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	243	61	-	-	-	243	251	0.0	0.0	0.000	A
				2	0.55	0.14	-	-	-	0.55	0.36	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	265	66	-	-	-	263	272	0.5	0.6	4.833	A
				2	417	104	-	-	-	419	430	0.5	0.8	5.281	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	103	26	-	-	-	101	102	0.0	0.3	5.503	A

4 - Hull Bridge Road	Entry	1	1	1	129	32	837	556	0.232	130	127	1.8	0.4	15.445	C
				2	308	77	837	560	0.551	307	287	1.8	1.4	15.612	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	26	6	837	514	0.050	25	30	0.0	0.0	7.165	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	125	31	-	-	-	125	135	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	100	25	-	-	-	100	102	0.0	0.0	0.000	A
			2	1	137	34	-	-	-	137	136	0.0	0.0	0.000	A
				2	419	105	-	-	-	419	428	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	131	33	-	-	-	131	137	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	131	33	-	-	-	131	134	0.0	0.0	0.000	A
				2	419	105	-	-	-	419	428	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	122	30	-	-	-	129	126	0.8	0.3	16.612	C
				2	305	76	-	-	-	308	288	0.8	1.3	14.827	B
				3	27	7	-	-	-	26	31	0.8	0.1	11.124	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	386	96	1028	728	0.532	386	388	1.7	1.8	17.212	C
				3	185	46	1028	729	0.253	181	177	1.7	1.4	17.528	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	160	40	1028	750	0.213	161	150	0.4	0.1	6.312	A
	CircLink	1	1	1	157	39	-	-	-	157	143	0.0	0.0	0.000	A
				2	171	43	-	-	-	171	166	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	177	44	-	-	-	177	174	0.0	0.0	0.000	A
				3	37	9	-	-	-	37	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	180	45	-	-	-	180	167	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	167	42	-	-	-	167	173	0.0	0.0	0.000	A
				3	37	9	-	-	-	37	33	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	380	95	-	-	-	386	390	0.0	0.2	2.772	A
				3	185	46	-	-	-	185	180	0.0	0.3	2.805	A
				4	159	40	-	-	-	160	149	0.0	0.1	2.225	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	262	65	1102	964	0.272	267	269	0.2	0.3	5.045	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	338	85	1102	992	0.341	344	348	0.3	0.7	6.104	A
			3	1	303	76	1102	949	0.319	306	310	0.1	0.2	5.519	A
				2	0	0	100	92	0.000	0	0.36	0.0	0.0	4.277	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	386	97	-	-	-	386	388	0.0	0.0	0.000	A
				3	83	21	-	-	-	83	82	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	98	24	-	-	-	98	94	0.0	0.0	0.000	A
				4	161	40	-	-	-	161	150	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	18	5	-	-	-	18	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	19	5	-	-	-	19	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	262	65	-	-	-	262	269	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	303	76	-	-	-	303	311	0.0	0.0	0.165	A
				2	0	0	-	-	-	0	0.36	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	338	85	-	-	-	338	350	0.0	0.0	0.184	A
3 - A1164 (S)	Entry	1	1	1	317	79	872	627	0.505	313	314	1.2	1.4	12.040	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	104	26	872	625	0.167	108	112	1.2	0.2	12.138	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	485	121	872	620	0.782	484	498	1.5	2.0	14.083	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	267	67	-	-	-	267	269	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	344	86	-	-	-	344	348	0.0	0.0	0.000	A
			3	1	306	77	-	-	-	306	310	0.0	0.0	0.000	A
				2	0	0	-	-	-	0	0.36	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	306	77	-	-	-	306	310	0.0	0.0	0.000	A
				2	0	0	-	-	-	0	0.36	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	338	84	-	-	-	317	316	1.7	6.8	48.111	E
				2	517	129	-	-	-	485	500	1.7	9.5	47.274	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	102	26	-	-	-	104	112	1.7	1.7	42.499	E
4 - Hull Bridge Road	Entry	1	1	1	157	39	837	507	0.308	157	143	1.8	1.0	19.050	C
				2	351	88	837	506	0.696	347	340	1.8	2.0	19.277	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	35	9	837	487	0.073	37	33	0.0	0.0	9.163	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	157	39	-	-	-	157	151	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	108	27	-	-	-	108	112	0.0	0.0	0.000	A
			2	1	157	39	-	-	-	157	164	0.0	0.0	0.000	A
				2	484	121	-	-	-	484	498	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	157	39	-	-	-	157	154	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	157	39	-	-	-	157	160	0.0	0.0	0.000	A
				2	484	121	-	-	-	484	498	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	169	42	-	-	-	157	145	1.7	3.5	49.646	E
				2	369	92	-	-	-	351	343	1.7	8.0	50.530	F
				3	31	8	-	-	-	35	33	1.7	0.7	52.083	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	357	89	1028	719	0.496	355	373	3.2	1.9	17.904	C
				3	186	47	1028	707	0.262	185	183	3.2	1.0	18.646	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	149	37	1028	739	0.201	150	146	0.1	0.1	6.602	A
	CircLink	1	1	1	142	35	-	-	-	142	145	0.0	0.0	0.000	A
				2	181	45	-	-	-	181	181	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	170	42	-	-	-	170	177	0.0	0.0	0.000	A
				3	37	9	-	-	-	37	36	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	161	40	-	-	-	161	171	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	189	47	-	-	-	189	186	0.0	0.0	0.000	A

				3	37	9	-	-	-	37	36	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	362	90	-	-	-	357	373	0.6	0.4	3.019	A
				3	187	47	-	-	-	186	181	0.6	0.1	3.226	A
				4	150	38	-	-	-	149	146	0.6	0.1	2.269	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	272	68	1102	971	0.280	275	273	0.3	0.3	4.816	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	351	88	1102	992	0.354	349	343	0.7	0.5	5.194	A
			3	1	292	73	1102	970	0.301	293	299	0.2	0.2	5.065	A
				2	1	0.27	150	136	0.008	1	0.55	0.0	0.0	7.795	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	355	89	-	-	-	355	373	0.0	0.0	0.000	A
				3	94	23	-	-	-	94	92	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	91	23	-	-	-	91	91	0.0	0.0	0.000	A
				4	150	38	-	-	-	150	146	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	16	4	-	-	-	16	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	21	5	-	-	-	21	19	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	272	68	-	-	-	272	273	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	292	73	-	-	-	292	299	0.0	0.0	0.023	A
				2	1	0.27	-	-	-	1	0.55	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	351	88	-	-	-	351	342	0.0	0.0	0.007	A
3 - A1164 (S)	Entry	1	1	1	346	86	872	627	0.552	338	331	1.5	1.9	13.780	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	110	27	872	632	0.174	109	110	1.5	0.4	13.898	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	514	128	872	623	0.823	518	497	2.0	1.8	14.869	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	275	69	-	-	-	275	273	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	349	87	-	-	-	349	343	0.0	0.0	0.000	A
			3	1	293	73	-	-	-	293	299	0.0	0.0	0.000	A
				2	1	0.27	-	-	-	1	0.55	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	293	73	-	-	-	293	299	0.0	0.0	0.000	A
				2	1	0.27	-	-	-	1	0.55	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	376	94	-	-	-	346	333	18.0	13.1	110.528	F
				2	537	134	-	-	-	514	496	18.0	17.1	107.535	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	110	27	-	-	-	110	111	18.0	4.0	115.001	F
4 - Hull Bridge Road	Entry	1	1	1	141	35	837	501	0.280	142	145	3.0	0.8	20.659	C
				2	351	88	837	492	0.715	350	357	3.0	2.0	19.856	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	37	9	837	500	0.074	37	36	0.0	0.1	7.626	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	166	42	-	-	-	166	165	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	109	27	-	-	-	109	110	0.0	0.0	0.000	A
			2	1	171	43	-	-	-	171	166	0.0	0.0	0.000	A
				2	518	129	-	-	-	518	497	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	170	42	-	-	-	170	171	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	168	42	-	-	-	168	160	0.0	0.0	0.000	A
				2	518	129	-	-	-	518	497	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	136	34	-	-	-	141	145	12.1	5.5	122.087	F
				2	359	90	-	-	-	351	357	12.1	13.6	118.784	F
				3	39	10	-	-	-	37	36	12.1	1.4	112.251	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	323	81	1028	732	0.443	327	338	2.8	0.5	11.692	B
				3	135	34	1028	716	0.188	135	146	2.8	0.5	11.901	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	115	29	1028	750	0.153	113	113	0.1	0.2	5.687	A
	CircLink	1	1	1	136	34	-	-	-	136	134	0.0	0.0	0.000	A
				2	176	44	-	-	-	176	172	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	170	43	-	-	-	170	164	0.0	0.0	0.000	A
				3	32	8	-	-	-	32	31	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	170	42	-	-	-	170	166	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	176	44	-	-	-	176	169	0.0	0.0	0.000	A
				3	32	8	-	-	-	32	31	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	323	81	-	-	-	323	332	0.6	0.0	0.426	A
				3	135	34	-	-	-	135	145	0.6	0.0	0.434	A
				4	115	29	-	-	-	115	113	0.6	0.0	0.378	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	203	51	1102	1007	0.202	204	211	0.3	0.4	4.718	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	266	66	1102	1018	0.261	265	267	0.5	0.5	4.658	A
			3	1	223	56	1102	994	0.225	223	240	0.2	0.4	4.811	A
				2	0.55	0.14	200	183	0.003	0.55	0.73	0.0	0.0	6.639	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	327	82	-	-	-	327	338	0.0	0.0	0.000	A
				3	70	17	-	-	-	70	75	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	65	16	-	-	-	65	71	0.0	0.0	0.000	A

				4	113	28	-	-	-	113	113	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	18	4	-	-	-	18	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	14	3	-	-	-	14	15	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	203	51	-	-	-	203	211	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	223	56	-	-	-	223	241	0.0	0.0	0.038	A
				2	0.55	0.14	-	-	-	0.55	0.73	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	266	66	-	-	-	266	267	0.0	0.0	0.027	A
3 - A1164 (S)	Entry	1	1	1	315	79	872	689	0.456	317	334	2.3	1.0	12.311	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	99	25	872	678	0.146	100	105	2.3	0.4	11.731	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	494	123	872	682	0.724	489	496	1.8	1.9	12.337	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	204	51	-	-	-	204	211	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	265	66	-	-	-	265	267	0.0	0.0	0.000	A
			3	1	223	56	-	-	-	223	240	0.0	0.0	0.000	A
				2	0.55	0.14	-	-	-	0.55	0.73	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	223	56	-	-	-	223	240	0.0	0.0	0.000	A
				2	0.55	0.14	-	-	-	0.55	0.73	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	302	75	-	-	-	315	330	34.2	3.2	67.951	F
				2	457	114	-	-	-	494	497	34.2	3.9	66.192	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	91	23	-	-	-	99	105	34.2	0.6	67.670	F
4 - Hull Bridge Road	Entry	1	1	1	139	35	837	530	0.264	136	134	2.9	0.8	20.978	C
				2	345	86	837	527	0.654	346	335	2.9	1.5	20.274	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	32	8	837	516	0.062	32	31	0.1	0.1	6.776	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	158	40	-	-	-	158	172	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	100	25	-	-	-	100	105	0.0	0.0	0.000	A
			2	1	159	40	-	-	-	159	161	0.0	0.0	0.000	A
				2	489	122	-	-	-	489	496	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	160	40	-	-	-	160	173	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	157	39	-	-	-	157	161	0.0	0.0	0.000	A
				2	489	122	-	-	-	489	496	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	127	32	-	-	-	139	134	20.5	3.6	127.933	F
				2	312	78	-	-	-	345	333	20.5	9.2	135.841	F
				3	29	7	-	-	-	32	31	20.5	0.9	131.343	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	260	65	1028	781	0.331	262	264	1.0	0.6	8.310	A
				3	123	31	1028	799	0.153	122	129	1.0	0.2	8.593	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	107	27	1028	818	0.131	109	105	0.2	0.0	5.440	A
	CircLink	1	1	1	111	28	-	-	-	111	119	0.0	0.0	0.000	A
				2	135	34	-	-	-	135	150	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	149	37	-	-	-	149	154	0.0	0.0	0.000	A
				3	27	7	-	-	-	27	28	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	136	34	-	-	-	136	150	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	147	37	-	-	-	147	154	0.0	0.0	0.000	A
				3	27	7	-	-	-	27	28	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	260	65	-	-	-	260	265	0.0	0.0	0.035	A
				3	123	31	-	-	-	123	128	0.0	0.0	0.073	A
				4	107	27	-	-	-	107	104	0.0	0.0	0.082	A
2 - A1035 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	185	46	1102	998	0.185	186	187	0.4	0.1	4.243	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	226	56	1102	1027	0.220	231	225	0.5	0.2	4.499	A
			3	1	215	54	1102	999	0.215	217	206	0.4	0.2	4.486	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	262	65	-	-	-	262	264	0.0	0.0	0.000	A
				3	61	15	-	-	-	61	66	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	60	15	-	-	-	60	63	0.0	0.0	0.000	A
				4	109	27	-	-	-	109	105	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	12	3	-	-	-	12	14	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	15	4	-	-	-	15	14	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	185	46	-	-	-	185	186	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	215	54	-	-	-	215	205	0.0	0.0	0.017	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	226	56	-	-	-	226	224	0.0	0.0	0.019	A
3 - A1164 (S)	Entry	1	1	1	241	60	872	698	0.347	241	257	1.4	0.6	8.640	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	74	18	872	690	0.106	73	84	1.4	0.2	7.993	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	361	90	872	696	0.519	363	386	1.9	0.8	9.456	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				3	186	47	-	-	-	186	187	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	231	58	-	-	-	231	225	0.0	0.0	0.000	A
			3	1	217	54	-	-	-	217	206	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	217	54	-	-	-	217	206	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	243	61	-	-	-	241	255	7.7	0.3	6.367	A
				2	364	91	-	-	-	361	381	7.7	0.3	6.723	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	74	18	-	-	-	74	84	7.7	0.0	5.906	A
4 - Hull Bridge Road	Entry	1	1	1	110	28	837	594	0.185	111	119	2.4	0.4	14.367	B
				2	281	70	837	594	0.473	284	304	2.4	0.9	14.615	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	27	7	837	602	0.046	27	28	0.1	0.1	7.513	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	116	29	-	-	-	116	126	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	73	18	-	-	-	73	84	0.0	0.0	0.000	A
			2	1	125	31	-	-	-	125	131	0.0	0.0	0.000	A
				2	363	91	-	-	-	363	386	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	120	30	-	-	-	120	123	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	121	30	-	-	-	121	133	0.0	0.0	0.000	A
				2	363	91	-	-	-	363	386	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	105	26	-	-	-	110	118	13.7	0.0	31.431	D
				2	269	67	-	-	-	281	301	13.7	0.2	27.776	D
				3	24	6	-	-	-	27	28	13.7	0.0	36.576	E
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

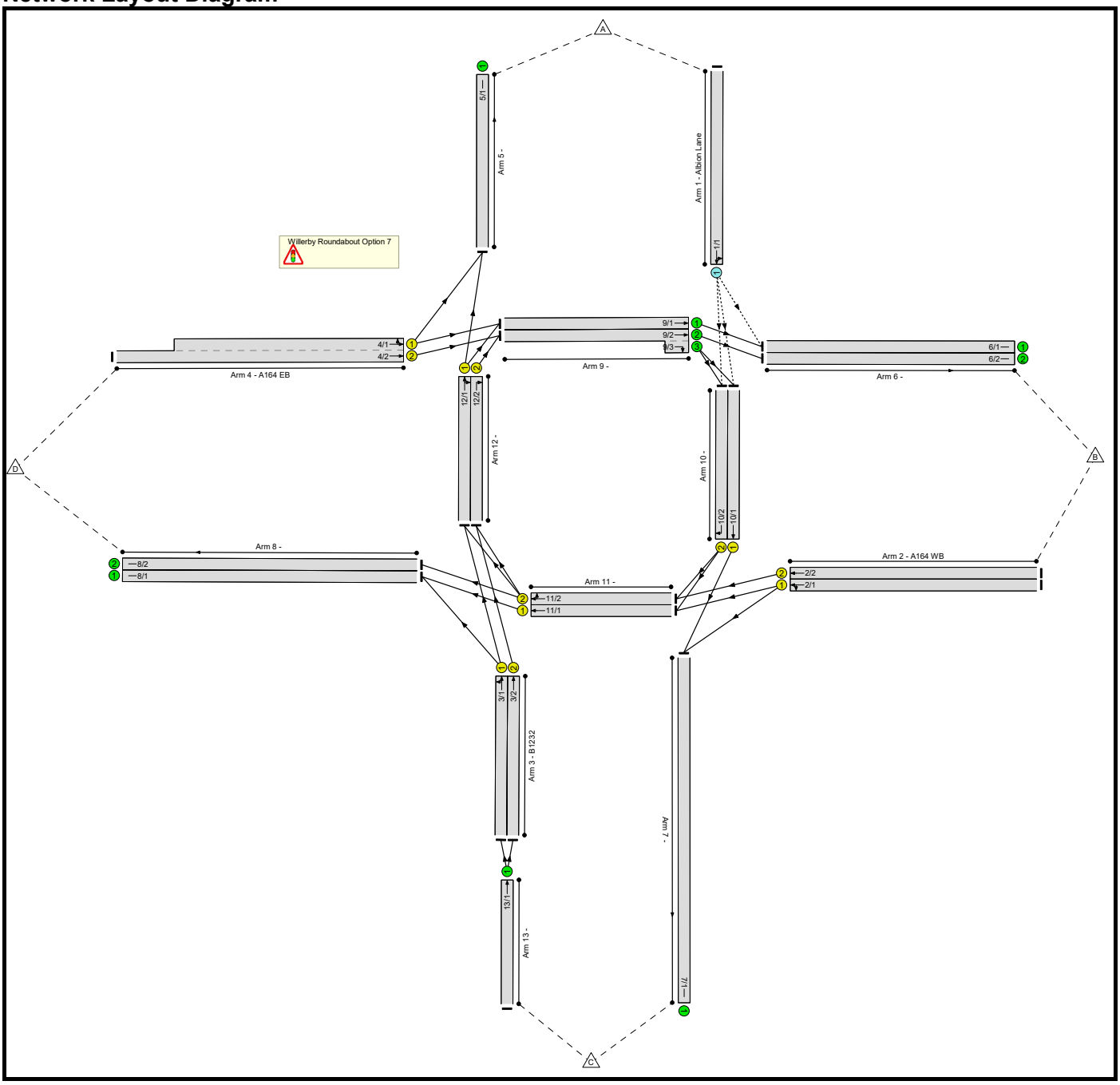
Full Input Data And Results

User and Project Details

Project:	**Dogger Bank South**
Title:	**J15 Papas Roundabout**
Location:	Willerby, Hull
Client:	RWE
Site Ref(s):	J15 Papas Roundabout
Design Layout Ref:	J15
Date Started:	December 2023
Date Completed:	December 2023
Flow Details:	Tracsis 2018 Flows 10/05/2018 / 12/05/2018 – recorded by AECOM
Checked By:	RNE
Additional detail:	
File name:	J15 - Papas Roundabout.lsg3x
Author:	
Company:	Royal HaskoningDHV
Address:	West Point, Peterborough, PE2 6FZ

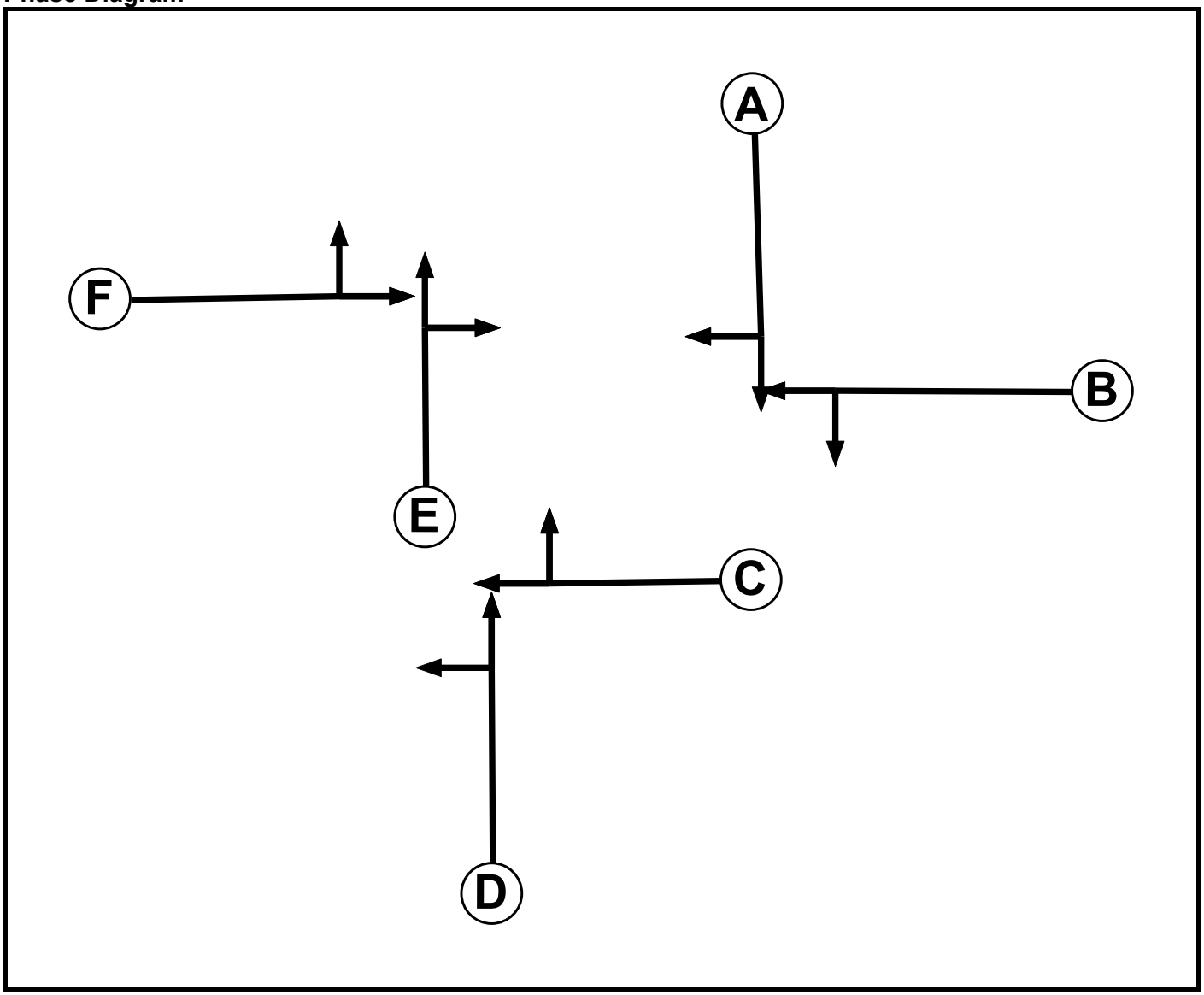
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	3
D	Traffic	1		7	7
E	Traffic	1		7	3
F	Traffic	1		7	7

Full Input Data And Results

Phase Intergreens Matrix

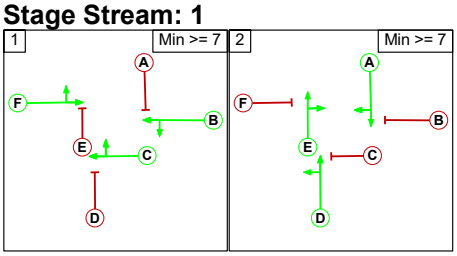
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		6	-	-	-	-
	B	6		-	-	-	-
	C	-	-		6	-	-
	D	-	-	6		-	-
	E	-	-	-	-		6
	F	-	-	-	-	6	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B C F
1	2	A D E

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	C	Losing	4	4
2	1	E	Losing	4	4

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		10
	2	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Willerby Roundabout

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Albion Lane)	6/1 (Left)	1000	0	9/1	0.33	All	-	-	-	-	-
	10/1 (Ahead)	1383	0	9/1	0.54	All					
				9/2	0.54	To 6/2 (Ahead)					
	10/2 (Ahead)	1383	0	9/1	0.54	All					
				9/2	0.54	All					

Full Input Data And Results

Lane Input Data

Junction: Willerby Roundabout

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Albion Lane)	O		2	3	60.0	Geom	-	4.20	0.00	Y	Arm 6 Left	22.50
											Arm 10 Ahead	Inf
2/1 (A164 WB)	U	B	2	3	60.0	Geom	-	4.30	0.00	Y	Arm 7 Left	27.00
											Arm 11 Ahead	Inf
2/2 (A164 WB)	U	B	2	3	60.0	Geom	-	4.30	0.00	N	Arm 11 Ahead	Inf
3/1 (B1232)	U	D	2	3	17.0	Geom	-	3.50	0.00	Y	Arm 8 Left	46.50
											Arm 12 Ahead	Inf
3/2 (B1232)	U	D	2	3	17.0	Geom	-	3.50	0.00	N	Arm 12 Ahead	Inf
4/1 (A164 EB)	U	F	2	3	33.9	Geom	-	4.00	0.00	Y	Arm 5 Left	24.70
											Arm 9 Ahead	Inf
4/2 (A164 EB)	U	F	2	3	60.0	Geom	-	4.00	0.00	N	Arm 9 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	19.1	Inf	-	-	-	-	-	-
8/2	U		2	3	19.1	Inf	-	-	-	-	-	-
9/1	U		2	3	5.4	User	2200	-	-	-	-	-
9/2	U		2	3	5.4	User	2200	-	-	-	-	-
9/3	U		2	3	3.0	User	2200	-	-	-	-	-
10/1	U	A	2	3	5.0	User	2200	-	-	-	-	-
10/2	U	A	2	3	3.0	User	2200	-	-	-	-	-
11/1	U	C	2	3	5.9	User	2200	-	-	-	-	-
11/2	U	C	2	3	5.6	User	2200	-	-	-	-	-
12/1	U	E	2	3	1.9	User	2200	-	-	-	-	-
12/2	U	E	2	3	6.3	User	2200	-	-	-	-	-
13/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 AM'	07:15	08:15	01:00	
2: '2022 PM'	16:45	17:45	01:00	
3: '2026 AM'	07:15	08:15	01:00	
4: '2026 PM'	16:45	17:45	01:00	
5: '2026 + ComDev AM'	07:15	08:15	01:00	
6: '2026 + ComDev PM'	16:45	17:45	01:00	
7: '2026 + ComDev + Isolation Scenario AM'	07:15	08:15	01:00	
8: '2026 + ComDev + Isolation Scenario PM'	16:45	17:45	01:00	
9: '2026 + ComDev + Concurrent Scenario AM'	07:15	08:15	01:00	
10: '2026 + ComDev + Concurrent Scenario PM'	16:45	17:45	01:00	

Scenario 1: '2022 AM' (FG1: '2022 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	9	8	4	21
	B	18	7	577	1185	1787
	C	13	521	0	183	717
	D	30	1534	198	0	1762
	Tot.	61	2071	783	1372	4287

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2022 AM
Junction: Willerby Roundabout	
1/1	21
2/1	873
2/2	914
3/1	344
3/2	373
4/1 (short)	870
4/2 (with short)	1762(In) 892(Out)
5/1	61
6/1	1004
6/2	1067
7/1	783
8/1	483
8/2	889
9/1	995
9/2 (with short)	1265(In) 1067(Out)
9/3 (short)	198
10/1	206
10/2	4
11/1	300
11/2	914
12/1	186
12/2	373
13/1	717

Full Input Data And Results

Lane Saturation Flows

Junction: Willerby Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Albion Lane)	4.20	0.00	Y	Arm 6 Left	22.50	42.9 %	1978	1978
				Arm 10 Ahead	Inf	57.1 %		
2/1 (A164 WB)	4.30	0.00	Y	Arm 7 Left	27.00	66.1 %	1973	1973
				Arm 11 Ahead	Inf	33.9 %		
2/2 (A164 WB)	4.30	0.00	N	Arm 11 Ahead	Inf	100.0 %	2185	2185
3/1 (B1232)	3.50	0.00	Y	Arm 8 Left	46.50	53.2 %	1932	1932
				Arm 12 Ahead	Inf	46.8 %		
3/2 (B1232)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A164 EB)	4.00	0.00	Y	Arm 5 Left	24.70	3.4 %	2011	2011
				Arm 9 Ahead	Inf	96.6 %		
4/2 (A164 EB)	4.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2155	2155
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	This lane uses a directly entered Saturation Flow						2200	2200
9/2	This lane uses a directly entered Saturation Flow						2200	2200
9/3	This lane uses a directly entered Saturation Flow						2200	2200
10/1	This lane uses a directly entered Saturation Flow						2200	2200
10/2	This lane uses a directly entered Saturation Flow						2200	2200
11/1	This lane uses a directly entered Saturation Flow						2200	2200
11/2	This lane uses a directly entered Saturation Flow						2200	2200
12/1	This lane uses a directly entered Saturation Flow						2200	2200
12/2	This lane uses a directly entered Saturation Flow						2200	2200
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2022 PM' (FG2: '2022 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	21	24	13	58
	B	4	36	1032	1051	2123
	C	3	474	0	292	769
	D	4	1498	350	0	1852
	Tot.	11	2029	1406	1356	4802

Traffic Lane Flows

Lane	Scenario 2: 2022 PM
Junction: Willerby Roundabout	
1/1	58
2/1	1032
2/2	1091
3/1	367
3/2	402
4/1 (short)	918
4/2 (with short)	1852(In) 934(Out)
5/1	11
6/1	1043
6/2	986
7/1	1406
8/1	305
8/2	1051
9/1	1022
9/2 (with short)	1336(In) 986(Out)
9/3 (short)	350
10/1	374
10/2	13
11/1	13
11/2	1091
12/1	115
12/2	402
13/1	769

Full Input Data And Results

Lane Saturation Flows

Junction: Willerby Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Albion Lane)	4.20	0.00	Y	Arm 6 Left	22.50	36.2 %	1987	1987
				Arm 10 Ahead	Inf	63.8 %		
2/1 (A164 WB)	4.30	0.00	Y	Arm 7 Left	27.00	100.0 %	1937	1937
				Arm 11 Ahead	Inf	0.0 %		
2/2 (A164 WB)	4.30	0.00	N	Arm 11 Ahead	Inf	100.0 %	2185	2185
3/1 (B1232)	3.50	0.00	Y	Arm 8 Left	46.50	79.6 %	1916	1916
				Arm 12 Ahead	Inf	20.4 %		
3/2 (B1232)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A164 EB)	4.00	0.00	Y	Arm 5 Left	24.70	0.4 %	2014	2014
				Arm 9 Ahead	Inf	99.6 %		
4/2 (A164 EB)	4.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2155	2155
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	This lane uses a directly entered Saturation Flow						2200	2200
9/2	This lane uses a directly entered Saturation Flow						2200	2200
9/3	This lane uses a directly entered Saturation Flow						2200	2200
10/1	This lane uses a directly entered Saturation Flow						2200	2200
10/2	This lane uses a directly entered Saturation Flow						2200	2200
11/1	This lane uses a directly entered Saturation Flow						2200	2200
11/2	This lane uses a directly entered Saturation Flow						2200	2200
12/1	This lane uses a directly entered Saturation Flow						2200	2200
12/2	This lane uses a directly entered Saturation Flow						2200	2200
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2026 AM' (FG3: '2026 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	9	8	4	21
	B	18	7	588	1207	1820
	C	13	531	0	186	730
	D	31	1562	202	0	1795
	Tot.	62	2109	798	1397	4366

Traffic Lane Flows

Lane	Scenario 3: 2026 AM
Junction: Willerby Roundabout	
1/1	21
2/1	888
2/2	932
3/1	350
3/2	380
4/1 (short)	886
4/2 (with short)	1795(In) 909(Out)
5/1	62
6/1	1022
6/2	1087
7/1	798
8/1	490
8/2	907
9/1	1013
9/2 (with short)	1289(In) 1087(Out)
9/3 (short)	202
10/1	210
10/2	4
11/1	304
11/2	932
12/1	189
12/2	380
13/1	730

Full Input Data And Results

Lane Saturation Flows

Junction: Willerby Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Albion Lane)	4.20	0.00	Y	Arm 6 Left	22.50	42.9 %	1978	1978
				Arm 10 Ahead	Inf	57.1 %		
2/1 (A164 WB)	4.30	0.00	Y	Arm 7 Left	27.00	66.2 %	1972	1972
				Arm 11 Ahead	Inf	33.8 %		
2/2 (A164 WB)	4.30	0.00	N	Arm 11 Ahead	Inf	100.0 %	2185	2185
3/1 (B1232)	3.50	0.00	Y	Arm 8 Left	46.50	53.1 %	1932	1932
				Arm 12 Ahead	Inf	46.9 %		
3/2 (B1232)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A164 EB)	4.00	0.00	Y	Arm 5 Left	24.70	3.5 %	2011	2011
				Arm 9 Ahead	Inf	96.5 %		
4/2 (A164 EB)	4.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2155	2155
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	This lane uses a directly entered Saturation Flow						2200	2200
9/2	This lane uses a directly entered Saturation Flow						2200	2200
9/3	This lane uses a directly entered Saturation Flow						2200	2200
10/1	This lane uses a directly entered Saturation Flow						2200	2200
10/2	This lane uses a directly entered Saturation Flow						2200	2200
11/1	This lane uses a directly entered Saturation Flow						2200	2200
11/2	This lane uses a directly entered Saturation Flow						2200	2200
12/1	This lane uses a directly entered Saturation Flow						2200	2200
12/2	This lane uses a directly entered Saturation Flow						2200	2200
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2026 PM' (FG4: '2026 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	21	24	13	58
	B	4	37	1049	1069	2159
	C	3	482	0	297	782
	D	4	1523	356	0	1883
	Tot.	11	2063	1429	1379	4882

Traffic Lane Flows

Lane	Scenario 4: 2026 PM
Junction: Willerby Roundabout	
1/1	58
2/1	1049
2/2	1110
3/1	373
3/2	409
4/1 (short)	933
4/2 (with short)	1883(In) 950(Out)
5/1	11
6/1	1060
6/2	1003
7/1	1429
8/1	310
8/2	1069
9/1	1039
9/2 (with short)	1359(In) 1003(Out)
9/3 (short)	356
10/1	380
10/2	13
11/1	13
11/2	1110
12/1	117
12/2	409
13/1	782

Full Input Data And Results

Lane Saturation Flows

Junction: Willerby Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Albion Lane)	4.20	0.00	Y	Arm 6 Left	22.50	36.2 %	1987	1987
				Arm 10 Ahead	Inf	63.8 %		
2/1 (A164 WB)	4.30	0.00	Y	Arm 7 Left	27.00	100.0 %	1937	1937
				Arm 11 Ahead	Inf	0.0 %		
2/2 (A164 WB)	4.30	0.00	N	Arm 11 Ahead	Inf	100.0 %	2185	2185
3/1 (B1232)	3.50	0.00	Y	Arm 8 Left	46.50	79.6 %	1916	1916
				Arm 12 Ahead	Inf	20.4 %		
3/2 (B1232)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A164 EB)	4.00	0.00	Y	Arm 5 Left	24.70	0.4 %	2014	2014
				Arm 9 Ahead	Inf	99.6 %		
4/2 (A164 EB)	4.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2155	2155
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	This lane uses a directly entered Saturation Flow						2200	2200
9/2	This lane uses a directly entered Saturation Flow						2200	2200
9/3	This lane uses a directly entered Saturation Flow						2200	2200
10/1	This lane uses a directly entered Saturation Flow						2200	2200
10/2	This lane uses a directly entered Saturation Flow						2200	2200
11/1	This lane uses a directly entered Saturation Flow						2200	2200
11/2	This lane uses a directly entered Saturation Flow						2200	2200
12/1	This lane uses a directly entered Saturation Flow						2200	2200
12/2	This lane uses a directly entered Saturation Flow						2200	2200
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2026 + ComDev AM' (FG5: '2026 + ComDev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	9	8	4	21
	B	18	7	588	1207	1820
	C	13	531	0	186	730
	D	31	1562	202	0	1795
	Tot.	62	2109	798	1397	4366

Traffic Lane Flows

Lane	Scenario 5: 2026 + ComDev AM
Junction: Willerby Roundabout	
1/1	21
2/1	888
2/2	932
3/1	350
3/2	380
4/1 (short)	886
4/2 (with short)	1795(In) 909(Out)
5/1	62
6/1	1022
6/2	1087
7/1	798
8/1	490
8/2	907
9/1	1013
9/2 (with short)	1289(In) 1087(Out)
9/3 (short)	202
10/1	210
10/2	4
11/1	304
11/2	932
12/1	189
12/2	380
13/1	730

Full Input Data And Results

Lane Saturation Flows

Junction: Willerby Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Albion Lane)	4.20	0.00	Y	Arm 6 Left	22.50	42.9 %	1978	1978
				Arm 10 Ahead	Inf	57.1 %		
2/1 (A164 WB)	4.30	0.00	Y	Arm 7 Left	27.00	66.2 %	1972	1972
				Arm 11 Ahead	Inf	33.8 %		
2/2 (A164 WB)	4.30	0.00	N	Arm 11 Ahead	Inf	100.0 %	2185	2185
3/1 (B1232)	3.50	0.00	Y	Arm 8 Left	46.50	53.1 %	1932	1932
				Arm 12 Ahead	Inf	46.9 %		
3/2 (B1232)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A164 EB)	4.00	0.00	Y	Arm 5 Left	24.70	3.5 %	2011	2011
				Arm 9 Ahead	Inf	96.5 %		
4/2 (A164 EB)	4.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2155	2155
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	This lane uses a directly entered Saturation Flow						2200	2200
9/2	This lane uses a directly entered Saturation Flow						2200	2200
9/3	This lane uses a directly entered Saturation Flow						2200	2200
10/1	This lane uses a directly entered Saturation Flow						2200	2200
10/2	This lane uses a directly entered Saturation Flow						2200	2200
11/1	This lane uses a directly entered Saturation Flow						2200	2200
11/2	This lane uses a directly entered Saturation Flow						2200	2200
12/1	This lane uses a directly entered Saturation Flow						2200	2200
12/2	This lane uses a directly entered Saturation Flow						2200	2200
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2026 + ComDev PM' (FG6: '2026 + ComDev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	21	24	13	58
	B	4	37	1049	1069	2159
	C	3	482	0	297	782
	D	4	1523	356	0	1883
	Tot.	11	2063	1429	1379	4882

Traffic Lane Flows

Lane	Scenario 6: 2026 + ComDev PM
Junction: Willerby Roundabout	
1/1	58
2/1	1049
2/2	1110
3/1	373
3/2	409
4/1 (short)	933
4/2 (with short)	1883(In) 950(Out)
5/1	11
6/1	1060
6/2	1003
7/1	1429
8/1	310
8/2	1069
9/1	1039
9/2 (with short)	1359(In) 1003(Out)
9/3 (short)	356
10/1	380
10/2	13
11/1	13
11/2	1110
12/1	117
12/2	409
13/1	782

Full Input Data And Results

Lane Saturation Flows

Junction: Willerby Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Albion Lane)	4.20	0.00	Y	Arm 6 Left	22.50	36.2 %	1987	1987
				Arm 10 Ahead	Inf	63.8 %		
2/1 (A164 WB)	4.30	0.00	Y	Arm 7 Left	27.00	100.0 %	1937	1937
				Arm 11 Ahead	Inf	0.0 %		
2/2 (A164 WB)	4.30	0.00	N	Arm 11 Ahead	Inf	100.0 %	2185	2185
3/1 (B1232)	3.50	0.00	Y	Arm 8 Left	46.50	79.6 %	1916	1916
				Arm 12 Ahead	Inf	20.4 %		
3/2 (B1232)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A164 EB)	4.00	0.00	Y	Arm 5 Left	24.70	0.4 %	2014	2014
				Arm 9 Ahead	Inf	99.6 %		
4/2 (A164 EB)	4.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2155	2155
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	This lane uses a directly entered Saturation Flow						2200	2200
9/2	This lane uses a directly entered Saturation Flow						2200	2200
9/3	This lane uses a directly entered Saturation Flow						2200	2200
10/1	This lane uses a directly entered Saturation Flow						2200	2200
10/2	This lane uses a directly entered Saturation Flow						2200	2200
11/1	This lane uses a directly entered Saturation Flow						2200	2200
11/2	This lane uses a directly entered Saturation Flow						2200	2200
12/1	This lane uses a directly entered Saturation Flow						2200	2200
12/2	This lane uses a directly entered Saturation Flow						2200	2200
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2026 + ComDev + Isolation AM' (FG7: '2026 + ComDev + Isolation Scenario AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	9	8	4	21
	B	18	7	588	1293	1906
	C	13	557	0	186	756
	D	31	1732	202	0	1965
	Tot.	62	2305	798	1483	4648

Traffic Lane Flows

Lane	Scenario 7: 2026 + ComDev + Isolation AM
Junction: Willerby Roundabout	
1/1	21
2/1	927
2/2	979
3/1	362
3/2	394
4/1 (short)	970
4/2 (with short)	1965(In) 995(Out)
5/1	62
6/1	1118
6/2	1187
7/1	798
8/1	529
8/2	954
9/1	1109
9/2 (with short)	1389(In) 1187(Out)
9/3 (short)	202
10/1	210
10/2	4
11/1	343
11/2	979
12/1	201
12/2	394
13/1	756

Full Input Data And Results

Lane Saturation Flows

Junction: Willerby Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Albion Lane)	4.20	0.00	Y	Arm 6 Left	22.50	42.9 %	1978	1978
				Arm 10 Ahead	Inf	57.1 %		
2/1 (A164 WB)	4.30	0.00	Y	Arm 7 Left	27.00	63.4 %	1975	1975
				Arm 11 Ahead	Inf	36.6 %		
2/2 (A164 WB)	4.30	0.00	N	Arm 11 Ahead	Inf	100.0 %	2185	2185
3/1 (B1232)	3.50	0.00	Y	Arm 8 Left	46.50	51.4 %	1933	1933
				Arm 12 Ahead	Inf	48.6 %		
3/2 (B1232)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A164 EB)	4.00	0.00	Y	Arm 5 Left	24.70	3.2 %	2011	2011
				Arm 9 Ahead	Inf	96.8 %		
4/2 (A164 EB)	4.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2155	2155
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	This lane uses a directly entered Saturation Flow						2200	2200
9/2	This lane uses a directly entered Saturation Flow						2200	2200
9/3	This lane uses a directly entered Saturation Flow						2200	2200
10/1	This lane uses a directly entered Saturation Flow						2200	2200
10/2	This lane uses a directly entered Saturation Flow						2200	2200
11/1	This lane uses a directly entered Saturation Flow						2200	2200
11/2	This lane uses a directly entered Saturation Flow						2200	2200
12/1	This lane uses a directly entered Saturation Flow						2200	2200
12/2	This lane uses a directly entered Saturation Flow						2200	2200
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2026 + ComDev + Isolation PM' (FG8: '2026 + ComDev + Isolation Scenario PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	21	24	13	58
	B	4	37	1076	1238	2355
	C	3	482	0	297	782
	D	4	1610	356	0	1970
	Tot.	11	2150	1456	1548	5165

Traffic Lane Flows

Lane	Scenario 8: 2026 + ComDev + Isolation PM
Junction: Willerby Roundabout	
1/1	58
2/1	1120
2/2	1235
3/1	373
3/2	409
4/1 (short)	977
4/2 (with short)	1970(In) 993(Out)
5/1	11
6/1	1104
6/2	1046
7/1	1456
8/1	354
8/2	1194
9/1	1083
9/2 (with short)	1402(In) 1046(Out)
9/3 (short)	356
10/1	380
10/2	13
11/1	57
11/2	1235
12/1	117
12/2	409
13/1	782

Full Input Data And Results

Lane Saturation Flows

Junction: Willerby Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Albion Lane)	4.20	0.00	Y	Arm 6 Left	22.50	36.2 %	1987	1987
				Arm 10 Ahead	Inf	63.8 %		
2/1 (A164 WB)	4.30	0.00	Y	Arm 7 Left	27.00	96.1 %	1941	1941
				Arm 11 Ahead	Inf	3.9 %		
2/2 (A164 WB)	4.30	0.00	N	Arm 11 Ahead	Inf	100.0 %	2185	2185
3/1 (B1232)	3.50	0.00	Y	Arm 8 Left	46.50	79.6 %	1916	1916
				Arm 12 Ahead	Inf	20.4 %		
3/2 (B1232)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A164 EB)	4.00	0.00	Y	Arm 5 Left	24.70	0.4 %	2014	2014
				Arm 9 Ahead	Inf	99.6 %		
4/2 (A164 EB)	4.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2155	2155
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	This lane uses a directly entered Saturation Flow						2200	2200
9/2	This lane uses a directly entered Saturation Flow						2200	2200
9/3	This lane uses a directly entered Saturation Flow						2200	2200
10/1	This lane uses a directly entered Saturation Flow						2200	2200
10/2	This lane uses a directly entered Saturation Flow						2200	2200
11/1	This lane uses a directly entered Saturation Flow						2200	2200
11/2	This lane uses a directly entered Saturation Flow						2200	2200
12/1	This lane uses a directly entered Saturation Flow						2200	2200
12/2	This lane uses a directly entered Saturation Flow						2200	2200
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2026 + ComDev + Concurrent Scenario AM' (FG9: '2026 + ComDev + Concurrent Scenario AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	9	8	4	21
	B	18	7	588	1317	1930
	C	13	559	0	186	758
	D	31	1761	202	0	1994
	Tot.	62	2336	798	1507	4703

Traffic Lane Flows

Lane	Scenario 9: 2026 + ComDev + Concurrent Scenario AM
Junction: Willerby Roundabout	
1/1	21
2/1	940
2/2	990
3/1	363
3/2	395
4/1 (short)	986
4/2 (with short)	1994(In) 1008(Out)
5/1	62
6/1	1134
6/2	1202
7/1	798
8/1	542
8/2	965
9/1	1125
9/2 (with short)	1404(In) 1202(Out)
9/3 (short)	202
10/1	210
10/2	4
11/1	356
11/2	990
12/1	201
12/2	396
13/1	758

Full Input Data And Results

Lane Saturation Flows

Junction: Willerby Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Albion Lane)	4.20	0.00	Y	Arm 6 Left	22.50	42.9 %	1978	1978
				Arm 10 Ahead	Inf	57.1 %		
2/1 (A164 WB)	4.30	0.00	Y	Arm 7 Left	27.00	62.6 %	1976	1976
				Arm 11 Ahead	Inf	37.4 %		
2/2 (A164 WB)	4.30	0.00	N	Arm 11 Ahead	Inf	100.0 %	2185	2185
3/1 (B1232)	3.50	0.00	Y	Arm 8 Left	46.50	51.2 %	1933	1933
				Arm 12 Ahead	Inf	48.8 %		
3/2 (B1232)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A164 EB)	4.00	0.00	Y	Arm 5 Left	24.70	3.1 %	2011	2011
				Arm 9 Ahead	Inf	96.9 %		
4/2 (A164 EB)	4.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2155	2155
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	This lane uses a directly entered Saturation Flow						2200	2200
9/2	This lane uses a directly entered Saturation Flow						2200	2200
9/3	This lane uses a directly entered Saturation Flow						2200	2200
10/1	This lane uses a directly entered Saturation Flow						2200	2200
10/2	This lane uses a directly entered Saturation Flow						2200	2200
11/1	This lane uses a directly entered Saturation Flow						2200	2200
11/2	This lane uses a directly entered Saturation Flow						2200	2200
12/1	This lane uses a directly entered Saturation Flow						2200	2200
12/2	This lane uses a directly entered Saturation Flow						2200	2200
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: '2026 + ComDev + Concurrent Scenario PM' (FG10: '2026 + ComDev + Concurrent Scenario PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	21	24	13	58
	B	4	37	1078	1268	2387
	C	3	482	0	297	782
	D	4	1633	356	0	1993
	Tot.	11	2173	1458	1578	5220

Traffic Lane Flows

Lane	Scenario 10: 2026 + ComDev + Concurrent Scenario PM
Junction: Willerby Roundabout	
1/1	58
2/1	1134
2/2	1253
3/1	373
3/2	409
4/1 (short)	989
4/2 (with short)	1993(In) 1004(Out)
5/1	11
6/1	1116
6/2	1057
7/1	1458
8/1	366
8/2	1212
9/1	1095
9/2 (with short)	1413(In) 1057(Out)
9/3 (short)	356
10/1	380
10/2	13
11/1	69
11/2	1253
12/1	117
12/2	409
13/1	782

Full Input Data And Results

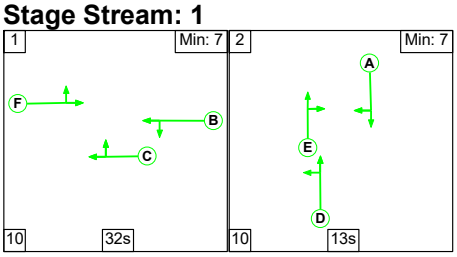
Lane Saturation Flows

Junction: Willerby Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Albion Lane)	4.20	0.00	Y	Arm 6 Left	22.50	36.2 %	1987	1987
				Arm 10 Ahead	Inf	63.8 %		
2/1 (A164 WB)	4.30	0.00	Y	Arm 7 Left	27.00	95.1 %	1942	1942
				Arm 11 Ahead	Inf	4.9 %		
2/2 (A164 WB)	4.30	0.00	N	Arm 11 Ahead	Inf	100.0 %	2185	2185
3/1 (B1232)	3.50	0.00	Y	Arm 8 Left	46.50	79.6 %	1916	1916
				Arm 12 Ahead	Inf	20.4 %		
3/2 (B1232)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A164 EB)	4.00	0.00	Y	Arm 5 Left	24.70	0.4 %	2015	2015
				Arm 9 Ahead	Inf	99.6 %		
4/2 (A164 EB)	4.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2155	2155
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	This lane uses a directly entered Saturation Flow						2200	2200
9/2	This lane uses a directly entered Saturation Flow						2200	2200
9/3	This lane uses a directly entered Saturation Flow						2200	2200
10/1	This lane uses a directly entered Saturation Flow						2200	2200
10/2	This lane uses a directly entered Saturation Flow						2200	2200
11/1	This lane uses a directly entered Saturation Flow						2200	2200
11/2	This lane uses a directly entered Saturation Flow						2200	2200
12/1	This lane uses a directly entered Saturation Flow						2200	2200
12/2	This lane uses a directly entered Saturation Flow						2200	2200
13/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2022 AM' (FG1: '2022 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



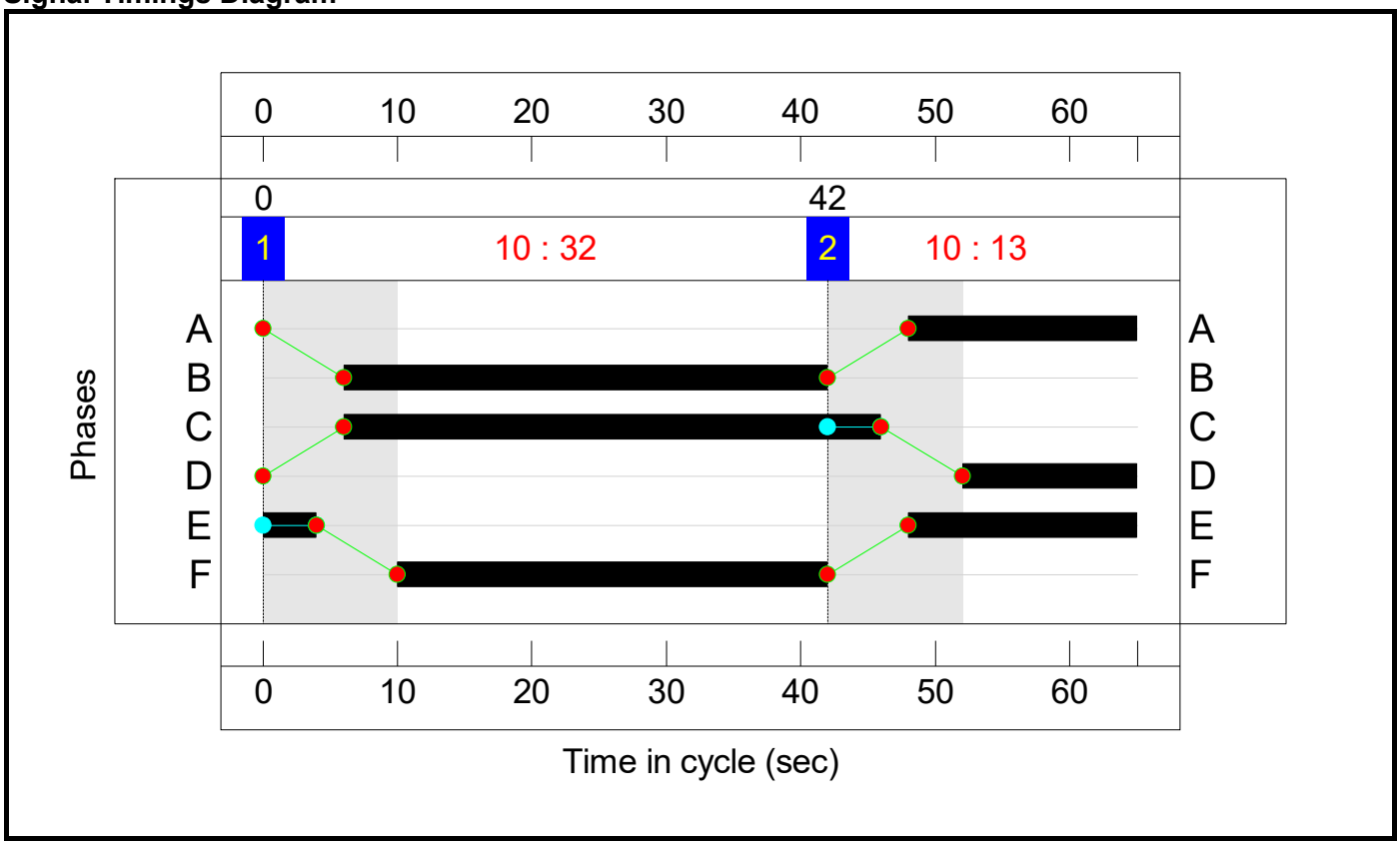
Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	13
Change Point	0	42

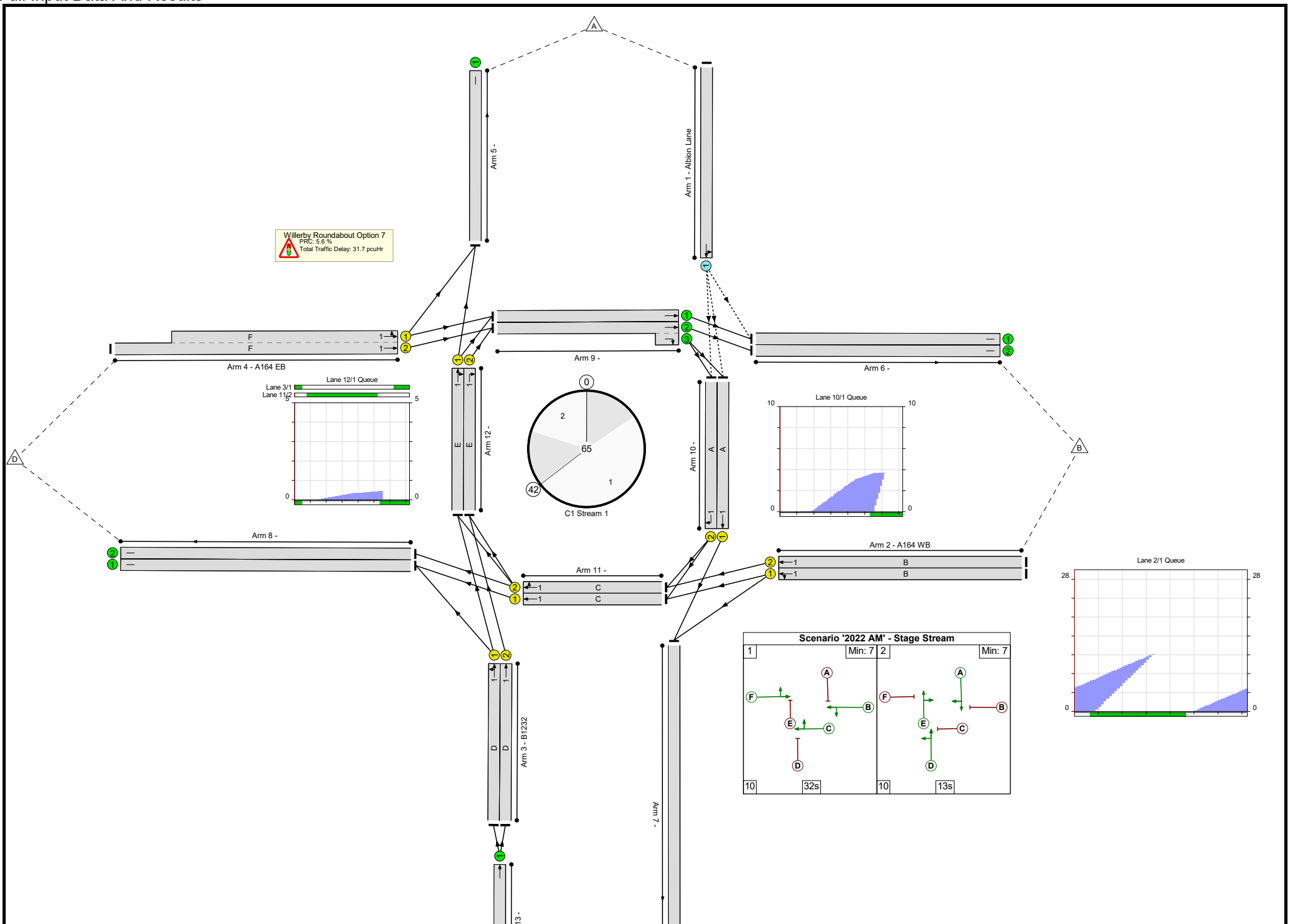
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.2%**
Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.2%**
1/1	Albion Lane Left Ahead	O	N/A	N/A	-		-	-	-	21	1978	455	4.6%
2/1	A164 WB Left Ahead	U	1	N/A	B		1	36	-	873	1973	1123	77.7%
2/2	A164 WB Ahead	U	1	N/A	B		1	36	-	914	2185	1244	73.5%
3/1	B1232 Left Ahead	U	1	N/A	D		1	13	-	344	1932	416	82.7%
3/2	B1232 Ahead	U	1	N/A	D		1	13	-	373	2105	453	82.3%
4/2+4/1	A164 EB Left Ahead	U	1	N/A	F		1	32	-	1762	2155:2011	1054+1021	84.7 : 85.2%
5/1		U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1004	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	1067	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	995	2200	2200	45.2%
9/2+9/3	Ahead Right	U	N/A	N/A	-		-	-	-	1265	2200:2200	1856+344	57.5 : 57.5%
10/1	Ahead	U	1	N/A	A		1	17	-	206	2200	609	33.8%
10/2	Right	U	1	N/A	A		1	17	-	4	2200	609	0.7%
11/1	Ahead	U	1	N/A	C		1	40	-	300	2200	1388	21.6%
11/2	Ahead Right	U	1	N/A	C		1	40	-	914	2200	1388	65.9%
12/1	Ahead Right	U	1	N/A	E		1	21	-	186	2200	745	25.0%
12/2	Right	U	1	N/A	E		1	21	-	373	2200	745	50.1%

Full Input Data And Results

13/1	Ahead	U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Willerby Roundabout	**-**	**-**	**21**	**0**	**0**	**18.2**	**13.4**	**0.0**	**31.7**	**-**	**-**	**-**	**-**
Willerby Roundabout	**-**	**-**	**21**	**0**	**0**	**18.2**	**13.4**	**0.0**	**31.7**	**-**	**-**	**-**	**-**
1/1	21	21	21	0	0	0.0	0.0	-	0.1	9.9	0.1	0.0	0.2
2/1	873	873	-	-	-	2.6	1.7	-	4.3	17.9	12.1	1.7	13.8
2/2	914	914	-	-	-	2.6	1.4	-	4.0	15.8	12.2	1.4	13.6
3/1	344	344	-	-	-	2.3	2.2	-	4.6	47.8	5.9	2.2	8.2
3/2	373	373	-	-	-	2.5	2.2	-	4.7	45.5	6.3	2.2	8.5
4/2+4/1	1762	1762	-	-	-	6.7	2.8	-	9.5	19.3	13.5	2.8	16.3
5/1	61	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1004	1004	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1067	1067	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	995	995	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
9/2+9/3	1265	1265	-	-	-	0.0	0.7	-	0.7	1.9	0.0	0.7	0.7
10/1	206	206	-	-	-	1.2	0.3	-	1.5	25.6	3.7	0.3	4.0
10/2	4	4	-	-	-	0.0	0.0	-	0.0	16.4	0.1	0.0	0.1
11/1	300	300	-	-	-	0.0	0.1	-	0.2	1.9	0.1	0.1	0.2
11/2	914	914	-	-	-	0.0	1.0	-	1.0	3.8	0.0	1.0	1.0
12/1	186	186	-	-	-	0.2	0.2	-	0.3	6.3	0.5	0.2	0.6
12/2	373	373	-	-	-	0.0	0.5	-	0.5	4.8	0.0	0.5	0.5
13/1	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): 5.6 Total Delay for Signalled Lanes (pcuHr): 30.52 Cycle Time (s): 65
PRC Over All Lanes (%): 5.6 Total Delay Over All Lanes(pcuHr): 31.67

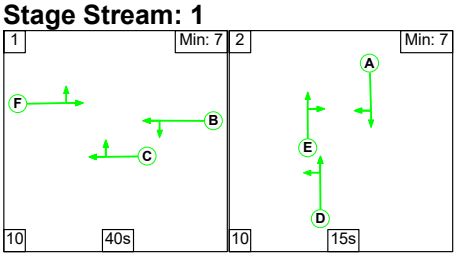
Full Input Data And Results

Full Input Data And Results

Scenario 2: '2022 PM' (FG2: '2022 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

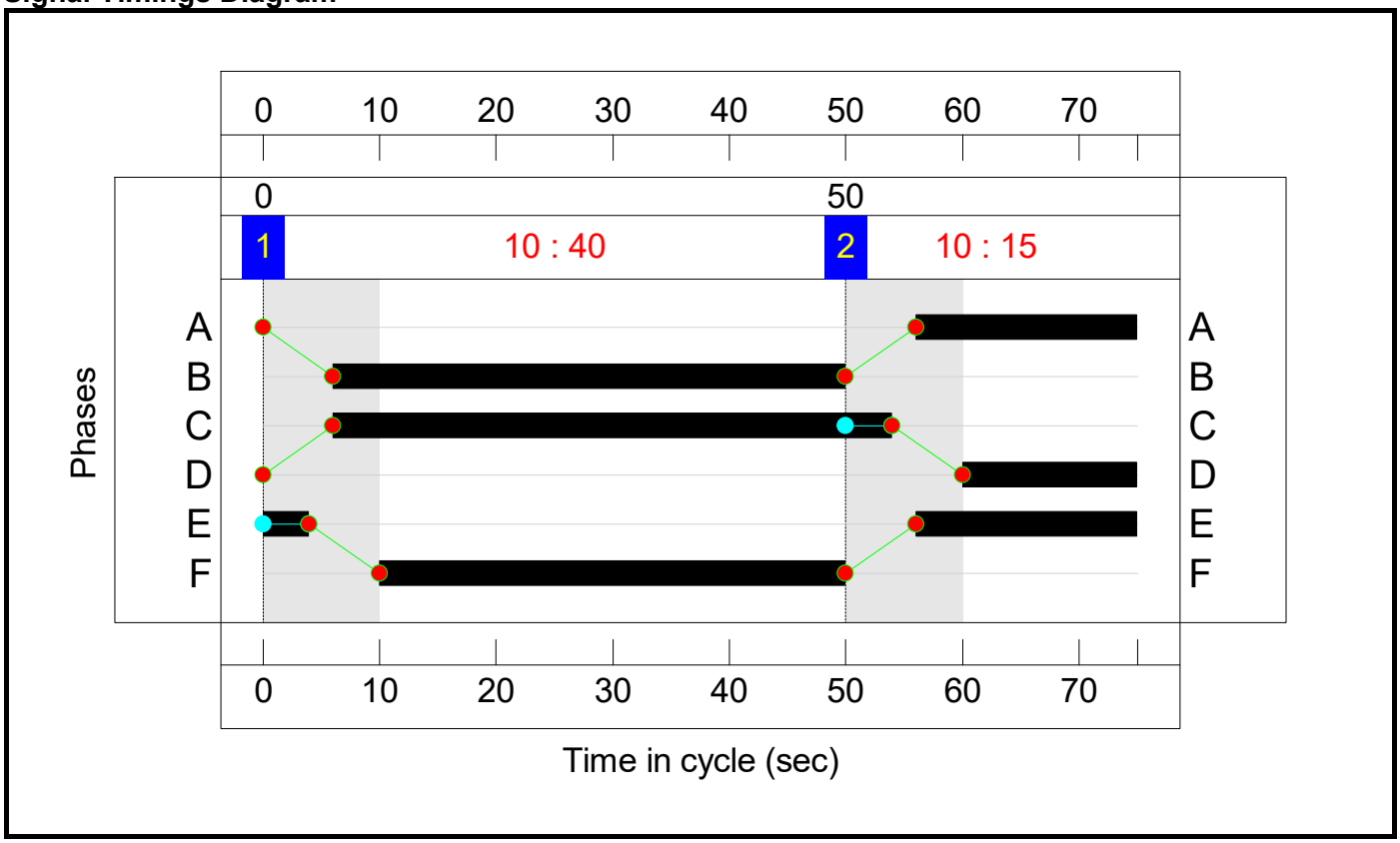


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	15
Change Point	0	50

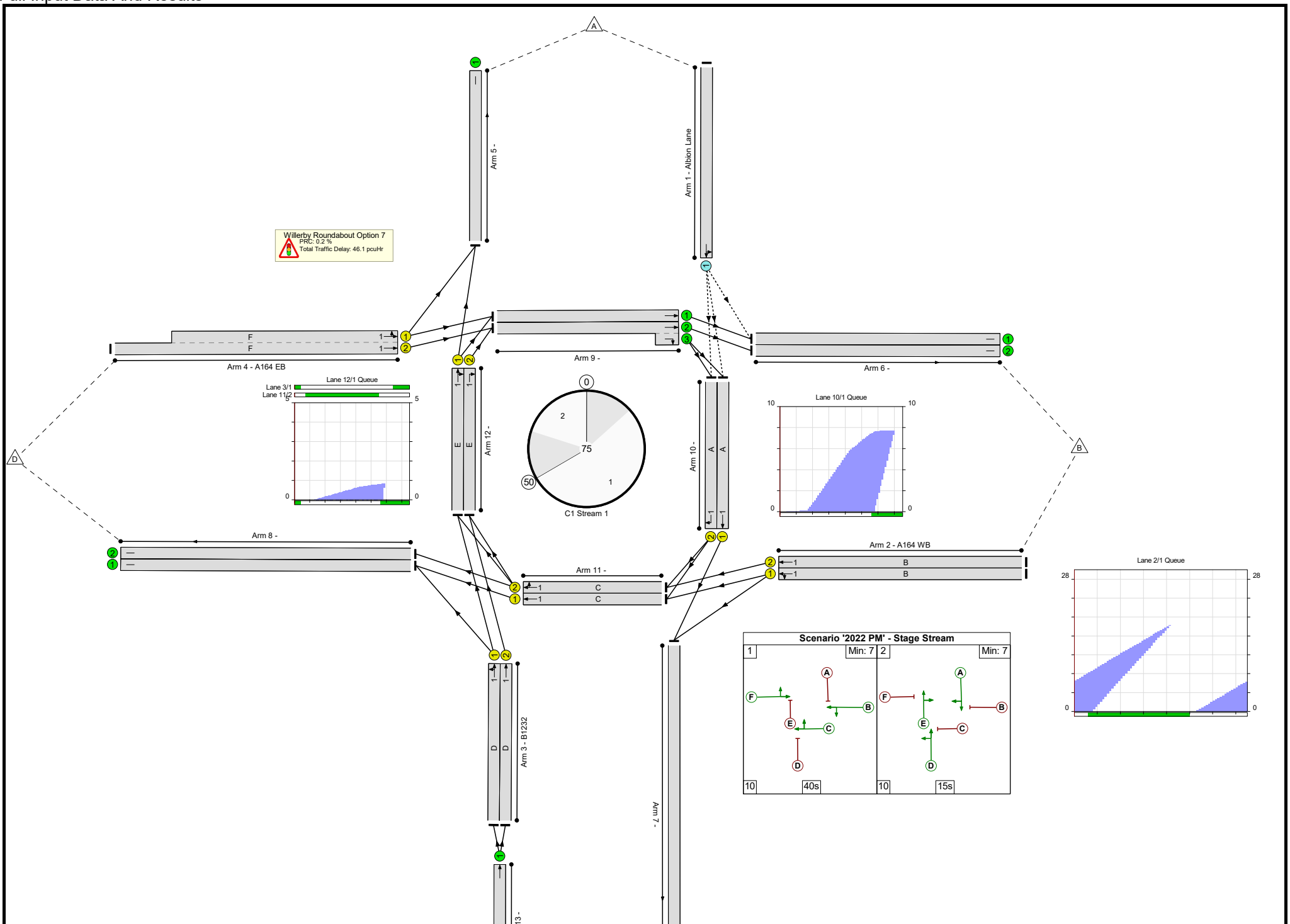
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.8%**
Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.8%**
1/1	Albion Lane Left Ahead	O	N/A	N/A	-		-	-	-	58	1987	420	13.8%
2/1	A164 WB Left Ahead	U	1	N/A	B		1	44	-	1032	1937	1162	88.8%
2/2	A164 WB Ahead	U	1	N/A	B		1	44	-	1091	2185	1311	83.2%
3/1	B1232 Left Ahead	U	1	N/A	D		1	15	-	367	1916	409	89.8%
3/2	B1232 Ahead	U	1	N/A	D		1	15	-	402	2105	449	89.5%
4/2+4/1	A164 EB Left Ahead	U	1	N/A	F		1	40	-	1852	2155:2014	1050+1032	88.9 : 88.9%
5/1		U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1043	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	986	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1406	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1022	2200	2200	46.5%
9/2+9/3	Ahead Right	U	N/A	N/A	-		-	-	-	1336	2200:2200	1624+576	60.7 : 60.7%
10/1	Ahead	U	1	N/A	A		1	19	-	374	2200	587	63.8%
10/2	Right	U	1	N/A	A		1	19	-	13	2200	587	2.2%
11/1	Ahead	U	1	N/A	C		1	48	-	13	2200	1437	0.9%
11/2	Ahead Right	U	1	N/A	C		1	48	-	1091	2200	1437	75.9%
12/1	Ahead Right	U	1	N/A	E		1	23	-	115	2200	704	16.3%
12/2	Right	U	1	N/A	E		1	23	-	402	2200	704	57.1%

Full Input Data And Results

13/1	Ahead	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Willerby Roundabout	**-**	**-**	**58**	**0**	**0**	**24.1**	**22.0**	**0.0**	**46.1**	**-**	**-**	**-**	**-**
Willerby Roundabout	**-**	**-**	**58**	**0**	**0**	**24.1**	**22.0**	**0.0**	**46.1**	**-**	**-**	**-**	**-**
1/1	58	58	58	0	0	0.1	0.1	-	0.2	10.9	0.5	0.1	0.6
2/1	1032	1032	-	-	-	3.7	3.7	-	7.4	25.9	18.3	3.7	22.1
2/2	1091	1091	-	-	-	3.6	2.4	-	6.1	20.0	17.9	2.4	20.3
3/1	367	367	-	-	-	2.9	3.7	-	6.7	65.3	7.3	3.7	11.1
3/2	402	402	-	-	-	3.2	3.7	-	6.9	61.7	8.0	3.7	11.7
4/2+4/1	1852	1852	-	-	-	7.1	3.9	-	11.0	21.4	15.8	3.9	19.7
5/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	986	986	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1406	1406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1051	1051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1022	1022	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
9/2+9/3	1336	1336	-	-	-	0.0	0.8	-	0.8	2.1	0.0	0.8	0.8
10/1	374	374	-	-	-	3.0	0.9	-	3.9	37.3	7.7	0.9	8.6
10/2	13	13	-	-	-	0.1	0.0	-	0.1	17.7	0.2	0.0	0.2
11/1	13	13	-	-	-	0.1	0.0	-	0.1	20.7	0.3	0.0	0.3
11/2	1091	1091	-	-	-	0.0	1.6	-	1.6	5.2	0.0	1.6	1.6
12/1	115	115	-	-	-	0.3	0.1	-	0.4	12.2	0.8	0.1	0.9
12/2	402	402	-	-	-	0.0	0.7	-	0.7	5.9	0.0	0.7	0.7
13/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): 0.2 Total Delay for Signalled Lanes (pcuHr): 44.68 Cycle Time (s): 75
PRC Over All Lanes (%): 0.2 Total Delay Over All Lanes(pcuHr): 46.06

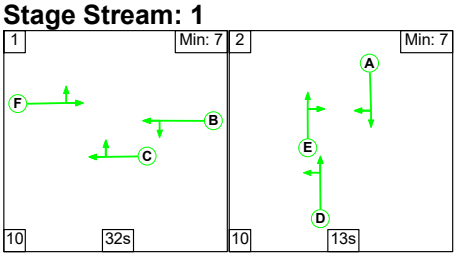
Full Input Data And Results

Full Input Data And Results

Scenario 3: '2026 AM' (FG3: '2026 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

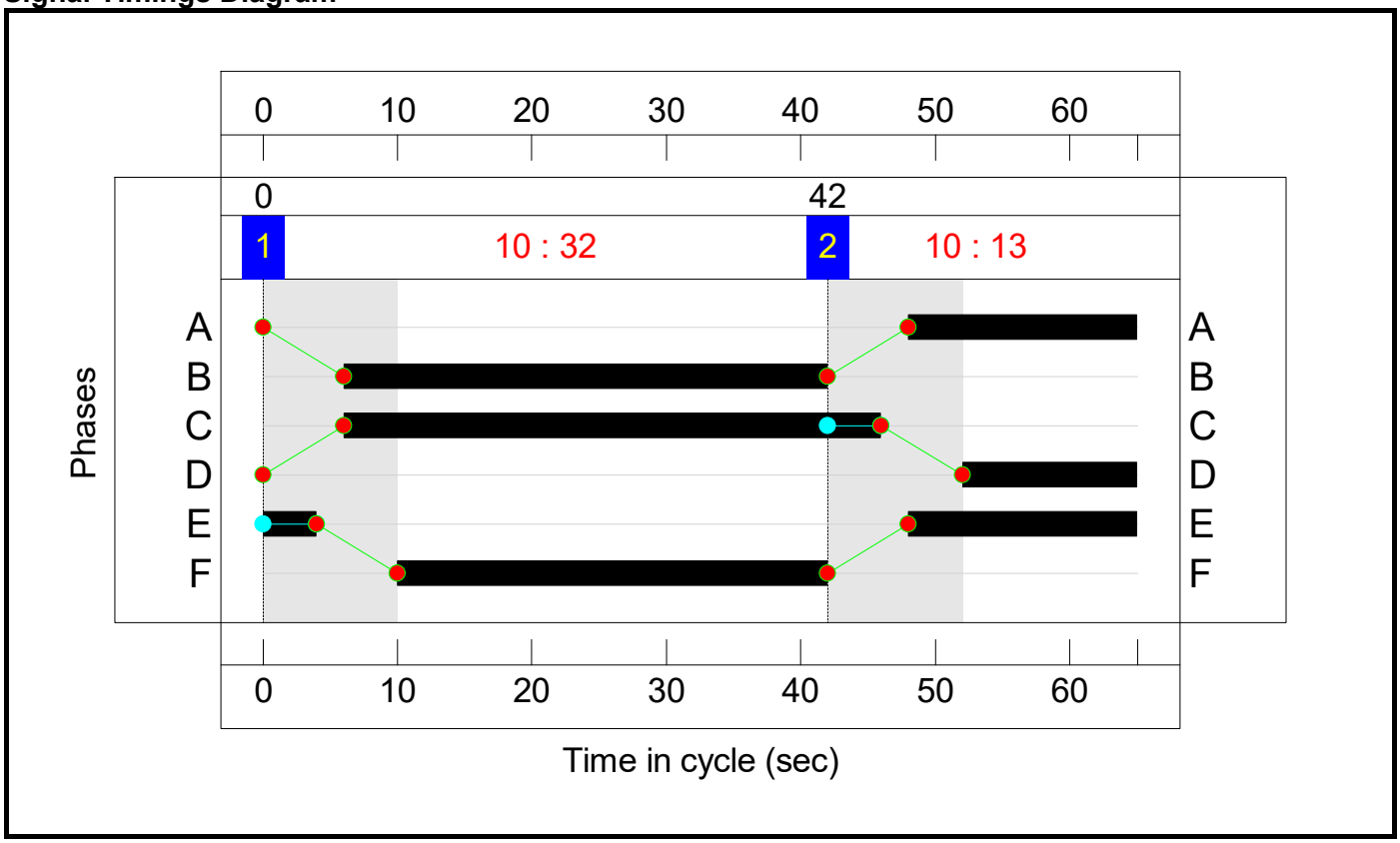


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	13
Change Point	0	42

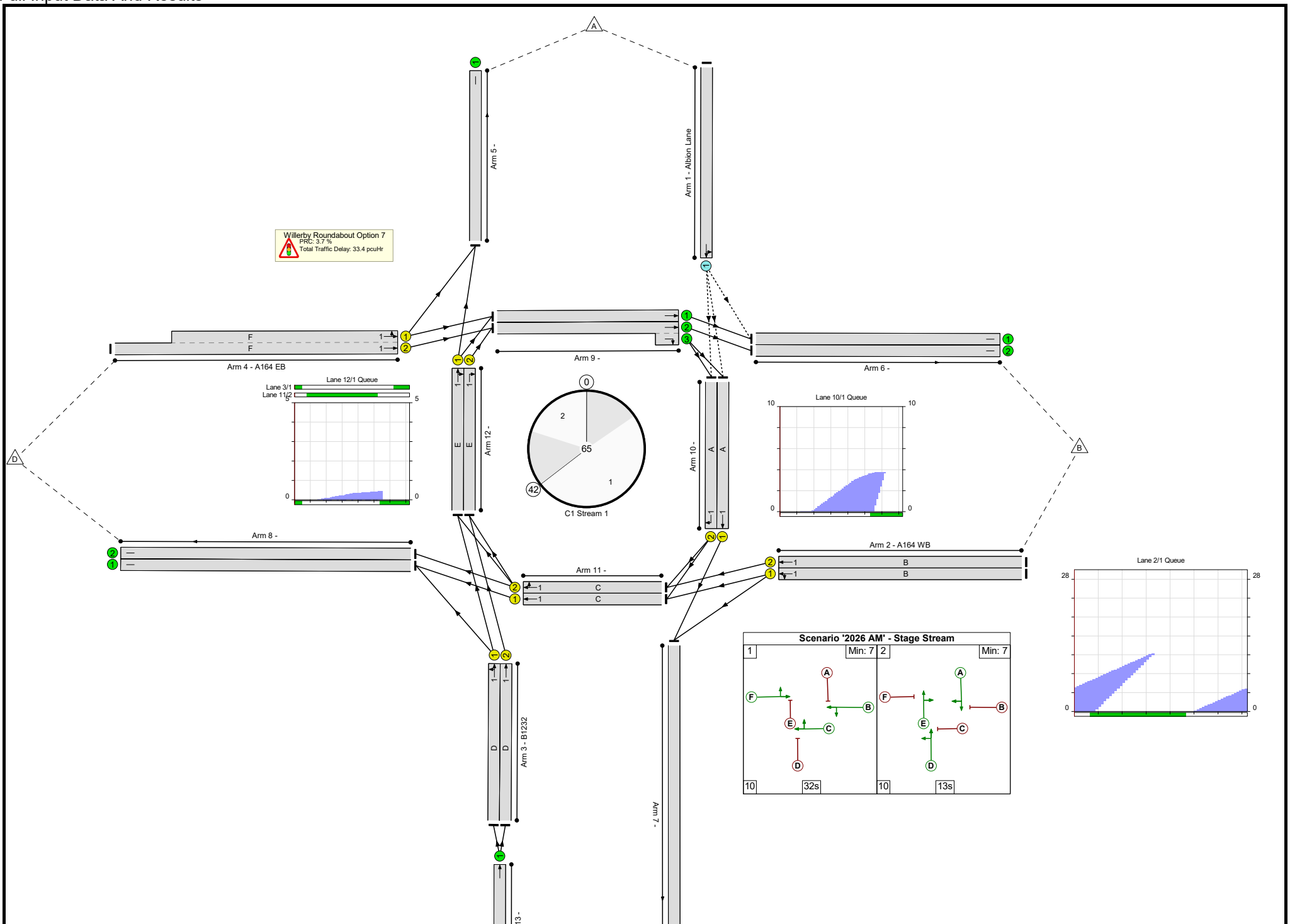
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.8%**
Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.8%**
1/1	Albion Lane Left Ahead	O	N/A	N/A	-		-	-	-	21	1978	443	4.7%
2/1	A164 WB Left Ahead	U	1	N/A	B		1	36	-	888	1972	1123	79.1%
2/2	A164 WB Ahead	U	1	N/A	B		1	36	-	932	2185	1244	74.9%
3/1	B1232 Left Ahead	U	1	N/A	D		1	13	-	350	1932	416	84.1%
3/2	B1232 Ahead	U	1	N/A	D		1	13	-	380	2105	453	83.8%
4/2+4/1	A164 EB Left Ahead	U	1	N/A	F		1	32	-	1795	2155:2011	1054+1021	86.2 : 86.8%
5/1		U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1022	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	1087	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	907	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1013	2200	2200	46.0%
9/2+9/3	Ahead Right	U	N/A	N/A	-		-	-	-	1289	2200:2200	1855+345	58.6 : 58.6%
10/1	Ahead	U	1	N/A	A		1	17	-	210	2200	609	34.5%
10/2	Right	U	1	N/A	A		1	17	-	4	2200	609	0.7%
11/1	Ahead	U	1	N/A	C		1	40	-	304	2200	1388	21.9%
11/2	Ahead Right	U	1	N/A	C		1	40	-	932	2200	1388	67.2%
12/1	Ahead Right	U	1	N/A	E		1	21	-	189	2200	745	25.4%
12/2	Right	U	1	N/A	E		1	21	-	380	2200	745	51.0%

Full Input Data And Results

13/1	Ahead	U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Willerby Roundabout	**-**	**-**	**21**	**0**	**0**	**18.7**	**14.6**	**0.0**	**33.4**	**-**	**-**	**-**	**-**
Willerby Roundabout	**-**	**-**	**21**	**0**	**0**	**18.7**	**14.6**	**0.0**	**33.4**	**-**	**-**	**-**	**-**
1/1	21	21	21	0	0	0.0	0.0	-	0.1	10.3	0.2	0.0	0.2
2/1	888	888	-	-	-	2.7	1.9	-	4.6	18.5	12.3	1.9	14.2
2/2	932	932	-	-	-	2.7	1.5	-	4.2	16.2	12.4	1.5	13.9
3/1	350	350	-	-	-	2.4	2.5	-	4.8	49.8	6.0	2.5	8.5
3/2	380	380	-	-	-	2.6	2.4	-	5.0	47.4	6.5	2.4	9.0
4/2+4/1	1795	1795	-	-	-	6.9	3.1	-	10.0	20.1	14.0	3.1	17.2
5/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1022	1022	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1013	1013	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
9/2+9/3	1289	1289	-	-	-	0.0	0.7	-	0.7	2.0	0.0	0.7	0.7
10/1	210	210	-	-	-	1.2	0.3	-	1.5	25.5	3.8	0.3	4.0
10/2	4	4	-	-	-	0.0	0.0	-	0.0	16.0	0.1	0.0	0.1
11/1	304	304	-	-	-	0.0	0.1	-	0.2	1.9	0.1	0.1	0.2
11/2	932	932	-	-	-	0.0	1.0	-	1.0	3.9	0.0	1.0	1.0
12/1	189	189	-	-	-	0.2	0.2	-	0.3	6.2	0.5	0.2	0.6
12/2	380	380	-	-	-	0.0	0.5	-	0.5	4.9	0.0	0.5	0.5
13/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): 3.7 Total Delay for Signalled Lanes (pcuHr): 32.19 Cycle Time (s): 65
PRC Over All Lanes (%): 3.7 Total Delay Over All Lanes(pcuHr): 33.38

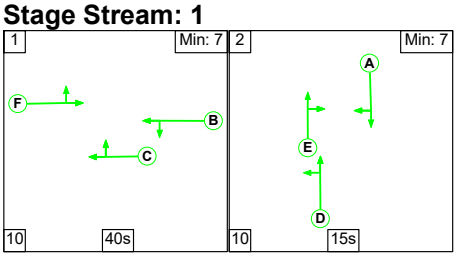
Full Input Data And Results

Full Input Data And Results

Scenario 4: '2026 PM' (FG4: '2026 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

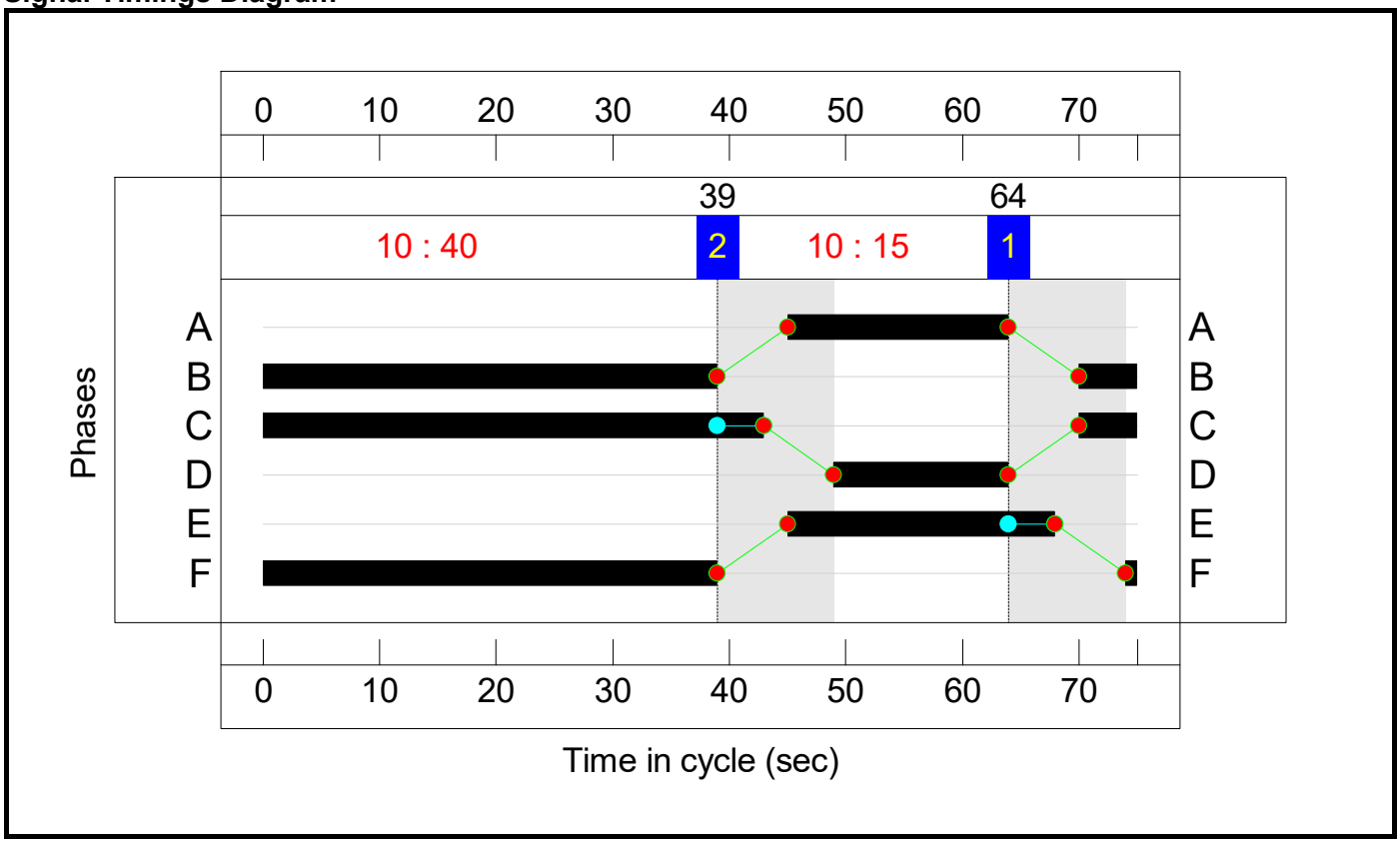


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	15
Change Point	64	39

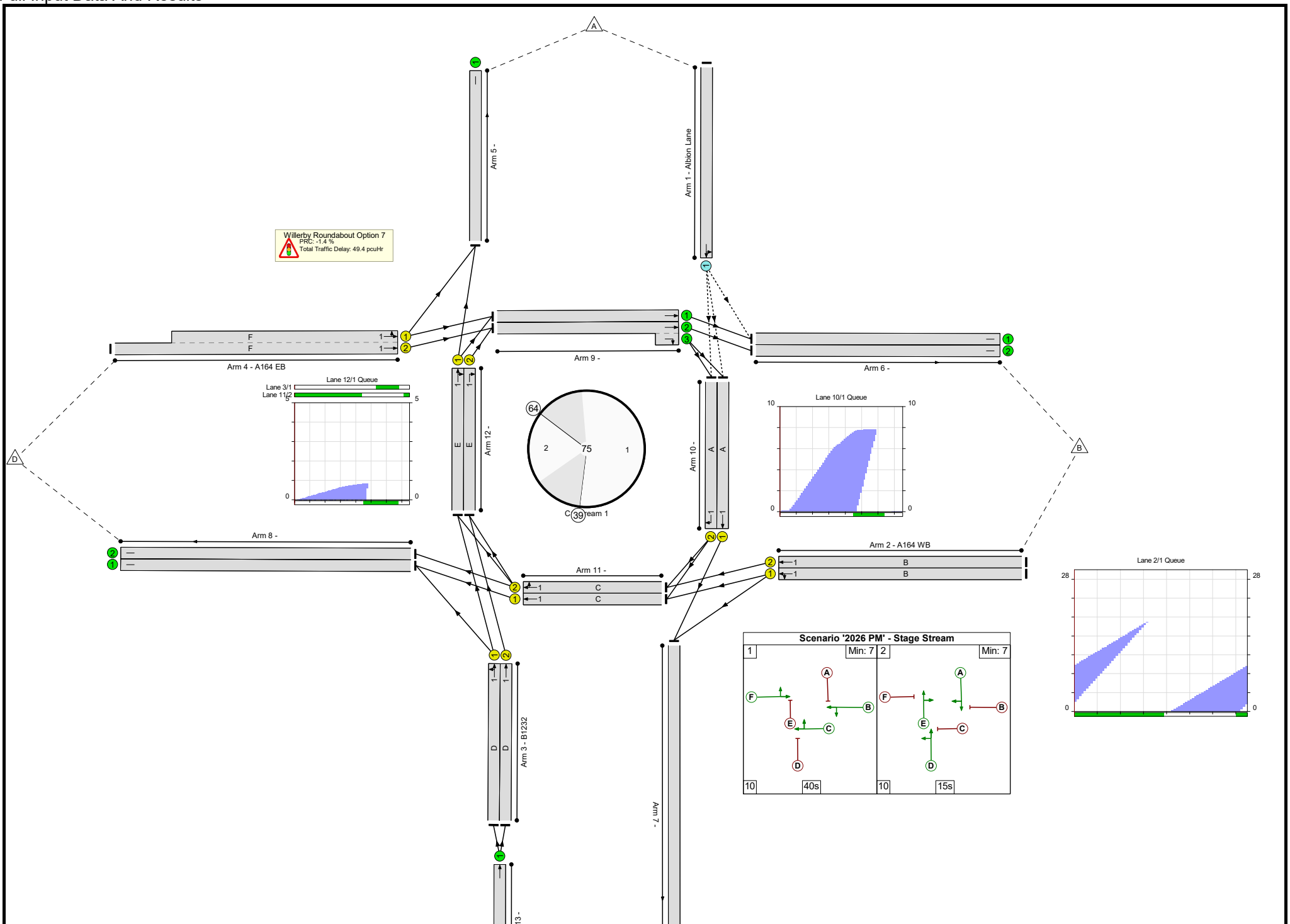
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.3%**
Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.3%**
1/1	Albion Lane Left Ahead	O	N/A	N/A	-		-	-	-	58	1987	407	14.2%
2/1	A164 WB Left Ahead	U	1	N/A	B		1	44	-	1049	1937	1162	90.3%
2/2	A164 WB Ahead	U	1	N/A	B		1	44	-	1110	2185	1311	84.7%
3/1	B1232 Left Ahead	U	1	N/A	D		1	15	-	373	1916	409	91.3%
3/2	B1232 Ahead	U	1	N/A	D		1	15	-	409	2105	449	91.1%
4/2+4/1	A164 EB Left Ahead	U	1	N/A	F		1	40	-	1883	2155:2014	1051+1032	90.4 : 90.4%
5/1		U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1060	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	1003	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1429	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1069	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1039	2200	2200	47.2%
9/2+9/3	Ahead Right	U	N/A	N/A	-		-	-	-	1359	2200:2200	1624+576	61.8 : 61.8%
10/1	Ahead	U	1	N/A	A		1	19	-	380	2200	587	64.8%
10/2	Right	U	1	N/A	A		1	19	-	13	2200	587	2.2%
11/1	Ahead	U	1	N/A	C		1	48	-	13	2200	1437	0.9%
11/2	Ahead Right	U	1	N/A	C		1	48	-	1110	2200	1437	77.2%
12/1	Ahead Right	U	1	N/A	E		1	23	-	117	2200	704	16.6%
12/2	Right	U	1	N/A	E		1	23	-	409	2200	704	58.1%

Full Input Data And Results

13/1	Ahead	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Willerby Roundabout	**-**	**-**	**58**	**0**	**0**	**24.8**	**24.7**	**0.0**	**49.4**	**-**	**-**	**-**	**-**
Willerby Roundabout	**-**	**-**	**58**	**0**	**0**	**24.8**	**24.7**	**0.0**	**49.4**	**-**	**-**	**-**	**-**
1/1	58	58	58	0	0	0.1	0.1	-	0.2	11.5	0.5	0.1	0.6
2/1	1049	1049	-	-	-	3.8	4.3	-	8.1	27.9	18.9	4.3	23.2
2/2	1110	1110	-	-	-	3.8	2.7	-	6.4	20.9	18.5	2.7	21.2
3/1	373	373	-	-	-	3.0	4.2	-	7.2	69.6	7.6	4.2	11.8
3/2	409	409	-	-	-	3.3	4.2	-	7.5	65.9	8.3	4.2	12.5
4/2+4/1	1883	1883	-	-	-	7.4	4.5	-	11.9	22.7	16.3	4.5	20.8
5/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1060	1060	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1003	1003	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1429	1429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1069	1069	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1039	1039	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
9/2+9/3	1359	1359	-	-	-	0.0	0.8	-	0.8	2.1	0.0	0.8	0.8
10/1	380	380	-	-	-	3.0	0.9	-	3.9	37.4	7.9	0.9	8.8
10/2	13	13	-	-	-	0.1	0.0	-	0.1	17.3	0.2	0.0	0.2
11/1	13	13	-	-	-	0.1	0.0	-	0.1	20.7	0.3	0.0	0.3
11/2	1110	1110	-	-	-	0.0	1.7	-	1.7	5.4	0.0	1.7	1.7
12/1	117	117	-	-	-	0.3	0.1	-	0.4	12.2	0.9	0.1	1.0
12/2	409	409	-	-	-	0.0	0.7	-	0.7	6.1	0.0	0.7	0.7
13/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): -1.4 Total Delay for Signalled Lanes (pcuHr): 47.99 Cycle Time (s): 75
PRC Over All Lanes (%): -1.4 Total Delay Over All Lanes(pcuHr): 49.42

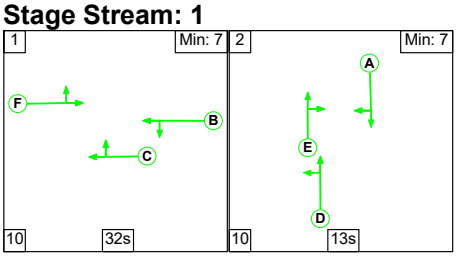
Full Input Data And Results

Full Input Data And Results

Scenario 5: '2026 + ComDev AM' (FG5: '2026 + ComDev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

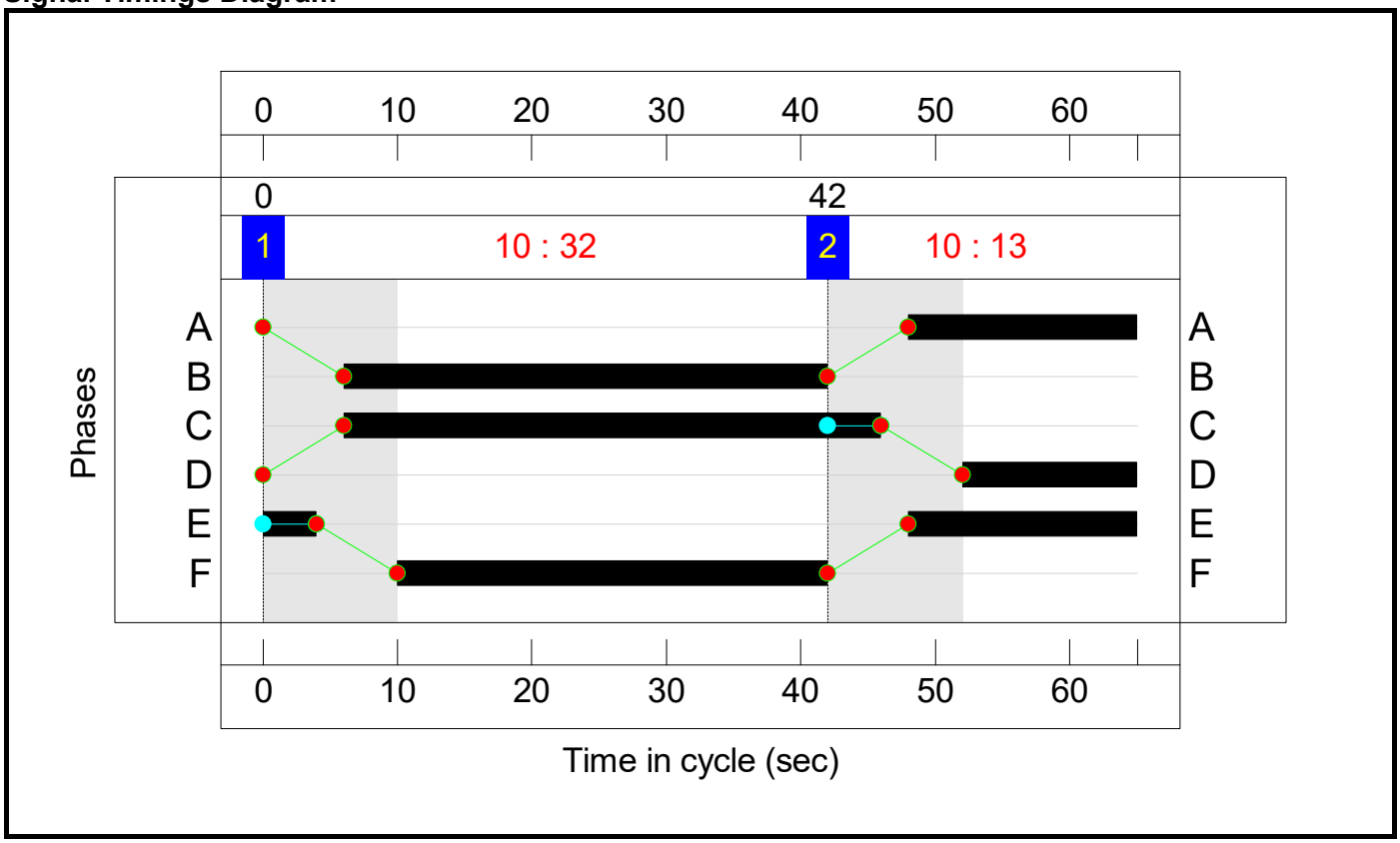


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	13
Change Point	0	42

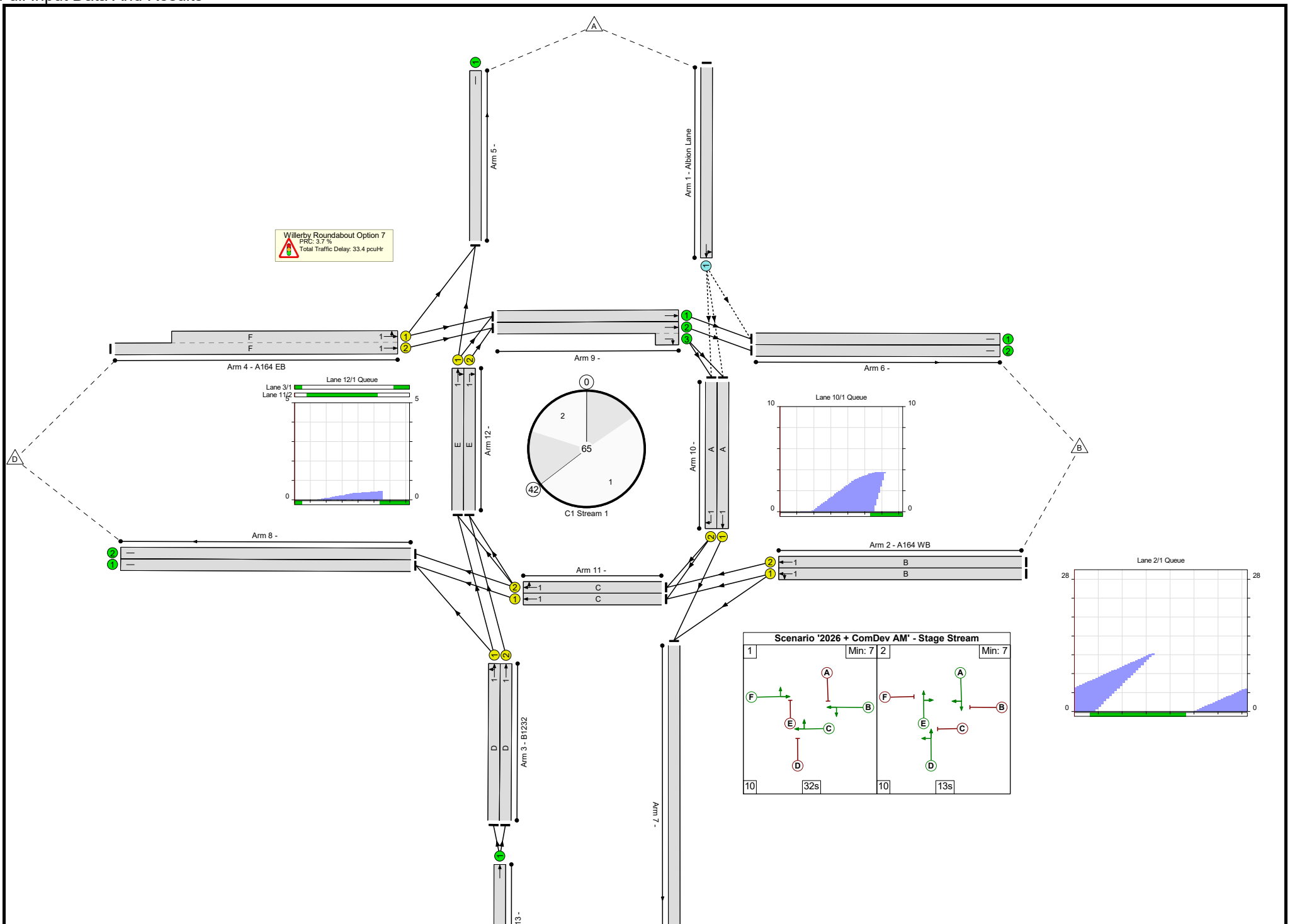
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.8%**
Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.8%**
1/1	Albion Lane Left Ahead	O	N/A	N/A	-		-	-	-	21	1978	443	4.7%
2/1	A164 WB Left Ahead	U	1	N/A	B		1	36	-	888	1972	1123	79.1%
2/2	A164 WB Ahead	U	1	N/A	B		1	36	-	932	2185	1244	74.9%
3/1	B1232 Left Ahead	U	1	N/A	D		1	13	-	350	1932	416	84.1%
3/2	B1232 Ahead	U	1	N/A	D		1	13	-	380	2105	453	83.8%
4/2+4/1	A164 EB Left Ahead	U	1	N/A	F		1	32	-	1795	2155:2011	1054+1021	86.2 : 86.8%
5/1		U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1022	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	1087	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	907	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1013	2200	2200	46.0%
9/2+9/3	Ahead Right	U	N/A	N/A	-		-	-	-	1289	2200:2200	1855+345	58.6 : 58.6%
10/1	Ahead	U	1	N/A	A		1	17	-	210	2200	609	34.5%
10/2	Right	U	1	N/A	A		1	17	-	4	2200	609	0.7%
11/1	Ahead	U	1	N/A	C		1	40	-	304	2200	1388	21.9%
11/2	Ahead Right	U	1	N/A	C		1	40	-	932	2200	1388	67.2%
12/1	Ahead Right	U	1	N/A	E		1	21	-	189	2200	745	25.4%
12/2	Right	U	1	N/A	E		1	21	-	380	2200	745	51.0%

Full Input Data And Results

13/1	Ahead	U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Willerby Roundabout	**-**	**-**	**21**	**0**	**0**	**18.7**	**14.6**	**0.0**	**33.4**	**-**	**-**	**-**	**-**
Willerby Roundabout	**-**	**-**	**21**	**0**	**0**	**18.7**	**14.6**	**0.0**	**33.4**	**-**	**-**	**-**	**-**
1/1	21	21	21	0	0	0.0	0.0	-	0.1	10.3	0.2	0.0	0.2
2/1	888	888	-	-	-	2.7	1.9	-	4.6	18.5	12.3	1.9	14.2
2/2	932	932	-	-	-	2.7	1.5	-	4.2	16.2	12.4	1.5	13.9
3/1	350	350	-	-	-	2.4	2.5	-	4.8	49.8	6.0	2.5	8.5
3/2	380	380	-	-	-	2.6	2.4	-	5.0	47.4	6.5	2.4	9.0
4/2+4/1	1795	1795	-	-	-	6.9	3.1	-	10.0	20.1	14.0	3.1	17.2
5/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1022	1022	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1013	1013	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
9/2+9/3	1289	1289	-	-	-	0.0	0.7	-	0.7	2.0	0.0	0.7	0.7
10/1	210	210	-	-	-	1.2	0.3	-	1.5	25.5	3.8	0.3	4.0
10/2	4	4	-	-	-	0.0	0.0	-	0.0	16.0	0.1	0.0	0.1
11/1	304	304	-	-	-	0.0	0.1	-	0.2	1.9	0.1	0.1	0.2
11/2	932	932	-	-	-	0.0	1.0	-	1.0	3.9	0.0	1.0	1.0
12/1	189	189	-	-	-	0.2	0.2	-	0.3	6.2	0.5	0.2	0.6
12/2	380	380	-	-	-	0.0	0.5	-	0.5	4.9	0.0	0.5	0.5
13/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): 3.7 Total Delay for Signalled Lanes (pcuHr): 32.19 Cycle Time (s): 65
PRC Over All Lanes (%): 3.7 Total Delay Over All Lanes(pcuHr): 33.38

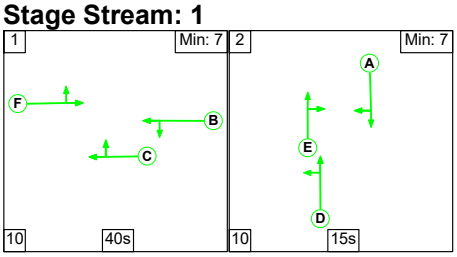
Full Input Data And Results

Full Input Data And Results

Scenario 6: '2026 + ComDev PM' (FG6: '2026 + ComDev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

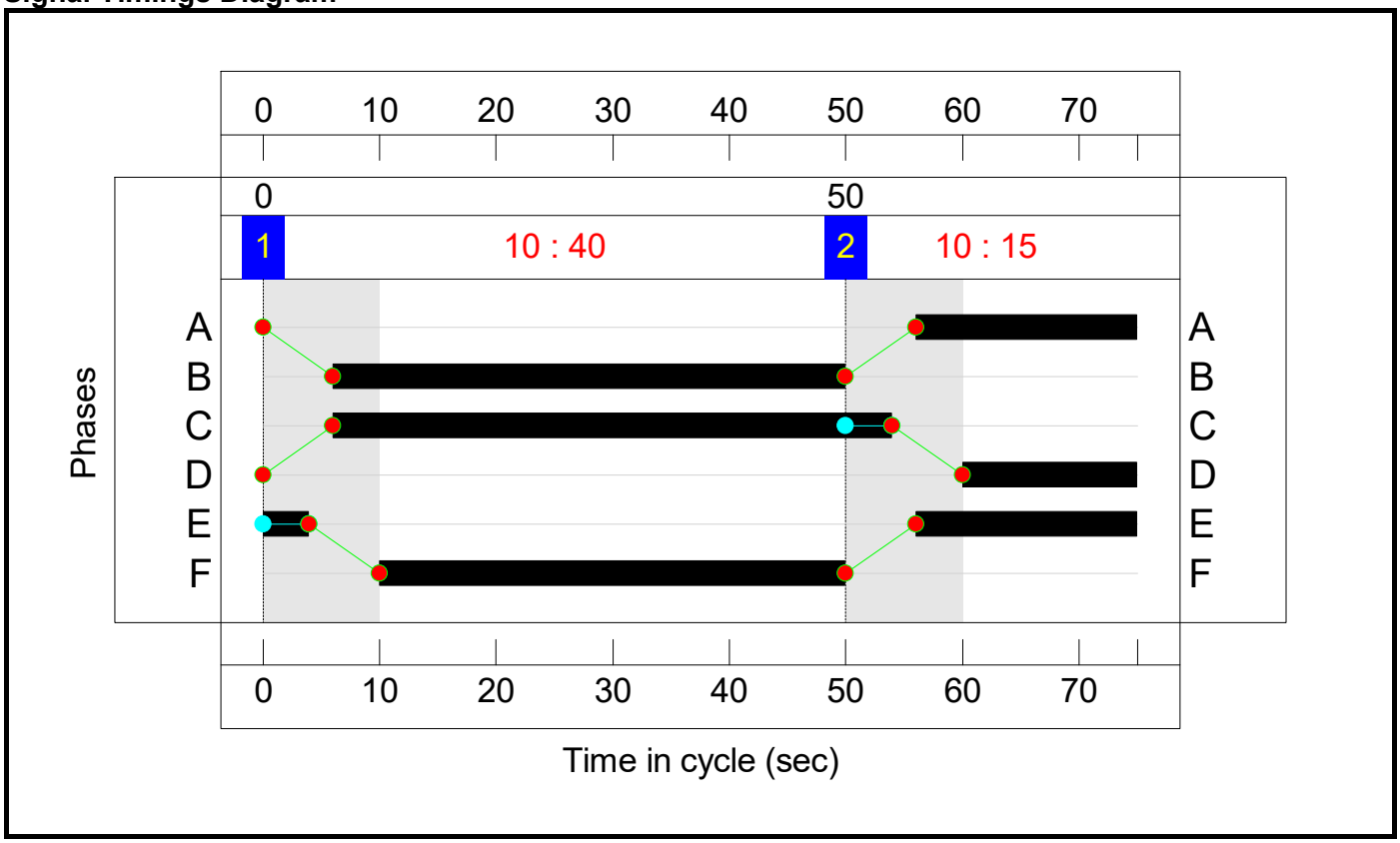


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	15
Change Point	0	50

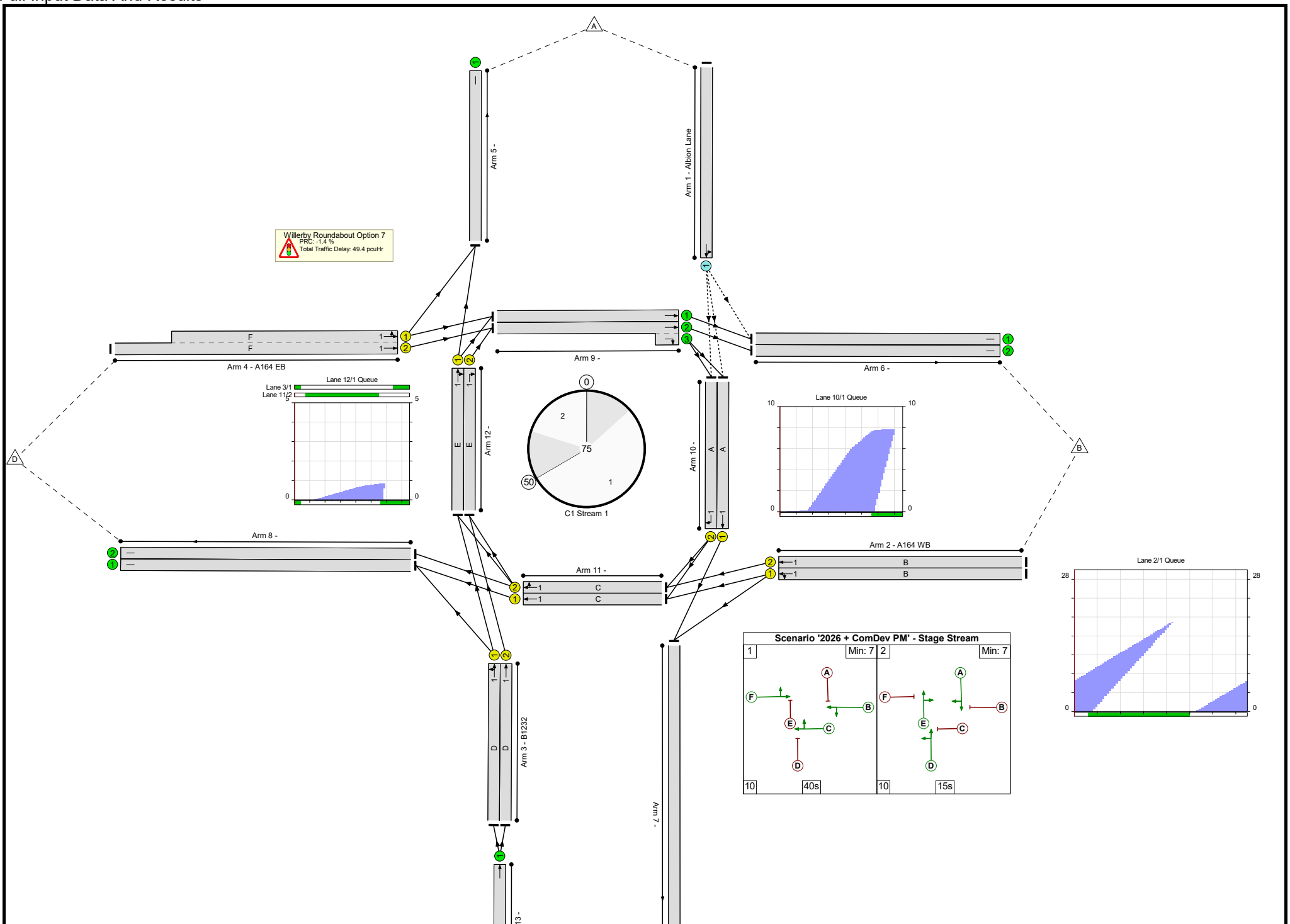
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.3%**
Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.3%**
1/1	Albion Lane Left Ahead	O	N/A	N/A	-		-	-	-	58	1987	407	14.2%
2/1	A164 WB Left Ahead	U	1	N/A	B		1	44	-	1049	1937	1162	90.3%
2/2	A164 WB Ahead	U	1	N/A	B		1	44	-	1110	2185	1311	84.7%
3/1	B1232 Left Ahead	U	1	N/A	D		1	15	-	373	1916	409	91.3%
3/2	B1232 Ahead	U	1	N/A	D		1	15	-	409	2105	449	91.1%
4/2+4/1	A164 EB Left Ahead	U	1	N/A	F		1	40	-	1883	2155:2014	1051+1032	90.4 : 90.4%
5/1		U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1060	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	1003	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1429	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1069	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1039	2200	2200	47.2%
9/2+9/3	Ahead Right	U	N/A	N/A	-		-	-	-	1359	2200:2200	1624+576	61.8 : 61.8%
10/1	Ahead	U	1	N/A	A		1	19	-	380	2200	587	64.8%
10/2	Right	U	1	N/A	A		1	19	-	13	2200	587	2.2%
11/1	Ahead	U	1	N/A	C		1	48	-	13	2200	1437	0.9%
11/2	Ahead Right	U	1	N/A	C		1	48	-	1110	2200	1437	77.2%
12/1	Ahead Right	U	1	N/A	E		1	23	-	117	2200	704	16.6%
12/2	Right	U	1	N/A	E		1	23	-	409	2200	704	58.1%

Full Input Data And Results

13/1	Ahead	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Willerby Roundabout	**-**	**-**	**58**	**0**	**0**	**24.8**	**24.7**	**0.0**	**49.4**	**-**	**-**	**-**	**-**
Willerby Roundabout	**-**	**-**	**58**	**0**	**0**	**24.8**	**24.7**	**0.0**	**49.4**	**-**	**-**	**-**	**-**
1/1	58	58	58	0	0	0.1	0.1	-	0.2	11.5	0.5	0.1	0.6
2/1	1049	1049	-	-	-	3.8	4.3	-	8.1	27.9	18.9	4.3	23.2
2/2	1110	1110	-	-	-	3.8	2.7	-	6.4	20.9	18.5	2.7	21.2
3/1	373	373	-	-	-	3.0	4.2	-	7.2	69.6	7.6	4.2	11.8
3/2	409	409	-	-	-	3.3	4.2	-	7.5	65.9	8.3	4.2	12.5
4/2+4/1	1883	1883	-	-	-	7.4	4.5	-	11.9	22.7	16.3	4.5	20.8
5/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1060	1060	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1003	1003	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1429	1429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1069	1069	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1039	1039	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
9/2+9/3	1359	1359	-	-	-	0.0	0.8	-	0.8	2.1	0.0	0.8	0.8
10/1	380	380	-	-	-	3.0	0.9	-	3.9	37.4	7.9	0.9	8.8
10/2	13	13	-	-	-	0.1	0.0	-	0.1	17.3	0.2	0.0	0.2
11/1	13	13	-	-	-	0.1	0.0	-	0.1	20.7	0.3	0.0	0.3
11/2	1110	1110	-	-	-	0.0	1.7	-	1.7	5.4	0.0	1.7	1.7
12/1	117	117	-	-	-	0.3	0.1	-	0.4	12.2	0.9	0.1	1.0
12/2	409	409	-	-	-	0.0	0.7	-	0.7	6.1	0.0	0.7	0.7
13/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): -1.4 Total Delay for Signalled Lanes (pcuHr): 47.99 Cycle Time (s): 75
PRC Over All Lanes (%): -1.4 Total Delay Over All Lanes(pcuHr): 49.42

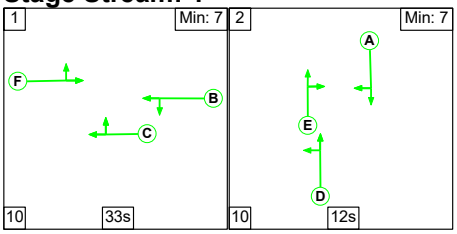
Full Input Data And Results

Full Input Data And Results

Scenario 7: '2026 + ComDev + Isolation AM' (FG7: '2026 + ComDev + Isolation Scenario AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

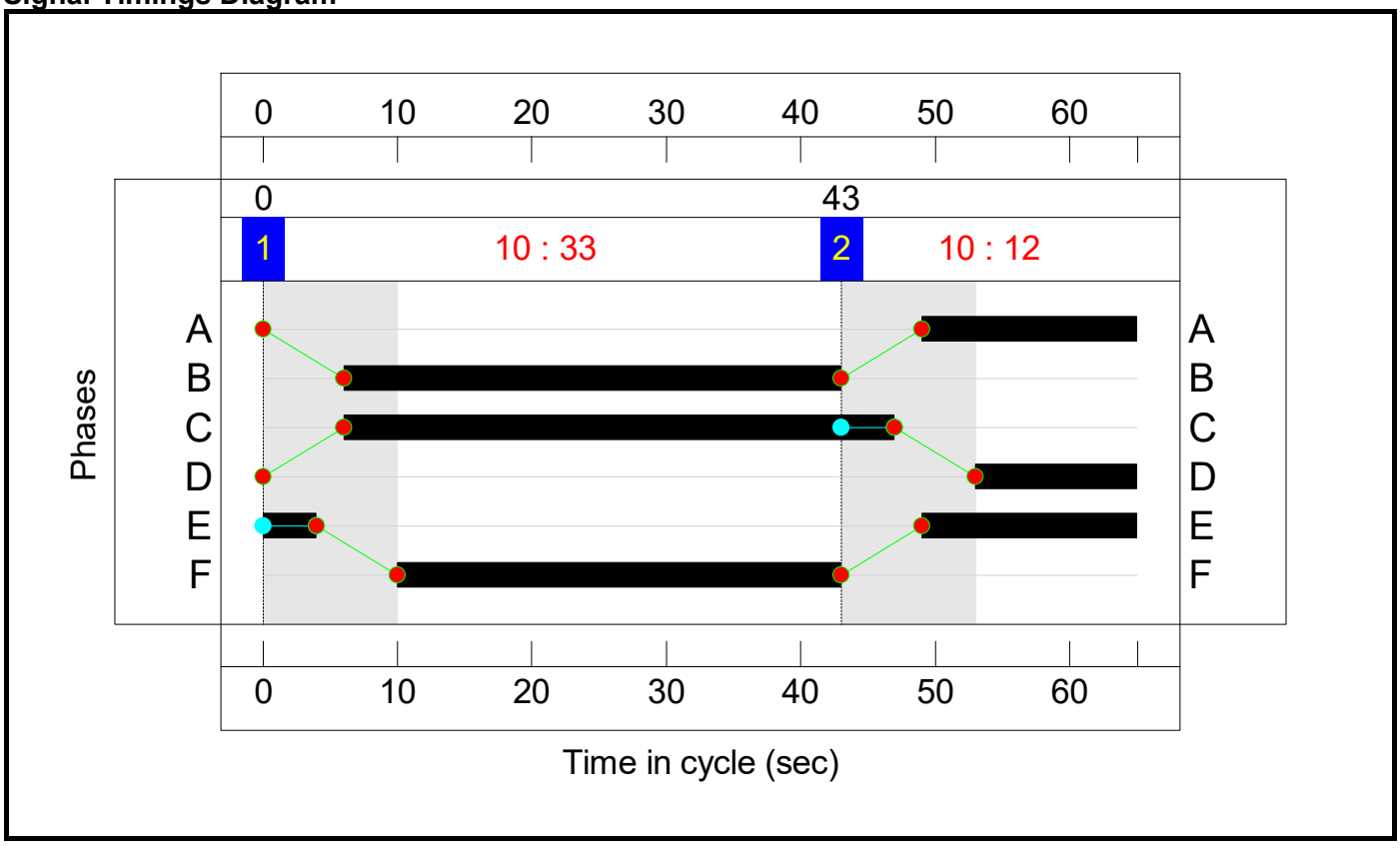


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	12
Change Point	0	43

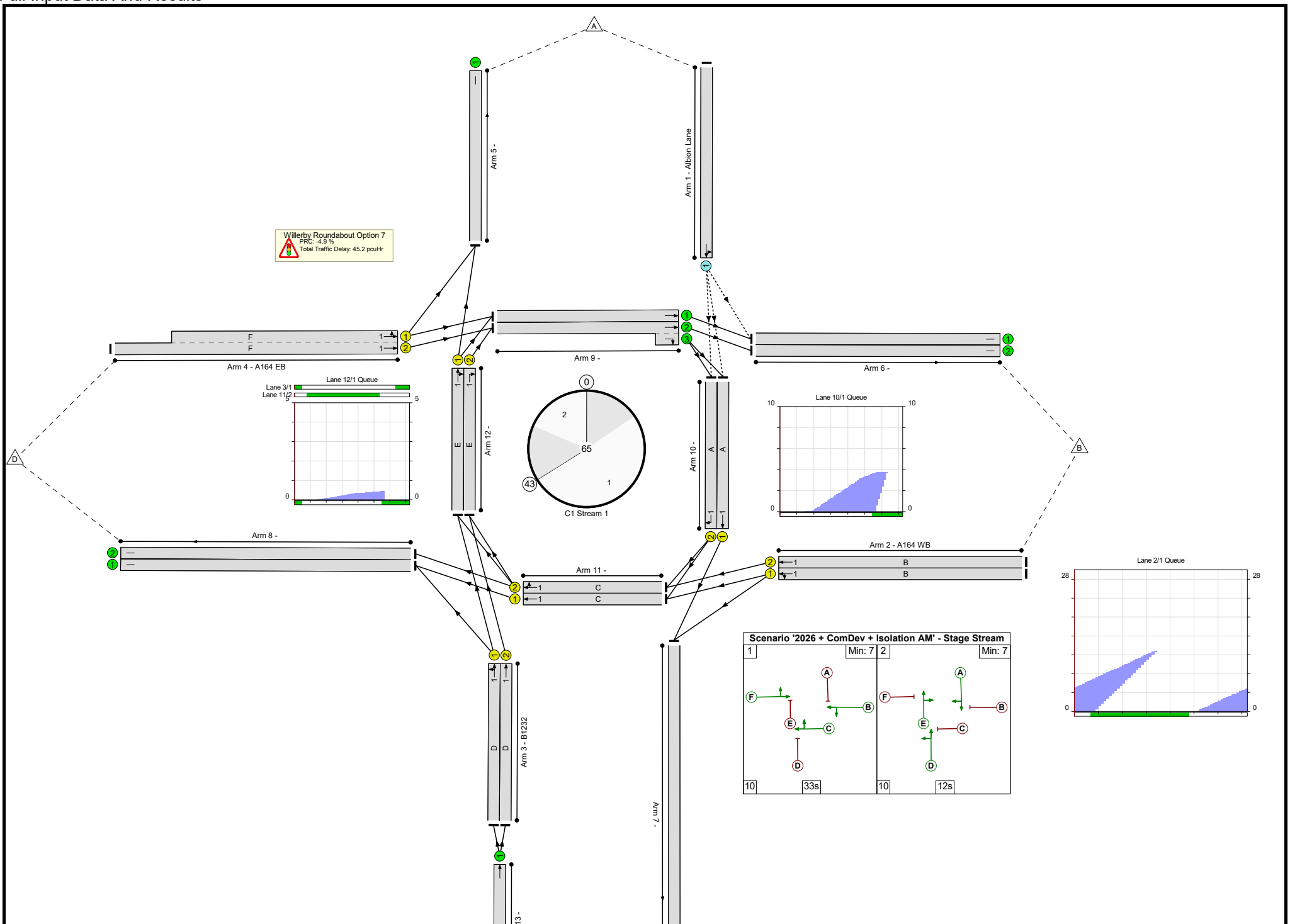
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
1/1	Albion Lane Left Ahead	O	N/A	N/A	-		-	-	-	21	1978	382	5.5%
2/1	A164 WB Left Ahead	U	1	N/A	B		1	37	-	927	1975	1155	80.3%
2/2	A164 WB Ahead	U	1	N/A	B		1	37	-	979	2185	1277	76.6%
3/1	B1232 Left Ahead	U	1	N/A	D		1	12	-	362	1933	387	93.6%
3/2	B1232 Ahead	U	1	N/A	D		1	12	-	394	2105	421	93.6%
4/2+4/1	A164 EB Left Ahead	U	1	N/A	F		1	33	-	1965	2155:2011	1054+1027	94.4 : 94.4%
5/1		U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1118	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	1187	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	954	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1109	2200	2200	50.4%
9/2+9/3	Ahead Right	U	N/A	N/A	-		-	-	-	1389	2200:2200	1880+320	63.1 : 63.1%
10/1	Ahead	U	1	N/A	A		1	16	-	210	2200	575	36.5%
10/2	Right	U	1	N/A	A		1	16	-	4	2200	575	0.7%
11/1	Ahead	U	1	N/A	C		1	41	-	343	2200	1422	24.1%
11/2	Ahead Right	U	1	N/A	C		1	41	-	979	2200	1422	68.9%
12/1	Ahead Right	U	1	N/A	E		1	20	-	201	2200	711	28.3%
12/2	Right	U	1	N/A	E		1	20	-	394	2200	711	55.4%

Full Input Data And Results

13/1	Ahead	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Willerby Roundabout	**-**	**-**	**21**	**0**	**0**	**20.0**	**25.3**	**0.0**	**45.2**	**-**	**-**	**-**	**-**
Willerby Roundabout	**-**	**-**	**21**	**0**	**0**	**20.0**	**25.3**	**0.0**	**45.2**	**-**	**-**	**-**	**-**
1/1	21	21	21	0	0	0.0	0.0	-	0.1	13.0	0.2	0.0	0.2
2/1	927	927	-	-	-	2.7	2.0	-	4.7	18.3	12.9	2.0	14.9
2/2	979	979	-	-	-	2.8	1.6	-	4.4	16.1	13.1	1.6	14.7
3/1	362	362	-	-	-	2.6	5.2	-	7.8	77.1	6.3	5.2	11.5
3/2	394	394	-	-	-	2.8	5.3	-	8.1	73.6	6.9	5.3	12.1
4/2+4/1	1965	1965	-	-	-	7.6	7.5	-	15.1	27.7	15.9	7.5	23.4
5/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1118	1118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1187	1187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1109	1109	-	-	-	0.0	0.5	-	0.5	1.6	0.0	0.5	0.5
9/2+9/3	1389	1389	-	-	-	0.0	0.9	-	0.9	2.2	0.0	0.9	0.9
10/1	210	210	-	-	-	1.2	0.3	-	1.5	25.8	3.8	0.3	4.1
10/2	4	4	-	-	-	0.0	0.0	-	0.0	14.4	0.1	0.0	0.1
11/1	343	343	-	-	-	0.0	0.2	-	0.2	1.9	0.1	0.2	0.2
11/2	979	979	-	-	-	0.0	1.1	-	1.1	4.0	0.0	1.1	1.1
12/1	201	201	-	-	-	0.2	0.2	-	0.4	6.4	0.5	0.2	0.6
12/2	394	394	-	-	-	0.0	0.6	-	0.6	5.7	0.0	0.6	0.6
13/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): -4.9 Total Delay for Signalled Lanes (pcuHr): 43.81 Cycle Time (s): 65
PRC Over All Lanes (%): -4.9 Total Delay Over All Lanes(pcuHr): 45.25

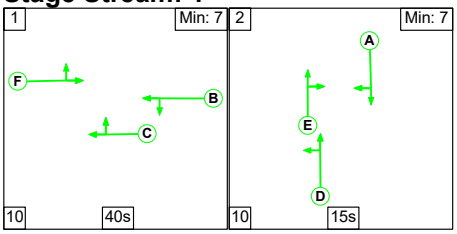
Full Input Data And Results

Full Input Data And Results

Scenario 8: '2026 + ComDev + Isolation PM' (FG8: '2026 + ComDev + Isolation Scenario PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

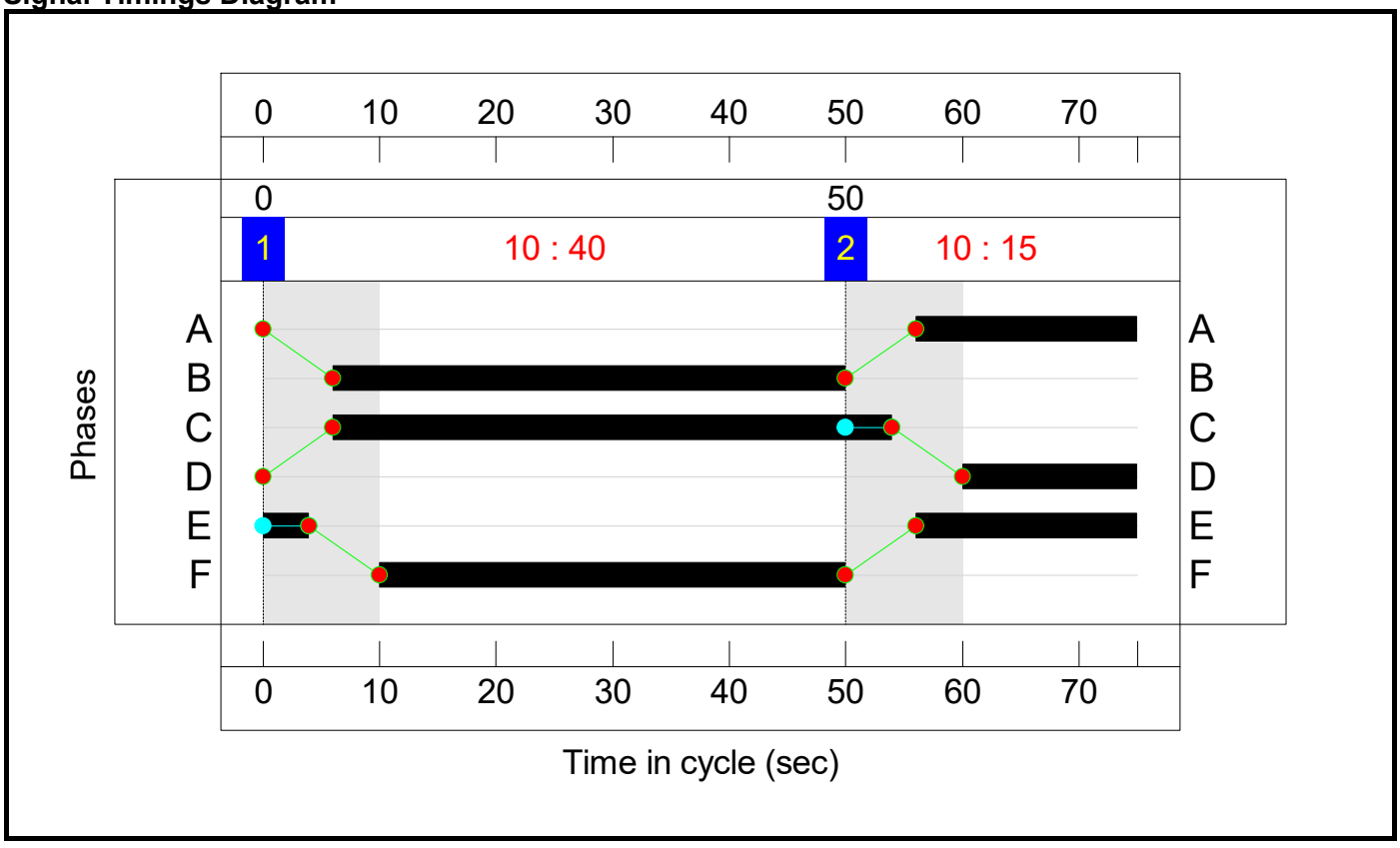


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	15
Change Point	0	50

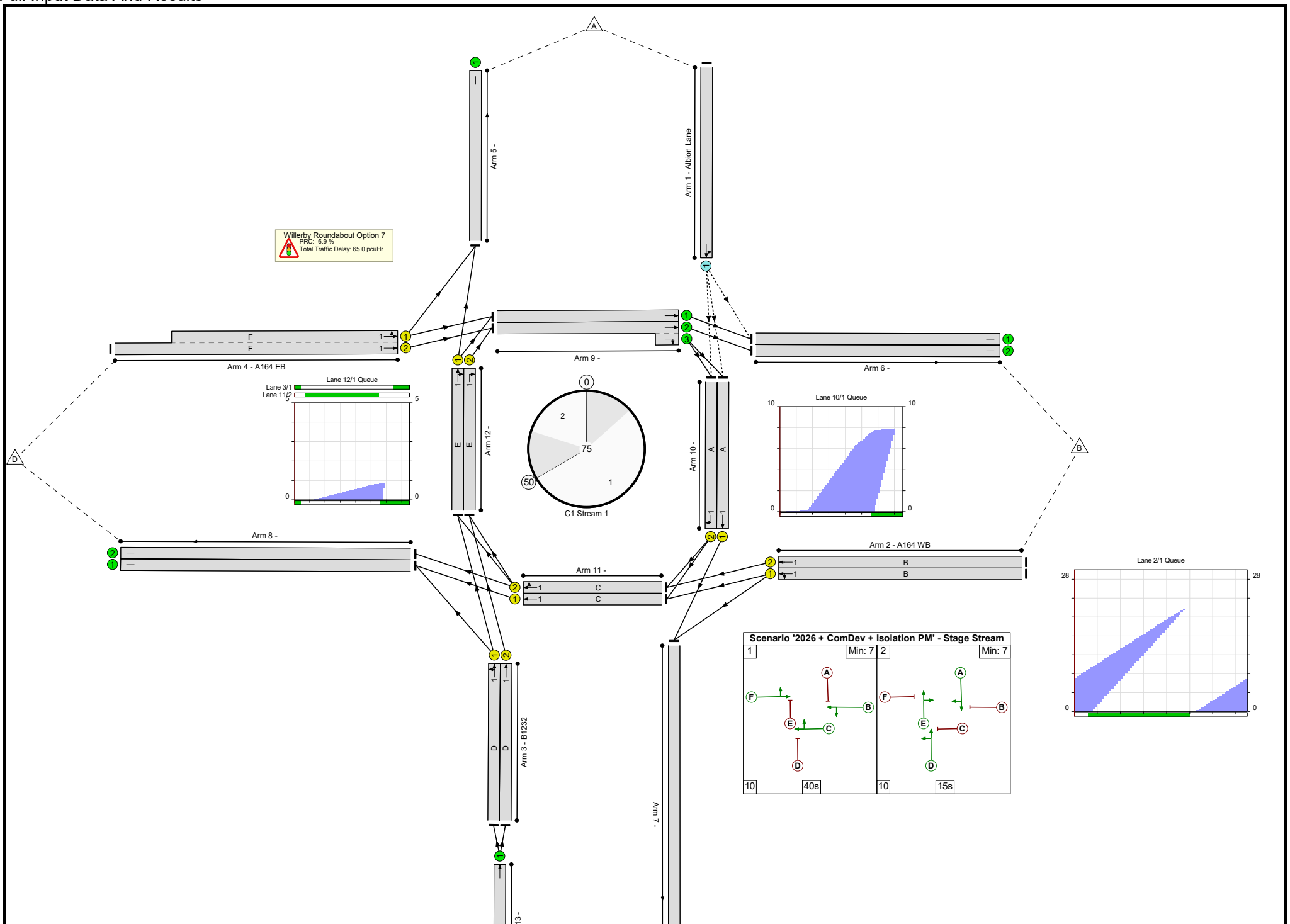
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.2%**
Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.2%**
1/1	Albion Lane Left Ahead	O	N/A	N/A	-		-	-	-	58	1987	381	15.2%
2/1	A164 WB Left Ahead	U	1	N/A	B		1	44	-	1120	1941	1165	96.2%
2/2	A164 WB Ahead	U	1	N/A	B		1	44	-	1235	2185	1311	94.2%
3/1	B1232 Left Ahead	U	1	N/A	D		1	15	-	373	1916	409	91.3%
3/2	B1232 Ahead	U	1	N/A	D		1	15	-	409	2105	449	91.1%
4/2+4/1	A164 EB Left Ahead	U	1	N/A	F		1	40	-	1970	2155:2014	1050+1033	94.6 : 94.6%
5/1		U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1104	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	1046	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1456	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1194	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1083	2200	2200	49.2%
9/2+9/3	Ahead Right	U	N/A	N/A	-		-	-	-	1402	2200:2200	1641+559	63.7 : 63.7%
10/1	Ahead	U	1	N/A	A		1	19	-	380	2200	587	64.8%
10/2	Right	U	1	N/A	A		1	19	-	13	2200	587	2.2%
11/1	Ahead	U	1	N/A	C		1	48	-	57	2200	1437	4.0%
11/2	Ahead Right	U	1	N/A	C		1	48	-	1235	2200	1437	85.9%
12/1	Ahead Right	U	1	N/A	E		1	23	-	117	2200	704	16.6%
12/2	Right	U	1	N/A	E		1	23	-	409	2200	704	58.1%

Full Input Data And Results

13/1	Ahead	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Willerby Roundabout	**-**	**-**	**58**	**0**	**0**	**26.9**	**38.1**	**0.0**	**65.0**	**-**	**-**	**-**	**-**
Willerby Roundabout	**-**	**-**	**58**	**0**	**0**	**26.9**	**38.1**	**0.0**	**65.0**	**-**	**-**	**-**	**-**
1/1	58	58	58	0	0	0.1	0.1	-	0.2	13.2	0.6	0.1	0.7
2/1	1120	1120	-	-	-	4.4	9.0	-	13.4	43.0	21.8	9.0	30.7
2/2	1235	1235	-	-	-	4.7	6.9	-	11.6	33.9	23.7	6.9	30.6
3/1	373	373	-	-	-	3.0	4.2	-	7.2	69.6	7.6	4.2	11.8
3/2	409	409	-	-	-	3.3	4.2	-	7.5	65.9	8.3	4.2	12.5
4/2+4/1	1970	1970	-	-	-	8.0	7.7	-	15.7	28.7	17.9	7.7	25.6
5/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1046	1046	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1456	1456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1194	1194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1083	1083	-	-	-	0.0	0.5	-	0.5	1.6	0.0	0.5	0.5
9/2+9/3	1402	1402	-	-	-	0.0	0.9	-	0.9	2.3	0.0	0.9	0.9
10/1	380	380	-	-	-	3.0	0.9	-	3.9	36.8	7.9	0.9	8.8
10/2	13	13	-	-	-	0.0	0.0	-	0.1	16.0	0.2	0.0	0.2
11/1	57	57	-	-	-	0.1	0.0	-	0.1	5.7	0.3	0.0	0.3
11/2	1235	1235	-	-	-	0.0	3.0	-	3.0	8.6	0.0	3.0	3.0
12/1	117	117	-	-	-	0.3	0.1	-	0.4	11.6	0.9	0.1	1.0
12/2	409	409	-	-	-	0.0	0.7	-	0.7	6.1	0.0	0.7	0.7
13/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): -6.9 Total Delay for Signalled Lanes (pcuHr): 63.45 Cycle Time (s): 75
PRC Over All Lanes (%): -6.9 Total Delay Over All Lanes(pcuHr): 65.02

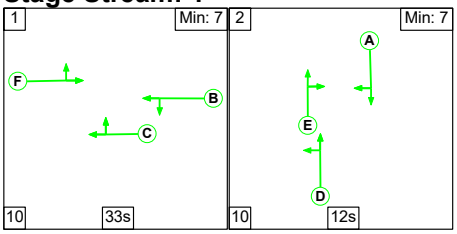
Full Input Data And Results

Full Input Data And Results

Scenario 9: '2026 + ComDev + Concurrent Scenario AM' (FG9: '2026 + ComDev + Concurrent Scenario AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

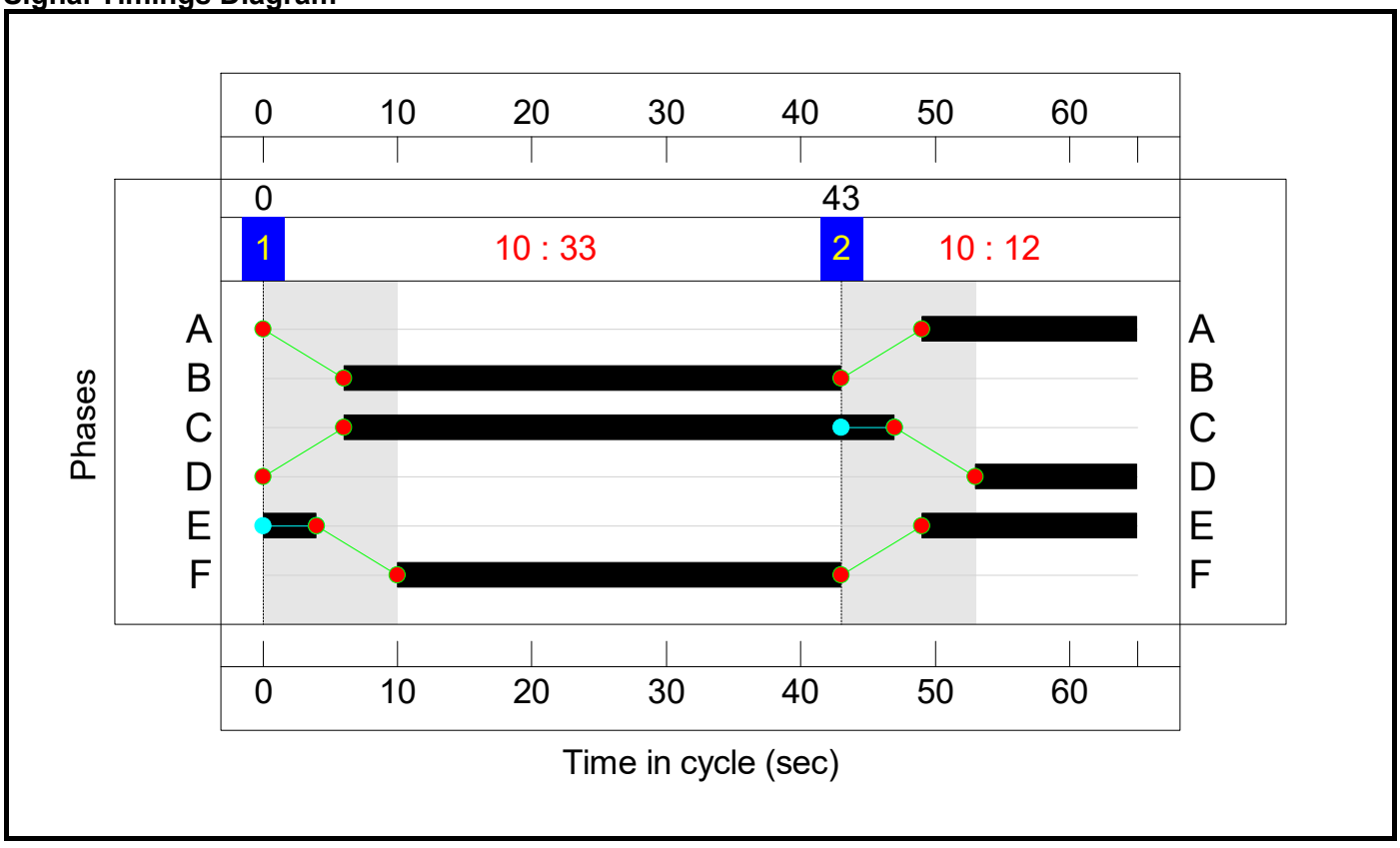


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	12
Change Point	0	43

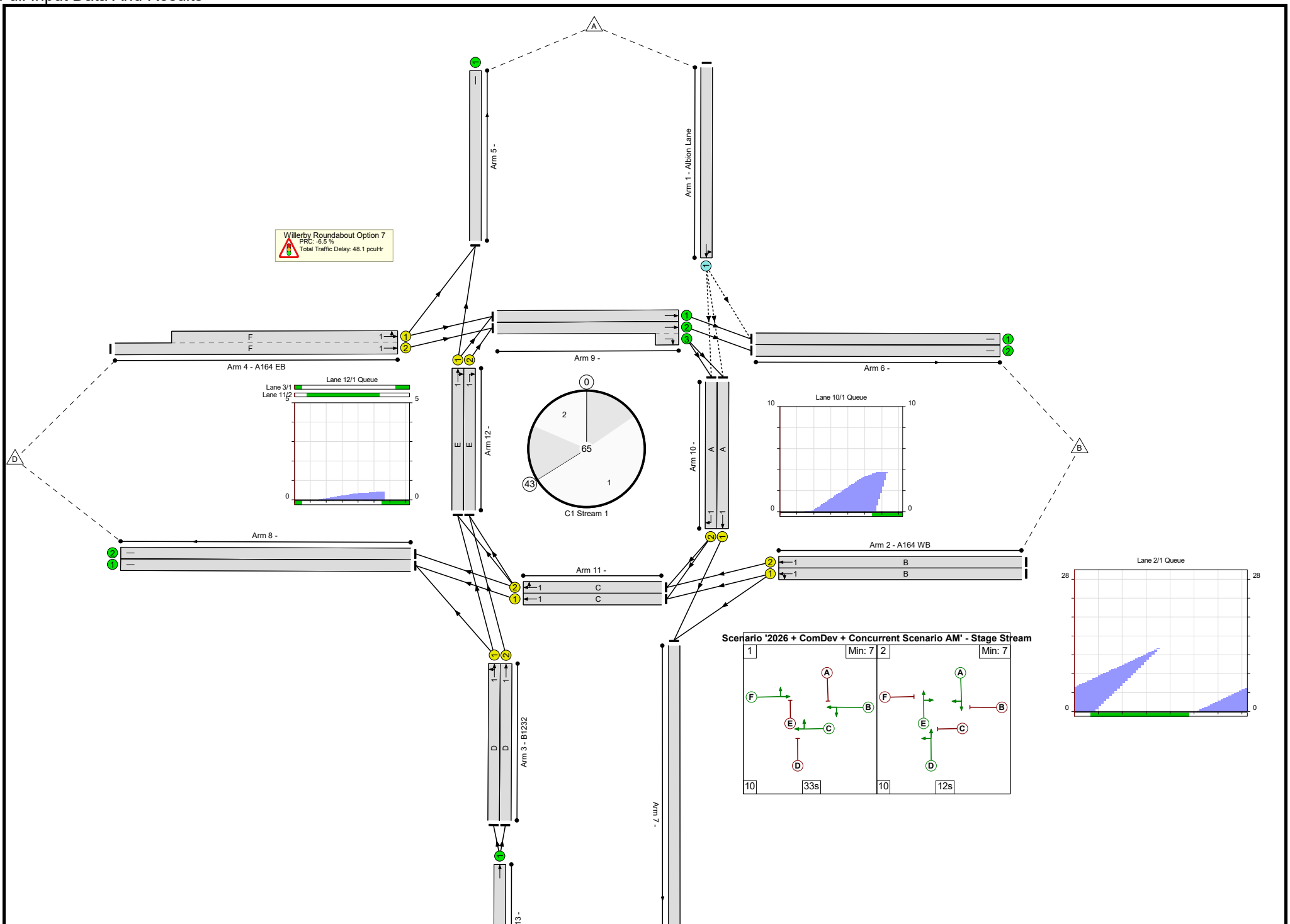
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.8%**
Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.8%**
1/1	Albion Lane Left Ahead	O	N/A	N/A	-		-	-	-	21	1978	373	5.6%
2/1	A164 WB Left Ahead	U	1	N/A	B		1	37	-	940	1976	1155	81.4%
2/2	A164 WB Ahead	U	1	N/A	B		1	37	-	990	2185	1277	77.5%
3/1	B1232 Left Ahead	U	1	N/A	D		1	12	-	363	1933	387	93.9%
3/2	B1232 Ahead	U	1	N/A	D		1	12	-	395	2105	421	93.8%
4/2+4/1	A164 EB Left Ahead	U	1	N/A	F		1	33	-	1994	2155:2011	1052+1029	95.8 : 95.8%
5/1		U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1134	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	1202	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1125	2200	2200	51.1%
9/2+9/3	Ahead Right	U	N/A	N/A	-		-	-	-	1404	2200:2200	1883+317	63.8 : 63.8%
10/1	Ahead	U	1	N/A	A		1	16	-	210	2200	575	36.5%
10/2	Right	U	1	N/A	A		1	16	-	4	2200	575	0.7%
11/1	Ahead	U	1	N/A	C		1	41	-	356	2200	1422	25.0%
11/2	Ahead Right	U	1	N/A	C		1	41	-	990	2200	1422	69.6%
12/1	Ahead Right	U	1	N/A	E		1	20	-	201	2200	711	28.3%
12/2	Right	U	1	N/A	E		1	20	-	396	2200	711	55.7%

Full Input Data And Results

13/1	Ahead	U	N/A	N/A	-		-	-	-	758	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Willerby Roundabout	**-**	**-**	**21**	**0**	**0**	**20.3**	**27.8**	**0.0**	**48.1**	**-**	**-**	**-**	**-**
Willerby Roundabout	**-**	**-**	**21**	**0**	**0**	**20.3**	**27.8**	**0.0**	**48.1**	**-**	**-**	**-**	**-**
1/1	21	21	21	0	0	0.0	0.0	-	0.1	13.6	0.2	0.0	0.2
2/1	940	940	-	-	-	2.8	2.1	-	4.9	18.9	13.3	2.1	15.5
2/2	990	990	-	-	-	2.8	1.7	-	4.5	16.4	13.5	1.7	15.2
3/1	363	363	-	-	-	2.6	5.3	-	7.9	78.2	6.5	5.3	11.8
3/2	395	395	-	-	-	2.8	5.4	-	8.2	74.6	7.0	5.4	12.4
4/2+4/1	1994	1994	-	-	-	7.9	9.4	-	17.3	31.2	16.4	9.4	25.8
5/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1134	1134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1202	1202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1125	1125	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
9/2+9/3	1404	1404	-	-	-	0.0	0.9	-	0.9	2.3	0.0	0.9	0.9
10/1	210	210	-	-	-	1.2	0.3	-	1.5	25.6	3.8	0.3	4.1
10/2	4	4	-	-	-	0.0	0.0	-	0.0	13.9	0.0	0.0	0.1
11/1	356	356	-	-	-	0.0	0.2	-	0.2	1.9	0.1	0.2	0.2
11/2	990	990	-	-	-	0.0	1.1	-	1.1	4.1	0.0	1.1	1.1
12/1	201	201	-	-	-	0.2	0.2	-	0.3	6.2	0.4	0.2	0.6
12/2	396	396	-	-	-	0.0	0.6	-	0.6	5.7	0.0	0.6	0.6
13/1	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): -6.5 Total Delay for Signalled Lanes (pcuHr): 46.60 Cycle Time (s): 65
PRC Over All Lanes (%): -6.5 Total Delay Over All Lanes(pcuHr): 48.09

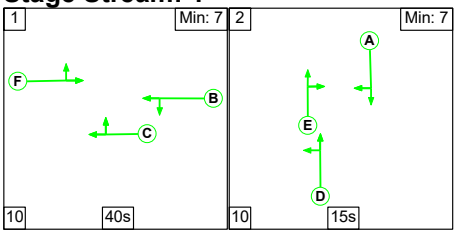
Full Input Data And Results

Full Input Data And Results

Scenario 10: '2026 + ComDev + Concurrent Scenario PM' (FG10: '2026 + ComDev + Concurrent Scenario PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

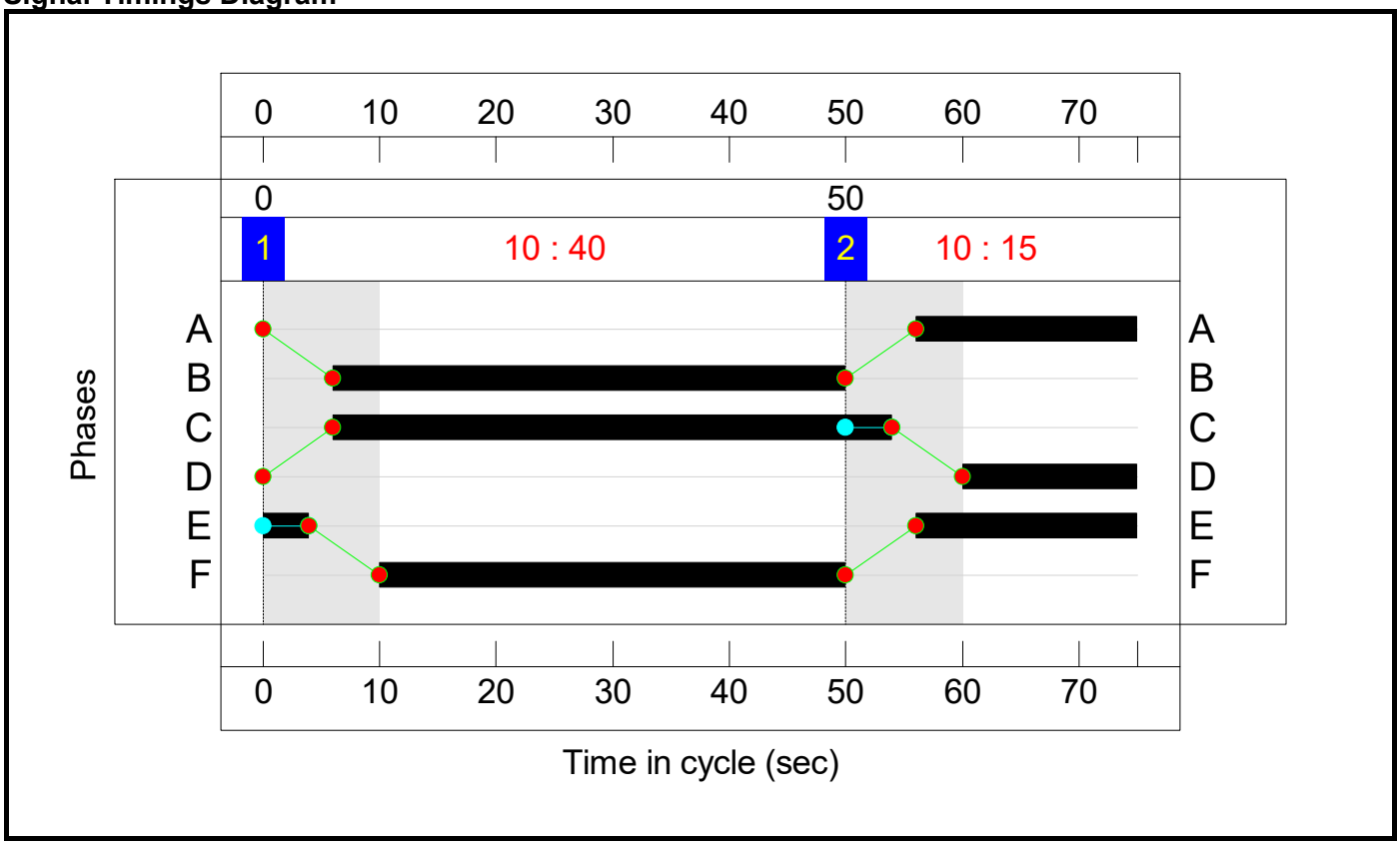


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	15
Change Point	0	50

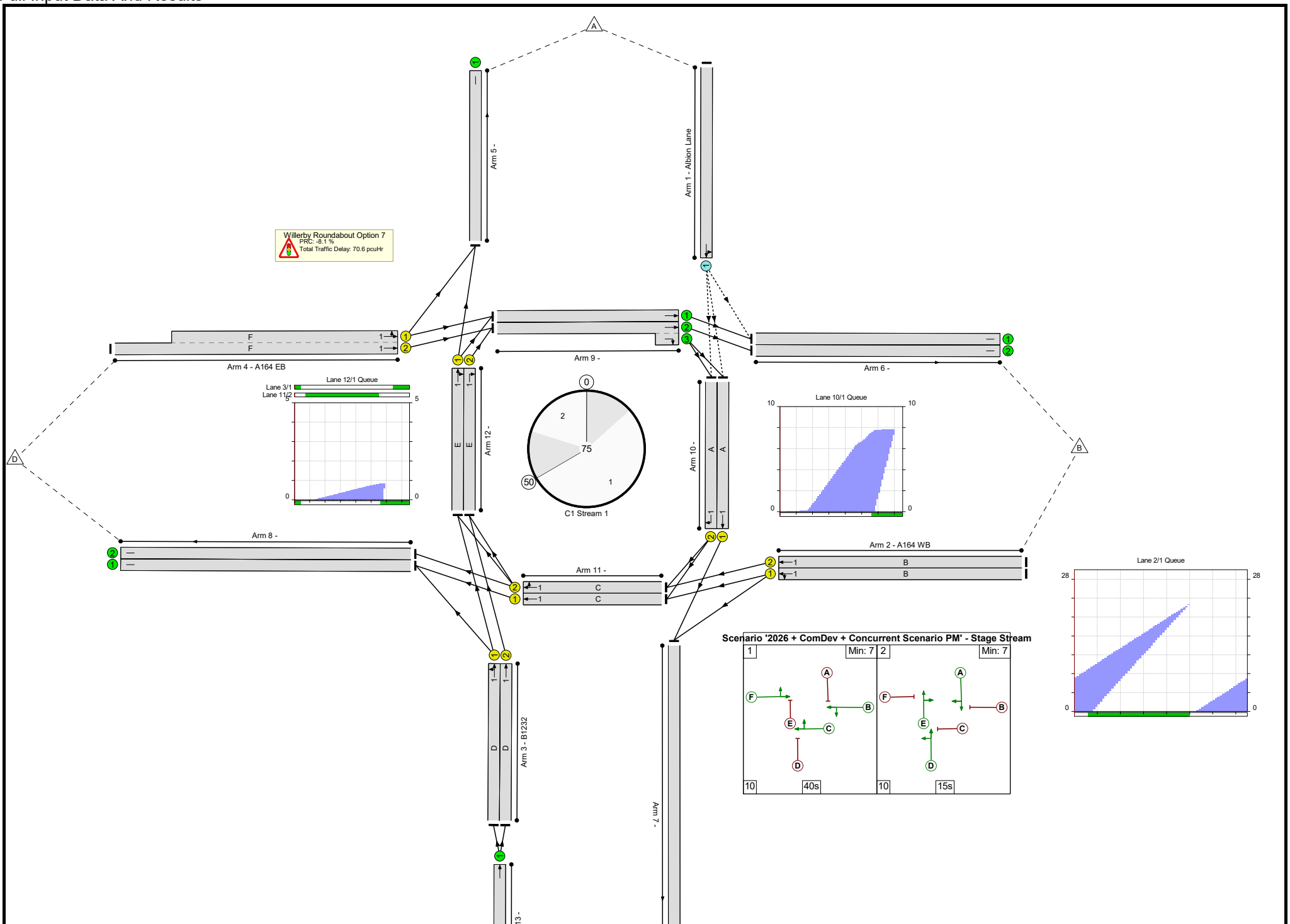
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.3%**
Willerby Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.3%**
1/1	Albion Lane Left Ahead	O	N/A	N/A	-		-	-	-	58	1987	374	15.5%
2/1	A164 WB Left Ahead	U	1	N/A	B		1	44	-	1134	1942	1165	97.3%
2/2	A164 WB Ahead	U	1	N/A	B		1	44	-	1253	2185	1311	95.6%
3/1	B1232 Left Ahead	U	1	N/A	D		1	15	-	373	1916	409	91.3%
3/2	B1232 Ahead	U	1	N/A	D		1	15	-	409	2105	449	91.1%
4/2+4/1	A164 EB Left Ahead	U	1	N/A	F		1	40	-	1993	2155:2015	1049+1034	95.7 : 95.7%
5/1		U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1116	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	1057	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1458	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1212	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1095	2200	2200	49.8%
9/2+9/3	Ahead Right	U	N/A	N/A	-		-	-	-	1413	2200:2200	1646+554	64.2 : 64.2%
10/1	Ahead	U	1	N/A	A		1	19	-	380	2200	587	64.8%
10/2	Right	U	1	N/A	A		1	19	-	13	2200	587	2.2%
11/1	Ahead	U	1	N/A	C		1	48	-	69	2200	1437	4.8%
11/2	Ahead Right	U	1	N/A	C		1	48	-	1253	2200	1437	87.2%
12/1	Ahead Right	U	1	N/A	E		1	23	-	117	2200	704	16.6%
12/2	Right	U	1	N/A	E		1	23	-	409	2200	704	58.1%

Full Input Data And Results

13/1	Ahead	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Willerby Roundabout	**-**	**-**	**58**	**0**	**0**	**27.4**	**43.3**	**0.0**	**70.6**	**-**	**-**	**-**	**-**
Willerby Roundabout	**-**	**-**	**58**	**0**	**0**	**27.4**	**43.3**	**0.0**	**70.6**	**-**	**-**	**-**	**-**
1/1	58	58	58	0	0	0.1	0.1	-	0.2	13.7	0.6	0.1	0.7
2/1	1134	1134	-	-	-	4.5	10.8	-	15.3	48.6	22.7	10.8	33.4
2/2	1253	1253	-	-	-	4.9	8.4	-	13.3	38.1	24.4	8.4	32.7
3/1	373	373	-	-	-	3.0	4.2	-	7.2	69.6	7.6	4.2	11.8
3/2	409	409	-	-	-	3.3	4.2	-	7.5	65.9	8.3	4.2	12.5
4/2+4/1	1993	1993	-	-	-	8.2	9.2	-	17.4	31.4	18.1	9.2	27.3
5/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1116	1116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1057	1057	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1458	1458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1212	1212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1095	1095	-	-	-	0.0	0.5	-	0.5	1.6	0.0	0.5	0.5
9/2+9/3	1413	1413	-	-	-	0.0	0.9	-	0.9	2.3	0.0	0.9	0.9
10/1	380	380	-	-	-	3.0	0.9	-	3.9	36.7	7.9	0.9	8.8
10/2	13	13	-	-	-	0.0	0.0	-	0.1	15.7	0.2	0.0	0.2
11/1	69	69	-	-	-	0.1	0.0	-	0.1	5.0	0.3	0.0	0.3
11/2	1253	1253	-	-	-	0.0	3.3	-	3.3	9.4	0.0	3.3	3.3
12/1	117	117	-	-	-	0.3	0.1	-	0.4	11.6	0.9	0.1	1.0
12/2	409	409	-	-	-	0.0	0.7	-	0.7	6.1	0.0	0.7	0.7
13/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): -8.1 Total Delay for Signalled Lanes (pcuHr): 69.01 Cycle Time (s): 75
PRC Over All Lanes (%): -8.1 Total Delay Over All Lanes(pcuHr): 70.62

Full Input Data And Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J16 - Killingwoldgraves Roundabout - LaneSim.j10
Path: C:\Users\923337\Box\PC2340 RWE R4 EIA\PC2340 RWE R4 EIA Team\PC 2340 - WIP\E01 Reports\Transport\Calcs\Modelling
Report generation date: 02/01/2024 16:29:57

»Base 2026, AM
»Base 2026, PM
»Base 2026 + Committed Development, AM
»Base 2026 + Committed Development, PM
»Base 2026 + Committed Development + Isolation Scenario, AM
»Base 2026 + Committed Development + Isolation Scenario, PM
»Base 2026 + Committed Development + Concurrent Scenario, AM
»Base 2026 + Committed Development + Concurrent Scenario, PM
»2023 Survey, AM
»2023 Survey, PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	[Lane Simulation] - Base 2026															
1 - A1035 (N)	D1	7.6	22.57		C	18.55	C	% []	D2	2.2	12.22		B	23.15	C	% []
2 - A1174 (E)		1.0	7.21		A					0.7	5.99		A			
3 - A1079 (S)		3.4	12.33		B					3.2	10.10		B			
4 - Killingwoldgraves Lane		6.4	46.45		E					15.1	90.83		F			
5 - A1079 (W)		2.7	11.59		B					3.5	16.42		C			
	[Lane Simulation] - Base 2026 + Committed Development															
1 - A1035 (N)	D3	6.9	21.71		C	17.55	C	% []	D4	2.9	11.52		B	24.04	C	% []
2 - A1174 (E)		1.0	6.62		A					0.6	5.57		A			
3 - A1079 (S)		2.7	11.72		B					2.6	9.86		A			
4 - Killingwoldgraves Lane		5.5	44.08		E					15.5	101.31		F			
5 - A1079 (W)		1.8	10.51		B					3.8	15.67		C			
	[Lane Simulation] - Base 2026 + Committed Development + Isolation Scenario															
1 - A1035 (N)	D5	10.1	31.09		D	21.34	C	% []	D6	4.2	14.01		B	37.44	E	% []
2 - A1174 (E)		0.7	6.78		A					0.9	6.56		A			
3 - A1079 (S)		5.6	13.81		B					3.9	13.11		B			
4 - Killingwoldgraves Lane		4.5	49.56		E					28.3	183.92		F			
5 - A1079 (W)		1.4	10.76		B					5.0	18.07		C			
	[Lane Simulation] - Base 2026 + Committed Development + Concurrent Scenario															
1 - A1035 (N)	D7	7.5	25.75		D	19.77	C	% []	D8	3.1	15.13		C	39.64	E	% []
2 - A1174 (E)		0.9	6.57		A					0.9	6.70		A			
3 - A1079 (S)		4.2	13.71		B					3.9	12.03		B			
4 - Killingwoldgraves Lane		5.4	47.51		E					28.9	192.84		F			
5 - A1079 (W)		1.7	11.38		B					5.5	19.62		C			
	[Lane Simulation] - 2023 Survey															
1 - A1035 (N)	D9	8.0	25.03		D	17.22	C	% []	D10	2.6	11.42		B	23.47	C	% []
2 - A1174 (E)		0.7	6.17		A					0.8	5.74		A			
3 - A1079 (S)		3.9	10.74		B					3.1	8.69		A			
4 - Killingwoldgraves Lane		4.3	35.19		E					14.7	98.13		F			
5 - A1079 (W)		1.7	10.31		B					3.4	15.47		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. Arm and junction delays are averages for all movements, including movements with zero delay. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

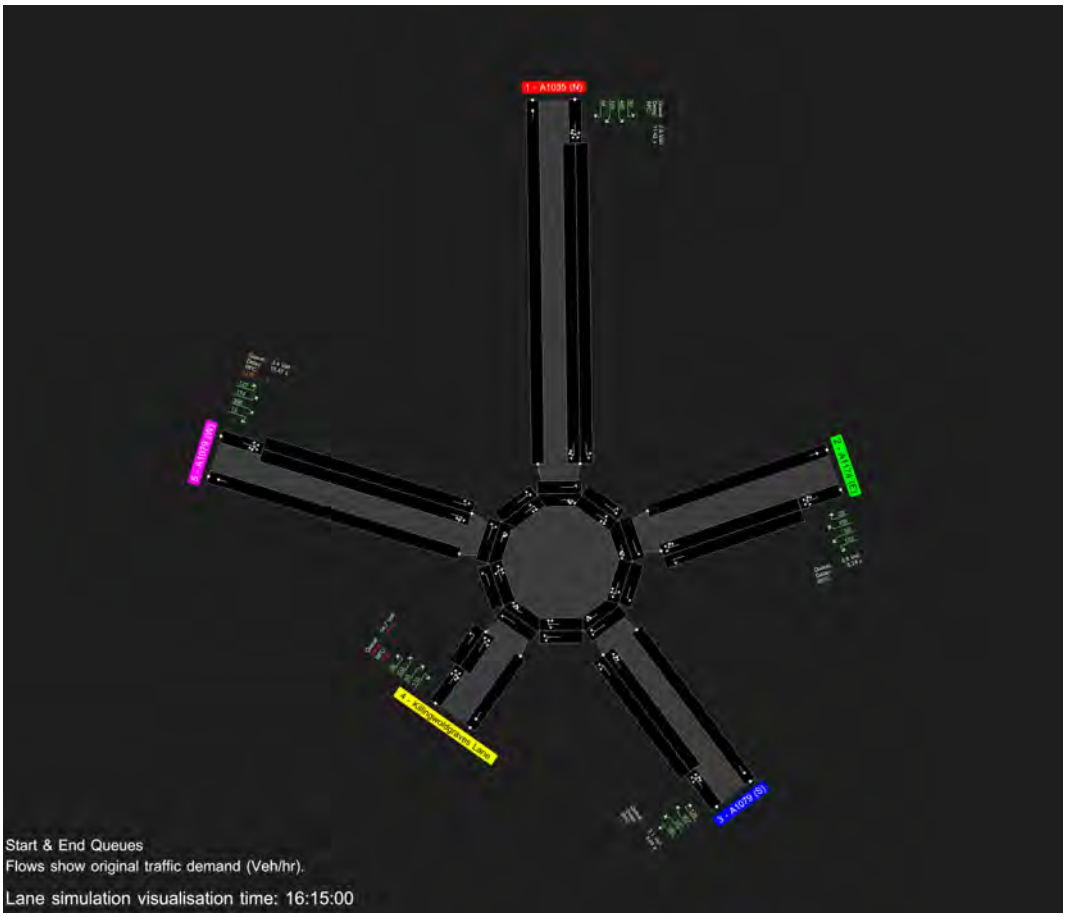
File summary

File Description

Title	J16 - Killingwoldgraves Roundabout
Location	Killingwoldgraves, Beverley
Site number	J16
Date	24/11/2023
Version	P01
Status	Draft
Identifier	
Client	RWE
Jobnumber	PC2340
Enumerator	CORPORATEROOT\923337
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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	5.00	100000	100000	Do not calculate	-1	10	1	60	✓			110707236	21	11.73

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 2026	AM	ONE HOUR	07:00	08:30	15	✓
D2	Base 2026	PM	ONE HOUR	16:15	17:45	15	✓
D3	Base 2026 + Committed Development	AM	ONE HOUR	07:00	08:30	15	✓
D4	Base 2026 + Committed Development	PM	ONE HOUR	16:15	17:45	15	✓
D5	Base 2026 + Committed Development + Isolation Scenario	AM	ONE HOUR	07:00	08:30	15	✓
D6	Base 2026 + Committed Development + Isolation Scenario	PM	ONE HOUR	16:15	17:45	15	✓
D7	Base 2026 + Committed Development + Concurrent Scenario	AM	ONE HOUR	07:00	08:30	15	✓
D8	Base 2026 + Committed Development + Concurrent Scenario	PM	ONE HOUR	16:15	17:45	15	✓
D9	2023 Survey	AM	ONE HOUR	07:00	08:30	15	✓
D10	2023 Survey	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

Base 2026, 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.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Killingwoldgraves Roundabout	Standard Roundabout	✓	1, 2, 3, 4, 5	18.55	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.55	C

Arms

Arms

Arm	Name	Description	No give-way line
1	A1035 (N)		
2	A1174 (E)		
3	A1079 (S)		
4	Killingwoldgraves Lane		
5	A1079 (W)		

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)	Entry only	Exit only
1 - A1035 (N)	5.30	9.10	12.2	23.2	75.2	7.5		
2 - A1174 (E)	5.40	9.10	26.6	18.0	75.2	8.5		
3 - A1079 (S)	5.20	9.50	11.8	17.3	75.2	31.0		
4 - Killingwoldgraves Lane	3.50	7.60	6.7	17.7	75.2	17.0		
5 - A1079 (W)	3.90	9.20	17.7	22.2	75.2	11.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A1035 (N)	0.606	2368
2 - A1174 (E)	0.634	2579
3 - A1079 (S)	0.552	2153
4 - Killingwoldgraves Lane	0.470	1538
5 - A1079 (W)	0.568	2140

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
5 - A1079 (W)	Percentage	Calibration for observed queining	90.00

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - A1035 (N)	Evenly split	10.00
2 - A1174 (E)	Evenly split	10.00
3 - A1079 (S)	Evenly split	10.00
4 - Killingwoldgraves Lane	Evenly split	10.00
5 - A1079 (W)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - A1035 (N)	Entry	1	1	2, 3	✓	22.00			0	99999	
			2	1, 4, 5	✓	22.00			0	99999	
		2	1	(1, 2, 3, 4, 5)		Infinity					
	Exit	1	1			Infinity					
	CircLink	1	1	1, 2	✓	3.00			0	99999	
			2	3, 4, 5	✓	3.00			0	99999	
	CircBase	1	1	2	✓	3.00			0	99999	
			2	3, 4, 5	✓	3.00			0	99999	
2 - A1174 (E)	Entry	1	1	3	✓	10.00			0	99999	
			2	1, 2, 4, 5	✓	10.00			0	99999	
		2	1	(1, 2, 3, 4, 5)		Infinity					
	Exit	1	1			Infinity					
	CircLink	1	1	2, 3	✓	3.00			0	99999	
			2	1, 4, 5	✓	3.00			0	99999	
	CircBase	1	1	3	✓	3.00			0	99999	
			2	1, 4, 5	✓	3.00			0	99999	
3 - A1079 (S)	Entry	1	1	4, 5	✓	10.00			0	99999	
			2	1, 2, 3	✓	10.00			0	99999	
		2	1	(1, 2, 3, 4, 5)		Infinity					
	Exit	1	1			Infinity					
	CircLink	1	1	3	✓	3.00			0	99999	
			2	1, 2, 4, 5	✓	3.00			0	99999	
	CircBase	1	1	4, 5	✓	3.00			0	99999	
			2	1, 2	✓	3.00			0	99999	
4 - Killingwoldgraves Lane	Entry	1	1	5	✓	3.00			0	99999	
			2	1, 2, 3	✓	3.00			0	99999	
	Exit	1	1			Infinity					
	CircLink	1	1	4, 5	✓	3.00			0	99999	
			2	1, 2, 3	✓	3.00			0	99999	
	CircBase	1	1	5	✓	3.00			0	99999	
			2	1, 2, 3	✓	3.00			0	99999	
	Entry	2	1	(1, 2, 3, 4, 5)		Infinity					
5 - A1079 (W)	Entry	1	1	1, 2	✓	15.00			0	99999	
			2	3, 4, 5	✓	15.00			0	99999	
		2	1	(1, 2, 3, 4, 5)		Infinity					
	Exit	1	1			Infinity					
	CircLink	1	1	5	✓	3.00			0	99999	
			2	1, 2, 3, 4	✓	3.00			0	99999	
	CircBase	1	1	1, 2	✓	3.00			0	99999	
			2	3, 4	✓	3.00			0	99999	

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - A1035 (N)	Entry	1	1	0.303	1184
			2	0.303	1184
2 - A1174 (E)	Entry	1	1	0.317	1289
			2	0.317	1289
3 - A1079 (S)	Entry	1	1	0.276	1076
			2	0.276	1076
4 - Killingwoldgraves Lane	Entry	1	1	0.235	769
			2	0.235	769
5 - A1079 (W)	Entry	1	1	0.284	1070
			2	0.284	1070

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm				
			A1035 (N)	A1174 (E)	A1079 (S)	Killingwoldgraves Lane	A1079 (W)
1 - A1035 (N)	1	1		✓	✓		
		2	✓			✓	✓
	2	1	✓	✓	✓	✓	✓
2 - A1174 (E)	1	1			✓		
		2	✓	✓		✓	✓
	2	1	✓	✓	✓	✓	✓
3 - A1079 (S)	1	1				✓	✓
		2	✓	✓	✓		
	2	1	✓	✓	✓	✓	✓
4 - Killingwoldgraves Lane	1	1					✓
		2	✓	✓	✓		
	2	1	✓	✓	✓	✓	✓
5 - A1079 (W)	1	1	✓	✓			
		2			✓	✓	✓
	2	1	✓	✓	✓	✓	✓

Summary of Circulating Lane allowed movements

Arm	Side	Lane Level	Lane	Destination arm				
				A1035 (N)	A1174 (E)	A1079 (S)	Killingwoldgraves Lane	A1079 (W)
1 - A1035 (N)	CircBase	1	1		✓			
			2			✓	✓	✓
	CircLink	1	1	✓	✓			
			2			✓	✓	✓
2 - A1174 (E)	CircBase	1	1			✓		
			2	✓			✓	✓
	CircLink	1	1		✓	✓		
			2	✓			✓	✓
3 - A1079 (S)	CircBase	1	1				✓	✓
			2	✓	✓			
	CircLink	1	1			✓		
			2	✓	✓		✓	✓
4 - Killingwoldgraves Lane	CircBase	1	1					✓
			2	✓	✓	✓		
	CircLink	1	1				✓	✓
			2	✓	✓	✓		
5 - A1079 (W)	CircBase	1	1	✓	✓			
			2			✓	✓	
	CircLink	1	1					✓
			2	✓	✓	✓	✓	

Traffic Demand

Demand Set 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 2026	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	959	100.000
2 - A1174 (E)		ONE HOUR	✓	374	100.000
3 - A1079 (S)		ONE HOUR	✓	947	100.000
4 - Killingwoldgraves Lane		ONE HOUR	✓	359	100.000
5 - A1079 (W)		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	33	689	148	89
	2 - A1174 (E)	26	0	177	40	131
	3 - A1079 (S)	432	59	1	132	323
	4 - Killingwoldgraves Lane	168	43	125	0	23
	5 - A1079 (W)	69	94	296	32	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	3	5	3	10
	2 - A1174 (E)	4	0	2	0	5
	3 - A1079 (S)	9	7	0	7	7
	4 - Killingwoldgraves Lane	4	0	0	0	4
	5 - A1079 (W)	25	1	6	0	0

Cyclist %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	0	0	0	0
	2 - A1174 (E)	0	0	0	0	0
	3 - A1079 (S)	0	0	0	0	0
	4 - Killingwoldgraves Lane	0	0	0	0	0
	5 - A1079 (W)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	22.57	7.6	39.0	C	876	1314
2 - A1174 (E)	7.21	1.0	4.8	A	355	532
3 - A1079 (S)	12.33	3.4	13.9	B	868	1302
4 - Killingwoldgraves Lane	46.45	6.4	20.6	E	339	509
5 - A1079 (W)	11.59	2.7	9.3	B	455	683

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	710	177	502	721	783	519	0.0	1.1	8.604	A
2 - A1174 (E)	290	72	1058	289	292	167	0.0	0.4	4.745	A
3 - A1079 (S)	741	185	373	750	772	972	0.0	1.2	7.049	A
4 - Killingwoldgraves Lane	266	67	841	262	271	282	0.0	1.2	10.861	B
5 - A1079 (W)	389	97	636	386	411	466	0.0	0.9	7.442	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	873	218	602	856	892	610	1.1	3.1	10.005	B
2 - A1174 (E)	367	92	1222	367	364	236	0.4	0.7	5.460	A
3 - A1079 (S)	824	206	467	835	912	1122	1.2	1.1	7.694	A
4 - Killingwoldgraves Lane	341	85	965	340	345	338	1.2	1.7	19.025	C
5 - A1079 (W)	437	109	770	442	467	534	0.9	0.8	8.120	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	1081	270	701	1055	1103	798	3.1	7.5	22.573	C
2 - A1174 (E)	416	104	1516	417	424	240	0.7	0.4	6.064	A
3 - A1079 (S)	1075	269	526	1088	1147	1407	1.1	3.3	12.326	B
4 - Killingwoldgraves Lane	395	99	1224	391	394	389	1.7	6.3	42.910	E
5 - A1079 (W)	540	135	965	531	573	647	0.8	1.7	10.375	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	1066	267	748	1054	1133	782	7.5	4.6	18.106	C
2 - A1174 (E)	434	109	1550	431	437	250	0.4	0.9	7.214	A
3 - A1079 (S)	1018	255	525	1031	1121	1456	3.3	2.5	10.856	B
4 - Killingwoldgraves Lane	399	100	1153	426	415	403	6.3	3.4	46.454	E
5 - A1079 (W)	574	143	970	558	581	610	1.7	2.6	11.593	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	837	209	576	842	906	644	4.6	2.2	11.730	B
2 - A1174 (E)	341	85	1217	347	363	201	0.9	0.2	5.833	A
3 - A1079 (S)	834	209	450	843	921	1112	2.5	1.6	7.935	A
4 - Killingwoldgraves Lane	351	88	965	354	348	329	3.4	1.2	19.517	C
5 - A1079 (W)	414	103	804	417	467	515	2.6	1.0	8.366	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	697	174	482	699	761	538	2.2	1.3	7.824	A
2 - A1174 (E)	285	71	1023	283	302	158	0.2	0.5	5.079	A
3 - A1079 (S)	714	178	362	715	768	945	1.6	1.1	7.388	A
4 - Killingwoldgraves Lane	282	70	807	281	287	270	1.2	1.0	13.348	B
5 - A1079 (W)	376	94	649	372	396	439	1.0	0.7	7.274	A

Queue Variation Results for each time segment

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.04	0.00	0.00	1.62	9.52
2 - A1174 (E)	0.42	0.00	0.00	0.88	2.92
3 - A1079 (S)	1.14	0.00	0.00	4.61	4.61
4 - Killingwoldgraves Lane	1.26	0.00	0.07	3.83	7.86
5 - A1079 (W)	0.88	0.00	0.00	4.62	4.62

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	3.23	0.00	1.43	5.63	23.87
2 - A1174 (E)	0.65	0.00	0.00	1.76	4.88
3 - A1079 (S)	1.24	0.00	0.47	2.28	6.52
4 - Killingwoldgraves Lane	1.62	0.00	0.16	2.55	14.54
5 - A1079 (W)	0.72	0.00	0.00	1.63	2.83

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	7.63	0.00	4.93	14.73	39.09
2 - A1174 (E)	0.41	0.00	0.00	0.81	1.93
3 - A1079 (S)	3.41	0.00	2.32	7.32	13.90
4 - Killingwoldgraves Lane	6.40	0.01	4.42	13.64	20.61
5 - A1079 (W)	1.77	0.00	0.70	5.06	6.50

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	4.41	0.00	2.05	8.97	15.11
2 - A1174 (E)	1.01	0.00	0.00	2.81	4.84
3 - A1079 (S)	2.60	0.00	1.93	4.45	8.34
4 - Killingwoldgraves Lane	3.47	0.00	1.60	7.34	13.80
5 - A1079 (W)	2.67	0.00	0.47	7.91	9.36

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	2.22	0.00	1.75	4.24	5.71
2 - A1174 (E)	0.23	0.00	0.00	0.97	0.97
3 - A1079 (S)	1.77	0.00	0.84	6.51	6.51
4 - Killingwoldgraves Lane	1.21	0.00	0.73	2.93	2.93
5 - A1079 (W)	1.01	0.00	0.00	2.43	3.69

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.27	0.00	0.48	3.82	3.82
2 - A1174 (E)	0.51	0.00	0.00	0.87	2.90
3 - A1079 (S)	1.30	0.00	0.28	2.54	6.59
4 - Killingwoldgraves Lane	1.07	0.00	0.00	2.57	4.88
5 - A1079 (W)	0.66	0.00	0.05	0.84	3.72

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	520	982	0.527	531	588	0.0	0.9	9.849	A
			2	1, 4, 5	190	971	0.194	191	195	0.0	0.2	4.818	A
		2	1	(1, 2, 3, 4, 5)	710			710	787	0.0	0.0	0.000	A
	Exit	1	1		519			519	572	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	667			667	722	0.0	0.0	0.000	A
			2	3, 4, 5	355			355	360	0.0	0.0	0.000	A
	CircBase	1	1	2	147			147	150	0.0	0.0	0.000	A
			2	3, 4, 5	355			355	360	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	133	927	0.144	134	135	0.0	0.2	4.394	A
			2	1, 2, 4, 5	157	906	0.172	155	157	0.0	0.2	5.055	A
		2	1	(1, 2, 3, 4, 5)	290			290	294	0.0	0.0	0.000	A
	Exit	1	1		167			167	174	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1006			1006	1069	0.0	0.0	0.000	A
			2	1, 4, 5	218			218	224	0.0	0.0	0.000	A
	CircBase	1	1	3	839			839	895	0.0	0.0	0.000	A
			2	1, 4, 5	218			218	224	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	378	904	0.418	381	379	0.0	1.0	6.956	A
			2	1, 2, 3	363	884	0.407	369	393	0.0	0.2	7.132	A
		2	1	(1, 2, 3, 4, 5)	741			741	777	0.0	0.0	0.005	A
	Exit	1	1		972			972	1030	0.0	0.0	0.000	A
	CircLink	1	1	3	972			972	1030	0.0	0.0	0.000	A
			2	1, 2, 4, 5	373			373	381	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	353			353	358	0.0	0.0	0.000	A
			2	1, 2	20			20	22	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	17	555	0.030	15	16	0.0	0.1	6.237	A
			2	1, 2, 3	246	547	0.452	248	255	0.0	0.8	9.868	A
	Exit	1	1		282			282	288	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	733			733	737	0.0	0.0	0.000	A
			2	1, 2, 3	389			389	416	0.0	0.0	0.000	A
	CircBase	1	1	5	451			451	449	0.0	0.0	0.000	A
			2	1, 2, 3	389			389	416	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	266			262	275	0.0	0.4	1.149	A
5 - A1079 (W)	Entry	1	1	1, 2	127	687	0.186	125	142	0.0	0.3	6.549	A
			2	3, 4, 5	262	752	0.347	261	269	0.0	0.6	7.885	A
	CircBase	1	1	1, 2	542			542	580	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	389			389	415	0.0	0.0	0.000	A
	Exit	1	1		466			466	465	0.0	0.0	0.000	A
	CircLink	1	1	5	466			466	465	0.0	0.0	0.000	A
			2	1, 2, 3, 4	636			636	671	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	94			94	91	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	632	945	0.668	617	661	0.9	2.8	11.607	B
			2	1, 4, 5	240	964	0.250	241	230	0.2	0.2	5.195	A
		2	1	(1, 2, 3, 4, 5)	873			872	900	0.0	0.1	0.022	A
	Exit	1	1		610			610	668	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	813			813	858	0.0	0.0	0.000	A
			2	3, 4, 5	399			399	430	0.0	0.0	0.000	A
	CircBase	1	1	2	203			203	190	0.0	0.0	0.000	A
			2	3, 4, 5	399			399	430	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	164	868	0.188	167	167	0.2	0.1	5.657	A
			2	1, 2, 4, 5	203	860	0.235	200	198	0.2	0.5	5.294	A
		2	1	(1, 2, 3, 4, 5)	367			367	365	0.0	0.0	0.000	A
	Exit	1	1		236			236	224	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1191			1191	1253	0.0	0.0	0.000	A
			2	1, 4, 5	267			267	259	0.0	0.0	0.000	A
	CircBase	1	1	3	955			955	1029	0.0	0.0	0.000	A
			2	1, 4, 5	267			267	259	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	403	885	0.455	412	442	1.0	0.3	6.888	A
			2	1, 2, 3	421	874	0.483	423	470	0.2	0.7	8.458	A
		2	1	(1, 2, 3, 4, 5)	824			824	913	0.0	0.0	0.000	A
	Exit	1	1		1122			1122	1196	0.0	0.0	0.000	A
	CircLink	1	1	3	1122			1122	1196	0.0	0.0	0.000	A
			2	1, 2, 4, 5	467			467	456	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	439			439	429	0.0	0.0	0.000	A
			2	1, 2	28			28	27	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	20	444	0.044	20	21	0.1	0.0	7.047	A
			2	1, 2, 3	318	513	0.618	319	325	0.8	1.1	14.386	B
	Exit	1	1		338			338	345	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	853			853	872	0.0	0.0	0.000	A
			2	1, 2, 3	449			449	497	0.0	0.0	0.000	A
	CircBase	1	1	5	514			514	526	0.0	0.0	0.000	A
			2	1, 2, 3	449			449	497	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	341			339	346	0.4	0.6	5.083	A
5 - A1079 (W)	Entry	1	1	1, 2	159	692	0.230	163	163	0.3	0.1	7.117	A
			2	3, 4, 5	277	721	0.383	278	304	0.6	0.7	8.627	A
	CircBase	1	1	1, 2	649			649	695	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	437			437	466	0.0	0.0	0.000	A
	Exit	1	1		534			534	547	0.0	0.0	0.000	A
	CircLink	1	1	5	534			534	547	0.0	0.0	0.000	A
			2	1, 2, 3, 4	770			770	822	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	121			121	126	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	801	924	0.866	789	830	2.8	6.0	27.476	D
			2	1, 4, 5	273	906	0.299	267	274	0.2	0.8	6.040	A
		2	1	(1, 2, 3, 4, 5)	1081			1073	1118	0.1	0.7	0.302	A
	Exit	1	1		798			798	855	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1003			1003	1070	0.0	0.0	0.000	A
			2	3, 4, 5	495			495	518	0.0	0.0	0.000	A
	CircBase	1	1	2	206			206	215	0.0	0.0	0.000	A
			2	3, 4, 5	495			495	518	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	195	765	0.254	195	196	0.1	0.1	6.078	A
			2	1, 2, 4, 5	221	759	0.292	221	227	0.5	0.3	6.051	A
		2	1	(1, 2, 3, 4, 5)	416			416	423	0.0	0.0	0.000	A
	Exit	1	1		240			240	253	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1451			1451	1528	0.0	0.0	0.000	A
			2	1, 4, 5	305			305	307	0.0	0.0	0.000	A
	CircBase	1	1	3	1211			1211	1275	0.0	0.0	0.000	A
			2	1, 4, 5	305			305	307	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	509	868	0.587	513	533	0.3	1.4	10.184	B
			2	1, 2, 3	571	846	0.675	575	614	0.7	1.7	12.815	B
		2	1	(1, 2, 3, 4, 5)	1075			1079	1156	0.0	0.1	0.746	A
	Exit	1	1		1407			1407	1471	0.0	0.0	0.000	A
	CircLink	1	1	3	1407			1407	1471	0.0	0.0	0.000	A
			2	1, 2, 4, 5	526			526	535	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	502			502	507	0.0	0.0	0.000	A
			2	1, 2	23			23	27	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	21	460	0.046	22	21	0.0	0.0	7.782	A
			2	1, 2, 3	370	451	0.818	369	373	1.1	2.3	18.735	C
	Exit	1	1		389			389	402	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	1015			1015	1040	0.0	0.0	0.000	A
			2	1, 2, 3	598			598	642	0.0	0.0	0.000	A
	CircBase	1	1	5	626			626	638	0.0	0.0	0.000	A
			2	1, 2, 3	598			598	642	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	395			391	399	0.6	4.1	24.386	C
5 - A1079 (W)	Entry	1	1	1, 2	176	615	0.289	173	197	0.1	0.6	7.466	A
			2	3, 4, 5	363	666	0.544	357	376	0.7	1.0	11.829	B
	CircBase	1	1	1, 2	831			831	873	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	540			540	578	0.0	0.0	0.000	A
	Exit	1	1		647			647	659	0.0	0.0	0.000	A
	CircLink	1	1	5	647			647	659	0.0	0.0	0.000	A
			2	1, 2, 3, 4	965			965	1015	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	137			137	142	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	810	904	0.896	797	847	6.0	4.4	22.037	C
			2	1, 4, 5	255	883	0.287	257	285	0.8	0.2	5.644	A
		2	1	(1, 2, 3, 4, 5)	1066			1066	1123	0.7	0.0	0.229	A
	Exit	1	1		782			782	840	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	995			995	1061	0.0	0.0	0.000	A
			2	3, 4, 5	533			533	528	0.0	0.0	0.000	A
	CircBase	1	1	2	214			214	221	0.0	0.0	0.000	A
			2	3, 4, 5	533			533	528	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	199	761	0.261	198	206	0.1	0.3	6.744	A
			2	1, 2, 4, 5	234	739	0.318	233	231	0.3	0.6	7.641	A
		2	1	(1, 2, 3, 4, 5)	434			434	440	0.0	0.0	0.000	A
	Exit	1	1		250			250	261	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1508			1508	1560	0.0	0.0	0.000	A
			2	1, 4, 5	292			292	322	0.0	0.0	0.000	A
	CircBase	1	1	3	1258			1258	1299	0.0	0.0	0.000	A
			2	1, 4, 5	292			292	322	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	478	871	0.547	494	537	1.4	0.9	10.225	B
			2	1, 2, 3	540	839	0.644	535	583	1.7	1.6	10.965	B
		2	1	(1, 2, 3, 4, 5)	1018			1018	1118	0.1	0.0	0.254	A
	Exit	1	1		1456			1456	1505	0.0	0.0	0.000	A
	CircLink	1	1	3	1456			1456	1505	0.0	0.0	0.000	A
			2	1, 2, 4, 5	525			525	553	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	489			489	517	0.0	0.0	0.000	A
			2	1, 2	37			37	36	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	30	457	0.067	30	26	0.0	0.1	8.632	A
			2	1, 2, 3	391	469	0.834	397	389	2.3	1.8	19.257	C
	Exit	1	1		403			403	417	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	983			983	1054	0.0	0.0	0.000	A
			2	1, 2, 3	572			572	619	0.0	0.0	0.000	A
	CircBase	1	1	5	582			582	637	0.0	0.0	0.000	A
			2	1, 2, 3	572			572	619	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	399			421	414	4.1	1.6	28.159	D
5 - A1079 (W)	Entry	1	1	1, 2	185	630	0.294	183	200	0.6	0.4	8.002	A
			2	3, 4, 5	389	671	0.582	375	381	1.0	2.2	13.337	B
	CircBase	1	1	1, 2	812			812	862	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	574			574	584	0.0	0.0	0.000	A
	Exit	1	1		610			610	663	0.0	0.0	0.000	A
	CircLink	1	1	5	610			610	663	0.0	0.0	0.000	A
			2	1, 2, 3, 4	970			970	1009	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	158			158	147	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	618	960	0.642	622	684	4.4	1.9	13.901	B
			2	1, 4, 5	219	942	0.234	219	222	0.2	0.3	5.028	A
		2	1	(1, 2, 3, 4, 5)	837			837	897	0.0	0.0	0.005	A
	Exit	1	1		644			644	704	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	814			814	892	0.0	0.0	0.000	A
			2	3, 4, 5	406			406	419	0.0	0.0	0.000	A
	CircBase	1	1	2	170			170	188	0.0	0.0	0.000	A
			2	3, 4, 5	406			406	419	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	146	875	0.166	146	165	0.3	0.2	5.632	A
			2	1, 2, 4, 5	194	837	0.231	200	198	0.6	0.0	6.005	A
		2	1	(1, 2, 3, 4, 5)	341			341	360	0.0	0.0	0.000	A
	Exit	1	1		201			201	221	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1168			1168	1261	0.0	0.0	0.000	A
			2	1, 4, 5	250			250	252	0.0	0.0	0.000	A
	CircBase	1	1	3	967			967	1040	0.0	0.0	0.000	A
			2	1, 4, 5	250			250	252	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	398	887	0.447	400	431	0.9	0.4	7.497	A
			2	1, 2, 3	437	871	0.504	443	490	1.6	1.1	8.312	A
		2	1	(1, 2, 3, 4, 5)	834			834	918	0.0	0.0	0.008	A
	Exit	1	1		1112			1112	1205	0.0	0.0	0.000	A
	CircLink	1	1	3	1112			1112	1205	0.0	0.0	0.000	A
			2	1, 2, 4, 5	450			450	450	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	422			422	422	0.0	0.0	0.000	A
			2	1, 2	29			29	27	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	22	499	0.045	22	22	0.1	0.0	6.610	A
			2	1, 2, 3	335	515	0.652	333	327	1.8	1.2	14.732	B
	Exit	1	1		329			329	335	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	822			822	854	0.0	0.0	0.000	A
			2	1, 2, 3	471			471	517	0.0	0.0	0.000	A
	CircBase	1	1	5	493			493	518	0.0	0.0	0.000	A
			2	1, 2, 3	471			471	517	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	351			358	346	1.6	0.0	5.440	A
5 - A1079 (W)	Entry	1	1	1, 2	139	657	0.211	139	167	0.4	0.3	7.602	A
			2	3, 4, 5	275	705	0.391	277	300	2.2	0.7	8.777	A
	CircBase	1	1	1, 2	674			674	725	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	414			414	460	0.0	0.0	0.000	A
	Exit	1	1		515			515	540	0.0	0.0	0.000	A
	CircLink	1	1	5	515			515	540	0.0	0.0	0.000	A
			2	1, 2, 3, 4	804			804	843	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	130			130	119	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	519	983	0.527	522	578	1.9	1.0	8.880	A
			2	1, 4, 5	178	996	0.179	177	183	0.3	0.2	4.542	A
		2	1	(1, 2, 3, 4, 5)	697			697	757	0.0	0.0	0.000	A
	Exit	1	1		538			538	587	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	670			670	733	0.0	0.0	0.000	A
			2	3, 4, 5	351			351	362	0.0	0.0	0.000	A
	CircBase	1	1	2	131			131	146	0.0	0.0	0.000	A
			2	3, 4, 5	351			351	362	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	126	928	0.135	123	137	0.2	0.4	4.927	A
			2	1, 2, 4, 5	159	914	0.174	161	165	0.0	0.1	5.206	A
		2	1	(1, 2, 3, 4, 5)	285			285	303	0.0	0.0	0.000	A
	Exit	1	1		158			158	174	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	980			980	1060	0.0	0.0	0.000	A
			2	1, 4, 5	202			202	208	0.0	0.0	0.000	A
	CircBase	1	1	3	822			822	886	0.0	0.0	0.000	A
			2	1, 4, 5	202			202	208	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	346	913	0.378	349	359	0.4	0.7	7.193	A
			2	1, 2, 3	367	920	0.401	366	409	1.1	0.5	7.555	A
		2	1	(1, 2, 3, 4, 5)	714			714	766	0.0	0.0	0.005	A
	Exit	1	1		945			945	1023	0.0	0.0	0.000	A
	CircLink	1	1	3	945			945	1023	0.0	0.0	0.000	A
			2	1, 2, 4, 5	362			362	373	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	345			345	354	0.0	0.0	0.000	A
			2	1, 2	18			18	19	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	17	549	0.031	17	17	0.0	0.0	7.101	A
			2	1, 2, 3	265	556	0.478	265	270	1.2	0.9	12.034	B
	Exit	1	1		270			270	278	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	693			693	713	0.0	0.0	0.000	A
			2	1, 2, 3	384			384	428	0.0	0.0	0.000	A
	CircBase	1	1	5	423			423	435	0.0	0.0	0.000	A
			2	1, 2, 3	384			384	428	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	282			282	286	0.0	0.1	1.613	A
5 - A1079 (W)	Entry	1	1	1, 2	119	709	0.168	119	130	0.3	0.1	6.022	A
			2	3, 4, 5	257	748	0.343	253	266	0.7	0.5	7.852	A
	CircBase	1	1	1, 2	550			550	603	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	376			376	394	0.0	0.0	0.000	A
	Exit	1	1		439			439	452	0.0	0.0	0.000	A
	CircLink	1	1	5	439			439	452	0.0	0.0	0.000	A
			2	1, 2, 3, 4	649			649	698	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	98			98	95	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.82	0.00	0.00	1.72	9.57
			2	0.23	0.00	0.00	0.60	1.89
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.19	0.00	0.00	0.44	1.97
			2	0.23	0.00	0.00	0.61	1.93
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.93	0.00	0.00	3.22	4.66
			2	0.22	0.00	0.00	0.58	1.82
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.10	0.00	0.00	1.00	1.00
			2	0.80	0.00	0.00	2.96	2.96
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.37	0.00	0.00	0.88	4.90
5 - A1079 (W)	Entry	1	1	0.33	0.00	0.00	1.74	1.74
			2	0.54	0.00	0.00	1.81	3.81
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

07:15 - 07:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	2.89	0.00	0.83	5.60	20.87
			2	0.23	0.00	0.00	1.94	1.94
		2	1	0.09	0.00	0.00	0.00	1.91
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.14	0.00	0.00	0.00	2.94
			2	0.51	0.00	0.00	0.87	4.85
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.40	0.00	0.00	1.87	1.87
			2	0.84	0.00	0.00	2.27	6.48
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.06	0.00	0.16	2.92	2.92
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.56	0.00	0.00	0.00	11.66
5 - A1079 (W)	Entry	1	1	0.09	0.00	0.00	0.92	0.92
			2	0.64	0.00	0.00	1.39	2.87
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

07:30 - 07:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	6.02	0.00	2.59	14.81	21.08
			2	0.81	0.00	0.00	4.70	4.70
		2	1	0.82	0.00	0.00	0.00	17.17
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.14	0.00	0.00	0.97	0.97
			2	0.28	0.00	0.00	0.96	0.96
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	1.54	0.00	0.28	3.24	10.33
			2	1.70	0.00	0.76	3.41	8.24
		2	1	0.13	0.00	0.00	0.00	2.77
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	2.29	0.01	2.94	2.94	2.94
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	4.12	0.00	1.48	10.73	17.72
5 - A1079 (W)	Entry	1	1	0.71	0.00	0.00	1.56	3.51
			2	1.05	0.00	0.00	4.75	4.75
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	4.25	0.00	1.82	9.12	15.20
			2	0.18	0.00	0.00	0.93	0.93
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.28	0.00	0.00	0.71	1.97
			2	0.73	0.00	0.00	3.82	3.82
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.81	0.00	0.00	1.63	4.72
			2	1.73	0.00	1.06	4.55	4.55
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.14	0.00	0.00	-0.10	1.93
			2	1.74	0.00	1.15	2.96	2.96
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	1.59	0.00	0.00	4.38	10.82
5 - A1079 (W)	Entry	1	1	0.34	0.00	0.00	0.81	4.50
			2	2.37	0.00	0.48	7.58	9.59
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.87	0.00	1.32	4.78	4.78
			2	0.45	0.00	0.00	1.88	1.88
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.19	0.00	0.00	0.99	0.99
			2	0.05	0.00	0.00	0.00	0.95
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.45	0.00	0.00	1.36	3.75
			2	1.38	0.00	0.35	3.59	5.53
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.22	0.00	0.74	2.94	2.94
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
5 - A1079 (W)	Entry	1	1	0.29	0.00	0.00	1.76	1.76
			2	0.73	0.00	0.00	2.84	2.84
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.04	0.00	0.12	2.50	3.80
			2	0.23	0.00	0.00	0.96	0.96
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.37	0.00	0.00	1.95	1.95
			2	0.14	0.00	0.00	0.96	0.96
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.67	0.00	0.00	1.36	5.63
			2	0.63	0.00	0.00	1.80	6.62
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.05	0.00	0.00	0.00	0.97
			2	0.93	0.00	0.00	2.94	2.94
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.09	0.00	0.00	0.00	1.95
5 - A1079 (W)	Entry	1	1	0.17	0.00	0.00	-0.09	2.69
			2	0.50	0.00	0.00	0.83	1.89
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	20	5	1184	972	0.021	19	24	0.0	0.1	10.854	B
				3	500	125	1184	981	0.507	511	563	0.0	0.7	9.803	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	115	29	1184	1007	0.115	117	118	0.0	0.1	4.570	A
				5	74	19	1184	926	0.080	74	77	0.0	0.1	5.228	A
	CircLink	1	1	1	56	14	-	-	-	56	70	0.0	0.0	0.000	A
				2	69	17	-	-	-	69	71	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	234	58	-	-	-	234	241	0.0	0.0	0.000	A
				4	27	7	-	-	-	27	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	69	17	-	-	-	69	71	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	234	58	-	-	-	234	241	0.0	0.0	0.000	A
				4	27	7	-	-	-	27	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	20	5	-	-	-	20	25	0.0	0.0	0.000	A
				3	500	125	-	-	-	500	566	0.0	0.0	0.000	A
				4	115	29	-	-	-	115	119	0.0	0.0	0.000	A
				5	74	19	-	-	-	74	78	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	133	33	1289	932	0.143	134	135	0.0	0.2	4.394	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	20	5	1289	939	0.021	20	22	0.0	0.0	5.013	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	32	8	1289	929	0.034	32	30	0.0	0.0	4.900	A
				5	105	26	1289	889	0.118	103	104	0.0	0.2	5.112	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	-	-	-	19	24	0.0	0.0	0.000	A
				3	511	128	-	-	-	511	563	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	117	29	-	-	-	117	118	0.0	0.0	0.000	A
				5	74	19	-	-	-	74	77	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	234	58	-	-	-	234	241	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	27	7	-	-	-	27	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	20	5	-	-	-	20	23	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	133	33	-	-	-	133	136	0.0	0.0	0.000	A
				4	32	8	-	-	-	32	30	0.0	0.0	0.000	A
				5	105	26	-	-	-	105	105	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	106	27	1076	911	0.117	107	111	0.0	0.2	6.910	A
				5	271	68	1076	903	0.301	274	268	0.0	0.7	6.975	A
			2	1	316	79	1076	883	0.355	322	347	0.0	0.2	7.132	A
				2	45	11	1076	889	0.050	45	45	0.0	0.0	7.022	A
				3	2	0.43	256	221	0.008	2	1	0.0	0.0	10.580	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	316	79	-	-	-	316	348	0.0	0.0	0.003	A
				2	45	11	-	-	-	45	45	0.0	0.0	0.000	A
				3	2	0.43	-	-	-	2	1	0.0	0.0	0.000	A
				4	106	27	-	-	-	106	112	0.0	0.0	0.000	A
				5	271	68	-	-	-	271	271	0.0	0.0	0.010	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	134	33	-	-	-	134	135	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	20	5	-	-	-	20	22	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	32	8	-	-	-	32	30	0.0	0.0	0.000	A
				5	103	26	-	-	-	103	104	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	27	7	-	-	-	27	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		CircBase	1	1	20	5	-	-	-	20	22	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	17	4	769	564	0.029	15	16	0.0	0.1	6.237	A
		Entry	1	1	123	31	769	535	0.230	121	132	0.0	0.6	9.973	A
				2	33	8	769	563	0.059	33	33	0.0	0.0	8.490	A
			2	3	90	22	769	557	0.161	93	90	0.0	0.2	10.225	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	107	27	-	-	-	107	111	0.0	0.0	0.000	A
				5	274	68	-	-	-	274	268	0.0	0.0	0.000	A
		CircLink	1	1	322	81	-	-	-	322	347	0.0	0.0	0.000	A
				2	45	11	-	-	-	45	45	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	2	0.43	-	-	-	2	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		CircBase	1	1	322	81	-	-	-	322	347	0.0	0.0	0.000	A
				2	45	11	-	-	-	45	45	0.0	0.0	0.000	A
			2	3	2	0.43	-	-	-	2	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	124	31	-	-	-	123	135	0.0	0.1	0.999	A
				2	34	8	-	-	-	33	33	0.0	0.0	0.950	A
		Entry	2	3	92	23	-	-	-	90	90	0.0	0.2	1.540	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	17	4	-	-	-	17	16	0.0	0.0	0.559	A
				1	58	15	1070	602	0.097	56	70	0.0	0.2	7.626	A
				2	69	17	1070	786	0.087	69	71	0.0	0.0	5.682	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		Entry	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	235	59	1070	749	0.313	234	241	0.0	0.5	7.932	A
				4	27	7	1070	792	0.034	27	28	0.0	0.1	7.514	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		CircLink	1	5	15	4	-	-	-	15	16	0.0	0.0	0.000	A
				1	121	30	-	-	-	121	132	0.0	0.0	0.000	A
				2	33	8	-	-	-	33	33	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	93	23	-	-	-	93	90	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	121	30	-	-	-	121	132	0.0	0.0	0.000	A
				2	33	8	-	-	-	33	33	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
		CircBase	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	93	23	-	-	-	93	90	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	58	15	-	-	-	58	72	0.0	0.0	0.000	A
				2	69	17	-	-	-	69	71	0.0	0.0	0.000	A
		Entry	2	3	235	59	-	-	-	235	243	0.0	0.0	0.000	A
				4	27	7	-	-	-	27	29	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	32	8	1184	936	0.034	33	34	0.9	0.0	12.524	B
				3	600	150	1184	946	0.634	582	627	0.9	2.8	11.557	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	153	38	1184	981	0.156	154	146	0.2	0.1	5.201	A
				5	87	22	1184	936	0.094	87	85	0.2	0.1	5.184	A
	CircLink	1	1	1	65	16	-	-	-	65	73	0.0	0.0	0.000	A
				2	99	25	-	-	-	99	90	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	251	63	-	-	-	251	276	0.0	0.0	0.000	A
				4	26	7	-	-	-	26	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	99	25	-	-	-	99	90	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	251	63	-	-	-	251	276	0.0	0.0	0.000	A
				4	26	7	-	-	-	26	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	32	8	-	-	-	32	34	0.0	0.0	0.000	A
				3	601	150	-	-	-	600	636	0.0	0.0	0.026	A
				4	154	38	-	-	-	153	146	0.0	0.0	0.026	A
				5	87	22	-	-	-	87	85	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	164	41	1289	869	0.188	167	167	0.2	0.1	5.657	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	30	7	1289	840	0.035	28	27	0.2	0.1	4.559	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	39	10	1289	896	0.043	40	39	0.0	0.0	4.783	A
				5	135	34	1289	862	0.156	132	132	0.2	0.4	5.601	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	33	8	-	-	-	33	34	0.0	0.0	0.000	A
				3	582	146	-	-	-	582	627	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	154	38	-	-	-	154	146	0.0	0.0	0.000	A
				5	87	22	-	-	-	87	85	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	251	63	-	-	-	251	276	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	26	7	-	-	-	26	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	30	7	-	-	-	30	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	164	41	-	-	-	164	166	0.0	0.0	0.000	A
				4	39	10	-	-	-	39	39	0.0	0.0	0.000	A
				5	135	34	-	-	-	135	133	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	112	28	1076	878	0.127	118	132	1.0	0.1	7.536	A
				5	290	73	1076	889	0.328	295	310	1.0	0.2	6.612	A
			2	1	356	89	1076	872	0.410	358	411	0.2	0.6	8.518	A
				2	63	16	1076	875	0.071	63	58	0.2	0.1	8.051	A
				3	2	0.57	308	266	0.009	2	1	0.0	0.0	8.363	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	356	89	-	-	-	356	413	0.0	0.0	0.000	A
				2	63	16	-	-	-	63	58	0.0	0.0	0.000	A
				3	2	0.57	-	-	-	2	1	0.0	0.0	0.000	A
				4	112	28	-	-	-	112	132	0.0	0.0	0.000	A
				5	290	73	-	-	-	290	308	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	167	42	-	-	-	167	167	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	28	7	-	-	-	28	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	40	10	-	-	-	40	39	0.0	0.0	0.000	A
				5	132	33	-	-	-	132	132	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	26	7	-	-	-	26	28	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	28	7	-	-	-	28	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	20	5	769	440	0.045	20	21	0.1	0.0	7.047	A
				1	161	40	769	498	0.321	160	158	0.8	0.8	14.740	B
				2	41	10	769	528	0.078	41	42	0.0	0.0	14.201	B
			2	3	116	29	769	525	0.221	118	125	0.8	0.2	14.019	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	118	29	-	-	-	118	132	0.0	0.0	0.000	A
	CircLink	1		5	295	74	-	-	-	295	310	0.0	0.0	0.000	A
				1	358	89	-	-	-	358	411	0.0	0.0	0.000	A
				2	63	16	-	-	-	63	58	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	2	0.57	-	-	-	2	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	358	89	-	-	-	358	411	0.0	0.0	0.000	A
				2	63	16	-	-	-	63	58	0.0	0.0	0.000	A
			2	3	2	0.57	-	-	-	2	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	161	40	-	-	-	161	158	0.4	0.1	5.190	A
				2	41	10	-	-	-	41	42	0.4	0.1	6.337	A
	Entry	2	1	3	119	30	-	-	-	116	125	0.4	0.3	4.765	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	20	5	-	-	-	20	20	0.0	0.0	3.558	A
				1	63	16	1070	629	0.100	65	73	0.3	0.0	7.752	A
				2	96	24	1070	743	0.129	99	90	0.3	0.1	6.702	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	251	63	1070	716	0.350	251	276	0.6	0.6	8.610	A
				4	26	6	1070	757	0.034	26	28	0.6	0.0	8.793	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	20	5	-	-	-	20	21	0.0	0.0	0.000	A
				1	160	40	-	-	-	160	158	0.0	0.0	0.000	A
				2	41	10	-	-	-	41	42	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	118	30	-	-	-	118	125	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	160	40	-	-	-	160	158	0.0	0.0	0.000	A
				2	41	10	-	-	-	41	42	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	118	30	-	-	-	118	125	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	63	16	-	-	-	63	72	0.0	0.0	0.000	A
				2	96	24	-	-	-	96	90	0.0	0.0	0.000	A
	Entry	2	1	3	251	63	-	-	-	251	276	0.0	0.0	0.000	A
				4	26	6	-	-	-	26	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	34	8	1184	929	0.037	35	38	2.8	0.2	28.223	D
				3	767	192	1184	925	0.829	754	791	2.8	5.8	27.439	D
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	162	40	1184	919	0.175	159	167	0.2	0.4	5.823	A
				5	110	28	1184	898	0.123	107	107	0.2	0.4	6.392	A
	CircLink	1	1	1	73	18	-	-	-	73	95	0.0	0.0	0.000	A
				2	100	25	-	-	-	100	102	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	321	80	-	-	-	321	342	0.0	0.0	0.000	A
				4	38	9	-	-	-	38	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	100	25	-	-	-	100	102	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	321	80	-	-	-	321	342	0.0	0.0	0.000	A
				4	38	9	-	-	-	38	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	34	8	-	-	-	34	39	0.0	0.0	0.061	A
				3	772	193	-	-	-	767	803	0.1	0.4	0.295	A
				4	165	41	-	-	-	162	168	0.1	0.2	0.503	A
				5	111	28	-	-	-	110	108	0.0	0.0	0.116	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	195	49	1289	765	0.254	195	196	0.1	0.1	6.078	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	24	6	1289	767	0.031	23	27	0.5	0.0	6.067	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	51	13	1289	785	0.065	51	47	0.0	0.1	6.390	A
				5	146	37	1289	750	0.195	147	153	0.5	0.1	5.936	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	35	9	-	-	-	35	38	0.0	0.0	0.000	A
				3	754	189	-	-	-	754	791	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	159	40	-	-	-	159	167	0.0	0.0	0.000	A
				5	107	27	-	-	-	107	107	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	321	80	-	-	-	321	342	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	38	9	-	-	-	38	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	24	6	-	-	-	24	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	195	49	-	-	-	195	196	0.0	0.0	0.000	A
				4	51	13	-	-	-	51	48	0.0	0.0	0.000	A
				5	146	37	-	-	-	146	152	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	141	35	1076	848	0.166	141	154	0.3	0.4	10.449	B
				5	367	92	1076	874	0.421	371	378	0.3	1.0	10.077	B
			2	1	507	127	1076	845	0.600	510	543	0.7	1.6	12.865	B
				2	62	15	1076	855	0.072	62	69	0.7	0.1	12.583	B
				3	3	0.71	513	443	0.006	3	2	0.0	0.0	7.747	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	503	126	-	-	-	507	547	0.0	0.1	0.845	A
				2	61	15	-	-	-	62	69	0.0	0.0	0.726	A
				3	3	0.71	-	-	-	3	2	0.0	0.0	0.000	A
				4	140	35	-	-	-	141	156	0.0	0.0	0.657	A
				5	367	92	-	-	-	367	382	0.0	0.0	0.654	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	195	49	-	-	-	195	196	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	23	6	-	-	-	23	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	51	13	-	-	-	51	47	0.0	0.0	0.000	A
				5	147	37	-	-	-	147	153	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	38	9	-	-	-	38	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	23	6	-	-	-	23	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	21	5	769	462	0.046	22	21	0.0	0.0	7.782	A
				1	189	47	769	444	0.424	192	190	1.1	1.2	19.304	C
				2	42	11	769	463	0.091	43	44	1.1	0.1	16.758	C
			2	3	138	35	769	462	0.299	134	140	1.1	0.9	18.620	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	141	35	-	-	-	141	154	0.0	0.0	0.000	A
				5	371	93	-	-	-	371	378	0.0	0.0	0.000	A
				1	510	127	-	-	-	510	543	0.0	0.0	0.000	A
				2	62	16	-	-	-	62	69	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	3	0.71	-	-	-	3	2	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	510	127	-	-	-	510	543	0.0	0.0	0.000	A
				2	62	16	-	-	-	62	69	0.0	0.0	0.000	A
			2	3	3	0.71	-	-	-	3	2	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	194	49	-	-	-	189	192	0.6	2.2	25.528	D
				2	40	10	-	-	-	42	44	0.6	0.4	23.190	C
			1	3	142	36	-	-	-	138	142	0.6	1.4	24.107	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	19	5	-	-	-	21	21	0.0	0.1	18.659	C
	Entry	1		1	77	19	1070	532	0.146	73	95	0.0	0.4	8.414	A
				2	99	25	1070	691	0.144	100	102	0.1	0.2	6.732	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	325	81	1070	665	0.491	321	342	0.7	1.0	11.935	B
				4	38	10	1070	697	0.055	38	34	0.7	0.1	10.813	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	5	-	-	-	22	21	0.0	0.0	0.000	A
				1	192	48	-	-	-	192	190	0.0	0.0	0.000	A
				2	43	11	-	-	-	43	44	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	134	33	-	-	-	134	140	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	192	48	-	-	-	192	190	0.0	0.0	0.000	A
				2	43	11	-	-	-	43	44	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	134	33	-	-	-	134	140	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	77	19	-	-	-	77	97	0.0	0.0	0.000	A
				2	99	25	-	-	-	99	103	0.0	0.0	0.000	A
			1	3	325	81	-	-	-	325	344	0.0	0.0	0.000	A
				4	38	10	-	-	-	38	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	37	9	1184	909	0.040	37	40	6.0	0.1	20.821	C
				3	774	194	1184	904	0.856	761	808	6.0	4.2	22.097	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	166	42	1184	924	0.180	168	175	0.8	0.0	5.527	A
				5	89	22	1184	810	0.109	89	110	0.8	0.1	5.846	A
	CircLink	1	1	1	79	20	-	-	-	79	92	0.0	0.0	0.000	A
				2	104	26	-	-	-	104	107	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	339	85	-	-	-	339	344	0.0	0.0	0.000	A
				4	35	9	-	-	-	35	37	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	104	26	-	-	-	104	107	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	339	85	-	-	-	339	344	0.0	0.0	0.000	A
				4	35	9	-	-	-	35	37	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	37	9	-	-	-	37	39	0.0	0.0	0.184	A
				3	774	194	-	-	-	774	801	0.7	0.0	0.223	A
				4	166	42	-	-	-	166	174	0.7	0.0	0.230	A
				5	89	22	-	-	-	89	109	0.7	0.0	0.294	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	199	50	1289	759	0.262	198	206	0.1	0.3	6.744	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	35	9	1289	743	0.047	37	36	0.3	0.0	7.522	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	49	12	1289	778	0.063	49	47	0.3	0.1	7.179	A
				5	150	38	1289	729	0.208	148	148	0.3	0.5	7.824	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	37	9	-	-	-	37	40	0.0	0.0	0.000	A
				3	761	190	-	-	-	761	808	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	168	42	-	-	-	168	175	0.0	0.0	0.000	A
				5	89	22	-	-	-	89	110	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	339	85	-	-	-	339	344	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	35	9	-	-	-	35	37	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	35	9	-	-	-	35	36	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	199	50	-	-	-	199	207	0.0	0.0	0.000	A
				4	49	12	-	-	-	49	47	0.0	0.0	0.000	A
				5	150	38	-	-	-	150	150	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	147	37	1076	876	0.167	151	158	1.4	0.4	10.373	B
				5	331	83	1076	869	0.382	344	379	1.4	0.4	10.163	B
			2	1	480	120	1076	836	0.576	477	514	1.7	1.3	11.046	B
				2	59	15	1076	875	0.067	59	69	1.7	0.3	10.419	B
				3	1	0.29	154	132	0.009	1	0.57	0.0	0.0	6.902	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	480	120	-	-	-	480	513	0.1	0.0	0.275	A
				2	59	15	-	-	-	59	70	0.0	0.0	0.100	A
				3	1	0.29	-	-	-	1	0.57	0.0	0.0	0.000	A
				4	147	37	-	-	-	147	158	0.0	0.0	0.176	A
				5	331	83	-	-	-	331	376	0.1	0.0	0.288	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	198	50	-	-	-	198	206	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	37	9	-	-	-	37	36	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	49	12	-	-	-	49	47	0.0	0.0	0.000	A
				5	148	37	-	-	-	148	148	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	35	9	-	-	-	35	37	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	37	9	-	-	-	37	36	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	30	8	769	456	0.068	30	26	0.0	0.1	8.632	A
	Entry	1		1	188	47	769	462	0.407	189	198	2.3	0.9	19.397	C
				2	50	13	769	470	0.107	51	45	2.3	0.2	18.070	C
			2	3	153	38	769	472	0.323	157	146	2.3	0.7	19.444	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	151	38	-	-	-	151	158	0.0	0.0	0.000	A
				5	344	86	-	-	-	344	379	0.0	0.0	0.000	A
	CircLink	1		1	477	119	-	-	-	477	514	0.0	0.0	0.000	A
				2	59	15	-	-	-	59	69	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	1	0.29	-	-	-	1	0.57	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	477	119	-	-	-	477	514	0.0	0.0	0.000	A
				2	59	15	-	-	-	59	69	0.0	0.0	0.000	A
			2	3	1	0.29	-	-	-	1	0.57	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	177	44	-	-	-	188	196	4.1	0.7	27.974	D
				2	46	11	-	-	-	50	45	4.1	0.1	32.067	D
	Entry	2	1	3	147	37	-	-	-	153	146	4.1	0.6	27.761	D
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	29	7	-	-	-	30	27	4.1	0.1	25.050	D
				1	79	20	1070	560	0.140	79	92	0.6	0.1	8.483	A
				2	106	27	1070	690	0.154	104	107	0.6	0.3	7.678	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	350	88	1070	667	0.529	339	344	1.0	1.9	13.410	B
				4	38	10	1070	706	0.054	35	37	1.0	0.3	12.691	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	30	7	-	-	-	30	26	0.0	0.0	0.000	A
				1	189	47	-	-	-	189	198	0.0	0.0	0.000	A
				2	51	13	-	-	-	51	45	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	157	39	-	-	-	157	146	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	189	47	-	-	-	189	198	0.0	0.0	0.000	A
				2	51	13	-	-	-	51	45	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	157	39	-	-	-	157	146	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	79	20	-	-	-	79	90	0.0	0.0	0.000	A
				2	106	27	-	-	-	106	108	0.0	0.0	0.000	A
	Entry	2	1	3	350	88	-	-	-	350	349	0.0	0.0	0.000	A
				4	38	10	-	-	-	38	38	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	34	9	1184	966	0.036	31	33	4.4	0.3	13.340	B
				3	583	146	1184	959	0.606	591	651	4.4	1.6	13.931	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	145	36	1184	976	0.149	145	142	0.2	0.1	4.911	A
				5	74	19	1184	900	0.083	75	80	0.2	0.2	5.250	A
	CircLink	1	1	1	59	15	-	-	-	59	77	0.0	0.0	0.000	A
				2	81	20	-	-	-	81	90	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	246	62	-	-	-	246	270	0.0	0.0	0.000	A
				4	30	8	-	-	-	30	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	81	20	-	-	-	81	90	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	246	62	-	-	-	246	270	0.0	0.0	0.000	A
				4	30	8	-	-	-	30	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	34	9	-	-	-	34	34	0.0	0.0	0.000	A
				3	583	146	-	-	-	583	640	0.0	0.0	0.005	A
				4	145	36	-	-	-	145	142	0.0	0.0	0.000	A
				5	74	19	-	-	-	74	81	0.0	0.0	0.014	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	146	37	1289	874	0.167	146	165	0.3	0.2	5.632	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	27	7	1289	851	0.032	29	27	0.0	0.0	5.529	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	34	9	1289	887	0.039	36	35	0.6	0.0	6.174	A
				5	133	33	1289	829	0.158	136	136	0.6	0.0	6.060	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	31	8	-	-	-	31	33	0.0	0.0	0.000	A
				3	591	148	-	-	-	591	651	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	145	36	-	-	-	145	142	0.0	0.0	0.000	A
				5	75	19	-	-	-	75	80	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	246	62	-	-	-	246	270	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	30	8	-	-	-	30	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	27	7	-	-	-	27	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	146	37	-	-	-	146	165	0.0	0.0	0.000	A
				4	34	9	-	-	-	34	34	0.0	0.0	0.000	A
				5	133	33	-	-	-	133	134	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	117	29	1076	885	0.132	117	129	0.9	0.1	7.629	A
				5	280	70	1076	887	0.316	283	302	0.9	0.3	7.442	A
			2	1	385	96	1076	865	0.447	391	430	1.6	1.0	8.347	A
				2	51	13	1076	919	0.056	51	58	1.6	0.1	7.926	A
				3	0.57	0.14	256	224	0.003	0.57	1	0.0	0.0	15.186	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	385	96	-	-	-	385	429	0.0	0.0	0.006	A
				2	51	13	-	-	-	51	57	0.0	0.0	0.021	A
				3	0.57	0.14	-	-	-	0.57	1	0.0	0.0	0.000	A
				4	117	29	-	-	-	117	128	0.0	0.0	0.000	A
				5	280	70	-	-	-	280	302	0.0	0.0	0.013	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	146	37	-	-	-	146	165	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	29	7	-	-	-	29	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	36	9	-	-	-	36	35	0.0	0.0	0.000	A
				5	136	34	-	-	-	136	136	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	30	8	-	-	-	30	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	29	7	-	-	-	29	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	6	769	499	0.045	22	22	0.1	0.0	6.610	A
				1	163	41	769	505	0.322	165	170	1.8	0.4	15.389	C
				2	39	10	769	524	0.075	38	39	1.8	0.3	13.932	B
			2	3	133	33	769	528	0.252	129	118	1.8	0.6	14.099	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	117	29	-	-	-	117	129	0.0	0.0	0.000	A
				5	283	71	-	-	-	283	302	0.0	0.0	0.000	A
				1	391	98	-	-	-	391	430	0.0	0.0	0.000	A
				2	51	13	-	-	-	51	58	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	0.57	0.14	-	-	-	0.57	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	391	98	-	-	-	391	430	0.0	0.0	0.000	A
				2	51	13	-	-	-	51	58	0.0	0.0	0.000	A
			2	3	0.57	0.14	-	-	-	0.57	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	161	40	-	-	-	163	168	1.6	0.0	5.110	A
				2	39	10	-	-	-	39	40	1.6	0.0	5.236	A
			1	3	130	32	-	-	-	133	117	1.6	0.0	6.056	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	5	-	-	-	22	21	1.6	0.0	4.919	A
	Entry	1		1	59	15	1070	591	0.101	59	77	0.4	0.2	8.176	A
				2	79	20	1070	723	0.110	81	90	0.4	0.1	7.200	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	246	61	1070	700	0.353	246	270	2.2	0.6	8.874	A
				4	29	7	1070	757	0.039	30	30	2.2	0.1	7.928	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	6	-	-	-	22	22	0.0	0.0	0.000	A
				1	165	41	-	-	-	165	170	0.0	0.0	0.000	A
				2	38	9	-	-	-	38	39	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	129	32	-	-	-	129	118	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	165	41	-	-	-	165	170	0.0	0.0	0.000	A
				2	38	9	-	-	-	38	39	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	129	32	-	-	-	129	118	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	59	15	-	-	-	59	77	0.0	0.0	0.000	A
				2	79	20	-	-	-	79	90	0.0	0.0	0.000	A
			1	3	246	61	-	-	-	246	264	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	29	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	27	7	1184	1002	0.027	27	28	1.9	0.0	8.584	A
				3	492	123	1184	985	0.500	497	550	1.9	1.0	8.895	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	111	28	1184	1002	0.110	109	116	0.3	0.1	4.519	A
				5	67	17	1184	984	0.069	68	67	0.3	0.1	4.583	A
	CircLink	1	1	1	57	14	-	-	-	57	66	0.0	0.0	0.000	A
				2	62	16	-	-	-	62	63	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	228	57	-	-	-	228	242	0.0	0.0	0.000	A
				4	25	6	-	-	-	25	25	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	62	16	-	-	-	62	63	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	228	57	-	-	-	228	242	0.0	0.0	0.000	A
				4	25	6	-	-	-	25	25	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	27	7	-	-	-	27	27	0.0	0.0	0.000	A
				3	492	123	-	-	-	492	548	0.0	0.0	0.000	A
				4	111	28	-	-	-	111	116	0.0	0.0	0.000	A
				5	67	17	-	-	-	67	66	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	126	31	1289	929	0.135	123	137	0.2	0.4	4.927	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	17	4	1228	911	0.019	18	19	0.0	0.0	4.956	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	32	8	1289	951	0.034	32	33	0.0	0.0	5.702	A
				5	110	28	1289	897	0.123	111	114	0.0	0.1	5.098	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	27	7	-	-	-	27	28	0.0	0.0	0.000	A
				3	497	124	-	-	-	497	550	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	109	27	-	-	-	109	116	0.0	0.0	0.000	A
				5	68	17	-	-	-	68	67	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	228	57	-	-	-	228	242	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	25	6	-	-	-	25	25	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	17	4	-	-	-	17	19	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	126	31	-	-	-	126	137	0.0	0.0	0.000	A
				4	32	8	-	-	-	32	33	0.0	0.0	0.000	A
				5	110	28	-	-	-	110	114	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	106	26	1076	910	0.115	105	105	0.4	0.2	7.615	A
				5	243	61	1076	913	0.263	244	254	0.4	0.4	7.019	A
			2	1	330	83	1076	914	0.364	330	362	1.1	0.4	7.588	A
				2	36	9	1076	975	0.037	35	47	1.1	0.0	7.343	A
				3	0.57	0.14	103	91	0.006	0.57	0.38	0.0	0.0	3.736	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	330	83	-	-	-	330	359	0.0	0.0	0.007	A
				2	36	9	-	-	-	36	47	0.0	0.0	0.000	A
				3	0.57	0.14	-	-	-	0.57	0.38	0.0	0.0	0.000	A
				4	106	26	-	-	-	106	105	0.0	0.0	0.014	A
				5	243	61	-	-	-	243	254	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	123	31	-	-	-	123	137	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	18	4	-	-	-	18	19	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	32	8	-	-	-	32	33	0.0	0.0	0.000	A
				5	111	28	-	-	-	111	114	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	25	6	-	-	-	25	25	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	18	4	-	-	-	18	19	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	17	4	769	553	0.031	17	17	0.0	0.0	7.101	A
				1	137	34	769	546	0.251	133	141	1.2	0.6	12.267	B
				2	33	8	769	569	0.058	34	35	1.2	0.1	12.516	B
			2	3	95	24	769	570	0.167	98	95	1.2	0.2	11.513	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	105	26	-	-	-	105	105	0.0	0.0	0.000	A
				5	244	61	-	-	-	244	254	0.0	0.0	0.000	A
				1	330	83	-	-	-	330	362	0.0	0.0	0.000	A
				2	35	9	-	-	-	35	47	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	0.57	0.14	-	-	-	0.57	0.38	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	330	83	-	-	-	330	362	0.0	0.0	0.000	A
				2	35	9	-	-	-	35	47	0.0	0.0	0.000	A
			2	3	0.57	0.14	-	-	-	0.57	0.38	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	135	34	-	-	-	137	142	0.0	0.0	1.753	A
				2	33	8	-	-	-	33	34	0.0	0.0	0.512	A
			1	3	96	24	-	-	-	95	93	0.0	0.0	2.009	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	18	4	-	-	-	17	17	0.0	0.0	0.520	A
	Entry	1		1	57	14	1070	644	0.090	57	66	0.3	0.1	6.644	A
				2	62	15	1070	794	0.078	62	63	0.3	0.0	5.503	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	232	58	1070	744	0.310	228	242	0.7	0.4	7.853	A
				4	26	6	1070	790	0.033	25	25	0.7	0.1	7.845	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	17	4	-	-	-	17	17	0.0	0.0	0.000	A
				1	133	33	-	-	-	133	141	0.0	0.0	0.000	A
				2	34	8	-	-	-	34	35	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	98	24	-	-	-	98	95	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	133	33	-	-	-	133	141	0.0	0.0	0.000	A
				2	34	8	-	-	-	34	35	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	98	24	-	-	-	98	95	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	57	14	-	-	-	57	66	0.0	0.0	0.000	A
				2	62	15	-	-	-	62	63	0.0	0.0	0.000	A
			1	3	232	58	-	-	-	232	241	0.0	0.0	0.000	A
				4	26	6	-	-	-	26	25	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026, 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.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Killingwoldgraves Roundabout	Standard Roundabout	✓	1, 2, 3, 4, 5	23.15	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.15	C

Traffic Demand

Demand Set 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 2026	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	717	100.000
2 - A1174 (E)		ONE HOUR	✓	353	100.000
3 - A1079 (S)		ONE HOUR	✓	895	100.000
4 - Killingwoldgraves Lane		ONE HOUR	✓	459	100.000
5 - A1079 (W)		ONE HOUR	✓	721	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	31	493	128	65
	2 - A1174 (E)	36	0	125	51	141
	3 - A1079 (S)	414	128	0	102	251
	4 - Killingwoldgraves Lane	237	84	112	0	26
	5 - A1079 (W)	129	177	402	13	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	0	3	2	13
	2 - A1174 (E)	0	0	0	0	4
	3 - A1079 (S)	1	2	0	0	4
	4 - Killingwoldgraves Lane	1	0	1	0	4
	5 - A1079 (W)	8	5	5	0	0

Cyclist %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	0	0	0	0
	2 - A1174 (E)	0	0	0	0	0
	3 - A1079 (S)	0	0	0	0	0
	4 - Killingwoldgraves Lane	0	0	0	0	0
	5 - A1079 (W)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	12.22	2.2	8.7	B	665	997
2 - A1174 (E)	5.99	0.7	5.9	A	328	492
3 - A1079 (S)	10.10	3.2	15.7	B	815	1222
4 - Killingwoldgraves Lane	90.83	15.1	43.6	F	420	630
5 - A1079 (W)	16.42	3.5	13.3	C	654	982

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	555	139	692	556	553	595	0.0	0.7	5.980	A
2 - A1174 (E)	274	68	921	275	276	327	0.0	0.2	4.276	A
3 - A1079 (S)	661	165	325	661	676	870	0.0	0.9	6.175	A
4 - Killingwoldgraves Lane	355	89	760	350	341	226	0.0	1.8	14.177	B
5 - A1079 (W)	535	134	753	532	562	357	0.0	1.2	8.005	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	635	159	808	631	660	707	0.7	1.4	7.239	A
2 - A1174 (E)	310	77	1074	307	314	366	0.2	0.6	4.831	A
3 - A1079 (S)	794	198	382	802	825	998	0.9	1.4	7.993	A
4 - Killingwoldgraves Lane	413	103	930	411	401	254	1.8	2.8	19.955	C
5 - A1079 (W)	617	154	887	627	669	452	1.2	1.4	10.197	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	792	198	983	794	820	894	1.4	2.2	9.909	A
2 - A1174 (E)	405	101	1328	404	402	449	0.6	0.7	5.523	A
3 - A1079 (S)	994	249	499	987	1013	1233	1.4	3.2	9.377	A
4 - Killingwoldgraves Lane	498	124	1146	485	477	340	2.8	10.0	53.269	F
5 - A1079 (W)	767	192	1104	774	820	527	1.4	2.9	15.727	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	812	203	993	812	819	912	2.2	1.8	12.218	B
2 - A1174 (E)	401	100	1362	405	401	443	0.7	0.5	5.993	A
3 - A1079 (S)	990	248	495	992	1013	1272	3.2	3.1	10.098	B
4 - Killingwoldgraves Lane	515	129	1145	473	488	342	10.0	15.1	90.834	F
5 - A1079 (W)	806	201	1092	813	849	527	2.9	3.5	16.421	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	651	163	843	657	669	758	1.8	1.0	7.842	A
2 - A1174 (E)	306	76	1118	305	308	382	0.5	0.4	4.998	A
3 - A1079 (S)	812	203	396	820	812	1026	3.1	1.1	7.209	A
4 - Killingwoldgraves Lane	396	99	938	440	470	278	15.1	2.6	56.727	F
5 - A1079 (W)	672	168	929	672	699	448	3.5	1.9	10.584	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	547	137	653	545	569	610	1.0	0.8	6.386	A
2 - A1174 (E)	275	69	876	275	278	323	0.4	0.3	4.516	A
3 - A1079 (S)	640	160	333	645	669	817	1.1	0.6	5.740	A
4 - Killingwoldgraves Lane	345	86	753	348	352	225	2.6	1.2	16.399	C
5 - A1079 (W)	526	132	742	521	572	360	1.9	1.5	8.644	A

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	0.70	0.00	0.05	1.22	3.91
2 - A1174 (E)	0.20	0.00	0.00	0.49	1.98
3 - A1079 (S)	0.91	0.00	0.00	2.23	5.94
4 - Killingwoldgraves Lane	1.74	0.00	0.21	5.43	7.90
5 - A1079 (W)	1.25	0.00	0.82	2.47	3.76

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.39	0.00	0.48	3.86	3.86
2 - A1174 (E)	0.63	0.00	0.00	2.94	2.94
3 - A1079 (S)	1.47	0.00	0.29	4.16	6.85
4 - Killingwoldgraves Lane	2.75	0.00	1.37	5.98	12.95
5 - A1079 (W)	1.37	0.00	0.71	2.37	5.69

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	2.16	0.00	0.88	5.30	8.68
2 - A1174 (E)	0.75	0.00	0.00	2.47	5.93
3 - A1079 (S)	3.21	0.00	2.20	7.35	11.76
4 - Killingwoldgraves Lane	10.02	0.00	5.80	23.86	38.77
5 - A1079 (W)	2.99	0.00	1.77	6.15	13.25

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.77	0.00	0.66	4.32	7.69
2 - A1174 (E)	0.51	0.00	0.00	1.97	1.97
3 - A1079 (S)	3.15	0.00	1.60	7.38	15.75
4 - Killingwoldgraves Lane	15.07	0.25	10.38	33.62	43.51
5 - A1079 (W)	3.50	0.00	2.06	7.86	13.33

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	0.93	0.00	0.24	1.85	2.89
2 - A1174 (E)	0.43	0.00	0.00	0.91	1.95
3 - A1079 (S)	1.06	0.00	0.35	2.96	2.96
4 - Killingwoldgraves Lane	2.56	0.00	1.72	6.39	8.85
5 - A1079 (W)	2.07	0.00	0.86	3.74	8.63

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	0.82	0.00	0.00	2.19	4.86
2 - A1174 (E)	0.31	0.00	0.00	0.74	1.96
3 - A1079 (S)	0.63	0.00	0.00	1.47	2.94
4 - Killingwoldgraves Lane	1.15	0.00	0.35	2.98	2.98
5 - A1079 (W)	1.68	0.00	0.40	3.33	10.46

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	407	947	0.430	410	403	0.0	0.5	6.358	A
			2	1, 4, 5	148	932	0.159	145	150	0.0	0.2	4.948	A
		2	1	(1, 2, 3, 4, 5)	555			555	556	0.0	0.0	0.000	A
	Exit	1	1		595			595	615	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	901			901	908	0.0	0.0	0.000	A
			2	3, 4, 5	385			385	409	0.0	0.0	0.000	A
	CircBase	1	1	2	306			306	294	0.0	0.0	0.000	A
			2	3, 4, 5	385			385	409	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	104	987	0.106	104	99	0.0	0.1	3.944	A
			2	1, 2, 4, 5	169	968	0.175	171	177	0.0	0.1	4.466	A
		2	1	(1, 2, 3, 4, 5)	274			274	277	0.0	0.0	0.000	A
	Exit	1	1		327			327	317	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1093			1093	1095	0.0	0.0	0.000	A
			2	1, 4, 5	155			155	160	0.0	0.0	0.000	A
	CircBase	1	1	3	766			766	779	0.0	0.0	0.000	A
			2	1, 4, 5	155			155	160	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	265	968	0.274	261	265	0.0	0.6	5.391	A
			2	1, 2, 3	396	978	0.405	400	411	0.0	0.3	6.678	A
		2	1	(1, 2, 3, 4, 5)	661			661	680	0.0	0.0	0.000	A
	Exit	1	1		870			870	877	0.0	0.0	0.000	A
	CircLink	1	1	3	870			870	877	0.0	0.0	0.000	A
			2	1, 2, 4, 5	325			325	338	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	297			297	313	0.0	0.0	0.000	A
			2	1, 2	29			29	25	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	25	556	0.046	26	22	0.0	0.0	6.948	A
			2	1, 2, 3	324	582	0.556	324	320	0.0	1.1	11.672	B
	Exit	1	1		226			226	224	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	557			557	578	0.0	0.0	0.000	A
			2	1, 2, 3	429			429	436	0.0	0.0	0.000	A
	CircBase	1	1	5	331			331	354	0.0	0.0	0.000	A
			2	1, 2, 3	429			429	436	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	355			349	346	0.0	0.7	2.771	A
5 - A1079 (W)	Entry	1	1	1, 2	227	722	0.314	227	237	0.0	0.3	6.837	A
			2	3, 4, 5	309	726	0.425	306	324	0.0	0.9	8.839	A
	CircBase	1	1	1, 2	674			674	671	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	535			535	567	0.0	0.0	0.000	A
	Exit	1	1		357			357	376	0.0	0.0	0.000	A
	CircLink	1	1	5	357			357	376	0.0	0.0	0.000	A
			2	1, 2, 3, 4	753			753	756	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	79			79	85	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	467	905	0.515	461	476	0.5	1.4	8.076	A
			2	1, 4, 5	168	879	0.191	170	183	0.2	0.0	4.962	A
		2	1	(1, 2, 3, 4, 5)	635			635	662	0.0	0.0	0.000	A
	Exit	1	1		707			707	734	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1042			1042	1089	0.0	0.0	0.000	A
			2	3, 4, 5	473			473	482	0.0	0.0	0.000	A
	CircBase	1	1	2	336			336	355	0.0	0.0	0.000	A
			2	3, 4, 5	473			473	482	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	108	935	0.115	107	107	0.1	0.1	4.135	A
			2	1, 2, 4, 5	202	907	0.222	200	207	0.1	0.5	5.197	A
		2	1	(1, 2, 3, 4, 5)	310			310	316	0.0	0.0	0.000	A
	Exit	1	1		366			366	386	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1257			1257	1301	0.0	0.0	0.000	A
			2	1, 4, 5	181			181	196	0.0	0.0	0.000	A
	CircBase	1	1	3	892			892	915	0.0	0.0	0.000	A
			2	1, 4, 5	181			181	196	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	324	936	0.345	327	329	0.6	0.7	7.078	A
			2	1, 2, 3	469	955	0.492	475	496	0.3	0.8	8.584	A
		2	1	(1, 2, 3, 4, 5)	794			794	828	0.0	0.0	0.002	A
	Exit	1	1		998			998	1022	0.0	0.0	0.000	A
	CircLink	1	1	3	998			998	1022	0.0	0.0	0.000	A
			2	1, 2, 4, 5	382			382	403	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	356			356	376	0.0	0.0	0.000	A
			2	1, 2	26			26	27	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	26	523	0.050	25	23	0.0	0.1	8.920	A
			2	1, 2, 3	389	542	0.718	386	379	1.1	1.7	14.044	B
	Exit	1	1		254			254	266	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	683			683	705	0.0	0.0	0.000	A
			2	1, 2, 3	501			501	523	0.0	0.0	0.000	A
	CircBase	1	1	5	429			429	439	0.0	0.0	0.000	A
			2	1, 2, 3	501			501	523	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	413			415	404	0.7	1.0	6.102	A
5 - A1079 (W)	Entry	1	1	1, 2	251	699	0.358	248	282	0.3	0.7	8.500	A
			2	3, 4, 5	366	695	0.528	379	387	0.9	0.7	11.428	B
	CircBase	1	1	1, 2	794			794	807	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	617			617	670	0.0	0.0	0.000	A
	Exit	1	1		452			452	462	0.0	0.0	0.000	A
	CircLink	1	1	5	452			452	462	0.0	0.0	0.000	A
			2	1, 2, 3, 4	887			887	901	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	93			93	94	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	568	850	0.668	571	589	1.4	1.8	11.494	B
			2	1, 4, 5	224	828	0.271	223	231	0.0	0.4	5.781	A
		2	1	(1, 2, 3, 4, 5)	792			792	823	0.0	0.0	0.000	A
	Exit	1	1		894			894	905	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1309			1309	1332	0.0	0.0	0.000	A
			2	3, 4, 5	569			569	586	0.0	0.0	0.000	A
	CircBase	1	1	2	415			415	428	0.0	0.0	0.000	A
			2	3, 4, 5	569			569	586	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	143	850	0.168	142	143	0.1	0.2	5.034	A
			2	1, 2, 4, 5	262	835	0.314	262	259	0.5	0.5	5.802	A
		2	1	(1, 2, 3, 4, 5)	405			405	402	0.0	0.0	0.000	A
	Exit	1	1		449			449	459	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1539			1539	1587	0.0	0.0	0.000	A
			2	1, 4, 5	238			238	247	0.0	0.0	0.000	A
	CircBase	1	1	3	1091			1091	1129	0.0	0.0	0.000	A
			2	1, 4, 5	238			238	247	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	390	901	0.433	380	401	0.7	1.4	7.097	A
			2	1, 2, 3	603	924	0.653	607	612	0.8	1.7	10.625	B
		2	1	(1, 2, 3, 4, 5)	994			994	1020	0.0	0.0	0.129	A
	Exit	1	1		1233			1233	1272	0.0	0.0	0.000	A
	CircLink	1	1	3	1233			1233	1272	0.0	0.0	0.000	A
			2	1, 2, 4, 5	499			499	505	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	460			460	466	0.0	0.0	0.000	A
			2	1, 2	39			39	40	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	28	483	0.059	27	31	0.1	0.1	8.286	A
			2	1, 2, 3	456	489	0.935	457	446	1.7	2.5	18.542	C
	Exit	1	1		340			340	336	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	840			840	867	0.0	0.0	0.000	A
			2	1, 2, 3	646			646	652	0.0	0.0	0.000	A
	CircBase	1	1	5	500			500	531	0.0	0.0	0.000	A
			2	1, 2, 3	646			646	652	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	498			485	480	1.0	7.4	35.374	E
5 - A1079 (W)	Entry	1	1	1, 2	321	646	0.497	324	349	0.7	1.1	10.628	B
			2	3, 4, 5	445	640	0.697	450	471	0.7	1.9	19.379	C
	CircBase	1	1	1, 2	984			984	983	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	767			767	827	0.0	0.0	0.053	A
	Exit	1	1		527			527	562	0.0	0.0	0.000	A
	CircLink	1	1	5	527			527	562	0.0	0.0	0.000	A
			2	1, 2, 3, 4	1104			1104	1098	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	119			119	115	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	596	844	0.706	598	598	1.8	1.3	14.363	B
			2	1, 4, 5	216	820	0.263	214	221	0.4	0.5	6.282	A
		2	1	(1, 2, 3, 4, 5)	812			812	817	0.0	0.0	0.000	A
	Exit	1	1		912			912	925	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1324			1324	1353	0.0	0.0	0.000	A
			2	3, 4, 5	581			581	610	0.0	0.0	0.000	A
	CircBase	1	1	2	412			412	428	0.0	0.0	0.000	A
			2	3, 4, 5	581			581	610	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	139	838	0.165	141	140	0.2	0.1	5.000	A
			2	1, 2, 4, 5	263	819	0.321	264	261	0.5	0.4	6.539	A
		2	1	(1, 2, 3, 4, 5)	401			401	400	0.0	0.0	0.000	A
	Exit	1	1		443			443	460	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1574			1574	1620	0.0	0.0	0.000	A
			2	1, 4, 5	231			231	237	0.0	0.0	0.000	A
	CircBase	1	1	3	1131			1131	1160	0.0	0.0	0.000	A
			2	1, 4, 5	231			231	237	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	386	910	0.425	383	398	1.4	1.0	6.890	A
			2	1, 2, 3	602	927	0.649	610	615	1.7	2.0	11.964	B
		2	1	(1, 2, 3, 4, 5)	990			988	1012	0.0	0.2	0.094	A
	Exit	1	1		1272			1272	1300	0.0	0.0	0.000	A
	CircLink	1	1	3	1272			1272	1300	0.0	0.0	0.000	A
			2	1, 2, 4, 5	495			495	498	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	452			452	457	0.0	0.0	0.000	A
			2	1, 2	42			42	41	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	32	485	0.066	33	29	0.1	0.0	7.772	A
			2	1, 2, 3	443	487	0.910	440	459	2.5	2.8	20.371	C
	Exit	1	1		342			342	339	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	835			835	856	0.0	0.0	0.000	A
			2	1, 2, 3	652			652	655	0.0	0.0	0.000	A
	CircBase	1	1	5	493			493	516	0.0	0.0	0.000	A
			2	1, 2, 3	652			652	655	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	515			475	489	7.4	12.3	71.025	F
5 - A1079 (W)	Entry	1	1	1, 2	343	657	0.525	344	359	1.1	1.1	11.830	B
			2	3, 4, 5	463	645	0.716	469	490	1.9	2.4	19.656	C
	CircBase	1	1	1, 2	980			980	994	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	806			806	851	0.0	0.0	0.066	A
	Exit	1	1		527			527	546	0.0	0.0	0.000	A
	CircLink	1	1	5	527			527	546	0.0	0.0	0.000	A
			2	1, 2, 3, 4	1092			1092	1114	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	112			112	120	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	468	894	0.524	471	481	1.3	0.9	8.906	A
			2	1, 4, 5	183	875	0.210	186	188	0.5	0.1	5.034	A
		2	1	(1, 2, 3, 4, 5)	651			651	665	0.0	0.0	0.000	A
	Exit	1	1		758			758	768	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1108			1108	1148	0.0	0.0	0.000	A
			2	3, 4, 5	494			494	514	0.0	0.0	0.000	A
	CircBase	1	1	2	349			349	380	0.0	0.0	0.000	A
			2	3, 4, 5	494			494	514	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	106	921	0.115	106	111	0.1	0.2	4.410	A
			2	1, 2, 4, 5	200	889	0.225	199	198	0.4	0.2	5.340	A
		2	1	(1, 2, 3, 4, 5)	306			306	308	0.0	0.0	0.000	A
	Exit	1	1		382			382	408	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1303			1303	1365	0.0	0.0	0.000	A
			2	1, 4, 5	197			197	198	0.0	0.0	0.000	A
	CircBase	1	1	3	921			921	957	0.0	0.0	0.000	A
			2	1, 4, 5	197			197	198	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	333	941	0.355	337	322	1.0	0.5	6.105	A
			2	1, 2, 3	478	953	0.502	483	491	2.0	0.6	7.931	A
		2	1	(1, 2, 3, 4, 5)	812			812	805	0.2	0.0	0.003	A
	Exit	1	1		1026			1026	1068	0.0	0.0	0.000	A
	CircLink	1	1	3	1026			1026	1068	0.0	0.0	0.000	A
			2	1, 2, 4, 5	396			396	396	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	362			362	366	0.0	0.0	0.000	A
			2	1, 2	34			34	30	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	27	505	0.053	28	26	0.0	0.0	7.349	A
			2	1, 2, 3	408	535	0.760	412	444	2.8	1.7	17.209	C
	Exit	1	1		278			278	263	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	699			699	688	0.0	0.0	0.000	A
			2	1, 2, 3	517			517	520	0.0	0.0	0.000	A
	CircBase	1	1	5	421			421	424	0.0	0.0	0.000	A
			2	1, 2, 3	517			517	520	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	396			434	465	12.3	0.9	40.484	E
5 - A1079 (W)	Entry	1	1	1, 2	284	690	0.414	287	301	1.1	0.7	9.524	A
			2	3, 4, 5	388	690	0.562	385	397	2.4	1.2	11.386	B
	CircBase	1	1	1, 2	821			821	847	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	672			672	692	0.0	0.0	0.000	A
	Exit	1	1		448			448	450	0.0	0.0	0.000	A
	CircLink	1	1	5	448			448	450	0.0	0.0	0.000	A
			2	1, 2, 3, 4	929			929	964	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	108			108	117	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	406	957	0.423	404	413	0.9	0.7	6.964	A
			2	1, 4, 5	141	940	0.150	141	156	0.1	0.1	4.815	A
		2	1	(1, 2, 3, 4, 5)	547			547	569	0.0	0.0	0.000	A
	Exit	1	1		610			610	622	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	906			906	929	0.0	0.0	0.000	A
			2	3, 4, 5	356			356	400	0.0	0.0	0.000	A
	CircBase	1	1	2	297			297	306	0.0	0.0	0.000	A
			2	3, 4, 5	356			356	400	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	95	1002	0.094	95	97	0.2	0.0	3.918	A
			2	1, 2, 4, 5	180	971	0.184	180	181	0.2	0.3	4.842	A
		2	1	(1, 2, 3, 4, 5)	275			275	278	0.0	0.0	0.000	A
	Exit	1	1		323			323	332	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1045			1045	1109	0.0	0.0	0.000	A
			2	1, 4, 5	153			153	167	0.0	0.0	0.000	A
	CircBase	1	1	3	722			722	777	0.0	0.0	0.000	A
			2	1, 4, 5	153			153	167	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	259	949	0.272	262	267	0.5	0.2	5.219	A
			2	1, 2, 3	382	971	0.394	383	402	0.6	0.4	6.081	A
		2	1	(1, 2, 3, 4, 5)	640			640	668	0.0	0.0	0.000	A
	Exit	1	1		817			817	874	0.0	0.0	0.000	A
	CircLink	1	1	3	817			817	874	0.0	0.0	0.000	A
			2	1, 2, 4, 5	333			333	348	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	302			302	322	0.0	0.0	0.000	A
			2	1, 2	31			31	26	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	20	570	0.035	21	23	0.0	0.0	6.687	A
			2	1, 2, 3	327	582	0.562	328	329	1.7	1.2	12.748	B
	Exit	1	1		225			225	223	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	564			564	589	0.0	0.0	0.000	A
			2	1, 2, 3	414			414	428	0.0	0.0	0.000	A
	CircBase	1	1	5	339			339	367	0.0	0.0	0.000	A
			2	1, 2, 3	414			414	428	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	345			348	350	0.9	0.0	4.089	A
5 - A1079 (W)	Entry	1	1	1, 2	240	733	0.326	238	248	0.7	0.6	8.162	A
			2	3, 4, 5	287	735	0.393	283	324	1.2	0.9	9.007	A
	CircBase	1	1	1, 2	668			668	681	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	526			526	570	0.0	0.0	0.000	A
	Exit	1	1		360			360	390	0.0	0.0	0.000	A
	CircLink	1	1	5	360			360	390	0.0	0.0	0.000	A
			2	1, 2, 3, 4	742			742	757	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	73			73	76	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.47	0.00	0.00	0.80	3.92
			2	0.23	0.00	0.00	0.60	1.93
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.12	0.00	0.00	1.00	1.00
			2	0.08	0.00	0.00	0.00	0.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.63	0.00	0.00	2.95	2.95
			2	0.28	0.00	0.00	0.62	2.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.07	0.00	0.21	2.97	2.97
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.67	0.00	0.00	2.47	4.95
5 - A1079 (W)	Entry	1	1	0.34	0.00	0.00	0.84	1.88
			2	0.94	0.00	0.28	1.71	3.78
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

16:30 - 16:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.36	0.00	0.41	3.89	3.89
			2	0.04	0.00	0.00	0.00	0.94
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.12	0.00	0.00	1.00	1.00
			2	0.50	0.00	0.00	1.45	2.91
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.70	0.00	0.00	2.42	3.87
			2	0.75	0.00	0.00	1.73	4.94
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.08	0.00	0.00	0.00	0.96
			2	1.72	0.00	1.32	3.00	3.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.96	0.00	0.00	2.99	8.97
5 - A1079 (W)	Entry	1	1	0.69	0.00	0.00	1.43	4.76
			2	0.68	0.00	0.00	1.54	3.78
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.83	0.00	0.73	5.83	5.83
			2	0.34	0.00	0.00	0.83	2.84
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.24	0.00	0.00	0.63	2.00
			2	0.51	0.00	0.00	1.47	4.91
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	1.47	0.00	0.38	2.65	9.65
			2	1.74	0.00	1.06	3.71	7.91
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.12	0.00	0.00	0.00	1.97
			2	2.47	0.00	1.78	2.83	3.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	7.39	0.00	2.23	20.86	35.75
5 - A1079 (W)	Entry	1	1	1.11	0.00	0.10	3.09	4.76
			2	1.89	0.00	0.47	4.48	9.43
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.28	0.00	0.18	3.39	7.75
			2	0.49	0.00	0.00	0.87	3.76
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.12	0.00	0.00	0.00	2.00
			2	0.39	0.00	0.00	1.95	1.95
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.97	0.00	0.00	2.43	4.87
			2	1.98	0.00	0.12	6.20	9.92
		2	1	0.20	0.00	0.00	0.00	4.92
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	2.77	0.25	2.97	2.97	2.97
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	12.30	0.00	7.42	30.66	40.55
5 - A1079 (W)	Entry	1	1	1.16	0.00	0.10	2.80	3.86
			2	2.35	0.00	0.85	6.15	10.41
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.86	0.00	0.21	1.70	2.92
			2	0.08	0.00	0.00	0.00	0.95
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.20	0.00	0.00	1.00	1.00
			2	0.23	0.00	0.00	0.60	1.93
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.47	0.00	0.00	1.96	1.96
			2	0.59	0.00	0.00	1.49	2.97
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.66	0.00	1.73	2.96	2.96
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.91	0.00	0.00	3.45	5.91
5 - A1079 (W)	Entry	1	1	0.80	0.00	0.00	1.43	8.58
			2	1.26	0.00	0.29	2.74	5.73
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.66	0.00	0.00	2.20	4.88
			2	0.15	0.00	0.00	0.24	1.92
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.04	0.00	0.00	0.00	1.00
			2	0.27	0.00	0.00	0.68	1.94
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.19	0.00	0.00	0.97	0.97
			2	0.44	0.00	0.00	0.91	2.97
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.15	0.00	0.35	2.98	2.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
5 - A1079 (W)	Entry	1	1	0.68	0.00	0.00	2.85	2.85
			2	0.99	0.00	0.00	2.38	10.47
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	20	5	1184	974	0.021	20	23	0.0	0.1	6.415	A
				3	387	97	1184	946	0.409	390	380	0.0	0.4	6.354	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	102	26	1184	959	0.107	101	98	0.0	0.1	4.685	A
				5	46	11	1184	869	0.052	44	53	0.0	0.1	5.487	A
	CircLink	1	1	1	84	21	-	-	-	84	99	0.0	0.0	0.000	A
				2	143	36	-	-	-	143	139	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	297	74	-	-	-	297	314	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	143	36	-	-	-	143	139	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	297	74	-	-	-	297	314	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	20	5	-	-	-	20	23	0.0	0.0	0.000	A
				3	387	97	-	-	-	387	381	0.0	0.0	0.000	A
				4	102	26	-	-	-	102	98	0.0	0.0	0.000	A
				5	46	11	-	-	-	46	53	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	104	26	1289	986	0.106	104	99	0.0	0.1	3.944	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	28	7	1289	990	0.029	29	25	0.0	0.0	4.301	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	37	9	1289	987	0.038	37	37	0.0	0.0	4.079	A
				5	104	26	1289	956	0.109	105	115	0.0	0.0	4.633	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	20	5	-	-	-	20	23	0.0	0.0	0.000	A
				3	390	98	-	-	-	390	380	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	101	25	-	-	-	101	98	0.0	0.0	0.000	A
				5	44	11	-	-	-	44	53	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	297	74	-	-	-	297	314	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	28	7	-	-	-	28	25	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	104	26	-	-	-	104	99	0.0	0.0	0.000	A
				4	37	9	-	-	-	37	37	0.0	0.0	0.000	A
				5	104	26	-	-	-	104	116	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	81	20	1076	985	0.082	79	79	0.0	0.3	5.398	A
				5	184	46	1076	963	0.191	182	186	0.0	0.4	5.387	A
			2	1	300	75	1076	980	0.306	304	316	0.0	0.2	6.666	A
				2	96	24	1076	975	0.099	96	95	0.0	0.0	6.719	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	300	75	-	-	-	300	317	0.0	0.0	0.000	A
				2	96	24	-	-	-	96	95	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	81	20	-	-	-	81	80	0.0	0.0	0.000	A
				5	184	46	-	-	-	184	188	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	104	26	-	-	-	104	99	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	29	7	-	-	-	29	25	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	37	9	-	-	-	37	37	0.0	0.0	0.000	A
				5	105	26	-	-	-	105	115	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	9	2	-	-	-	9	10	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	29	7	-	-	-	29	25	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	25	6	769	559	0.046	26	22	0.0	0.0	6.948	A
				1	179	45	769	583	0.306	178	175	0.0	0.6	11.635	B
				2	68	17	769	585	0.117	68	60	0.0	0.3	11.507	B
			2	3	77	19	769	577	0.134	79	85	0.0	0.2	11.867	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	79	20	-	-	-	79	79	0.0	0.0	0.000	A
	CircLink	1		5	182	45	-	-	-	182	186	0.0	0.0	0.000	A
				1	304	76	-	-	-	304	316	0.0	0.0	0.000	A
				2	96	24	-	-	-	96	95	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	304	76	-	-	-	304	316	0.0	0.0	0.000	A
				2	96	24	-	-	-	96	95	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	185	46	-	-	-	179	177	0.0	0.6	2.862	A
				2	69	17	-	-	-	68	61	0.0	0.0	2.799	A
	Entry	2	1	3	77	19	-	-	-	77	86	0.0	0.1	2.683	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	25	6	-	-	-	25	22	0.0	0.0	2.277	A
				1	85	21	1070	716	0.119	84	99	0.0	0.1	6.602	A
				2	141	35	1070	725	0.195	143	139	0.0	0.2	7.005	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	299	75	1070	723	0.412	297	314	0.0	0.8	8.847	A
				4	10	2	984	710	0.014	9	10	0.0	0.1	8.609	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	26	6	-	-	-	26	22	0.0	0.0	0.000	A
				1	178	44	-	-	-	178	175	0.0	0.0	0.000	A
				2	68	17	-	-	-	68	60	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	79	20	-	-	-	79	85	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	178	44	-	-	-	178	175	0.0	0.0	0.000	A
				2	68	17	-	-	-	68	60	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	79	20	-	-	-	79	85	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	85	21	-	-	-	85	99	0.0	0.0	0.000	A
				2	141	35	-	-	-	141	139	0.0	0.0	0.000	A
	Entry	2	1	3	299	75	-	-	-	299	318	0.0	0.0	0.000	A
				4	10	2	-	-	-	10	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	30	7	1184	936	0.032	30	31	0.5	0.0	8.245	A
				3	437	109	1184	902	0.484	431	446	0.5	1.4	8.064	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	109	27	1184	921	0.119	110	115	0.2	0.0	4.522	A
				5	58	15	1184	799	0.073	59	68	0.2	0.0	5.819	A
	CircLink	1	1	1	104	26	-	-	-	104	119	0.0	0.0	0.000	A
				2	143	36	-	-	-	143	163	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	368	92	-	-	-	368	375	0.0	0.0	0.000	A
				4	12	3	-	-	-	12	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	143	36	-	-	-	143	163	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	368	92	-	-	-	368	375	0.0	0.0	0.000	A
				4	12	3	-	-	-	12	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	30	7	-	-	-	30	31	0.0	0.0	0.000	A
				3	437	109	-	-	-	437	449	0.0	0.0	0.000	A
				4	109	27	-	-	-	109	115	0.0	0.0	0.000	A
				5	58	15	-	-	-	58	67	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	108	27	1289	936	0.115	107	107	0.1	0.1	4.135	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	26	6	1289	932	0.028	26	27	0.0	0.0	4.263	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	44	11	1289	943	0.046	44	47	0.1	0.2	4.866	A
				5	132	33	1289	893	0.148	130	133	0.1	0.4	5.511	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	30	8	-	-	-	30	31	0.0	0.0	0.000	A
				3	431	108	-	-	-	431	446	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	110	28	-	-	-	110	115	0.0	0.0	0.000	A
				5	59	15	-	-	-	59	68	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	368	92	-	-	-	368	375	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	12	3	-	-	-	12	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	26	6	-	-	-	26	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	108	27	-	-	-	108	107	0.0	0.0	0.000	A
				4	44	11	-	-	-	44	48	0.0	0.0	0.000	A
				5	132	33	-	-	-	132	135	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	1076	964	0.091	88	91	0.6	0.3	6.877	A
				5	237	59	1076	926	0.254	239	238	0.6	0.4	7.158	A
			2	1	357	89	1076	956	0.374	361	375	0.3	0.6	8.728	A
				2	112	28	1076	948	0.119	114	121	0.3	0.2	8.133	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	357	89	-	-	-	357	376	0.0	0.0	0.002	A
				2	112	28	-	-	-	112	122	0.0	0.0	0.009	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	-	-	-	88	91	0.0	0.0	0.000	A
				5	237	59	-	-	-	237	238	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	107	27	-	-	-	107	107	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	26	6	-	-	-	26	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	44	11	-	-	-	44	47	0.0	0.0	0.000	A
				5	130	33	-	-	-	130	133	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	12	3	-	-	-	12	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	26	6	-	-	-	26	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	26	6	769	530	0.049	25	23	0.0	0.1	8.920	A
				1	217	54	769	541	0.402	215	213	1.1	1.0	14.010	B
				2	79	20	769	544	0.145	78	71	1.1	0.3	13.800	B
			2	3	93	23	769	542	0.172	93	94	1.1	0.4	14.303	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	-	-	-	88	91	0.0	0.0	0.000	A
				5	239	60	-	-	-	239	238	0.0	0.0	0.000	A
				1	361	90	-	-	-	361	375	0.0	0.0	0.000	A
				2	114	28	-	-	-	114	121	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	361	90	-	-	-	361	375	0.0	0.0	0.000	A
				2	114	28	-	-	-	114	121	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	216	54	-	-	-	217	215	0.7	0.5	6.417	A
				2	79	20	-	-	-	79	71	0.7	0.2	5.647	A
			1	3	93	23	-	-	-	93	95	0.7	0.3	6.334	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	25	6	-	-	-	26	23	0.0	0.0	3.594	A
	Entry	1		1	103	26	1070	684	0.150	104	119	0.3	0.2	8.737	A
				2	148	37	1070	702	0.209	143	163	0.3	0.5	8.333	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	355	89	1070	693	0.513	368	375	0.9	0.7	11.412	B
				4	11	3	984	680	0.016	12	12	0.9	0.0	11.897	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	25	6	-	-	-	25	23	0.0	0.0	0.000	A
				1	215	54	-	-	-	215	213	0.0	0.0	0.000	A
				2	78	19	-	-	-	78	71	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	93	23	-	-	-	93	94	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	215	54	-	-	-	215	213	0.0	0.0	0.000	A
				2	78	19	-	-	-	78	71	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	93	23	-	-	-	93	94	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	103	26	-	-	-	103	119	0.0	0.0	0.000	A
				2	148	37	-	-	-	148	164	0.0	0.0	0.000	A
			1	3	355	89	-	-	-	355	374	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	35	9	1184	870	0.040	35	31	1.4	0.2	11.879	B
				3	533	133	1184	848	0.629	536	559	1.4	1.6	11.472	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	153	38	1184	855	0.179	152	149	0.0	0.3	5.697	A
				5	71	18	1184	770	0.093	72	81	0.0	0.0	5.952	A
	CircLink	1	1	1	139	35	-	-	-	139	154	0.0	0.0	0.000	A
				2	185	46	-	-	-	185	195	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	436	109	-	-	-	436	455	0.0	0.0	0.000	A
				4	14	4	-	-	-	14	16	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	185	46	-	-	-	185	195	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	436	109	-	-	-	436	455	0.0	0.0	0.000	A
				4	14	4	-	-	-	14	16	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	35	9	-	-	-	35	31	0.0	0.0	0.000	A
				3	533	133	-	-	-	533	560	0.0	0.0	0.000	A
				4	153	38	-	-	-	153	150	0.0	0.0	0.000	A
				5	71	18	-	-	-	71	81	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	143	36	1289	847	0.169	142	143	0.1	0.2	5.034	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	37	9	1289	843	0.044	39	40	0.0	0.0	5.326	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	62	15	1289	843	0.073	62	57	0.5	0.1	5.688	A
				5	163	41	1289	818	0.199	161	162	0.5	0.4	5.966	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	35	9	-	-	-	35	31	0.0	0.0	0.000	A
				3	536	134	-	-	-	536	559	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	152	38	-	-	-	152	149	0.0	0.0	0.000	A
				5	72	18	-	-	-	72	81	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	436	109	-	-	-	436	455	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	14	4	-	-	-	14	16	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	37	9	-	-	-	37	40	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	143	36	-	-	-	143	143	0.0	0.0	0.000	A
				4	62	15	-	-	-	62	57	0.0	0.0	0.000	A
				5	163	41	-	-	-	163	162	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	116	29	1076	933	0.125	112	113	0.7	0.5	6.514	A
				5	275	69	1076	890	0.308	267	288	0.7	1.0	7.338	A
			2	1	462	115	1076	925	0.500	464	463	0.8	1.4	10.675	B
				2	141	35	1076	917	0.154	144	150	0.8	0.3	10.468	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	462	115	-	-	-	462	466	0.0	0.0	0.137	A
				2	141	35	-	-	-	141	150	0.0	0.0	0.152	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	116	29	-	-	-	116	114	0.0	0.0	0.090	A
				5	275	69	-	-	-	275	290	0.0	0.0	0.121	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	142	36	-	-	-	142	143	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	39	10	-	-	-	39	40	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	62	15	-	-	-	62	57	0.0	0.0	0.000	A
				5	161	40	-	-	-	161	162	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	14	4	-	-	-	14	16	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	39	10	-	-	-	39	40	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	28	7	769	484	0.058	27	31	0.1	0.1	8.286	A
			2	1	254	64	769	488	0.523	252	248	1.7	1.6	18.337	C
				2	86	22	769	490	0.177	86	83	1.7	0.4	18.640	C
				3	116	29	769	488	0.237	119	115	1.7	0.5	18.918	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	112	28	-	-	-	112	113	0.0	0.0	0.000	A
				5	267	67	-	-	-	267	288	0.0	0.0	0.000	A
			2	1	464	116	-	-	-	464	463	0.0	0.0	0.000	A
				2	144	36	-	-	-	144	150	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	464	116	-	-	-	464	463	0.0	0.0	0.000	A
				2	144	36	-	-	-	144	150	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	257	64	-	-	-	254	251	1.0	3.5	33.978	D
				2	89	22	-	-	-	86	83	1.0	1.5	37.556	E
				3	122	31	-	-	-	116	116	1.0	2.0	37.182	E
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	30	8	-	-	-	28	31	0.0	0.4	33.842	D
	Entry	1	1	1	134	34	1070	644	0.210	139	154	0.7	0.4	10.779	B
				2	187	47	1070	647	0.287	185	195	0.7	0.7	10.512	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	432	108	1070	639	0.676	436	455	0.7	1.8	19.458	C
				4	14	3	1070	690	0.020	14	16	0.0	0.1	17.279	C
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	27	7	-	-	-	27	31	0.0	0.0	0.000	A
			2	1	252	63	-	-	-	252	248	0.0	0.0	0.000	A
				2	86	22	-	-	-	86	83	0.0	0.0	0.000	A
5 - A1079 (W)				3	119	30	-	-	-	119	115	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	252	63	-	-	-	252	248	0.0	0.0	0.000	A
				2	86	22	-	-	-	86	83	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	119	30	-	-	-	119	115	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	134	34	-	-	-	134	155	0.0	0.0	0.048	A
				2	187	47	-	-	-	187	196	0.0	0.0	0.100	A
				3	432	108	-	-	-	432	460	0.0	0.0	0.036	A
				4	14	3	-	-	-	14	16	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	32	8	1184	870	0.036	31	32	1.8	0.1	14.567	B
				3	564	141	1184	842	0.670	567	566	1.8	1.2	14.351	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	141	35	1184	858	0.164	140	146	0.4	0.3	6.311	A
				5	75	19	1184	758	0.098	74	75	0.4	0.2	6.219	A
	CircLink	1	1	1	150	38	-	-	-	150	156	0.0	0.0	0.000	A
				2	194	48	-	-	-	194	203	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	452	113	-	-	-	452	474	0.0	0.0	0.000	A
				4	17	4	-	-	-	17	16	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	194	48	-	-	-	194	203	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	452	113	-	-	-	452	474	0.0	0.0	0.000	A
				4	17	4	-	-	-	17	16	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	32	8	-	-	-	32	32	0.0	0.0	0.000	A
				3	564	141	-	-	-	564	564	0.0	0.0	0.000	A
				4	141	35	-	-	-	141	146	0.0	0.0	0.000	A
				5	75	19	-	-	-	75	76	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	139	35	1289	842	0.165	141	140	0.2	0.1	5.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	42	11	1289	841	0.050	42	41	0.5	0.1	5.931	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	68	17	1289	837	0.081	68	61	0.5	0.0	6.433	A
				5	152	38	1289	801	0.190	154	160	0.5	0.2	6.744	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	31	8	-	-	-	31	32	0.0	0.0	0.000	A
				3	567	142	-	-	-	567	566	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	140	35	-	-	-	140	146	0.0	0.0	0.000	A
				5	74	19	-	-	-	74	75	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	452	113	-	-	-	452	474	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	17	4	-	-	-	17	16	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	42	11	-	-	-	42	41	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	139	35	-	-	-	139	140	0.0	0.0	0.000	A
				4	68	17	-	-	-	68	61	0.0	0.0	0.000	A
				5	152	38	-	-	-	152	159	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	119	30	1076	938	0.126	118	116	1.4	0.3	6.855	A
				5	267	67	1076	900	0.298	266	282	1.4	0.6	6.904	A
			2	1	471	118	1076	933	0.505	476	473	1.7	1.4	11.995	B
				2	131	33	1076	909	0.144	134	142	1.7	0.6	11.861	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	471	118	-	-	-	471	472	0.0	0.0	0.099	A
				2	131	33	-	-	-	131	143	0.0	0.0	0.066	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	119	30	-	-	-	119	116	0.0	0.0	0.090	A
				5	269	67	-	-	-	267	280	0.0	0.1	0.102	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	141	35	-	-	-	141	140	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	42	11	-	-	-	42	41	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	68	17	-	-	-	68	61	0.0	0.0	0.000	A
				5	154	39	-	-	-	154	160	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	17	4	-	-	-	17	16	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	42	11	-	-	-	42	41	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	32	8	769	485	0.066	33	29	0.1	0.0	7.772	A
			2	1	249	62	769	486	0.512	244	256	2.5	1.7	20.657	C
				2	83	21	769	494	0.168	84	83	2.5	0.5	19.246	C
				3	110	28	769	484	0.228	112	120	2.5	0.6	20.550	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	118	29	-	-	-	118	116	0.0	0.0	0.000	A
				5	266	66	-	-	-	266	282	0.0	0.0	0.000	A
			2	1	476	119	-	-	-	476	473	0.0	0.0	0.000	A
				2	134	33	-	-	-	134	142	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	476	119	-	-	-	476	473	0.0	0.0	0.000	A
				2	134	33	-	-	-	134	142	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	258	64	-	-	-	249	256	7.4	6.1	72.244	F
				2	101	25	-	-	-	83	84	7.4	2.7	69.875	F
				3	130	32	-	-	-	110	120	7.4	3.2	69.538	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	26	7	-	-	-	32	29	7.4	0.3	69.674	F
5 - A1079 (W)	Entry	1	1	1	151	38	1070	647	0.233	150	156	1.1	0.5	12.281	B
				2	192	48	1070	659	0.292	194	203	1.1	0.6	11.492	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	446	112	1070	645	0.691	452	474	1.9	2.4	19.638	C
				4	16	4	1070	680	0.024	17	16	1.9	0.0	20.184	C
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	33	8	-	-	-	33	29	0.0	0.0	0.000	A
			2	1	244	61	-	-	-	244	256	0.0	0.0	0.000	A
				2	84	21	-	-	-	84	83	0.0	0.0	0.000	A
				3	112	28	-	-	-	112	120	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	244	61	-	-	-	244	256	0.0	0.0	0.000	A
				2	84	21	-	-	-	84	83	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	112	28	-	-	-	112	120	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	151	38	-	-	-	151	156	0.0	0.0	0.104	A
				2	192	48	-	-	-	192	203	0.0	0.0	0.051	A
				3	446	112	-	-	-	446	476	0.0	0.0	0.063	A
				4	16	4	-	-	-	16	16	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	33	8	1184	917	0.036	33	28	1.3	0.1	9.177	A
				3	435	109	1184	891	0.488	439	454	1.3	0.8	8.889	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	122	30	1184	911	0.134	125	120	0.5	0.0	4.688	A
				5	61	15	1184	801	0.076	61	68	0.5	0.1	5.718	A
	CircLink	1	1	1	122	31	-	-	-	122	124	0.0	0.0	0.000	A
				2	165	41	-	-	-	165	177	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	373	93	-	-	-	373	387	0.0	0.0	0.000	A
				4	12	3	-	-	-	12	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	165	41	-	-	-	165	177	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	373	93	-	-	-	373	387	0.0	0.0	0.000	A
				4	12	3	-	-	-	12	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	33	8	-	-	-	33	28	0.0	0.0	0.000	A
				3	435	109	-	-	-	435	452	0.0	0.0	0.000	A
				4	122	30	-	-	-	122	119	0.0	0.0	0.000	A
				5	61	15	-	-	-	61	67	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	106	27	1289	922	0.115	106	111	0.1	0.2	4.410	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	34	8	1289	916	0.037	34	30	0.4	0.0	4.812	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	45	11	1289	917	0.049	45	42	0.4	0.1	5.407	A
				5	121	30	1289	866	0.140	120	126	0.4	0.1	5.446	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	33	8	-	-	-	33	28	0.0	0.0	0.000	A
				3	439	110	-	-	-	439	454	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	125	31	-	-	-	125	120	0.0	0.0	0.000	A
				5	61	15	-	-	-	61	68	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	373	93	-	-	-	373	387	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	12	3	-	-	-	12	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	34	8	-	-	-	34	29	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	106	27	-	-	-	106	111	0.0	0.0	0.000	A
				4	45	11	-	-	-	45	42	0.0	0.0	0.000	A
				5	121	30	-	-	-	121	125	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	97	24	1076	961	0.101	96	91	1.0	0.1	6.014	A
				5	236	59	1076	932	0.254	240	231	1.0	0.4	6.141	A
			2	1	379	95	1076	954	0.397	382	377	2.0	0.5	7.974	A
				2	99	25	1076	953	0.104	101	113	2.0	0.1	7.783	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	379	95	-	-	-	379	374	0.2	0.0	0.005	A
				2	99	25	-	-	-	99	112	0.0	0.0	0.004	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	97	24	-	-	-	97	90	0.2	0.0	0.000	A
				5	236	59	-	-	-	236	230	0.2	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	106	26	-	-	-	106	111	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	34	9	-	-	-	34	30	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	45	11	-	-	-	45	42	0.0	0.0	0.000	A
				5	120	30	-	-	-	120	126	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	12	3	-	-	-	12	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	34	9	-	-	-	34	30	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	27	7	769	509	0.053	28	26	0.0	0.0	7.349	A
			2	1	221	55	769	534	0.412	220	237	2.8	1.1	17.221	C
				2	81	20	769	544	0.148	84	90	2.8	0.2	17.319	C
				3	106	26	769	531	0.199	108	117	2.8	0.3	17.099	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	96	24	-	-	-	96	91	0.0	0.0	0.000	A
				5	240	60	-	-	-	240	231	0.0	0.0	0.000	A
			2	1	382	96	-	-	-	382	377	0.0	0.0	0.000	A
				2	101	25	-	-	-	101	113	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	382	96	-	-	-	382	377	0.0	0.0	0.000	A
				2	101	25	-	-	-	101	113	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	206	51	-	-	-	221	235	12.3	0.6	40.721	E
				2	73	18	-	-	-	81	89	12.3	0.1	39.142	E
				3	93	23	-	-	-	106	116	12.3	0.2	41.428	E
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	25	6	-	-	-	27	26	12.3	0.0	38.724	E
	Entry	1	1	1	118	30	1070	684	0.175	122	124	1.1	0.2	9.739	A
				2	166	41	1070	703	0.237	165	177	1.1	0.6	9.380	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	376	94	1070	690	0.544	373	387	2.4	1.0	11.391	B
				4	12	3	1027	690	0.018	12	11	0.0	0.1	11.217	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	28	7	-	-	-	28	26	0.0	0.0	0.000	A
			2	1	220	55	-	-	-	220	237	0.0	0.0	0.000	A
				2	84	21	-	-	-	84	90	0.0	0.0	0.000	A
5 - A1079 (W)				3	108	27	-	-	-	108	117	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	220	55	-	-	-	220	237	0.0	0.0	0.000	A
				2	84	21	-	-	-	84	90	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	108	27	-	-	-	108	117	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	118	30	-	-	-	118	123	0.0	0.0	0.000	A
				2	166	41	-	-	-	166	176	0.0	0.0	0.000	A
				3	376	94	-	-	-	376	382	0.0	0.0	0.000	A
				4	12	3	-	-	-	12	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	28	7	1184	974	0.029	26	26	0.9	0.2	6.120	A
				3	378	94	1184	955	0.396	378	387	0.9	0.5	7.021	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	92	23	1184	971	0.094	93	99	0.0	0.0	4.828	A
				5	49	12	1184	893	0.055	48	57	0.1	0.1	4.789	A
	CircLink	1	1	1	99	25	-	-	-	99	107	0.0	0.0	0.000	A
				2	139	35	-	-	-	139	140	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	271	68	-	-	-	271	314	0.0	0.0	0.000	A
				4	12	3	-	-	-	12	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	139	35	-	-	-	139	140	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	271	68	-	-	-	271	314	0.0	0.0	0.000	A
				4	12	3	-	-	-	12	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	28	7	-	-	-	28	26	0.0	0.0	0.000	A
				3	378	94	-	-	-	378	386	0.0	0.0	0.000	A
				4	92	23	-	-	-	92	99	0.0	0.0	0.000	A
				5	49	12	-	-	-	49	58	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	95	24	1289	1000	0.095	95	97	0.2	0.0	3.918	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	31	8	1289	1003	0.031	31	26	0.0	0.0	4.644	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	42	11	1289	992	0.043	42	40	0.2	0.1	4.614	A
				5	107	27	1289	947	0.112	107	116	0.2	0.2	4.969	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	6	-	-	-	26	26	0.0	0.0	0.000	A
				3	378	95	-	-	-	378	387	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	93	23	-	-	-	93	99	0.0	0.0	0.000	A
				5	48	12	-	-	-	48	57	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	271	68	-	-	-	271	314	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	12	3	-	-	-	12	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	31	8	-	-	-	31	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	95	24	-	-	-	95	96	0.0	0.0	0.000	A
				4	42	11	-	-	-	42	40	0.0	0.0	0.000	A
				5	107	27	-	-	-	107	116	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	79	20	1076	979	0.080	79	74	0.5	0.1	5.211	A
				5	180	45	1076	938	0.192	184	193	0.5	0.1	5.222	A
			2	1	293	73	1076	977	0.300	293	306	0.6	0.3	5.991	A
				2	88	22	1076	946	0.093	89	96	0.6	0.1	6.370	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	293	73	-	-	-	293	305	0.0	0.0	0.000	A
				2	88	22	-	-	-	88	96	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	79	20	-	-	-	79	74	0.0	0.0	0.000	A
				5	180	45	-	-	-	180	192	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	95	24	-	-	-	95	97	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	31	8	-	-	-	31	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	42	10	-	-	-	42	40	0.0	0.0	0.000	A
				5	107	27	-	-	-	107	116	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	12	3	-	-	-	12	10	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	31	8	-	-	-	31	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	20	5	769	570	0.035	21	23	0.0	0.0	6.687	A
				1	184	46	769	581	0.317	186	184	1.7	0.7	13.013	B
				2	69	17	769	583	0.119	69	70	1.7	0.3	11.695	B
			2	3	74	18	769	576	0.128	73	76	1.7	0.2	13.083	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	79	20	-	-	-	79	74	0.0	0.0	0.000	A
	CircLink	1		5	184	46	-	-	-	184	193	0.0	0.0	0.000	A
				1	293	73	-	-	-	293	306	0.0	0.0	0.000	A
				2	89	22	-	-	-	89	96	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	293	73	-	-	-	293	306	0.0	0.0	0.000	A
				2	89	22	-	-	-	89	96	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	182	46	-	-	-	184	182	0.9	0.0	4.140	A
				2	69	17	-	-	-	69	70	0.9	0.0	3.298	A
	Entry	2	1	3	74	18	-	-	-	74	76	0.9	0.0	5.182	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	20	5	-	-	-	20	23	0.0	0.0	2.474	A
				1	100	25	1070	705	0.140	99	107	0.7	0.2	8.737	A
				2	140	35	1070	753	0.186	139	140	0.7	0.4	7.735	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	274	68	1070	732	0.376	271	314	1.2	0.8	8.944	A
				4	13	3	1070	765	0.017	12	10	1.2	0.1	10.926	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	21	5	-	-	-	21	23	0.0	0.0	0.000	A
				1	186	46	-	-	-	186	184	0.0	0.0	0.000	A
				2	69	17	-	-	-	69	70	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	73	18	-	-	-	73	76	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	186	46	-	-	-	186	184	0.0	0.0	0.000	A
				2	69	17	-	-	-	69	70	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	73	18	-	-	-	73	76	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	100	25	-	-	-	100	107	0.0	0.0	0.000	A
				2	140	35	-	-	-	140	140	0.0	0.0	0.000	A
	Entry	2	1	3	274	68	-	-	-	274	313	0.0	0.0	0.000	A
				4	13	3	-	-	-	13	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026 + Committed Development, 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.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Killingwoldgraves Roundabout	Standard Roundabout	✓	1, 2, 3, 4, 5	17.55	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.55	C

Traffic Demand

Demand Set 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 2026 + Committed Development	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	959	100.000
2 - A1174 (E)		ONE HOUR	✓	374	100.000
3 - A1079 (S)		ONE HOUR	✓	947	100.000
4 - Killingwoldgraves Lane		ONE HOUR	✓	359	100.000
5 - A1079 (W)		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	33	689	148	89
	2 - A1174 (E)	26	0	177	40	131
	3 - A1079 (S)	432	59	1	132	323
	4 - Killingwoldgraves Lane	168	43	125	0	23
	5 - A1079 (W)	69	94	296	32	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	3	5	3	10
	2 - A1174 (E)	4	0	2	0	5
	3 - A1079 (S)	9	7	0	7	7
	4 - Killingwoldgraves Lane	4	0	0	0	4
	5 - A1079 (W)	25	1	6	0	0

Cyclist %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	0	0	0	0
	2 - A1174 (E)	0	0	0	0	0
	3 - A1079 (S)	0	0	0	0	0
	4 - Killingwoldgraves Lane	0	0	0	0	0
	5 - A1079 (W)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	21.71	6.9	25.1	C	877	1315
2 - A1174 (E)	6.62	1.0	2.9	A	342	512
3 - A1079 (S)	11.72	2.7	6.9	B	873	1309
4 - Killingwoldgraves Lane	44.08	5.5	13.9	E	330	494
5 - A1079 (W)	10.51	1.8	6.5	B	452	677

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	723	181	506	725	755	539	0.0	1.2	7.262	A
2 - A1174 (E)	277	69	1047	275	287	185	0.0	0.4	4.500	A
3 - A1079 (S)	730	183	342	727	771	980	0.0	1.6	6.809	A
4 - Killingwoldgraves Lane	269	67	813	272	273	257	0.0	0.7	10.856	B
5 - A1079 (W)	378	94	661	384	405	423	0.0	0.8	6.952	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	858	214	584	859	901	646	1.2	1.7	9.282	A
2 - A1174 (E)	345	86	1239	347	358	204	0.4	0.4	5.165	A
3 - A1079 (S)	860	215	429	859	918	1158	1.6	1.8	8.652	A
4 - Killingwoldgraves Lane	320	80	970	318	318	319	0.7	1.4	15.816	C
5 - A1079 (W)	452	113	777	453	488	511	0.8	1.2	8.246	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	1040	260	698	1051	1102	757	1.7	4.9	18.330	C
2 - A1174 (E)	396	99	1496	396	407	253	0.4	0.9	6.116	A
3 - A1079 (S)	1051	263	485	1074	1152	1407	1.8	2.4	11.722	B
4 - Killingwoldgraves Lane	398	100	1175	371	393	384	1.4	5.4	30.391	D
5 - A1079 (W)	535	134	929	526	567	617	1.2	1.8	10.131	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	1058	265	723	1052	1104	736	4.9	6.8	21.713	C
2 - A1174 (E)	409	102	1513	412	426	262	0.9	0.6	6.620	A
3 - A1079 (S)	1040	260	510	1042	1139	1413	2.4	2.6	10.829	B
4 - Killingwoldgraves Lane	406	102	1163	390	401	389	5.4	5.4	44.076	E
5 - A1079 (W)	524	131	935	524	569	619	1.8	1.7	10.512	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	849	212	571	839	931	613	6.8	3.1	12.446	B
2 - A1174 (E)	343	86	1209	343	344	202	0.6	0.4	5.375	A
3 - A1079 (S)	849	212	416	850	909	1136	2.6	1.7	8.615	A
4 - Killingwoldgraves Lane	311	78	952	309	341	314	5.4	1.7	21.299	C
5 - A1079 (W)	438	110	747	438	484	514	1.7	1.1	7.829	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	732	183	501	730	756	524	3.1	1.7	8.139	A
2 - A1174 (E)	283	71	1064	283	296	167	0.4	0.4	4.632	A
3 - A1079 (S)	709	177	346	708	774	1002	1.7	1.3	6.727	A
4 - Killingwoldgraves Lane	270	67	785	269	279	269	1.7	0.5	11.026	B
5 - A1079 (W)	377	94	645	380	398	409	1.1	0.6	7.028	A

Queue Variation Results for each time segment

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.19	0.00	0.12	3.19	3.62
2 - A1174 (E)	0.35	0.00	0.00	0.71	0.88
3 - A1079 (S)	1.71	0.00	0.93	4.09	5.21
4 - Killingwoldgraves Lane	0.68	0.00	0.00	1.43	2.15
5 - A1079 (W)	0.83	0.00	0.00	2.04	3.16

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.80	0.00	0.76	3.52	6.08
2 - A1174 (E)	0.43	0.00	0.00	0.91	1.56
3 - A1079 (S)	1.72	0.00	0.82	3.21	3.54
4 - Killingwoldgraves Lane	1.44	0.00	0.33	2.80	5.30
5 - A1079 (W)	1.24	0.00	0.31	2.69	3.92

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	4.91	0.00	3.10	12.60	16.04
2 - A1174 (E)	1.00	0.00	0.22	2.30	2.74
3 - A1079 (S)	2.43	0.00	1.38	5.78	6.89
4 - Killingwoldgraves Lane	5.43	0.00	4.56	10.17	11.93
5 - A1079 (W)	1.82	0.00	0.94	4.13	5.25

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	6.88	0.00	3.31	17.96	24.96
2 - A1174 (E)	0.59	0.00	0.00	0.92	2.91
3 - A1079 (S)	2.72	0.00	1.70	5.41	6.66
4 - Killingwoldgraves Lane	5.51	0.00	3.68	10.99	13.94
5 - A1079 (W)	1.80	0.00	0.53	4.50	6.49

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	3.10	0.00	1.91	6.10	8.01
2 - A1174 (E)	0.41	0.00	0.00	0.80	1.17
3 - A1079 (S)	1.71	0.00	0.93	3.45	4.29
4 - Killingwoldgraves Lane	1.77	0.00	0.53	4.64	6.11
5 - A1079 (W)	1.17	0.00	0.21	2.52	4.11

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.67	0.00	0.42	4.38	8.57
2 - A1174 (E)	0.35	0.00	0.00	0.74	0.90
3 - A1079 (S)	1.22	0.00	0.58	2.57	3.31
4 - Killingwoldgraves Lane	0.51	0.00	0.00	0.92	2.92
5 - A1079 (W)	0.54	0.00	0.00	1.26	1.68

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	545	977	0.557	548	560	0.0	0.9	8.206	A
			2	1, 4, 5	179	968	0.184	177	195	0.0	0.3	4.521	A
		2	1	(1, 2, 3, 4, 5)	723			723	760	0.0	0.0	0.000	A
	Exit	1	1		539			539	577	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	699			699	732	0.0	0.0	0.000	A
			2	3, 4, 5	346			346	352	0.0	0.0	0.000	A
	CircBase	1	1	2	160			160	155	0.0	0.0	0.000	A
			2	3, 4, 5	346			346	352	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	131	923	0.142	130	137	0.0	0.2	4.600	A
			2	1, 2, 4, 5	146	883	0.166	145	150	0.0	0.1	4.407	A
		2	1	(1, 2, 3, 4, 5)	277			277	288	0.0	0.0	0.000	A
	Exit	1	1		185			185	180	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1037			1037	1044	0.0	0.0	0.000	A
			2	1, 4, 5	197			197	219	0.0	0.0	0.000	A
	CircBase	1	1	3	850			850	863	0.0	0.0	0.000	A
			2	1, 4, 5	197			197	219	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	344	920	0.375	339	367	0.0	0.8	6.089	A
			2	1, 2, 3	386	898	0.426	389	404	0.0	0.8	7.471	A
		2	1	(1, 2, 3, 4, 5)	730			730	779	0.0	0.0	0.000	A
	Exit	1	1		980			980	1000	0.0	0.0	0.000	A
	CircLink	1	1	3	980			980	1000	0.0	0.0	0.000	A
			2	1, 2, 4, 5	342			342	369	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	324			324	349	0.0	0.0	0.000	A
			2	1, 2	18			18	20	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	17	532	0.032	17	19	0.0	0.0	6.820	A
			2	1, 2, 3	255	553	0.461	255	254	0.0	0.6	10.036	B
	Exit	1	1		257			257	281	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	664			664	716	0.0	0.0	0.000	A
			2	1, 2, 3	406			406	425	0.0	0.0	0.000	A
	CircBase	1	1	5	406			406	434	0.0	0.0	0.000	A
			2	1, 2, 3	406			406	425	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	269			271	276	0.0	0.0	1.035	A
5 - A1079 (W)	Entry	1	1	1, 2	131	701	0.185	133	142	0.0	0.3	6.672	A
			2	3, 4, 5	248	743	0.335	251	263	0.0	0.6	7.094	A
	CircBase	1	1	1, 2	566			566	590	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	378			378	409	0.0	0.0	0.000	A
	Exit	1	1		423			423	453	0.0	0.0	0.000	A
	CircLink	1	1	5	423			423	453	0.0	0.0	0.000	A
			2	1, 2, 3, 4	661			661	679	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	95			95	89	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	645	952	0.675	647	676	0.9	1.4	10.750	B
			2	1, 4, 5	214	943	0.227	212	226	0.3	0.4	4.857	A
		2	1	(1, 2, 3, 4, 5)	858			858	904	0.0	0.0	0.000	A
	Exit	1	1		646			646	688	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	820			820	870	0.0	0.0	0.000	A
			2	3, 4, 5	410			410	428	0.0	0.0	0.000	A
	CircBase	1	1	2	174			174	182	0.0	0.0	0.000	A
			2	3, 4, 5	410			410	428	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	166	863	0.192	164	168	0.2	0.4	5.168	A
			2	1, 2, 4, 5	179	847	0.212	183	190	0.1	0.1	5.162	A
		2	1	(1, 2, 3, 4, 5)	345			345	358	0.0	0.0	0.000	A
	Exit	1	1		204			204	214	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1198			1198	1256	0.0	0.0	0.000	A
			2	1, 4, 5	245			245	256	0.0	0.0	0.000	A
	CircBase	1	1	3	994			994	1043	0.0	0.0	0.000	A
			2	1, 4, 5	245			245	256	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	412	891	0.463	412	433	0.8	0.9	7.784	A
			2	1, 2, 3	448	872	0.512	448	485	0.8	0.9	9.348	A
		2	1	(1, 2, 3, 4, 5)	860			860	918	0.0	0.0	0.050	A
	Exit	1	1		1158			1158	1211	0.0	0.0	0.000	A
	CircLink	1	1	3	1158			1158	1211	0.0	0.0	0.000	A
			2	1, 2, 4, 5	429			429	446	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	402			402	419	0.0	0.0	0.000	A
			2	1, 2	26			26	26	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	15	491	0.031	15	20	0.0	0.0	7.442	A
			2	1, 2, 3	304	515	0.589	303	299	0.6	1.1	13.239	B
	Exit	1	1		319			319	330	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	814			814	852	0.0	0.0	0.000	A
			2	1, 2, 3	474			474	511	0.0	0.0	0.000	A
	CircBase	1	1	5	496			496	522	0.0	0.0	0.000	A
			2	1, 2, 3	474			474	511	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	320			319	320	0.0	0.3	2.857	A
5 - A1079 (W)	Entry	1	1	1, 2	154	675	0.226	156	172	0.3	0.2	6.510	A
			2	3, 4, 5	299	715	0.419	297	316	0.6	1.0	9.137	A
	CircBase	1	1	1, 2	665			665	698	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	452			452	490	0.0	0.0	0.000	A
	Exit	1	1		511			511	541	0.0	0.0	0.000	A
	CircLink	1	1	5	511			511	541	0.0	0.0	0.000	A
			2	1, 2, 3, 4	777			777	810	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	112			112	112	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	793	921	0.861	802	834	1.4	4.6	22.358	C
			2	1, 4, 5	247	924	0.268	248	268	0.4	0.4	5.386	A
		2	1	(1, 2, 3, 4, 5)	1040			1040	1115	0.0	0.0	0.047	A
	Exit	1	1		757			757	826	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	976			976	1042	0.0	0.0	0.000	A
			2	3, 4, 5	480			480	510	0.0	0.0	0.000	A
	CircBase	1	1	2	219			219	216	0.0	0.0	0.000	A
			2	3, 4, 5	480			480	510	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	195	782	0.250	195	194	0.4	0.4	6.176	A
			2	1, 2, 4, 5	201	772	0.260	201	213	0.1	0.5	6.061	A
		2	1	(1, 2, 3, 4, 5)	396			396	410	0.0	0.0	0.000	A
	Exit	1	1		253			253	255	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1465			1465	1522	0.0	0.0	0.000	A
			2	1, 4, 5	284			284	305	0.0	0.0	0.000	A
	CircBase	1	1	3	1212			1212	1267	0.0	0.0	0.000	A
			2	1, 4, 5	284			284	305	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	512	870	0.589	520	564	0.9	0.8	9.976	A
			2	1, 2, 3	539	861	0.627	554	588	0.9	1.6	12.278	B
		2	1	(1, 2, 3, 4, 5)	1051			1051	1155	0.0	0.0	0.577	A
	Exit	1	1		1407			1407	1461	0.0	0.0	0.000	A
	CircLink	1	1	3	1407			1407	1461	0.0	0.0	0.000	A
			2	1, 2, 4, 5	485			485	518	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	459			459	490	0.0	0.0	0.000	A
			2	1, 2	26			26	29	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	22	449	0.050	22	24	0.0	0.1	8.959	A
			2	1, 2, 3	355	462	0.773	349	368	1.1	2.3	17.026	C
	Exit	1	1		384			384	412	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	979			979	1054	0.0	0.0	0.000	A
			2	1, 2, 3	580			580	616	0.0	0.0	0.000	A
	CircBase	1	1	5	595			595	642	0.0	0.0	0.000	A
			2	1, 2, 3	580			580	616	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	398			378	398	0.3	3.1	13.717	B
5 - A1079 (W)	Entry	1	1	1, 2	180	646	0.280	177	193	0.2	0.6	7.966	A
			2	3, 4, 5	355	677	0.523	349	374	1.0	1.1	11.218	B
	CircBase	1	1	1, 2	799			799	849	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	535			535	570	0.0	0.0	0.000	A
	Exit	1	1		617			617	667	0.0	0.0	0.000	A
	CircLink	1	1	5	617			617	667	0.0	0.0	0.000	A
			2	1, 2, 3, 4	929			929	985	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	131			131	136	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	796	909	0.877	796	829	4.6	5.9	25.693	D
			2	1, 4, 5	256	892	0.287	256	275	0.4	0.4	5.486	A
		2	1	(1, 2, 3, 4, 5)	1058			1052	1110	0.0	0.5	0.860	A
	Exit	1	1		736			736	829	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	960			960	1055	0.0	0.0	0.000	A
			2	3, 4, 5	498			498	512	0.0	0.0	0.000	A
	CircBase	1	1	2	224			224	227	0.0	0.0	0.000	A
			2	3, 4, 5	498			498	512	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	192	765	0.250	193	200	0.4	0.3	6.423	A
			2	1, 2, 4, 5	218	754	0.286	219	227	0.5	0.4	6.795	A
		2	1	(1, 2, 3, 4, 5)	409			409	425	0.0	0.0	0.000	A
	Exit	1	1		262			262	264	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1483			1483	1532	0.0	0.0	0.000	A
			2	1, 4, 5	291			291	310	0.0	0.0	0.000	A
	CircBase	1	1	3	1221			1221	1268	0.0	0.0	0.000	A
			2	1, 4, 5	291			291	310	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	502	868	0.580	506	551	0.8	1.2	10.448	B
			2	1, 2, 3	538	851	0.637	535	588	1.6	1.4	10.980	B
		2	1	(1, 2, 3, 4, 5)	1040			1040	1140	0.0	0.0	0.109	A
	Exit	1	1		1413			1413	1468	0.0	0.0	0.000	A
	CircLink	1	1	3	1413			1413	1468	0.0	0.0	0.000	A
			2	1, 2, 4, 5	510			510	536	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	479			479	505	0.0	0.0	0.000	A
			2	1, 2	32			32	32	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	22	453	0.049	22	22	0.1	0.1	8.522	A
			2	1, 2, 3	373	466	0.800	368	378	2.3	2.4	20.048	C
	Exit	1	1		389			389	412	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	985			985	1056	0.0	0.0	0.000	A
			2	1, 2, 3	567			567	620	0.0	0.0	0.000	A
	CircBase	1	1	5	596			596	644	0.0	0.0	0.000	A
			2	1, 2, 3	567			567	620	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	406			395	401	3.1	2.9	24.708	C
5 - A1079 (W)	Entry	1	1	1, 2	172	638	0.272	169	197	0.6	0.6	8.267	A
			2	3, 4, 5	352	668	0.528	355	371	1.1	1.1	11.648	B
	CircBase	1	1	1, 2	791			791	858	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	524			524	569	0.0	0.0	0.000	A
	Exit	1	1		619			619	666	0.0	0.0	0.000	A
	CircLink	1	1	5	619			619	666	0.0	0.0	0.000	A
			2	1, 2, 3, 4	935			935	998	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	144			144	141	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	637	962	0.663	627	702	5.9	2.8	14.942	B
			2	1, 4, 5	212	950	0.223	212	229	0.4	0.3	4.830	A
		2	1	(1, 2, 3, 4, 5)	849			849	917	0.5	0.0	0.166	A
	Exit	1	1		613			613	683	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	786			786	873	0.0	0.0	0.000	A
			2	3, 4, 5	399			399	429	0.0	0.0	0.000	A
	CircBase	1	1	2	173			173	190	0.0	0.0	0.000	A
			2	3, 4, 5	399			399	429	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	171	875	0.195	171	164	0.3	0.3	5.331	A
			2	1, 2, 4, 5	172	859	0.200	172	179	0.4	0.2	5.416	A
		2	1	(1, 2, 3, 4, 5)	343			343	343	0.0	0.0	0.000	A
	Exit	1	1		202			202	224	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1167			1167	1291	0.0	0.0	0.000	A
			2	1, 4, 5	244			244	259	0.0	0.0	0.000	A
	CircBase	1	1	3	965			965	1067	0.0	0.0	0.000	A
			2	1, 4, 5	244			244	259	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	412	897	0.459	412	432	1.2	0.9	7.836	A
			2	1, 2, 3	438	886	0.494	438	476	1.4	0.9	9.016	A
		2	1	(1, 2, 3, 4, 5)	849			849	904	0.0	0.0	0.168	A
	Exit	1	1		1136			1136	1232	0.0	0.0	0.000	A
	CircLink	1	1	3	1136			1136	1232	0.0	0.0	0.000	A
			2	1, 2, 4, 5	416			416	438	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	394			394	414	0.0	0.0	0.000	A
			2	1, 2	22			22	25	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	22	510	0.043	22	24	0.1	0.0	6.987	A
			2	1, 2, 3	286	522	0.548	287	317	2.4	1.2	14.654	B
	Exit	1	1		314			314	326	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	806			806	846	0.0	0.0	0.000	A
			2	1, 2, 3	460			460	501	0.0	0.0	0.000	A
	CircBase	1	1	5	492			492	519	0.0	0.0	0.000	A
			2	1, 2, 3	460			460	501	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	311			308	336	2.9	0.5	7.426	A
5 - A1079 (W)	Entry	1	1	1, 2	148	684	0.214	148	173	0.6	0.4	6.811	A
			2	3, 4, 5	291	727	0.402	290	311	1.1	0.7	8.362	A
	CircBase	1	1	1, 2	638			638	700	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	438			438	482	0.0	0.0	0.000	A
	Exit	1	1		514			514	544	0.0	0.0	0.000	A
	CircLink	1	1	5	514			514	544	0.0	0.0	0.000	A
			2	1, 2, 3, 4	747			747	818	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	109			109	118	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	559	975	0.572	556	569	2.8	1.5	9.238	A
			2	1, 4, 5	173	975	0.178	174	187	0.3	0.2	4.796	A
		2	1	(1, 2, 3, 4, 5)	732			732	750	0.0	0.0	0.000	A
	Exit	1	1		524			524	576	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	667			667	728	0.0	0.0	0.000	A
			2	3, 4, 5	359			359	357	0.0	0.0	0.000	A
	CircBase	1	1	2	142			142	153	0.0	0.0	0.000	A
			2	3, 4, 5	359			359	357	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	137	920	0.149	137	142	0.3	0.1	4.680	A
			2	1, 2, 4, 5	146	908	0.161	146	154	0.2	0.2	4.588	A
		2	1	(1, 2, 3, 4, 5)	283			283	296	0.0	0.0	0.000	A
	Exit	1	1		167			167	179	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1032			1032	1056	0.0	0.0	0.000	A
			2	1, 4, 5	199			199	211	0.0	0.0	0.000	A
	CircBase	1	1	3	865			865	877	0.0	0.0	0.000	A
			2	1, 4, 5	199			199	211	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	334	907	0.368	334	369	0.9	0.6	6.434	A
			2	1, 2, 3	374	890	0.420	375	405	0.9	0.7	6.998	A
		2	1	(1, 2, 3, 4, 5)	709			709	772	0.0	0.0	0.000	A
	Exit	1	1		1002			1002	1018	0.0	0.0	0.000	A
	CircLink	1	1	3	1002			1002	1018	0.0	0.0	0.000	A
			2	1, 2, 4, 5	346			346	365	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	328			328	345	0.0	0.0	0.000	A
			2	1, 2	18			18	20	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	18	558	0.032	17	17	0.0	0.1	5.650	A
			2	1, 2, 3	252	553	0.455	252	263	1.2	0.4	10.433	B
	Exit	1	1		269			269	282	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	662			662	714	0.0	0.0	0.000	A
			2	1, 2, 3	392			392	425	0.0	0.0	0.000	A
	CircBase	1	1	5	392			392	432	0.0	0.0	0.000	A
			2	1, 2, 3	392			392	425	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	270			270	277	0.5	0.0	0.951	A
5 - A1079 (W)	Entry	1	1	1, 2	124	710	0.174	123	138	0.4	0.3	6.351	A
			2	3, 4, 5	253	746	0.339	257	260	0.7	0.3	7.367	A
	CircBase	1	1	1, 2	542			542	590	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	377			377	396	0.0	0.0	0.000	A
	Exit	1	1		409			409	448	0.0	0.0	0.000	A
	CircLink	1	1	5	409			409	448	0.0	0.0	0.000	A
			2	1, 2, 3, 4	645			645	687	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	102			102	97	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.95	0.00	0.00	2.72	3.43
			2	0.24	0.00	0.00	0.57	1.13
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.22	0.00	0.00	0.47	0.82
			2	0.13	0.00	0.00	0.94	0.94
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.89	0.00	0.00	2.32	3.01
			2	0.84	0.00	0.00	2.02	3.13
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.03	0.00	0.00	0.00	0.00
			2	0.63	0.00	0.00	1.44	2.94
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.03	0.00	0.00	0.00	0.00
5 - A1079 (W)	Entry	1	1	0.22	0.00	0.00	0.56	0.79
			2	0.61	0.00	0.00	1.70	3.03
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

07:15 - 07:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.40	0.00	0.38	3.24	4.38
			2	0.39	0.00	0.00	1.27	1.70
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.36	0.00	0.00	0.90	1.97
			2	0.08	0.00	0.00	0.00	0.96
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.91	0.00	0.19	1.99	2.56
			2	0.81	0.00	0.00	2.15	2.56
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.09	0.00	0.33	2.95	2.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.35	0.00	0.00	0.00	2.36
5 - A1079 (W)	Entry	1	1	0.20	0.00	0.00	0.42	1.08
			2	1.06	0.00	0.00	2.47	3.23
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

07:30 - 07:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	4.51	0.00	2.23	11.45	16.41
			2	0.40	0.00	0.00	0.86	2.10
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.49	0.00	0.00	1.18	2.17
			2	0.51	0.00	0.00	1.31	1.75
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.80	0.00	0.00	1.76	3.71
			2	1.63	0.00	0.46	4.04	5.69
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.05	0.00	0.00	0.00	0.95
			2	2.34	0.00	2.24	2.83	2.91
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	3.03	0.00	1.63	6.76	8.19
5 - A1079 (W)	Entry	1	1	0.68	0.00	0.00	1.55	3.82
			2	1.14	0.00	0.24	2.55	3.05
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	6.02	0.00	2.37	17.29	20.14
			2	0.36	0.00	0.00	0.85	1.49
		2	1	0.52	0.00	0.00	0.00	3.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.24	0.00	0.00	0.61	0.86
			2	0.35	0.00	0.00	0.77	1.15
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	1.19	0.00	0.31	2.99	4.67
			2	1.50	0.00	0.46	3.37	3.85
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.11	0.00	0.00	0.96	0.96
			2	2.35	0.00	2.95	2.95	2.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	3.05	0.00	0.65	8.05	11.00
5 - A1079 (W)	Entry	1	1	0.67	0.00	0.00	1.62	3.78
			2	1.12	0.00	0.00	2.64	6.59
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	2.85	0.00	1.55	6.12	7.85
			2	0.26	0.00	0.00	0.69	1.89
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.25	0.00	0.00	0.47	0.83
			2	0.16	0.00	0.00	0.34	0.77
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.86	0.00	0.00	2.06	4.69
			2	0.85	0.00	0.00	2.28	2.96
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.23	0.00	0.53	2.96	2.96
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.52	0.00	0.00	1.67	3.15
5 - A1079 (W)	Entry	1	1	0.40	0.00	0.00	0.82	1.97
			2	0.77	0.00	0.00	1.81	3.05
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.48	0.00	0.00	4.37	8.54
			2	0.18	0.00	0.00	0.95	0.95
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.14	0.00	0.00	0.98	0.98
			2	0.22	0.00	0.00	0.55	0.84
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.57	0.00	0.00	1.56	2.04
			2	0.63	0.00	0.00	1.35	1.68
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.08	0.00	0.00	0.00	0.98
			2	0.43	0.00	0.00	0.90	2.92
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
5 - A1079 (W)	Entry	1	1	0.23	0.00	0.00	0.57	0.80
			2	0.32	0.00	0.00	0.85	1.90
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	1184	1005	0.024	24	25	0.0	0.0	8.715	A
				3	520	130	1184	977	0.531	524	535	0.0	0.9	8.182	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	110	27	1184	993	0.110	109	119	0.0	0.1	4.450	A
				5	69	17	1184	955	0.073	68	77	0.0	0.2	4.635	A
	CircLink	1	1	1	58	14	-	-	-	58	70	0.0	0.0	0.000	A
				2	75	19	-	-	-	75	72	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	232	58	-	-	-	232	240	0.0	0.0	0.000	A
				4	20	5	-	-	-	20	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	75	19	-	-	-	75	72	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	232	58	-	-	-	232	240	0.0	0.0	0.000	A
				4	20	5	-	-	-	20	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	-	-	-	24	25	0.0	0.0	0.000	A
				3	520	130	-	-	-	520	539	0.0	0.0	0.000	A
				4	110	27	-	-	-	110	119	0.0	0.0	0.000	A
				5	69	17	-	-	-	69	77	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	131	33	1289	925	0.141	130	137	0.0	0.2	4.600	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	18	4	1289	898	0.020	18	20	0.0	0.0	4.291	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	28	7	1289	945	0.029	28	28	0.0	0.0	4.663	A
				5	101	25	1289	867	0.116	100	102	0.0	0.1	4.356	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	-	-	-	24	25	0.0	0.0	0.000	A
				3	524	131	-	-	-	524	535	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	109	27	-	-	-	109	119	0.0	0.0	0.000	A
				5	68	17	-	-	-	68	77	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	232	58	-	-	-	232	240	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	20	5	-	-	-	20	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	18	4	-	-	-	18	20	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	131	33	-	-	-	131	138	0.0	0.0	0.000	A
				4	28	7	-	-	-	28	28	0.0	0.0	0.000	A
				5	101	25	-	-	-	101	102	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	100	25	1076	916	0.109	100	110	0.0	0.1	6.332	A
				5	244	61	1076	922	0.266	239	256	0.0	0.7	5.987	A
			2	1	334	83	1076	903	0.368	335	352	0.0	0.7	7.492	A
				2	52	13	1076	889	0.058	53	52	0.0	0.1	7.370	A
				3	0.67	0.17	150	135	0.005	0.67	0.56	0.0	0.0	3.493	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	334	83	-	-	-	334	355	0.0	0.0	0.000	A
				2	52	13	-	-	-	52	53	0.0	0.0	0.000	A
				3	0.67	0.17	-	-	-	0.67	0.56	0.0	0.0	0.000	A
				4	100	25	-	-	-	100	111	0.0	0.0	0.000	A
				5	244	61	-	-	-	244	259	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	130	32	-	-	-	130	137	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	18	4	-	-	-	18	20	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	28	7	-	-	-	28	28	0.0	0.0	0.000	A
				5	100	25	-	-	-	100	102	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	20	5	-	-	-	20	24	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	18	4	-	-	-	18	20	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	17	4	769	531	0.032	17	19	0.0	0.0	6.820	A
				1	132	33	769	545	0.241	129	135	0.0	0.4	10.165	B
				2	31	8	769	561	0.055	32	31	0.0	0.0	10.079	B
			2	3	92	23	769	565	0.163	95	88	0.0	0.1	9.832	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	100	25	-	-	-	100	110	0.0	0.0	0.000	A
	CircLink	1		5	239	60	-	-	-	239	256	0.0	0.0	0.000	A
				1	335	84	-	-	-	335	352	0.0	0.0	0.000	A
				2	53	13	-	-	-	53	52	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	0.67	0.17	-	-	-	0.67	0.56	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	335	84	-	-	-	335	352	0.0	0.0	0.000	A
				2	53	13	-	-	-	53	52	0.0	0.0	0.000	A
			2	3	0.67	0.17	-	-	-	0.67	0.56	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	131	33	-	-	-	132	137	0.0	0.0	0.882	A
				2	31	8	-	-	-	31	31	0.0	0.0	1.384	A
	Entry	2	1	3	92	23	-	-	-	92	89	0.0	0.0	1.192	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	17	4	-	-	-	17	19	0.0	0.0	0.757	A
				1	57	14	1070	626	0.091	58	70	0.0	0.1	7.116	A
				2	73	18	1070	773	0.095	75	72	0.0	0.1	6.322	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	228	57	1070	742	0.309	232	240	0.0	0.5	7.135	A
				4	20	5	1070	787	0.025	20	24	0.0	0.1	6.705	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	17	4	-	-	-	17	19	0.0	0.0	0.000	A
				1	129	32	-	-	-	129	135	0.0	0.0	0.000	A
				2	32	8	-	-	-	32	31	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	95	24	-	-	-	95	88	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	129	32	-	-	-	129	135	0.0	0.0	0.000	A
				2	32	8	-	-	-	32	31	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	95	24	-	-	-	95	88	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	57	14	-	-	-	57	71	0.0	0.0	0.000	A
				2	73	18	-	-	-	73	72	0.0	0.0	0.000	A
	Entry	2	1	3	228	57	-	-	-	228	242	0.0	0.0	0.000	A
				4	20	5	-	-	-	20	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	1184	976	0.030	29	31	0.0	0.1	10.605	B
				3	615	154	1184	951	0.645	618	645	0.9	1.3	10.757	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	130	32	1184	968	0.135	128	135	0.2	0.3	4.696	A
				5	84	21	1184	918	0.091	84	90	0.3	0.1	5.114	A
	CircLink	1	1	1	67	17	-	-	-	67	82	0.0	0.0	0.000	A
				2	89	22	-	-	-	89	91	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	264	66	-	-	-	264	286	0.0	0.0	0.000	A
				4	34	8	-	-	-	34	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	89	22	-	-	-	89	91	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	264	66	-	-	-	264	286	0.0	0.0	0.000	A
				4	34	8	-	-	-	34	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	-	-	-	29	32	0.0	0.0	0.000	A
				3	615	154	-	-	-	615	646	0.0	0.0	0.000	A
				4	130	32	-	-	-	130	136	0.0	0.0	0.000	A
				5	84	21	-	-	-	84	90	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	166	41	1289	864	0.192	164	168	0.2	0.4	5.168	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	26	7	1289	847	0.031	26	26	0.1	0.0	5.033	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	35	9	1289	872	0.041	37	38	0.0	0.0	5.051	A
				5	118	29	1289	837	0.140	120	126	0.1	0.1	5.224	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	-	-	-	29	31	0.0	0.0	0.000	A
				3	618	155	-	-	-	618	645	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	128	32	-	-	-	128	135	0.0	0.0	0.000	A
				5	84	21	-	-	-	84	90	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	264	66	-	-	-	264	286	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	34	8	-	-	-	34	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	26	7	-	-	-	26	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	166	41	-	-	-	166	169	0.0	0.0	0.000	A
				4	35	9	-	-	-	35	38	0.0	0.0	0.000	A
				5	118	29	-	-	-	118	126	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	121	30	1076	878	0.138	120	127	0.8	0.4	7.645	A
				5	290	73	1076	894	0.325	292	306	0.8	0.6	7.843	A
			2	1	395	99	1076	871	0.453	396	429	0.8	0.7	9.359	A
				2	51	13	1076	889	0.058	50	55	0.8	0.2	9.149	A
				3	1	0.33	239	209	0.006	1	0.89	0.0	0.0	15.855	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	395	99	-	-	-	395	429	0.0	0.0	0.061	A
				2	51	13	-	-	-	51	55	0.0	0.0	0.019	A
				3	1	0.33	-	-	-	1	0.89	0.0	0.0	0.000	A
				4	121	30	-	-	-	121	128	0.0	0.0	0.066	A
				5	290	73	-	-	-	290	305	0.0	0.0	0.035	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	164	41	-	-	-	164	168	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	26	7	-	-	-	26	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	37	9	-	-	-	37	38	0.0	0.0	0.000	A
				5	120	30	-	-	-	120	126	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	34	8	-	-	-	34	30	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	26	7	-	-	-	26	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	15	4	748	479	0.031	15	20	0.0	0.0	7.442	A
				1	159	40	769	508	0.312	156	151	0.6	0.6	13.362	B
				2	34	9	769	524	0.066	35	37	0.6	0.1	12.687	B
			2	3	110	28	769	529	0.209	111	111	0.6	0.4	13.261	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	120	30	-	-	-	120	127	0.0	0.0	0.000	A
	CircLink	1		5	292	73	-	-	-	292	306	0.0	0.0	0.000	A
				1	396	99	-	-	-	396	429	0.0	0.0	0.000	A
				2	50	13	-	-	-	50	55	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	1	0.33	-	-	-	1	0.89	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	396	99	-	-	-	396	429	0.0	0.0	0.000	A
				2	50	13	-	-	-	50	55	0.0	0.0	0.000	A
			2	3	1	0.33	-	-	-	1	0.89	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	160	40	-	-	-	159	152	0.0	0.2	3.058	A
				2	35	9	-	-	-	34	37	0.0	0.1	2.407	A
	Entry	2	1	3	110	28	-	-	-	110	112	0.0	0.1	2.899	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	15	4	-	-	-	15	19	0.0	0.0	1.921	A
				1	67	17	1070	606	0.110	67	82	0.3	0.1	7.026	A
				2	87	22	1070	745	0.116	89	91	0.3	0.1	6.127	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	266	66	1070	711	0.375	264	286	0.6	0.9	9.235	A
				4	33	8	1070	754	0.043	34	30	0.6	0.1	8.243	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	15	4	-	-	-	15	20	0.0	0.0	0.000	A
				1	156	39	-	-	-	156	151	0.0	0.0	0.000	A
				2	35	9	-	-	-	35	37	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	111	28	-	-	-	111	111	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	156	39	-	-	-	156	151	0.0	0.0	0.000	A
				2	35	9	-	-	-	35	37	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	111	28	-	-	-	111	111	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	67	17	-	-	-	67	82	0.0	0.0	0.000	A
				2	87	22	-	-	-	87	90	0.0	0.0	0.000	A
	Entry	2	1	3	266	66	-	-	-	266	288	0.0	0.0	0.000	A
				4	33	8	-	-	-	33	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	33	8	1184	945	0.035	34	40	1.4	0.2	21.235	C
				3	760	190	1184	920	0.826	768	794	1.4	4.4	22.416	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	157	39	1184	943	0.167	158	164	0.4	0.3	5.277	A
				5	90	23	1184	889	0.102	90	104	0.4	0.1	5.568	A
	CircLink	1	1	1	77	19	-	-	-	77	94	0.0	0.0	0.000	A
				2	100	25	-	-	-	100	99	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	314	78	-	-	-	314	337	0.0	0.0	0.000	A
				4	36	9	-	-	-	36	37	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	100	25	-	-	-	100	99	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	314	78	-	-	-	314	337	0.0	0.0	0.000	A
				4	36	9	-	-	-	36	37	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	33	8	-	-	-	33	40	0.0	0.0	0.001	A
				3	760	190	-	-	-	760	806	0.0	0.0	0.043	A
				4	157	39	-	-	-	157	164	0.0	0.0	0.059	A
				5	90	23	-	-	-	90	104	0.0	0.0	0.075	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	195	49	1289	782	0.250	195	194	0.4	0.4	6.176	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	26	6	1289	761	0.033	26	29	0.0	0.1	6.878	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	41	10	1289	793	0.051	40	42	0.1	0.1	5.879	A
				5	134	34	1289	761	0.177	134	142	0.1	0.2	5.950	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	34	8	-	-	-	34	40	0.0	0.0	0.000	A
				3	768	192	-	-	-	768	794	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	158	40	-	-	-	158	164	0.0	0.0	0.000	A
				5	90	22	-	-	-	90	104	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	314	78	-	-	-	314	337	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	36	9	-	-	-	36	37	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	26	6	-	-	-	26	29	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	195	49	-	-	-	195	195	0.0	0.0	0.000	A
				4	41	10	-	-	-	41	43	0.0	0.0	0.000	A
				5	134	34	-	-	-	134	143	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	148	37	1076	855	0.173	149	168	0.9	0.3	9.872	A
				5	364	91	1076	874	0.416	371	396	0.9	0.4	10.020	B
			2	1	474	118	1076	857	0.553	482	516	0.9	1.5	12.187	B
				2	63	16	1076	880	0.072	69	70	0.9	0.1	12.886	B
				3	2	0.50	359	313	0.006	2	2	0.0	0.0	15.123	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	474	118	-	-	-	474	520	0.0	0.0	0.646	A
				2	63	16	-	-	-	63	69	0.0	0.0	0.751	A
				3	2	0.50	-	-	-	2	2	0.0	0.0	0.000	A
				4	148	37	-	-	-	148	168	0.0	0.0	0.485	A
				5	364	91	-	-	-	364	396	0.0	0.0	0.498	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	195	49	-	-	-	195	194	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	26	7	-	-	-	26	29	0.0	0.0	0.000	A
			2	2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	40	10	-	-	-	40	42	0.0	0.0	0.000	A
				5	134	34	-	-	-	134	142	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	36	9	-	-	-	36	37	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	26	7	-	-	-	26	29	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	6	769	441	0.050	22	24	0.0	0.1	8.959	A
	Entry	1		1	172	43	769	451	0.386	172	187	1.1	1.0	17.533	C
				2	52	13	769	474	0.110	49	47	1.1	0.3	17.718	C
			2	3	131	33	769	472	0.278	128	135	1.1	0.9	16.117	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	149	37	-	-	-	149	168	0.0	0.0	0.000	A
				5	371	93	-	-	-	371	396	0.0	0.0	0.000	A
	CircLink	1		1	482	121	-	-	-	482	516	0.0	0.0	0.000	A
				2	69	17	-	-	-	69	70	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	2	0.58	-	-	-	2	2	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	482	121	-	-	-	482	516	0.0	0.0	0.000	A
				2	69	17	-	-	-	69	70	0.0	0.0	0.000	A
			2	3	2	0.58	-	-	-	2	2	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	183	46	-	-	-	172	189	0.3	1.6	14.176	B
				2	56	14	-	-	-	52	48	0.3	0.5	14.772	B
	Entry	2	1	3	136	34	-	-	-	131	137	0.3	0.8	12.567	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	23	6	-	-	-	22	25	0.3	0.2	14.673	B
				1	80	20	1070	583	0.138	77	94	0.2	0.3	8.989	A
				2	100	25	1070	706	0.142	100	99	0.2	0.3	7.156	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	319	80	1070	675	0.473	314	337	1.0	1.1	11.234	B
				4	35	9	1070	708	0.050	36	37	1.0	0.0	11.081	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	22	5	-	-	-	22	24	0.0	0.0	0.000	A
				1	172	43	-	-	-	172	187	0.0	0.0	0.000	A
				2	49	12	-	-	-	49	47	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	128	32	-	-	-	128	135	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	172	43	-	-	-	172	187	0.0	0.0	0.000	A
				2	49	12	-	-	-	49	47	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	128	32	-	-	-	128	135	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	80	20	-	-	-	80	96	0.0	0.0	0.000	A
				2	100	25	-	-	-	100	100	0.0	0.0	0.000	A
	Entry	2	1	3	319	80	-	-	-	319	337	0.0	0.0	0.000	A
				4	35	9	-	-	-	35	37	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	38	10	1184	926	0.041	38	38	4.6	0.3	24.202	C
				3	758	190	1184	908	0.835	758	791	4.6	5.6	25.766	D
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	167	42	1184	915	0.183	167	172	0.4	0.3	5.205	A
				5	89	22	1184	854	0.103	88	103	0.4	0.1	5.993	A
	CircLink	1	1	1	65	16	-	-	-	65	93	0.0	0.0	0.000	A
				2	104	26	-	-	-	104	105	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	319	80	-	-	-	319	336	0.0	0.0	0.000	A
				4	36	9	-	-	-	36	35	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	104	26	-	-	-	104	105	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	319	80	-	-	-	319	336	0.0	0.0	0.000	A
				4	36	9	-	-	-	36	35	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	38	10	-	-	-	38	38	0.0	0.0	1.450	A
				3	763	191	-	-	-	758	797	0.0	0.5	0.866	A
				4	168	42	-	-	-	167	172	0.0	0.1	0.778	A
				5	89	22	-	-	-	89	103	0.0	0.0	0.717	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	192	48	1289	767	0.250	193	200	0.4	0.3	6.423	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	30	8	1289	756	0.039	32	32	0.5	0.0	7.228	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	39	10	1289	784	0.050	39	45	0.5	0.0	6.573	A
				5	148	37	1289	752	0.195	149	150	0.5	0.3	6.773	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	38	9	-	-	-	38	38	0.0	0.0	0.000	A
				3	758	190	-	-	-	758	791	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	167	42	-	-	-	167	172	0.0	0.0	0.000	A
				5	88	22	-	-	-	88	103	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	319	80	-	-	-	319	336	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	36	9	-	-	-	36	35	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	30	8	-	-	-	30	31	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	192	48	-	-	-	192	199	0.0	0.0	0.000	A
				4	39	10	-	-	-	39	44	0.0	0.0	0.000	A
				5	148	37	-	-	-	148	150	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	146	36	1076	868	0.169	147	160	0.8	0.3	10.514	B
				5	356	89	1076	868	0.411	359	391	0.8	0.9	10.421	B
			2	1	470	117	1076	843	0.556	464	516	1.6	1.3	11.021	B
				2	68	17	1076	868	0.079	70	72	1.6	0.1	10.603	B
				3	0.33	0.08	209	180	0.002	0.33	0.89	0.0	0.0	17.747	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	470	117	-	-	-	470	515	0.0	0.0	0.102	A
				2	68	17	-	-	-	68	72	0.0	0.0	0.121	A
				3	0.33	0.08	-	-	-	0.33	0.89	0.0	0.0	0.000	A
				4	146	36	-	-	-	146	159	0.0	0.0	0.120	A
				5	356	89	-	-	-	356	393	0.0	0.0	0.110	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	193	48	-	-	-	193	200	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	32	8	-	-	-	32	32	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	39	10	-	-	-	39	45	0.0	0.0	0.000	A
				5	149	37	-	-	-	149	150	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	36	9	-	-	-	36	35	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	32	8	-	-	-	32	32	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	5	769	452	0.049	22	22	0.1	0.1	8.522	A
				1	179	45	769	459	0.387	175	189	2.3	1.1	20.438	C
				2	50	13	769	473	0.106	50	50	2.3	0.3	19.779	C
			2	3	144	36	769	476	0.302	143	140	2.3	1.0	19.639	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	147	37	-	-	-	147	160	0.0	0.0	0.000	A
				5	359	90	-	-	-	359	391	0.0	0.0	0.000	A
				1	464	116	-	-	-	464	516	0.0	0.0	0.000	A
				2	70	17	-	-	-	70	72	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	0.33	0.08	-	-	-	0.33	0.89	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	464	116	-	-	-	464	516	0.0	0.0	0.000	A
				2	70	17	-	-	-	70	72	0.0	0.0	0.000	A
			2	3	0.33	0.08	-	-	-	0.33	0.89	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	184	46	-	-	-	179	188	3.1	1.3	24.541	C
				2	55	14	-	-	-	50	50	3.1	0.6	23.742	C
			1	3	144	36	-	-	-	144	140	3.1	0.9	25.410	D
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	23	6	-	-	-	22	23	3.1	0.2	23.809	C
	Entry	1		1	66	16	1070	559	0.120	65	93	0.6	0.3	9.255	A
				2	106	27	1070	702	0.152	104	105	0.6	0.3	7.563	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	317	79	1070	664	0.478	319	336	1.1	1.0	11.735	B
				4	35	9	1070	712	0.049	36	35	1.1	0.1	10.859	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	6	-	-	-	22	22	0.0	0.0	0.000	A
				1	175	44	-	-	-	175	189	0.0	0.0	0.000	A
				2	50	13	-	-	-	50	50	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	143	36	-	-	-	143	140	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	175	44	-	-	-	175	189	0.0	0.0	0.000	A
				2	50	13	-	-	-	50	50	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	143	36	-	-	-	143	140	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	66	16	-	-	-	66	92	0.0	0.0	0.000	A
				2	106	27	-	-	-	106	105	0.0	0.0	0.000	A
			1	3	317	79	-	-	-	317	336	0.0	0.0	0.000	A
				4	35	9	-	-	-	35	35	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	1184	977	0.030	29	34	5.9	0.1	14.987	B
				3	608	152	1184	960	0.634	598	668	5.9	2.7	14.940	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	127	32	1184	980	0.130	129	139	0.4	0.1	4.769	A
				5	84	21	1184	907	0.093	84	90	0.4	0.1	4.930	A
	CircLink	1	1	1	61	15	-	-	-	61	81	0.0	0.0	0.000	A
				2	87	22	-	-	-	87	92	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	259	65	-	-	-	259	281	0.0	0.0	0.000	A
				4	31	8	-	-	-	31	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	87	22	-	-	-	87	92	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	259	65	-	-	-	259	281	0.0	0.0	0.000	A
				4	31	8	-	-	-	31	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	-	-	-	29	33	0.0	0.0	0.037	A
				3	608	152	-	-	-	608	656	0.5	0.0	0.171	A
				4	127	32	-	-	-	127	139	0.5	0.0	0.225	A
				5	84	21	-	-	-	84	90	0.0	0.0	0.081	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	171	43	1289	873	0.195	171	164	0.3	0.3	5.331	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	22	6	1289	827	0.027	22	25	0.4	0.0	5.469	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	32	8	1289	881	0.036	32	31	0.4	0.0	5.133	A
				5	118	30	1289	848	0.139	118	123	0.4	0.1	5.480	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	-	-	-	29	34	0.0	0.0	0.000	A
				3	598	149	-	-	-	598	668	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	129	32	-	-	-	129	139	0.0	0.0	0.000	A
				5	84	21	-	-	-	84	90	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	259	65	-	-	-	259	281	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	31	8	-	-	-	31	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	22	6	-	-	-	22	25	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	171	43	-	-	-	171	164	0.0	0.0	0.000	A
				4	32	8	-	-	-	32	31	0.0	0.0	0.000	A
				5	118	30	-	-	-	118	123	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	120	30	1076	901	0.134	122	126	1.2	0.2	7.834	A
				5	291	73	1076	898	0.326	291	306	1.2	0.7	7.837	A
			2	1	387	97	1076	881	0.439	387	420	1.4	0.7	9.003	A
				2	49	12	1076	922	0.054	50	55	1.4	0.1	9.144	A
				3	1	0.33	329	290	0.005	1	1	0.0	0.0	7.707	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	387	97	-	-	-	387	417	0.0	0.0	0.168	A
				2	49	12	-	-	-	49	55	0.0	0.0	0.350	A
				3	1	0.33	-	-	-	1	1	0.0	0.0	0.000	A
				4	120	30	-	-	-	120	125	0.0	0.0	0.151	A
				5	291	73	-	-	-	291	305	0.0	0.0	0.142	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	171	43	-	-	-	171	164	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	22	5	-	-	-	22	25	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	32	8	-	-	-	32	31	0.0	0.0	0.000	A
				5	118	30	-	-	-	118	123	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	31	8	-	-	-	31	30	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	22	5	-	-	-	22	25	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	22	5	769	511	0.043	22	24	0.1	0.0	6.987	A
				1	143	36	769	516	0.278	143	157	2.4	0.7	14.879	B
				2	37	9	769	530	0.070	36	43	2.4	0.2	14.423	B
			2	3	105	26	769	528	0.199	107	116	2.4	0.3	14.444	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	122	30	-	-	-	122	126	0.0	0.0	0.000	A
	CircLink	1		5	291	73	-	-	-	291	306	0.0	0.0	0.000	A
				1	387	97	-	-	-	387	420	0.0	0.0	0.000	A
				2	50	13	-	-	-	50	55	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	1	0.33	-	-	-	1	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	387	97	-	-	-	387	420	0.0	0.0	0.000	A
				2	50	13	-	-	-	50	55	0.0	0.0	0.000	A
			2	3	1	0.33	-	-	-	1	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	146	36	-	-	-	143	156	2.9	0.3	7.896	A
				2	38	10	-	-	-	37	42	2.9	0.1	8.521	A
	Entry	2	1	3	105	26	-	-	-	105	114	2.9	0.1	6.532	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	5	-	-	-	22	24	2.9	0.0	6.807	A
				1	60	15	1070	614	0.098	61	81	0.6	0.2	7.722	A
				2	87	22	1070	746	0.116	87	92	0.6	0.2	6.164	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	261	65	1070	724	0.362	259	281	1.1	0.7	8.439	A
				4	30	8	1070	768	0.039	31	30	1.1	0.0	7.678	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	22	6	-	-	-	22	24	0.0	0.0	0.000	A
				1	143	36	-	-	-	143	157	0.0	0.0	0.000	A
				2	36	9	-	-	-	36	43	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	107	27	-	-	-	107	116	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	143	36	-	-	-	143	157	0.0	0.0	0.000	A
				2	36	9	-	-	-	36	43	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	107	27	-	-	-	107	116	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	60	15	-	-	-	60	81	0.0	0.0	0.000	A
				2	87	22	-	-	-	87	91	0.0	0.0	0.000	A
	Entry	2	1	3	261	65	-	-	-	261	280	0.0	0.0	0.000	A
				4	30	8	-	-	-	30	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	1184	1000	0.025	25	26	2.8	0.1	9.102	A
				3	534	133	1184	974	0.547	530	543	2.8	1.4	9.245	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	109	27	1184	1003	0.108	110	115	0.3	0.1	4.702	A
				5	65	16	1184	934	0.069	65	72	0.3	0.1	4.958	A
	CircLink	1	1	1	57	14	-	-	-	57	65	0.0	0.0	0.000	A
				2	66	16	-	-	-	66	72	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	232	58	-	-	-	232	237	0.0	0.0	0.000	A
				4	25	6	-	-	-	25	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	66	16	-	-	-	66	72	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	232	58	-	-	-	232	237	0.0	0.0	0.000	A
				4	25	6	-	-	-	25	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	-	-	-	25	27	0.0	0.0	0.000	A
				3	534	133	-	-	-	534	537	0.0	0.0	0.000	A
				4	109	27	-	-	-	109	115	0.0	0.0	0.000	A
				5	65	16	-	-	-	65	72	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	137	34	1289	921	0.149	137	142	0.3	0.1	4.680	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	17	4	1289	900	0.019	18	20	0.2	0.0	4.486	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	30	8	1289	939	0.032	29	29	0.2	0.1	4.184	A
				5	99	25	1289	905	0.109	99	106	0.2	0.1	4.721	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	-	-	-	25	26	0.0	0.0	0.000	A
				3	530	133	-	-	-	530	543	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	110	27	-	-	-	110	115	0.0	0.0	0.000	A
				5	65	16	-	-	-	65	72	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	232	58	-	-	-	232	237	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	25	6	-	-	-	25	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	17	4	-	-	-	17	20	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	137	34	-	-	-	137	141	0.0	0.0	0.000	A
				4	30	8	-	-	-	30	29	0.0	0.0	0.000	A
				5	99	25	-	-	-	99	106	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	105	26	1076	902	0.116	106	115	0.9	0.2	6.197	A
				5	228	57	1076	908	0.252	228	254	0.9	0.4	6.540	A
			2	1	326	81	1076	885	0.368	325	357	0.9	0.6	6.974	A
				2	48	12	1076	941	0.051	49	47	0.9	0.1	7.233	A
				3	1	0.25	299	269	0.004	1	1	0.0	0.0	4.994	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	326	81	-	-	-	326	356	0.0	0.0	0.000	A
				2	48	12	-	-	-	48	47	0.0	0.0	0.000	A
				3	1	0.25	-	-	-	1	1	0.0	0.0	0.000	A
				4	105	26	-	-	-	105	115	0.0	0.0	0.000	A
				5	228	57	-	-	-	228	253	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	137	34	-	-	-	137	142	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	18	4	-	-	-	18	20	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	29	0.0	0.0	0.000	A
				5	99	25	-	-	-	99	106	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	25	6	-	-	-	25	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	18	4	-	-	-	18	20	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	18	4	769	556	0.032	17	17	0.0	0.1	5.650	A
				1	123	31	769	542	0.226	123	134	1.2	0.2	10.595	B
				2	27	7	769	569	0.047	28	33	1.2	0.0	9.730	A
			2	3	102	26	769	571	0.179	101	96	1.2	0.2	10.459	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	106	26	-	-	-	106	115	0.0	0.0	0.000	A
				5	228	57	-	-	-	228	254	0.0	0.0	0.000	A
				1	325	81	-	-	-	325	357	0.0	0.0	0.000	A
				2	49	12	-	-	-	49	47	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	1	0.25	-	-	-	1	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	325	81	-	-	-	325	357	0.0	0.0	0.000	A
				2	49	12	-	-	-	49	47	0.0	0.0	0.000	A
			2	3	1	0.25	-	-	-	1	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	123	31	-	-	-	123	131	0.5	0.0	1.116	A
				2	27	7	-	-	-	27	33	0.5	0.0	1.119	A
			1	3	102	26	-	-	-	102	95	0.5	0.0	0.769	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	18	4	-	-	-	18	17	0.0	0.0	0.429	A
	Entry	1		1	57	14	1070	644	0.087	57	65	0.4	0.1	7.111	A
				2	67	17	1070	777	0.086	66	72	0.4	0.2	5.795	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	229	57	1070	740	0.308	232	237	0.7	0.3	7.379	A
				4	24	6	1070	789	0.031	25	24	0.0	0.0	7.254	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	17	4	-	-	-	17	17	0.0	0.0	0.000	A
				1	123	31	-	-	-	123	134	0.0	0.0	0.000	A
				2	28	7	-	-	-	28	33	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	101	25	-	-	-	101	96	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	123	31	-	-	-	123	134	0.0	0.0	0.000	A
				2	28	7	-	-	-	28	33	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	101	25	-	-	-	101	96	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	57	14	-	-	-	57	65	0.0	0.0	0.000	A
				2	67	17	-	-	-	67	72	0.0	0.0	0.000	A
			1	3	229	57	-	-	-	229	235	0.0	0.0	0.000	A
				4	24	6	-	-	-	24	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026 + Committed Development, 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.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Killingwoldgraves Roundabout	Standard Roundabout	✓	1, 2, 3, 4, 5	24.04	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	24.04	C

Traffic Demand

Demand Set 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 2026 + Committed Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	717	100.000
2 - A1174 (E)		ONE HOUR	✓	353	100.000
3 - A1079 (S)		ONE HOUR	✓	895	100.000
4 - Killingwoldgraves Lane		ONE HOUR	✓	459	100.000
5 - A1079 (W)		ONE HOUR	✓	721	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	31	493	128	65
	2 - A1174 (E)	36	0	125	51	141
	3 - A1079 (S)	414	128	0	102	251
	4 - Killingwoldgraves Lane	237	84	112	0	26
	5 - A1079 (W)	129	177	402	13	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	0	3	2	13
	2 - A1174 (E)	0	0	0	0	4
	3 - A1079 (S)	1	2	0	0	4
	4 - Killingwoldgraves Lane	1	0	1	0	4
	5 - A1079 (W)	8	5	5	0	0

Cyclist %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	0	0	0	0
	2 - A1174 (E)	0	0	0	0	0
	3 - A1079 (S)	0	0	0	0	0
	4 - Killingwoldgraves Lane	0	0	0	0	0
	5 - A1079 (W)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	11.52	2.9	16.4	B	656	985
2 - A1174 (E)	5.57	0.6	3.9	A	331	496
3 - A1079 (S)	9.86	2.6	8.8	A	821	1232
4 - Killingwoldgraves Lane	101.31	15.5	49.5	F	416	624
5 - A1079 (W)	15.67	3.8	14.2	C	666	999

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	553	138	677	557	558	640	0.0	0.8	5.978	A
2 - A1174 (E)	282	71	925	283	274	310	0.0	0.2	4.224	A
3 - A1079 (S)	681	170	343	682	694	862	0.0	1.1	6.028	A
4 - Killingwoldgraves Lane	329	82	782	335	344	242	0.0	0.7	13.607	B
5 - A1079 (W)	557	139	756	560	579	362	0.0	1.2	8.066	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	637	159	833	637	671	721	0.8	1.0	7.588	A
2 - A1174 (E)	319	80	1082	317	314	388	0.2	0.7	4.796	A
3 - A1079 (S)	811	203	405	811	833	994	1.1	1.5	6.958	A
4 - Killingwoldgraves Lane	392	98	952	395	399	264	0.7	2.2	20.209	C
5 - A1079 (W)	648	162	900	653	686	447	1.2	1.6	9.789	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	795	199	1001	792	802	862	1.0	2.8	10.504	B
2 - A1174 (E)	404	101	1352	405	409	440	0.7	0.6	5.533	A
3 - A1079 (S)	962	241	492	967	1007	1265	1.5	2.6	9.864	A
4 - Killingwoldgraves Lane	494	124	1139	481	473	320	2.2	11.4	61.047	F
5 - A1079 (W)	780	195	1077	785	811	543	1.6	2.5	14.180	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	788	197	1019	775	806	883	2.8	2.9	11.520	B
2 - A1174 (E)	395	99	1321	398	398	473	0.6	0.3	5.566	A
3 - A1079 (S)	980	245	506	996	1000	1212	2.6	2.0	9.570	A
4 - Killingwoldgraves Lane	510	128	1162	492	491	339	11.4	15.6	101.311	F
5 - A1079 (W)	799	200	1102	801	826	552	2.5	3.8	15.669	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	626	156	831	630	684	787	2.9	1.1	8.858	A
2 - A1174 (E)	326	82	1085	323	318	376	0.3	0.6	4.760	A
3 - A1079 (S)	806	201	396	806	841	1012	2.0	1.5	6.893	A
4 - Killingwoldgraves Lane	418	104	942	453	472	260	15.6	4.1	59.173	F
5 - A1079 (W)	662	165	965	653	706	430	3.8	2.8	11.895	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	539	135	696	538	559	613	1.1	0.9	5.843	A
2 - A1174 (E)	257	64	915	259	265	318	0.6	0.2	4.562	A
3 - A1079 (S)	684	171	329	688	679	846	1.5	1.0	6.131	A
4 - Killingwoldgraves Lane	353	88	788	342	364	228	4.1	1.8	17.717	C
5 - A1079 (W)	549	137	766	542	583	365	2.8	1.3	8.533	A

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	0.83	0.00	0.12	2.02	3.86
2 - A1174 (E)	0.24	0.00	0.00	0.99	0.99
3 - A1079 (S)	1.12	0.00	0.39	2.51	4.93
4 - Killingwoldgraves Lane	0.72	0.00	0.00	1.35	5.93
5 - A1079 (W)	1.34	0.00	0.58	3.79	3.79

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.00	0.00	0.08	3.87	3.87
2 - A1174 (E)	0.64	0.00	0.00	1.34	3.93
3 - A1079 (S)	1.53	0.00	0.74	3.05	5.89
4 - Killingwoldgraves Lane	2.23	0.00	0.92	5.07	8.94
5 - A1079 (W)	1.66	0.00	1.02	3.81	5.65

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	2.86	0.00	1.44	5.97	16.37
2 - A1174 (E)	0.61	0.00	0.00	2.02	3.95
3 - A1079 (S)	2.58	0.00	1.56	6.00	8.86
4 - Killingwoldgraves Lane	11.50	0.22	6.43	25.14	38.60
5 - A1079 (W)	2.56	0.00	1.29	5.04	10.46

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	2.85	0.00	1.68	5.85	16.31
2 - A1174 (E)	0.37	0.00	0.00	0.80	3.91
3 - A1079 (S)	2.03	0.00	1.23	4.02	7.84
4 - Killingwoldgraves Lane	15.55	0.45	8.42	39.83	49.54
5 - A1079 (W)	3.83	0.00	2.25	7.79	14.24

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.03	0.00	0.21	2.45	3.85
2 - A1174 (E)	0.54	0.00	0.00	1.35	3.94
3 - A1079 (S)	1.55	0.00	0.37	3.96	6.85
4 - Killingwoldgraves Lane	4.13	0.00	1.82	9.31	21.78
5 - A1079 (W)	2.82	0.00	1.51	5.90	12.38

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	0.90	0.00	0.24	2.90	2.90
2 - A1174 (E)	0.20	0.00	0.00	0.52	1.97
3 - A1079 (S)	1.02	0.00	0.35	2.95	2.95
4 - Killingwoldgraves Lane	1.81	0.00	0.31	5.14	10.88
5 - A1079 (W)	1.36	0.00	0.29	2.97	6.70

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	401	940	0.426	404	408	0.0	0.7	6.412	A
			2	1, 4, 5	152	932	0.163	152	151	0.0	0.1	4.771	A
		2	1	(1, 2, 3, 4, 5)	553			553	562	0.0	0.0	0.000	A
	Exit	1	1		640			640	629	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	927			927	931	0.0	0.0	0.000	A
			2	3, 4, 5	389			389	413	0.0	0.0	0.000	A
	CircBase	1	1	2	287			287	302	0.0	0.0	0.000	A
			2	3, 4, 5	389			389	413	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	101	985	0.102	101	100	0.0	0.1	4.200	A
			2	1, 2, 4, 5	182	963	0.188	182	174	0.0	0.1	4.237	A
		2	1	(1, 2, 3, 4, 5)	282			282	275	0.0	0.0	0.000	A
	Exit	1	1		310			310	326	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1072			1072	1112	0.0	0.0	0.000	A
			2	1, 4, 5	161			161	161	0.0	0.0	0.000	A
	CircBase	1	1	3	762			762	786	0.0	0.0	0.000	A
			2	1, 4, 5	161			161	161	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	272	958	0.284	273	280	0.0	0.3	5.335	A
			2	1, 2, 3	408	969	0.422	409	414	0.0	0.8	6.488	A
		2	1	(1, 2, 3, 4, 5)	681			681	698	0.0	0.0	0.000	A
	Exit	1	1		862			862	886	0.0	0.0	0.000	A
	CircLink	1	1	3	862			862	886	0.0	0.0	0.000	A
			2	1, 2, 4, 5	343			343	335	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	314			314	309	0.0	0.0	0.000	A
			2	1, 2	30			30	26	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	18	555	0.034	18	19	0.0	0.0	6.625	A
			2	1, 2, 3	310	574	0.539	317	325	0.0	0.6	11.731	B
	Exit	1	1		242			242	221	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	588			588	589	0.0	0.0	0.000	A
			2	1, 2, 3	439			439	440	0.0	0.0	0.000	A
	CircBase	1	1	5	344			344	368	0.0	0.0	0.000	A
			2	1, 2, 3	439			439	440	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	329			329	346	0.0	0.1	2.119	A
5 - A1079 (W)	Entry	1	1	1, 2	251	726	0.346	253	253	0.0	0.5	7.662	A
			2	3, 4, 5	306	731	0.420	308	326	0.0	0.7	8.374	A
	CircBase	1	1	1, 2	674			674	678	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	557			557	585	0.0	0.0	0.000	A
	Exit	1	1		362			362	387	0.0	0.0	0.000	A
	CircLink	1	1	5	362			362	387	0.0	0.0	0.000	A
			2	1, 2, 3, 4	756			756	765	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	81			81	87	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	459	899	0.511	459	485	0.7	0.9	8.685	A
			2	1, 4, 5	178	873	0.205	178	186	0.1	0.1	4.628	A
		2	1	(1, 2, 3, 4, 5)	637			637	671	0.0	0.0	0.000	A
	Exit	1	1		721			721	754	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1082			1082	1127	0.0	0.0	0.000	A
			2	3, 4, 5	472			472	474	0.0	0.0	0.000	A
	CircBase	1	1	2	361			361	374	0.0	0.0	0.000	A
			2	3, 4, 5	472			472	474	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	104	933	0.112	101	102	0.1	0.3	4.370	A
			2	1, 2, 4, 5	215	907	0.236	216	212	0.1	0.3	5.008	A
		2	1	(1, 2, 3, 4, 5)	319			319	316	0.0	0.0	0.000	A
	Exit	1	1		388			388	400	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1281			1281	1322	0.0	0.0	0.000	A
			2	1, 4, 5	189			189	196	0.0	0.0	0.000	A
	CircBase	1	1	3	893			893	923	0.0	0.0	0.000	A
			2	1, 4, 5	189			189	196	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	317	933	0.340	315	324	0.3	0.6	5.540	A
			2	1, 2, 3	497	950	0.523	496	508	0.8	0.9	7.786	A
		2	1	(1, 2, 3, 4, 5)	811			813	834	0.0	0.0	0.037	A
	Exit	1	1		994			994	1024	0.0	0.0	0.000	A
	CircLink	1	1	3	994			994	1024	0.0	0.0	0.000	A
			2	1, 2, 4, 5	405			405	408	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	374			374	377	0.0	0.0	0.000	A
			2	1, 2	31			31	31	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	22	539	0.041	22	24	0.0	0.1	6.635	A
			2	1, 2, 3	371	534	0.696	373	375	0.6	1.5	14.577	B
	Exit	1	1		264			264	264	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	689			689	701	0.0	0.0	0.000	A
			2	1, 2, 3	526			526	540	0.0	0.0	0.000	A
	CircBase	1	1	5	425			425	437	0.0	0.0	0.000	A
			2	1, 2, 3	526			526	540	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	392			394	403	0.1	0.6	6.132	A
5 - A1079 (W)	Entry	1	1	1, 2	286	678	0.420	282	305	0.5	0.9	8.668	A
			2	3, 4, 5	362	696	0.521	372	381	0.7	0.8	10.681	B
	CircBase	1	1	1, 2	800			800	822	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	648			648	688	0.0	0.0	0.000	A
	Exit	1	1		447			447	461	0.0	0.0	0.000	A
	CircLink	1	1	5	447			447	461	0.0	0.0	0.000	A
			2	1, 2, 3, 4	900			900	915	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	100			100	93	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	579	845	0.686	578	583	0.9	2.3	12.144	B
			2	1, 4, 5	216	823	0.263	214	219	0.1	0.5	5.999	A
		2	1	(1, 2, 3, 4, 5)	795			795	810	0.0	0.0	0.000	A
	Exit	1	1		862			862	884	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1270			1270	1304	0.0	0.0	0.000	A
			2	3, 4, 5	592			592	586	0.0	0.0	0.000	A
	CircBase	1	1	2	409			409	420	0.0	0.0	0.000	A
			2	3, 4, 5	592			592	586	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	142	844	0.168	140	146	0.3	0.3	4.719	A
			2	1, 2, 4, 5	262	827	0.317	265	263	0.3	0.3	5.995	A
		2	1	(1, 2, 3, 4, 5)	404			404	409	0.0	0.0	0.000	A
	Exit	1	1		440			440	451	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1565			1565	1576	0.0	0.0	0.000	A
			2	1, 4, 5	228			228	233	0.0	0.0	0.000	A
	CircBase	1	1	3	1125			1125	1125	0.0	0.0	0.000	A
			2	1, 4, 5	228			228	233	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	380	912	0.417	382	410	0.6	1.1	7.020	A
			2	1, 2, 3	585	927	0.631	585	596	0.9	1.5	11.450	B
		2	1	(1, 2, 3, 4, 5)	962			965	1011	0.0	0.0	0.203	A
	Exit	1	1		1265			1265	1271	0.0	0.0	0.000	A
	CircLink	1	1	3	1265			1265	1271	0.0	0.0	0.000	A
			2	1, 2, 4, 5	492			492	496	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	454			454	457	0.0	0.0	0.000	A
			2	1, 2	38			38	39	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	26	459	0.059	27	29	0.1	0.0	8.354	A
			2	1, 2, 3	454	492	0.924	454	444	1.5	2.7	19.317	C
	Exit	1	1		320			320	321	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	836			836	868	0.0	0.0	0.000	A
			2	1, 2, 3	623			623	635	0.0	0.0	0.000	A
	CircBase	1	1	5	516			516	547	0.0	0.0	0.000	A
			2	1, 2, 3	623			623	635	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	494			480	478	0.6	8.7	42.204	E
5 - A1079 (W)	Entry	1	1	1, 2	319	647	0.494	316	339	0.9	1.1	11.369	B
			2	3, 4, 5	461	655	0.702	469	472	0.8	1.4	16.114	C
	CircBase	1	1	1, 2	954			954	965	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	780			780	815	0.0	0.0	0.030	A
	Exit	1	1		543			543	576	0.0	0.0	0.000	A
	CircLink	1	1	5	543			543	576	0.0	0.0	0.000	A
			2	1, 2, 3, 4	1077			1077	1079	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	123			123	114	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	557	839	0.665	544	579	2.3	2.6	13.784	B
			2	1, 4, 5	230	806	0.285	231	227	0.5	0.3	5.519	A
		2	1	(1, 2, 3, 4, 5)	788			788	806	0.0	0.0	0.005	A
	Exit	1	1		883			883	896	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1322			1322	1331	0.0	0.0	0.000	A
			2	3, 4, 5	581			581	590	0.0	0.0	0.000	A
	CircBase	1	1	2	439			439	435	0.0	0.0	0.000	A
			2	3, 4, 5	581			581	590	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	136	853	0.160	137	135	0.3	0.2	5.013	A
			2	1, 2, 4, 5	259	825	0.313	261	263	0.3	0.2	5.857	A
		2	1	(1, 2, 3, 4, 5)	395			395	397	0.0	0.0	0.000	A
	Exit	1	1		473			473	467	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1549			1549	1589	0.0	0.0	0.000	A
			2	1, 4, 5	245			245	242	0.0	0.0	0.000	A
	CircBase	1	1	3	1076			1076	1122	0.0	0.0	0.000	A
			2	1, 4, 5	245			245	242	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	388	899	0.432	393	411	1.1	0.7	7.280	A
			2	1, 2, 3	593	920	0.645	602	589	1.5	1.3	10.935	B
		2	1	(1, 2, 3, 4, 5)	980			981	998	0.0	0.0	0.117	A
	Exit	1	1		1212			1212	1257	0.0	0.0	0.000	A
	CircLink	1	1	3	1212			1212	1257	0.0	0.0	0.000	A
			2	1, 2, 4, 5	506			506	505	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	468			468	462	0.0	0.0	0.000	A
			2	1, 2	38			38	43	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	30	468	0.064	31	28	0.0	0.1	8.298	A
			2	1, 2, 3	462	483	0.955	461	464	2.7	2.8	20.469	C
	Exit	1	1		339			339	328	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	862			862	873	0.0	0.0	0.000	A
			2	1, 2, 3	641			641	632	0.0	0.0	0.000	A
	CircBase	1	1	5	522			522	546	0.0	0.0	0.000	A
			2	1, 2, 3	641			641	632	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	510			492	491	8.7	12.8	81.574	F
5 - A1079 (W)	Entry	1	1	1, 2	343	642	0.534	347	359	1.1	0.7	12.727	B
			2	3, 4, 5	456	647	0.705	454	467	1.4	3.0	17.867	C
	CircBase	1	1	1, 2	974			974	972	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	799			799	831	0.0	0.0	0.000	A
	Exit	1	1		552			552	573	0.0	0.0	0.000	A
	CircLink	1	1	5	552			552	573	0.0	0.0	0.000	A
			2	1, 2, 3, 4	1102			1102	1095	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	127			127	123	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	455	902	0.504	459	497	2.6	0.8	10.186	B
			2	1, 4, 5	172	859	0.199	171	187	0.3	0.2	5.297	A
		2	1	(1, 2, 3, 4, 5)	626			626	676	0.0	0.0	0.000	A
	Exit	1	1		787			787	792	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1138			1138	1169	0.0	0.0	0.000	A
			2	3, 4, 5	480			480	526	0.0	0.0	0.000	A
	CircBase	1	1	2	351			351	377	0.0	0.0	0.000	A
			2	3, 4, 5	480			480	526	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	115	931	0.124	113	112	0.2	0.2	4.445	A
			2	1, 2, 4, 5	211	910	0.232	210	206	0.2	0.3	4.935	A
		2	1	(1, 2, 3, 4, 5)	326			326	318	0.0	0.0	0.000	A
	Exit	1	1		376			376	400	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1274			1274	1387	0.0	0.0	0.000	A
			2	1, 4, 5	187			187	200	0.0	0.0	0.000	A
	CircBase	1	1	3	898			898	987	0.0	0.0	0.000	A
			2	1, 4, 5	187			187	200	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	309	923	0.335	312	332	0.7	0.3	5.888	A
			2	1, 2, 3	497	954	0.521	494	509	1.3	1.2	7.508	A
		2	1	(1, 2, 3, 4, 5)	806			806	839	0.0	0.0	0.015	A
	Exit	1	1		1012			1012	1099	0.0	0.0	0.000	A
	CircLink	1	1	3	1012			1012	1099	0.0	0.0	0.000	A
			2	1, 2, 4, 5	396			396	405	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	355			355	370	0.0	0.0	0.000	A
			2	1, 2	41			41	35	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	22	521	0.041	23	27	0.1	0.0	7.648	A
			2	1, 2, 3	428	535	0.799	430	444	2.8	1.9	17.320	C
	Exit	1	1		260			260	268	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	666			666	702	0.0	0.0	0.000	A
			2	1, 2, 3	535			535	544	0.0	0.0	0.000	A
	CircBase	1	1	5	408			408	435	0.0	0.0	0.000	A
			2	1, 2, 3	535			535	544	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	418			449	468	12.8	2.3	42.742	E
5 - A1079 (W)	Entry	1	1	1, 2	291	682	0.426	289	297	0.7	0.7	8.550	A
			2	3, 4, 5	371	679	0.547	364	410	3.0	2.1	14.306	B
	CircBase	1	1	1, 2	849			849	872	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	662			662	702	0.0	0.0	0.017	A
	Exit	1	1		430			430	462	0.0	0.0	0.000	A
	CircLink	1	1	5	430			430	462	0.0	0.0	0.000	A
			2	1, 2, 3, 4	965			965	988	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	116			116	116	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	391	942	0.415	391	401	0.8	0.7	6.301	A
			2	1, 4, 5	148	916	0.162	147	158	0.2	0.1	4.658	A
		2	1	(1, 2, 3, 4, 5)	539			539	558	0.0	0.0	0.000	A
	Exit	1	1		613			613	639	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	912			912	944	0.0	0.0	0.000	A
			2	3, 4, 5	396			396	421	0.0	0.0	0.000	A
	CircBase	1	1	2	299			299	305	0.0	0.0	0.000	A
			2	3, 4, 5	396			396	421	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	91	989	0.092	91	95	0.2	0.1	3.863	A
			2	1, 2, 4, 5	167	968	0.172	168	170	0.3	0.1	4.959	A
		2	1	(1, 2, 3, 4, 5)	257			257	264	0.0	0.0	0.000	A
	Exit	1	1		318			318	328	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1073			1073	1116	0.0	0.0	0.000	A
			2	1, 4, 5	160			160	169	0.0	0.0	0.000	A
	CircBase	1	1	3	755			755	787	0.0	0.0	0.000	A
			2	1, 4, 5	160			160	169	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	270	954	0.283	267	267	0.3	0.5	5.661	A
			2	1, 2, 3	415	972	0.427	421	412	1.2	0.5	6.433	A
		2	1	(1, 2, 3, 4, 5)	684			684	676	0.0	0.0	0.000	A
	Exit	1	1		846			846	882	0.0	0.0	0.000	A
	CircLink	1	1	3	846			846	882	0.0	0.0	0.000	A
			2	1, 2, 4, 5	329			329	339	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	304			304	312	0.0	0.0	0.000	A
			2	1, 2	25			25	28	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	22	547	0.041	22	21	0.0	0.1	5.631	A
			2	1, 2, 3	324	574	0.565	320	343	1.9	1.0	12.336	B
	Exit	1	1		228			228	222	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	571			571	579	0.0	0.0	0.000	A
			2	1, 2, 3	446			446	439	0.0	0.0	0.000	A
	CircBase	1	1	5	343			343	356	0.0	0.0	0.000	A
			2	1, 2, 3	446			446	439	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	353			346	361	2.3	0.7	5.969	A
5 - A1079 (W)	Entry	1	1	1, 2	230	725	0.318	228	253	0.7	0.4	7.887	A
			2	3, 4, 5	319	738	0.434	314	330	2.1	0.9	9.030	A
	CircBase	1	1	1, 2	684			684	691	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	549			549	577	0.0	0.0	0.000	A
	Exit	1	1		365			365	378	0.0	0.0	0.000	A
	CircLink	1	1	5	365			365	378	0.0	0.0	0.000	A
			2	1, 2, 3, 4	766			766	782	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	82			82	90	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.70	0.00	0.00	1.98	3.87
			2	0.13	0.00	0.00	0.96	0.96
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.10	0.00	0.00	1.00	1.00
			2	0.13	0.00	0.00	0.98	0.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.34	0.00	0.00	0.80	2.94
			2	0.79	0.00	0.04	1.09	4.95
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.03	0.00	0.00	0.00	0.96
			2	0.58	0.00	0.00	1.04	2.97
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.10	0.00	0.00	0.00	2.97
5 - A1079 (W)	Entry	1	1	0.52	0.00	0.00	1.04	2.84
			2	0.82	0.00	0.05	2.25	3.81
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

16:30 - 16:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.87	0.00	0.00	2.05	3.90
			2	0.13	0.00	0.00	0.05	1.89
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.34	0.00	0.00	0.85	2.00
			2	0.30	0.00	0.00	0.71	1.94
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.60	0.00	0.00	1.65	3.89
			2	0.92	0.00	0.00	2.50	3.96
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.10	0.00	0.00	1.00	1.00
			2	1.54	0.00	0.92	2.74	3.97
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.58	0.00	0.00	2.08	5.94
5 - A1079 (W)	Entry	1	1	0.87	0.00	0.00	2.50	3.71
			2	0.76	0.00	0.00	1.73	3.81
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	2.38	0.00	0.40	6.12	16.50
			2	0.49	0.00	0.00	1.44	2.84
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.31	0.00	0.00	0.70	4.00
			2	0.30	0.00	0.00	0.76	2.94
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	1.11	0.00	0.18	2.97	4.88
			2	1.47	0.00	0.10	6.93	6.93
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	2.74	0.22	2.98	2.98	2.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	8.76	0.00	3.46	22.14	35.58
5 - A1079 (W)	Entry	1	1	1.15	0.00	0.24	2.88	4.72
			2	1.38	0.00	0.48	3.06	6.69
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	2.58	0.00	1.09	5.57	16.51
			2	0.29	0.00	0.00	1.87	1.87
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.17	0.00	0.00	0.37	2.00
			2	0.27	0.00	0.00	0.51	1.93
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.67	0.00	0.00	1.32	4.83
			2	1.37	0.00	0.00	3.07	7.92
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.07	0.00	0.00	0.00	0.96
			2	2.74	0.45	2.98	2.98	2.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	12.77	0.00	5.46	36.94	46.67
5 - A1079 (W)	Entry	1	1	0.78	0.00	0.00	2.41	4.73
			2	3.05	0.00	1.49	6.81	11.43
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.81	0.00	0.00	1.73	3.91
			2	0.22	0.00	0.00	0.65	1.86
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.24	0.00	0.00	1.00	1.00
			2	0.30	0.00	0.00	0.76	2.93
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.36	0.00	0.00	1.01	2.88
			2	1.20	0.00	0.00	3.52	6.94
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.88	0.00	1.82	2.97	2.97
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	2.25	0.00	0.00	6.33	18.79
5 - A1079 (W)	Entry	1	1	0.72	0.00	0.00	1.62	4.77
			2	2.10	0.00	1.00	5.80	9.50
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.71	0.00	0.11	1.07	2.92
			2	0.20	0.00	0.00	0.52	1.89
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.07	0.00	0.00	0.00	1.00
			2	0.13	0.00	0.00	0.05	1.96
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.50	0.00	0.00	1.94	1.94
			2	0.51	0.00	0.00	1.35	2.97
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.07	0.00	0.00	0.00	0.95
			2	1.03	0.00	0.21	2.98	2.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.72	0.00	0.00	2.18	7.91
5 - A1079 (W)	Entry	1	1	0.39	0.00	0.00	0.99	2.84
			2	1.00	0.00	0.00	2.68	5.79
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	23	6	1184	968	0.024	23	24	0.0	0.0	6.341	A
				3	378	95	1184	940	0.402	382	384	0.0	0.7	6.416	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	105	26	1184	952	0.110	106	98	0.0	0.0	4.736	A
				5	47	12	1184	875	0.054	47	52	0.0	0.1	4.842	A
	CircLink	1	1	1	110	27	-	-	-	110	110	0.0	0.0	0.000	A
				2	142	36	-	-	-	142	143	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	299	75	-	-	-	299	316	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	142	36	-	-	-	142	143	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	299	75	-	-	-	299	316	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	23	6	-	-	-	23	24	0.0	0.0	0.000	A
				3	378	95	-	-	-	378	386	0.0	0.0	0.000	A
				4	105	26	-	-	-	105	98	0.0	0.0	0.000	A
				5	47	12	-	-	-	47	53	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	101	25	1289	983	0.102	101	100	0.0	0.1	4.200	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	29	7	1289	987	0.029	30	26	0.0	0.0	4.414	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	41	10	1289	990	0.041	41	36	0.0	0.0	4.355	A
				5	112	28	1289	949	0.118	111	112	0.0	0.1	4.155	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	23	6	-	-	-	23	24	0.0	0.0	0.000	A
				3	382	95	-	-	-	382	384	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	106	26	-	-	-	106	98	0.0	0.0	0.000	A
				5	47	12	-	-	-	47	52	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	299	75	-	-	-	299	316	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	29	7	-	-	-	29	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	101	25	-	-	-	101	100	0.0	0.0	0.000	A
				4	41	10	-	-	-	41	36	0.0	0.0	0.000	A
				5	112	28	-	-	-	112	112	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	1076	981	0.089	87	76	0.0	0.1	5.009	A
				5	185	46	1076	951	0.194	186	203	0.0	0.2	5.462	A
			2	1	321	80	1076	967	0.332	322	315	0.0	0.7	6.501	A
				2	87	22	1076	967	0.090	87	99	0.0	0.1	6.446	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	321	80	-	-	-	321	318	0.0	0.0	0.000	A
				2	87	22	-	-	-	87	99	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	-	-	-	88	77	0.0	0.0	0.000	A
				5	185	46	-	-	-	185	204	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	101	25	-	-	-	101	100	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	30	7	-	-	-	30	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	41	10	-	-	-	41	36	0.0	0.0	0.000	A
				5	111	28	-	-	-	111	112	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	9	2	-	-	-	9	10	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	30	7	-	-	-	30	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	18	5	769	554	0.034	18	19	0.0	0.0	6.625	A
				1	174	43	769	577	0.301	178	178	0.0	0.2	11.439	B
				2	57	14	769	582	0.098	58	60	0.0	0.1	11.267	B
			2	3	79	20	769	570	0.139	81	87	0.0	0.2	12.650	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	87	22	-	-	-	87	76	0.0	0.0	0.000	A
	CircLink	1		5	186	46	-	-	-	186	203	0.0	0.0	0.000	A
				1	322	80	-	-	-	322	315	0.0	0.0	0.000	A
				2	87	22	-	-	-	87	99	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	322	80	-	-	-	322	315	0.0	0.0	0.000	A
				2	87	22	-	-	-	87	99	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	174	43	-	-	-	174	179	0.0	0.1	1.953	A
				2	57	14	-	-	-	57	60	0.0	0.0	2.918	A
	Entry	2	1	3	79	20	-	-	-	79	88	0.0	0.0	2.047	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	18	5	-	-	-	18	19	0.0	0.0	1.449	A
				1	109	27	1070	714	0.153	110	110	0.0	0.2	7.667	A
				2	142	36	1070	735	0.192	142	143	0.0	0.3	7.659	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	298	74	1070	728	0.410	299	316	0.0	0.7	8.401	A
				4	9	2	1070	767	0.011	9	10	0.0	0.0	7.578	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	18	5	-	-	-	18	19	0.0	0.0	0.000	A
				1	178	45	-	-	-	178	178	0.0	0.0	0.000	A
				2	58	14	-	-	-	58	60	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	81	20	-	-	-	81	87	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	178	45	-	-	-	178	178	0.0	0.0	0.000	A
				2	58	14	-	-	-	58	60	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	81	20	-	-	-	81	87	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	109	27	-	-	-	109	111	0.0	0.0	0.000	A
				2	142	36	-	-	-	142	145	0.0	0.0	0.000	A
	Entry	2	1	3	298	74	-	-	-	298	319	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	7	1184	929	0.028	26	26	0.7	0.0	8.047	A
				3	433	108	1184	898	0.482	432	459	0.7	0.8	8.722	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	116	29	1184	907	0.128	116	117	0.1	0.1	4.431	A
				5	62	16	1184	819	0.076	63	69	0.1	0.0	5.008	A
	CircLink	1	1	1	111	28	-	-	-	111	126	0.0	0.0	0.000	A
				2	170	43	-	-	-	170	179	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	361	90	-	-	-	361	371	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	170	43	-	-	-	170	179	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	361	90	-	-	-	361	371	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	7	-	-	-	26	26	0.0	0.0	0.000	A
				3	433	108	-	-	-	433	459	0.0	0.0	0.000	A
				4	116	29	-	-	-	116	117	0.0	0.0	0.000	A
				5	62	16	-	-	-	62	68	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	104	26	1289	937	0.111	101	102	0.1	0.3	4.370	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	31	8	1289	937	0.034	31	31	0.1	0.1	4.908	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	48	12	1289	934	0.052	48	46	0.1	0.1	4.853	A
				5	135	34	1289	899	0.150	137	135	0.1	0.1	5.087	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	7	-	-	-	26	26	0.0	0.0	0.000	A
				3	432	108	-	-	-	432	459	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	116	29	-	-	-	116	117	0.0	0.0	0.000	A
				5	63	16	-	-	-	63	69	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	361	90	-	-	-	361	371	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	31	8	-	-	-	31	32	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	104	26	-	-	-	104	103	0.0	0.0	0.000	A
				4	48	12	-	-	-	48	46	0.0	0.0	0.000	A
				5	135	34	-	-	-	135	135	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	89	22	1076	963	0.092	89	91	0.3	0.1	5.620	A
				5	228	57	1076	921	0.247	226	233	0.3	0.6	5.507	A
			2	1	377	94	1076	952	0.396	377	387	0.8	0.7	7.735	A
				2	120	30	1076	949	0.127	119	122	0.8	0.2	7.946	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	376	94	-	-	-	377	387	0.0	0.0	0.044	A
				2	120	30	-	-	-	120	122	0.0	0.0	0.036	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	89	22	-	-	-	89	91	0.0	0.0	0.023	A
				5	227	57	-	-	-	228	234	0.0	0.0	0.032	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	101	25	-	-	-	101	102	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	31	8	-	-	-	31	31	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	48	12	-	-	-	48	46	0.0	0.0	0.000	A
				5	137	34	-	-	-	137	135	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	11	3	-	-	-	11	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	31	8	-	-	-	31	31	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	6	769	539	0.041	22	24	0.0	0.1	6.635	A
				1	203	51	769	534	0.381	201	209	0.6	1.0	14.490	B
				2	68	17	769	539	0.127	72	73	0.6	0.1	14.493	B
			2	3	100	25	769	532	0.188	100	93	0.6	0.4	14.840	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	89	22	-	-	-	89	91	0.0	0.0	0.000	A
				5	226	56	-	-	-	226	233	0.0	0.0	0.000	A
				1	377	94	-	-	-	377	387	0.0	0.0	0.000	A
				2	119	30	-	-	-	119	122	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	377	94	-	-	-	377	387	0.0	0.0	0.000	A
				2	119	30	-	-	-	119	122	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	202	50	-	-	-	203	213	0.1	0.4	6.127	A
				2	69	17	-	-	-	68	73	0.0	0.1	6.166	A
			1	3	100	25	-	-	-	100	93	0.1	0.1	6.484	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	5	-	-	-	22	24	0.0	0.0	4.691	A
	Entry	1		1	112	28	1070	665	0.168	111	126	0.5	0.2	8.658	A
				2	174	43	1070	685	0.255	170	179	0.5	0.6	8.675	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	352	88	1070	696	0.506	361	371	0.7	0.8	10.690	B
				4	11	3	922	621	0.017	11	10	0.0	0.0	10.356	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	5	-	-	-	22	24	0.0	0.0	0.000	A
				1	201	50	-	-	-	201	209	0.0	0.0	0.000	A
				2	72	18	-	-	-	72	73	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	100	25	-	-	-	100	93	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	201	50	-	-	-	201	209	0.0	0.0	0.000	A
				2	72	18	-	-	-	72	73	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	100	25	-	-	-	100	93	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	112	28	-	-	-	112	126	0.0	0.0	0.000	A
				2	174	43	-	-	-	174	180	0.0	0.0	0.000	A
			1	3	352	88	-	-	-	352	371	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	31	8	1184	883	0.035	31	31	0.9	0.1	11.793	B
				3	547	137	1184	843	0.650	546	553	0.9	2.2	12.164	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	149	37	1184	846	0.177	148	140	0.1	0.4	5.778	A
				5	67	17	1184	784	0.085	67	79	0.1	0.1	6.430	A
	CircLink	1	1	1	130	32	-	-	-	130	145	0.0	0.0	0.000	A
				2	187	47	-	-	-	187	194	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	456	114	-	-	-	456	458	0.0	0.0	0.000	A
				4	13	3	-	-	-	13	14	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	187	47	-	-	-	187	194	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	456	114	-	-	-	456	458	0.0	0.0	0.000	A
				4	13	3	-	-	-	13	14	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	31	8	-	-	-	31	31	0.0	0.0	0.000	A
				3	547	137	-	-	-	547	559	0.0	0.0	0.000	A
				4	149	37	-	-	-	149	141	0.0	0.0	0.000	A
				5	67	17	-	-	-	67	80	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	142	35	1289	844	0.168	140	146	0.3	0.3	4.719	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	37	9	1289	845	0.044	38	39	0.3	0.0	5.815	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	52	13	1289	848	0.061	52	56	0.3	0.1	5.804	A
				5	173	43	1289	818	0.212	175	169	0.3	0.2	6.102	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	31	8	-	-	-	31	31	0.0	0.0	0.000	A
				3	546	136	-	-	-	546	553	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	148	37	-	-	-	148	140	0.0	0.0	0.000	A
				5	67	17	-	-	-	67	79	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	456	114	-	-	-	456	458	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	13	3	-	-	-	13	14	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	37	9	-	-	-	37	38	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	142	35	-	-	-	142	146	0.0	0.0	0.000	A
				4	52	13	-	-	-	52	56	0.0	0.0	0.000	A
				5	173	43	-	-	-	173	169	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	103	26	1076	939	0.109	107	112	0.6	0.1	6.881	A
				5	277	69	1076	905	0.306	275	299	0.6	1.0	7.073	A
			2	1	446	111	1076	932	0.478	448	455	0.9	0.9	11.212	B
				2	139	35	1076	918	0.152	137	142	0.9	0.6	12.221	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	444	111	-	-	-	446	456	0.0	0.0	0.214	A
				2	139	35	-	-	-	139	143	0.0	0.0	0.134	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	102	26	-	-	-	103	112	0.0	0.0	0.270	A
				5	276	69	-	-	-	277	300	0.0	0.0	0.194	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	140	35	-	-	-	140	146	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	38	10	-	-	-	38	39	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	52	13	-	-	-	52	56	0.0	0.0	0.000	A
				5	175	44	-	-	-	175	169	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	13	3	-	-	-	13	14	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	38	10	-	-	-	38	39	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	26	7	769	462	0.058	27	29	0.1	0.0	8.354	A
			2	1	245	61	769	488	0.502	245	246	1.5	1.4	19.361	C
				2	85	21	769	490	0.174	86	84	1.5	0.6	19.180	C
				3	124	31	769	491	0.251	123	114	1.5	0.8	19.327	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	107	27	-	-	-	107	112	0.0	0.0	0.000	A
				5	275	69	-	-	-	275	299	0.0	0.0	0.000	A
			2	1	448	112	-	-	-	448	455	0.0	0.0	0.000	A
				2	137	34	-	-	-	137	142	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	448	112	-	-	-	448	455	0.0	0.0	0.000	A
				2	137	34	-	-	-	137	142	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	261	65	-	-	-	245	247	0.6	5.0	43.041	E
				2	80	20	-	-	-	85	86	0.6	1.1	39.128	E
				3	127	32	-	-	-	124	116	0.6	2.3	44.432	E
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	26	7	-	-	-	26	29	0.0	0.3	34.548	D
	Entry	1	1	1	133	33	1070	627	0.212	130	145	0.9	0.6	11.399	B
				2	187	47	1070	662	0.282	187	194	0.9	0.5	11.347	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	447	112	1070	654	0.682	456	458	0.8	1.3	16.160	C
				4	14	4	1033	663	0.021	13	14	0.0	0.1	14.665	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	27	7	-	-	-	27	29	0.0	0.0	0.000	A
			2	1	245	61	-	-	-	245	246	0.0	0.0	0.000	A
				2	86	21	-	-	-	86	84	0.0	0.0	0.000	A
5 - A1079 (W)				3	123	31	-	-	-	123	114	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	245	61	-	-	-	245	246	0.0	0.0	0.000	A
				2	86	21	-	-	-	86	84	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	123	31	-	-	-	123	114	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	133	33	-	-	-	133	146	0.0	0.0	0.050	A
				2	187	47	-	-	-	187	194	0.0	0.0	0.040	A
				3	447	112	-	-	-	447	460	0.0	0.0	0.021	A
				4	14	4	-	-	-	14	14	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	36	9	1184	868	0.041	35	32	2.3	0.1	13.690	B
				3	522	130	1184	837	0.624	509	547	2.3	2.4	13.790	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	156	39	1184	833	0.187	157	151	0.5	0.2	5.390	A
				5	74	18	1184	750	0.099	74	76	0.5	0.1	5.803	A
	CircLink	1	1	1	139	35	-	-	-	139	151	0.0	0.0	0.000	A
				2	208	52	-	-	-	208	208	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	439	110	-	-	-	439	452	0.0	0.0	0.000	A
				4	14	4	-	-	-	14	15	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	208	52	-	-	-	208	208	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	439	110	-	-	-	439	452	0.0	0.0	0.000	A
				4	14	4	-	-	-	14	15	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	36	9	-	-	-	36	32	0.0	0.0	0.000	A
				3	522	130	-	-	-	522	547	0.0	0.0	0.007	A
				4	156	39	-	-	-	156	150	0.0	0.0	0.000	A
				5	74	18	-	-	-	74	76	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	136	34	1289	858	0.159	137	135	0.3	0.2	5.013	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	37	9	1289	862	0.043	38	43	0.0	0.0	5.783	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	60	15	1289	847	0.071	60	54	0.3	0.1	5.264	A
				5	163	41	1289	811	0.199	163	165	0.3	0.1	6.082	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	35	9	-	-	-	35	32	0.0	0.0	0.000	A
				3	509	127	-	-	-	509	547	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	157	39	-	-	-	157	151	0.0	0.0	0.000	A
				5	74	18	-	-	-	74	76	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	439	110	-	-	-	439	452	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	14	4	-	-	-	14	15	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	37	9	-	-	-	37	43	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	136	34	-	-	-	136	135	0.0	0.0	0.000	A
				4	60	15	-	-	-	60	54	0.0	0.0	0.000	A
				5	163	41	-	-	-	163	165	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	103	26	1076	931	0.111	108	107	1.1	0.1	7.202	A
				5	285	71	1076	887	0.321	285	304	1.1	0.6	7.309	A
			2	1	448	112	1076	923	0.486	454	443	1.5	1.0	10.902	B
				2	145	36	1076	913	0.158	148	145	1.5	0.3	11.038	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	448	112	-	-	-	448	444	0.0	0.0	0.123	A
				2	145	36	-	-	-	145	144	0.0	0.0	0.113	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	103	26	-	-	-	103	107	0.0	0.0	0.115	A
				5	285	71	-	-	-	285	302	0.0	0.0	0.111	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	137	34	-	-	-	137	135	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	38	10	-	-	-	38	43	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	60	15	-	-	-	60	54	0.0	0.0	0.000	A
				5	163	41	-	-	-	163	165	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	14	4	-	-	-	14	15	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	38	10	-	-	-	38	43	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	30	8	769	469	0.064	31	28	0.0	0.1	8.298	A
			2	1	252	63	769	482	0.521	251	258	2.7	1.4	20.415	C
				2	82	21	769	492	0.167	83	82	2.7	0.4	21.300	C
				3	128	32	769	489	0.262	127	123	2.7	0.9	20.031	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	108	27	-	-	-	108	107	0.0	0.0	0.000	A
				5	285	71	-	-	-	285	304	0.0	0.0	0.000	A
			2	1	454	114	-	-	-	454	443	0.0	0.0	0.000	A
				2	148	37	-	-	-	148	145	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	454	114	-	-	-	454	443	0.0	0.0	0.000	A
				2	148	37	-	-	-	148	145	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	264	66	-	-	-	252	258	8.7	6.5	80.591	F
				2	90	22	-	-	-	82	82	8.7	2.5	83.066	F
				3	127	32	-	-	-	128	124	8.7	3.1	82.704	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	30	8	-	-	-	30	28	8.7	0.7	80.983	F
	Entry	1	1	1	139	35	1070	637	0.219	139	151	1.1	0.3	12.507	B
				2	204	51	1070	645	0.315	208	208	1.1	0.4	12.881	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	442	110	1070	646	0.684	439	452	1.4	2.9	17.864	C
				4	14	4	1070	683	0.021	14	15	1.4	0.1	17.955	C
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	31	8	-	-	-	31	28	0.0	0.0	0.000	A
			2	1	251	63	-	-	-	251	258	0.0	0.0	0.000	A
				2	83	21	-	-	-	83	82	0.0	0.0	0.000	A
5 - A1079 (W)				3	127	32	-	-	-	127	123	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	251	63	-	-	-	251	258	0.0	0.0	0.000	A
				2	83	21	-	-	-	83	82	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	127	32	-	-	-	127	123	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	139	35	-	-	-	139	150	0.0	0.0	0.000	A
				2	204	51	-	-	-	204	207	0.0	0.0	0.000	A
				3	442	110	-	-	-	442	458	0.0	0.0	0.000	A
				4	14	4	-	-	-	14	15	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	1184	919	0.027	25	23	2.6	0.1	8.729	A
				3	429	107	1184	901	0.476	434	474	2.6	0.8	10.259	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	115	29	1184	899	0.128	115	126	0.3	0.2	5.262	A
				5	57	14	1184	776	0.072	56	61	0.3	0.0	5.374	A
	CircLink	1	1	1	132	33	-	-	-	132	124	0.0	0.0	0.000	A
				2	157	39	-	-	-	157	172	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	348	87	-	-	-	348	397	0.0	0.0	0.000	A
				4	15	4	-	-	-	15	13	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	157	39	-	-	-	157	172	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	348	87	-	-	-	348	397	0.0	0.0	0.000	A
				4	15	4	-	-	-	15	13	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	-	-	-	25	23	0.0	0.0	0.000	A
				3	429	107	-	-	-	429	467	0.0	0.0	0.000	A
				4	115	29	-	-	-	115	126	0.0	0.0	0.000	A
				5	57	14	-	-	-	57	61	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	115	29	1289	937	0.123	113	112	0.2	0.2	4.445	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	40	10	1289	928	0.043	41	35	0.0	0.0	4.571	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	39	10	1289	932	0.042	38	41	0.2	0.1	4.606	A
				5	132	33	1289	900	0.145	130	129	0.2	0.2	5.146	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	-	-	-	25	23	0.0	0.0	0.000	A
				3	434	108	-	-	-	434	474	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	115	29	-	-	-	115	126	0.0	0.0	0.000	A
				5	56	14	-	-	-	56	61	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	348	87	-	-	-	348	397	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	15	4	-	-	-	15	13	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	40	10	-	-	-	40	35	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	115	29	-	-	-	115	112	0.0	0.0	0.000	A
				4	39	10	-	-	-	39	41	0.0	0.0	0.000	A
				5	132	33	-	-	-	132	130	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	90	22	1076	965	0.093	91	88	0.7	0.1	5.708	A
				5	219	55	1076	906	0.242	220	244	0.7	0.2	5.957	A
			2	1	387	97	1076	954	0.406	384	392	1.3	0.9	7.506	A
				2	110	27	1076	958	0.114	110	117	1.3	0.2	7.515	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	387	97	-	-	-	387	392	0.0	0.0	0.018	A
				2	110	27	-	-	-	110	117	0.0	0.0	0.030	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	90	22	-	-	-	90	88	0.0	0.0	0.000	A
				5	219	55	-	-	-	219	243	0.0	0.0	0.010	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	113	28	-	-	-	113	112	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	41	10	-	-	-	41	35	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	38	10	-	-	-	38	41	0.0	0.0	0.000	A
				5	130	33	-	-	-	130	129	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	15	4	-	-	-	15	13	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	41	10	-	-	-	41	35	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	5	769	518	0.042	23	27	0.1	0.0	7.648	A
			2	1	225	56	769	535	0.421	230	241	2.8	1.0	17.142	C
				2	84	21	769	538	0.157	84	88	2.8	0.3	17.549	C
				3	118	30	769	533	0.222	116	116	2.8	0.5	17.517	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	91	23	-	-	-	91	88	0.0	0.0	0.000	A
				5	220	55	-	-	-	220	244	0.0	0.0	0.000	A
			2	1	384	96	-	-	-	384	392	0.0	0.0	0.000	A
				2	110	28	-	-	-	110	117	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	384	96	-	-	-	384	392	0.0	0.0	0.000	A
				2	110	28	-	-	-	110	117	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	207	52	-	-	-	225	239	12.8	1.1	42.527	E
				2	77	19	-	-	-	84	87	12.8	0.4	45.217	E
				3	114	29	-	-	-	118	114	12.8	0.8	42.156	E
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	20	5	-	-	-	22	27	12.8	0.0	39.040	E
	Entry	1	1	1	132	33	1070	676	0.195	132	124	0.7	0.3	9.165	A
				2	159	40	1070	687	0.231	157	172	0.7	0.4	8.115	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	356	89	1070	677	0.526	348	397	3.0	2.0	14.368	B
				4	15	4	1033	684	0.022	15	13	3.0	0.0	12.483	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	23	6	-	-	-	23	27	0.0	0.0	0.000	A
			2	1	230	57	-	-	-	230	241	0.0	0.0	0.000	A
				2	84	21	-	-	-	84	88	0.0	0.0	0.000	A
5 - A1079 (W)				3	116	29	-	-	-	116	116	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	230	57	-	-	-	230	241	0.0	0.0	0.000	A
				2	84	21	-	-	-	84	88	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	116	29	-	-	-	116	116	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	132	33	-	-	-	132	124	0.0	0.0	0.022	A
				2	159	40	-	-	-	159	172	0.0	0.0	0.021	A
				3	356	89	-	-	-	356	393	0.0	0.0	0.015	A
				4	15	4	-	-	-	15	13	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	1184	968	0.019	19	23	0.8	0.0	6.161	A
				3	373	93	1184	941	0.396	372	377	0.8	0.7	6.309	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	100	25	1184	951	0.105	101	99	0.2	0.0	4.419	A
				5	48	12	1184	859	0.057	47	59	0.2	0.1	5.096	A
	CircLink	1	1	1	92	23	-	-	-	92	108	0.0	0.0	0.000	A
				2	136	34	-	-	-	136	145	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	301	75	-	-	-	301	320	0.0	0.0	0.000	A
				4	13	3	-	-	-	13	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	136	34	-	-	-	136	145	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	301	75	-	-	-	301	320	0.0	0.0	0.000	A
				4	13	3	-	-	-	13	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	-	-	-	19	23	0.0	0.0	0.000	A
				3	373	93	-	-	-	373	377	0.0	0.0	0.000	A
				4	100	25	-	-	-	100	98	0.0	0.0	0.000	A
				5	48	12	-	-	-	48	60	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	91	23	1289	991	0.091	91	95	0.2	0.1	3.863	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	24	6	1289	991	0.024	25	28	0.0	0.0	5.628	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	39	10	1289	990	0.039	39	38	0.3	0.0	4.162	A
				5	104	26	1289	955	0.109	105	105	0.3	0.1	5.074	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	-	-	-	19	23	0.0	0.0	0.000	A
				3	372	93	-	-	-	372	377	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	101	25	-	-	-	101	99	0.0	0.0	0.000	A
				5	47	12	-	-	-	47	59	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	301	75	-	-	-	301	320	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	13	3	-	-	-	13	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	24	6	-	-	-	24	28	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	91	23	-	-	-	91	94	0.0	0.0	0.000	A
				4	39	10	-	-	-	39	38	0.0	0.0	0.000	A
				5	104	26	-	-	-	104	104	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	74	19	1076	987	0.075	75	75	0.3	0.0	5.487	A
				5	195	49	1076	945	0.207	192	192	0.3	0.4	5.731	A
			2	1	314	79	1076	974	0.322	317	313	1.2	0.4	6.497	A
				2	101	25	1076	967	0.104	104	99	1.2	0.1	6.229	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	314	79	-	-	-	314	310	0.0	0.0	0.000	A
				2	101	25	-	-	-	101	98	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	74	19	-	-	-	74	75	0.0	0.0	0.000	A
				5	195	49	-	-	-	195	193	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	91	23	-	-	-	91	95	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	25	6	-	-	-	25	28	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	39	10	-	-	-	39	38	0.0	0.0	0.000	A
				5	105	26	-	-	-	105	105	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	13	3	-	-	-	13	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	25	6	-	-	-	25	28	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	6	769	552	0.040	22	21	0.0	0.1	5.631	A
				1	182	45	769	574	0.317	178	191	1.9	0.7	12.354	B
				2	60	15	769	584	0.102	60	61	1.9	0.2	11.973	B
			2	3	83	21	769	578	0.143	82	90	1.9	0.2	12.547	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	75	19	-	-	-	75	75	0.0	0.0	0.000	A
				5	192	48	-	-	-	192	192	0.0	0.0	0.000	A
				1	317	79	-	-	-	317	313	0.0	0.0	0.000	A
				2	104	26	-	-	-	104	99	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	317	79	-	-	-	317	313	0.0	0.0	0.000	A
				2	104	26	-	-	-	104	99	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	184	46	-	-	-	182	190	2.3	0.3	5.920	A
				2	62	15	-	-	-	60	61	2.3	0.2	7.091	A
			1	3	85	21	-	-	-	83	89	2.3	0.2	5.942	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	6	-	-	-	22	22	0.0	0.0	3.331	A
				1	94	23	1070	709	0.132	92	108	0.7	0.2	7.972	A
				2	136	34	1070	736	0.185	136	145	0.7	0.2	7.826	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	306	77	1070	739	0.416	301	320	2.1	0.9	8.982	A
				4	13	3	996	711	0.018	13	11	2.1	0.0	10.374	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	5	-	-	-	22	21	0.0	0.0	0.000	A
				1	178	45	-	-	-	178	191	0.0	0.0	0.000	A
				2	60	15	-	-	-	60	61	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	82	21	-	-	-	82	90	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	178	45	-	-	-	178	191	0.0	0.0	0.000	A
				2	60	15	-	-	-	60	61	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	82	21	-	-	-	82	90	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	94	23	-	-	-	94	107	0.0	0.0	0.000	A
				2	136	34	-	-	-	136	144	0.0	0.0	0.000	A
			1	3	306	77	-	-	-	306	315	0.0	0.0	0.000	A
				4	13	3	-	-	-	13	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026 + Committed Development + Isolation Scenario, 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.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Killingwoldgraves Roundabout	Standard Roundabout	✓	1, 2, 3, 4, 5	21.34	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.34	C

Traffic Demand

Demand Set 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 2026 + Committed Development + Isolation Scenario	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	967	100.000
2 - A1174 (E)		ONE HOUR	✓	376	100.000
3 - A1079 (S)		ONE HOUR	✓	999	100.000
4 - Killingwoldgraves Lane		ONE HOUR	✓	361	100.000
5 - A1079 (W)		ONE HOUR	✓	508	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	33	697	148	89
	2 - A1174 (E)	26	0	179	40	131
	3 - A1079 (S)	462	69	8	137	323
	4 - Killingwoldgraves Lane	168	43	127	0	23
	5 - A1079 (W)	81	94	300	33	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	3	5	3	10
	2 - A1174 (E)	4	0	3	0	5
	3 - A1079 (S)	10	9	87	8	7
	4 - Killingwoldgraves Lane	4	0	2	0	4
	5 - A1079 (W)	21	1	6	0	0

Cyclist %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	0	0	0	0
	2 - A1174 (E)	0	0	0	0	0
	3 - A1079 (S)	0	0	0	0	0
	4 - Killingwoldgraves Lane	0	0	0	0	0
	5 - A1079 (W)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	31.09	10.1	40.9	D	891	1336
2 - A1174 (E)	6.78	0.7	3.9	A	354	531
3 - A1079 (S)	13.81	5.6	17.4	B	943	1415
4 - Killingwoldgraves Lane	49.56	4.5	27.3	E	326	489
5 - A1079 (W)	10.76	1.4	6.5	B	484	725

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	704	176	509	699	758	562	0.0	1.7	7.315	A
2 - A1174 (E)	306	77	1018	307	303	189	0.0	0.2	4.830	A
3 - A1079 (S)	747	187	362	747	823	964	0.0	1.7	7.650	A
4 - Killingwoldgraves Lane	277	69	821	279	280	287	0.0	1.5	13.802	B
5 - A1079 (W)	379	95	687	384	410	413	0.0	0.7	7.396	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	882	220	645	893	910	689	1.7	1.7	10.494	B
2 - A1174 (E)	371	93	1310	373	366	229	0.2	0.1	5.429	A
3 - A1079 (S)	920	230	445	906	975	1237	1.7	2.6	8.907	A
4 - Killingwoldgraves Lane	347	87	1009	352	349	342	1.5	1.6	20.335	C
5 - A1079 (W)	479	120	857	477	492	504	0.7	1.0	8.204	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	1086	271	749	1047	1109	798	1.7	10.1	25.189	D
2 - A1174 (E)	432	108	1542	436	432	254	0.1	0.5	6.329	A
3 - A1079 (S)	1121	280	527	1099	1187	1450	2.6	5.4	13.341	B
4 - Killingwoldgraves Lane	381	95	1257	359	384	370	1.6	4.4	30.564	D
5 - A1079 (W)	593	148	957	590	603	658	1.0	1.3	9.855	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	1066	267	736	1054	1110	827	10.1	10.0	31.088	D
2 - A1174 (E)	397	99	1530	402	419	259	0.5	0.7	6.778	A
3 - A1079 (S)	1152	288	487	1136	1203	1445	5.4	4.1	13.813	B
4 - Killingwoldgraves Lane	385	96	1228	402	405	395	4.4	4.4	49.556	E
5 - A1079 (W)	555	139	1002	561	605	627	1.3	1.3	10.762	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	858	215	619	849	940	640	10.0	3.1	12.294	B
2 - A1174 (E)	338	84	1269	337	360	198	0.7	0.7	5.818	A
3 - A1079 (S)	926	231	426	917	1001	1180	4.1	2.6	9.257	A
4 - Killingwoldgraves Lane	311	78	1024	307	335	319	4.4	2.0	23.127	C
5 - A1079 (W)	481	120	781	477	503	550	1.3	1.3	8.679	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	750	188	520	760	778	556	3.1	1.4	8.040	A
2 - A1174 (E)	280	70	1099	277	293	181	0.7	0.5	5.063	A
3 - A1079 (S)	789	197	347	787	852	1028	2.6	1.2	7.403	A
4 - Killingwoldgraves Lane	253	63	855	250	269	279	2.0	1.1	13.528	B
5 - A1079 (W)	412	103	667	408	418	442	1.3	1.1	7.290	A

Queue Variation Results for each time segment

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.65	0.00	0.71	4.75	4.75
2 - A1174 (E)	0.21	0.00	0.00	0.97	0.97
3 - A1079 (S)	1.71	0.00	0.23	4.94	8.24
4 - Killingwoldgraves Lane	1.67	0.00	0.69	4.94	4.94
5 - A1079 (W)	0.74	0.00	0.00	2.01	3.76

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.73	0.00	0.71	4.47	6.65
2 - A1174 (E)	0.13	0.00	0.00	-0.29	1.94
3 - A1079 (S)	2.69	0.00	1.91	5.77	12.72
4 - Killingwoldgraves Lane	1.55	0.00	0.75	2.48	6.76
5 - A1079 (W)	1.05	0.00	0.46	2.79	2.79

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	10.10	1.02	8.06	21.53	23.71
2 - A1174 (E)	0.46	0.00	0.00	2.89	2.89
3 - A1079 (S)	5.59	0.00	3.90	9.91	15.60
4 - Killingwoldgraves Lane	4.57	0.00	2.82	6.08	27.48
5 - A1079 (W)	1.29	0.00	0.33	6.51	6.51

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	10.09	0.14	7.18	21.72	41.15
2 - A1174 (E)	0.67	0.00	0.06	1.93	1.93
3 - A1079 (S)	4.36	0.00	3.53	8.61	17.49
4 - Killingwoldgraves Lane	4.31	0.00	1.65	12.04	24.27
5 - A1079 (W)	1.38	0.00	0.39	4.67	4.67

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	3.07	0.00	1.30	5.09	16.97
2 - A1174 (E)	0.71	0.00	0.00	1.64	3.86
3 - A1079 (S)	2.63	0.00	2.29	3.99	5.51
4 - Killingwoldgraves Lane	2.02	0.00	0.79	4.26	7.75
5 - A1079 (W)	1.33	0.00	0.39	1.95	6.49

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.41	0.00	0.08	3.24	9.52
2 - A1174 (E)	0.51	0.00	0.00	1.94	1.94
3 - A1079 (S)	1.24	0.00	0.99	2.75	2.75
4 - Killingwoldgraves Lane	1.15	0.00	0.00	3.27	6.84
5 - A1079 (W)	1.12	0.00	0.15	2.46	4.61

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	531	967	0.548	526	572	0.0	1.5	8.154	A
			2	1, 4, 5	173	979	0.176	172	186	0.0	0.1	4.721	A
		2	1	(1, 2, 3, 4, 5)	704			704	765	0.0	0.0	0.000	A
	Exit	1	1		562			562	607	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	723			723	776	0.0	0.0	0.000	A
			2	3, 4, 5	348			348	372	0.0	0.0	0.000	A
	CircBase	1	1	2	161			161	169	0.0	0.0	0.000	A
			2	3, 4, 5	348			348	372	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	146	916	0.160	147	141	0.0	0.1	4.623	A
			2	1, 2, 4, 5	160	925	0.173	160	162	0.0	0.1	5.010	A
		2	1	(1, 2, 3, 4, 5)	306			306	304	0.0	0.0	0.000	A
	Exit	1	1		189			189	196	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1006			1006	1085	0.0	0.0	0.000	A
			2	1, 4, 5	201			201	214	0.0	0.0	0.000	A
	CircBase	1	1	3	817			817	889	0.0	0.0	0.000	A
			2	1, 4, 5	201			201	214	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	342	914	0.375	341	370	0.0	0.7	6.403	A
			2	1, 2, 3	404	874	0.463	406	453	0.0	1.0	8.315	A
		2	1	(1, 2, 3, 4, 5)	747			747	831	0.0	0.0	0.214	A
	Exit	1	1		964			964	1030	0.0	0.0	0.000	A
	CircLink	1	1	3	964			964	1030	0.0	0.0	0.000	A
			2	1, 2, 4, 5	362			362	376	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	341			341	355	0.0	0.0	0.000	A
			2	1, 2	21			21	21	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	18	560	0.033	18	16	0.0	0.0	7.240	A
			2	1, 2, 3	261	552	0.477	260	264	0.0	1.2	11.586	B
	Exit	1	1		287			287	286	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	683			683	726	0.0	0.0	0.000	A
			2	1, 2, 3	428			428	474	0.0	0.0	0.000	A
	CircBase	1	1	5	394			394	439	0.0	0.0	0.000	A
			2	1, 2, 3	428			428	474	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	277			280	286	0.0	0.3	2.451	A
5 - A1079 (W)	Entry	1	1	1, 2	138	718	0.192	140	148	0.0	0.2	6.318	A
			2	3, 4, 5	242	734	0.329	244	262	0.0	0.5	7.987	A
	CircBase	1	1	1, 2	583			583	628	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	379			379	413	0.0	0.0	0.000	A
	Exit	1	1		413			413	456	0.0	0.0	0.000	A
	CircLink	1	1	5	413			413	456	0.0	0.0	0.000	A
			2	1, 2, 3, 4	687			687	738	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	104			104	110	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	657	930	0.705	670	683	1.5	1.3	12.458	B
			2	1, 4, 5	225	928	0.243	223	227	0.1	0.3	4.567	A
		2	1	(1, 2, 3, 4, 5)	882			882	911	0.0	0.0	0.000	A
	Exit	1	1		689			689	734	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	885			885	935	0.0	0.0	0.000	A
			2	3, 4, 5	449			449	447	0.0	0.0	0.000	A
	CircBase	1	1	2	196			196	201	0.0	0.0	0.000	A
			2	3, 4, 5	449			449	447	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	182	826	0.221	183	178	0.1	0.0	5.279	A
			2	1, 2, 4, 5	189	824	0.229	190	188	0.1	0.1	5.572	A
		2	1	(1, 2, 3, 4, 5)	371			371	366	0.0	0.0	0.000	A
	Exit	1	1		229			229	233	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1283			1283	1302	0.0	0.0	0.000	A
			2	1, 4, 5	255			255	256	0.0	0.0	0.000	A
	CircBase	1	1	3	1054			1054	1068	0.0	0.0	0.000	A
			2	1, 4, 5	255			255	256	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	405	875	0.461	400	436	0.7	1.0	7.707	A
			2	1, 2, 3	513	848	0.605	503	539	1.0	1.4	9.634	A
		2	1	(1, 2, 3, 4, 5)	920			918	979	0.0	0.2	0.150	A
	Exit	1	1		1237			1237	1246	0.0	0.0	0.000	A
	CircLink	1	1	3	1237			1237	1246	0.0	0.0	0.000	A
			2	1, 2, 4, 5	445			445	444	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	419			419	419	0.0	0.0	0.000	A
			2	1, 2	26			26	25	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	25	459	0.053	24	25	0.0	0.1	8.042	A
			2	1, 2, 3	326	495	0.660	328	325	1.2	1.3	14.400	B
	Exit	1	1		342			342	332	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	824			824	855	0.0	0.0	0.000	A
			2	1, 2, 3	529			529	565	0.0	0.0	0.000	A
	CircBase	1	1	5	480			480	523	0.0	0.0	0.000	A
			2	1, 2, 3	529			529	565	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	347			352	350	0.3	0.2	6.362	A
5 - A1079 (W)	Entry	1	1	1, 2	171	651	0.263	170	183	0.2	0.3	6.738	A
			2	3, 4, 5	309	687	0.450	307	309	0.5	0.7	9.031	A
	CircBase	1	1	1, 2	715			715	752	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	479			479	494	0.0	0.0	0.000	A
	Exit	1	1		504			504	547	0.0	0.0	0.000	A
	CircLink	1	1	5	504			504	547	0.0	0.0	0.000	A
			2	1, 2, 3, 4	857			857	890	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	141			141	138	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	835	904	0.925	800	832	1.3	9.3	30.997	D
			2	1, 4, 5	249	880	0.280	247	277	0.3	0.7	5.928	A
		2	1	(1, 2, 3, 4, 5)	1086			1084	1143	0.0	0.2	0.184	A
	Exit	1	1		798			798	859	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1015			1015	1090	0.0	0.0	0.000	A
			2	3, 4, 5	532			532	549	0.0	0.0	0.000	A
	CircBase	1	1	2	217			217	231	0.0	0.0	0.000	A
			2	3, 4, 5	532			532	549	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	190	745	0.256	194	205	0.0	0.1	6.454	A
			2	1, 2, 4, 5	242	748	0.322	242	227	0.1	0.3	6.218	A
		2	1	(1, 2, 3, 4, 5)	432			432	433	0.0	0.0	0.000	A
	Exit	1	1		254			254	268	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1510			1510	1574	0.0	0.0	0.000	A
			2	1, 4, 5	285			285	315	0.0	0.0	0.000	A
	CircBase	1	1	3	1256			1256	1306	0.0	0.0	0.000	A
			2	1, 4, 5	285			285	315	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	507	864	0.585	505	542	1.0	1.4	10.574	B
			2	1, 2, 3	610	832	0.733	594	645	1.4	3.5	14.026	B
		2	1	(1, 2, 3, 4, 5)	1121			1117	1198	0.2	0.4	0.896	A
	Exit	1	1		1450			1450	1511	0.0	0.0	0.000	A
	CircLink	1	1	3	1450			1450	1511	0.0	0.0	0.000	A
			2	1, 2, 4, 5	527			527	541	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	496			496	510	0.0	0.0	0.000	A
			2	1, 2	31			31	31	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	27	440	0.060	27	24	0.1	0.1	8.214	A
			2	1, 2, 3	337	440	0.768	332	360	1.3	1.9	17.384	C
	Exit	1	1		370			370	402	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	1001			1001	1052	0.0	0.0	0.000	A
			2	1, 2, 3	626			626	676	0.0	0.0	0.000	A
	CircBase	1	1	5	631			631	651	0.0	0.0	0.000	A
			2	1, 2, 3	626			626	676	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	381			364	386	0.2	2.5	13.556	B
5 - A1079 (W)	Entry	1	1	1, 2	201	615	0.326	199	213	0.3	0.4	7.270	A
			2	3, 4, 5	393	669	0.586	391	390	0.7	0.8	11.204	B
	CircBase	1	1	1, 2	817			817	876	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	593			593	604	0.0	0.0	0.000	A
	Exit	1	1		658			658	675	0.0	0.0	0.000	A
	CircLink	1	1	5	658			658	675	0.0	0.0	0.000	A
			2	1, 2, 3, 4	957			957	1035	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	141			141	159	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	808	913	0.885	804	844	9.3	8.8	36.183	E
			2	1, 4, 5	249	902	0.275	250	266	0.7	0.3	5.860	A
		2	1	(1, 2, 3, 4, 5)	1066			1056	1107	0.2	0.9	2.006	A
	Exit	1	1		827			827	890	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1051			1051	1122	0.0	0.0	0.000	A
			2	3, 4, 5	512			512	545	0.0	0.0	0.000	A
	CircBase	1	1	2	223			223	233	0.0	0.0	0.000	A
			2	3, 4, 5	512			512	545	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	188	751	0.251	194	198	0.1	0.2	6.292	A
			2	1, 2, 4, 5	208	751	0.276	209	221	0.3	0.5	7.215	A
		2	1	(1, 2, 3, 4, 5)	397			397	419	0.0	0.0	0.000	A
	Exit	1	1		259			259	268	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1511			1511	1587	0.0	0.0	0.000	A
			2	1, 4, 5	279			279	301	0.0	0.0	0.000	A
	CircBase	1	1	3	1252			1252	1319	0.0	0.0	0.000	A
			2	1, 4, 5	279			279	301	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	549	871	0.632	537	553	1.4	2.0	10.475	B
			2	1, 2, 3	600	853	0.706	598	650	3.5	1.9	15.296	C
		2	1	(1, 2, 3, 4, 5)	1152			1149	1198	0.4	0.2	0.784	A
	Exit	1	1		1445			1445	1517	0.0	0.0	0.000	A
	CircLink	1	1	3	1445			1445	1517	0.0	0.0	0.000	A
			2	1, 2, 4, 5	487			487	522	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	461			461	492	0.0	0.0	0.000	A
			2	1, 2	27			27	30	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	24	419	0.058	25	23	0.1	0.1	8.174	A
			2	1, 2, 3	375	446	0.844	378	382	1.9	2.0	20.148	C
	Exit	1	1		395			395	413	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	998			998	1045	0.0	0.0	0.000	A
			2	1, 2, 3	626			626	679	0.0	0.0	0.000	A
	CircBase	1	1	5	602			602	631	0.0	0.0	0.000	A
			2	1, 2, 3	626			626	679	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	385			399	405	2.5	2.3	30.083	D
5 - A1079 (W)	Entry	1	1	1, 2	201	619	0.326	198	218	0.4	0.5	9.563	A
			2	3, 4, 5	354	659	0.537	362	387	0.8	0.8	11.401	B
	CircBase	1	1	1, 2	853			853	904	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	555			555	606	0.0	0.0	0.000	A
	Exit	1	1		627			627	655	0.0	0.0	0.000	A
	CircLink	1	1	5	627			627	655	0.0	0.0	0.000	A
			2	1, 2, 3, 4	1002			1002	1061	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	150			150	157	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	639	936	0.681	634	708	8.8	2.6	14.510	B
			2	1, 4, 5	219	911	0.241	215	232	0.3	0.5	5.134	A
		2	1	(1, 2, 3, 4, 5)	858			858	915	0.9	0.0	0.349	A
	Exit	1	1		640			640	727	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	815			815	913	0.0	0.0	0.000	A
			2	3, 4, 5	443			443	457	0.0	0.0	0.000	A
	CircBase	1	1	2	176			176	186	0.0	0.0	0.000	A
			2	3, 4, 5	443			443	457	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	155	842	0.185	154	170	0.2	0.3	5.874	A
			2	1, 2, 4, 5	182	820	0.221	183	190	0.5	0.5	5.767	A
		2	1	(1, 2, 3, 4, 5)	338			338	360	0.0	0.0	0.000	A
	Exit	1	1		198			198	219	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1225			1225	1323	0.0	0.0	0.000	A
			2	1, 4, 5	244			244	260	0.0	0.0	0.000	A
	CircBase	1	1	3	1026			1026	1104	0.0	0.0	0.000	A
			2	1, 4, 5	244			244	260	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	446	894	0.500	447	468	2.0	1.1	8.778	A
			2	1, 2, 3	480	860	0.560	470	533	1.9	1.5	9.577	A
		2	1	(1, 2, 3, 4, 5)	926			926	994	0.2	0.0	0.089	A
	Exit	1	1		1180			1180	1274	0.0	0.0	0.000	A
	CircLink	1	1	3	1180			1180	1274	0.0	0.0	0.000	A
			2	1, 2, 4, 5	426			426	450	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	400			400	426	0.0	0.0	0.000	A
			2	1, 2	27			27	24	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	22	483	0.045	22	25	0.1	0.0	7.839	A
			2	1, 2, 3	286	492	0.584	284	311	2.0	1.4	15.384	C
	Exit	1	1		319			319	336	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	846			846	894	0.0	0.0	0.000	A
			2	1, 2, 3	497			497	557	0.0	0.0	0.000	A
	CircBase	1	1	5	527			527	559	0.0	0.0	0.000	A
			2	1, 2, 3	497			497	557	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	311			308	333	2.3	0.6	8.587	A
5 - A1079 (W)	Entry	1	1	1, 2	160	674	0.238	158	174	0.5	0.3	7.424	A
			2	3, 4, 5	320	705	0.455	319	329	0.8	1.0	9.300	A
	CircBase	1	1	1, 2	657			657	739	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	481			481	502	0.0	0.0	0.000	A
	Exit	1	1		550			550	583	0.0	0.0	0.000	A
	CircLink	1	1	5	550			550	583	0.0	0.0	0.000	A
			2	1, 2, 3, 4	781			781	867	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	124			124	129	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	569	969	0.588	580	585	2.6	1.1	9.295	A
			2	1, 4, 5	181	960	0.188	180	193	0.5	0.3	4.221	A
		2	1	(1, 2, 3, 4, 5)	750			750	771	0.0	0.0	0.000	A
	Exit	1	1		556			556	614	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	713			713	776	0.0	0.0	0.000	A
			2	3, 4, 5	362			362	369	0.0	0.0	0.000	A
	CircBase	1	1	2	158			158	162	0.0	0.0	0.000	A
			2	3, 4, 5	362			362	369	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	140	891	0.157	139	141	0.3	0.3	4.921	A
			2	1, 2, 4, 5	140	894	0.156	138	151	0.5	0.3	5.198	A
		2	1	(1, 2, 3, 4, 5)	280			280	292	0.0	0.0	0.000	A
	Exit	1	1		181			181	186	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1070			1070	1091	0.0	0.0	0.000	A
			2	1, 4, 5	210			210	217	0.0	0.0	0.000	A
	CircBase	1	1	3	890			890	905	0.0	0.0	0.000	A
			2	1, 4, 5	210			210	217	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	373	918	0.407	375	396	1.1	0.4	6.690	A
			2	1, 2, 3	417	878	0.474	412	456	1.5	0.8	7.863	A
		2	1	(1, 2, 3, 4, 5)	789			789	846	0.0	0.0	0.096	A
	Exit	1	1		1028			1028	1046	0.0	0.0	0.000	A
	CircLink	1	1	3	1028			1028	1046	0.0	0.0	0.000	A
			2	1, 2, 4, 5	347			347	369	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	329			329	349	0.0	0.0	0.000	A
			2	1, 2	19			19	20	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	14	494	0.029	14	18	0.0	0.0	9.074	A
			2	1, 2, 3	239	541	0.442	236	251	1.4	0.8	12.024	B
	Exit	1	1		279			279	290	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	704			704	745	0.0	0.0	0.000	A
			2	1, 2, 3	430			430	476	0.0	0.0	0.000	A
	CircBase	1	1	5	425			425	455	0.0	0.0	0.000	A
			2	1, 2, 3	430			430	476	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	253			253	267	0.6	0.3	1.741	A
5 - A1079 (W)	Entry	1	1	1, 2	146	701	0.208	146	147	0.3	0.3	6.132	A
			2	3, 4, 5	266	729	0.365	262	270	1.0	0.8	7.901	A
	CircBase	1	1	1, 2	568			568	629	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	412			412	417	0.0	0.0	0.000	A
	Exit	1	1		442			442	474	0.0	0.0	0.000	A
	CircLink	1	1	5	442			442	474	0.0	0.0	0.000	A
			2	1, 2, 3, 4	667			667	727	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	99			99	98	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.52	0.00	0.71	4.74	4.74
			2	0.13	0.00	0.00	-0.29	1.92
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.08	0.00	0.00	0.97	0.97
			2	0.13	0.00	0.00	0.97	0.97
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.65	0.00	0.00	1.27	6.57
			2	1.05	0.00	0.00	1.88	7.18
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.37	0.00	0.69	2.96	2.96
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.30	0.00	0.00	1.96	1.96
5 - A1079 (W)	Entry	1	1	0.20	0.00	0.00	0.32	2.78
			2	0.54	0.00	0.00	2.84	2.84
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

07:15 - 07:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.38	0.00	0.08	4.47	6.66
			2	0.33	0.00	0.00	0.74	1.90
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.04	0.00	0.00	0.00	0.97
			2	0.08	0.00	0.00	0.97	0.97
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	1.08	0.00	0.08	2.49	5.54
			2	1.44	0.00	0.15	3.31	8.94
		2	1	0.16	0.00	0.00	0.00	3.63
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.12	0.00	0.00	0.90	0.90
			2	1.27	0.00	0.73	2.91	2.91
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.17	0.00	0.00	0.00	3.87
5 - A1079 (W)	Entry	1	1	0.27	0.00	0.00	0.66	1.80
			2	0.75	0.00	0.00	2.84	2.84
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

07:30 - 07:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	9.34	0.07	7.88	21.00	21.00
			2	0.61	0.00	0.00	1.58	3.72
		2	1	0.21	0.00	0.00	0.33	2.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.13	0.00	0.00	-0.29	1.93
			2	0.34	0.00	0.00	2.90	2.90
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	1.51	0.00	0.35	3.46	9.36
			2	3.57	0.00	3.38	9.01	9.01
		2	1	0.48	0.00	0.00	-1.37	6.41
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.09	0.00	0.00	0.98	0.98
			2	1.92	0.00	2.94	2.94	2.94
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	2.56	0.00	0.00	3.14	24.51
5 - A1079 (W)	Entry	1	1	0.38	0.00	0.00	0.74	1.76
			2	0.91	0.00	0.00	6.70	6.70
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	8.78	0.07	5.52	22.07	22.07
			2	0.33	0.00	0.00	0.70	2.85
		2	1	0.92	0.00	0.00	-0.29	20.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.21	0.00	0.00	0.54	1.92
			2	0.46	0.00	0.00	1.92	1.92
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	2.12	0.00	0.81	4.17	10.23
			2	2.06	0.00	0.57	4.01	8.21
		2	1	0.20	0.00	0.00	0.00	4.59
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.08	0.00	0.00	0.92	0.92
			2	1.91	0.00	1.66	2.93	2.93
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	2.32	0.00	0.00	7.86	21.36
5 - A1079 (W)	Entry	1	1	0.51	0.00	0.00	1.21	4.49
			2	0.83	0.00	0.00	2.04	4.78
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	2.56	0.00	1.03	5.13	16.14
			2	0.52	0.00	0.00	2.77	2.77
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.25	0.00	0.00	1.95	1.95
			2	0.45	0.00	0.00	1.90	1.90
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	1.15	0.00	0.08	3.35	4.70
			2	1.45	0.00	0.71	3.62	3.62
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.43	0.00	0.79	2.91	2.91
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.59	0.00	0.00	1.35	4.84
5 - A1079 (W)	Entry	1	1	0.31	0.00	0.00	0.63	3.61
			2	1.03	0.00	0.08	2.22	6.61
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.12	0.00	0.00	3.53	6.68
			2	0.29	0.00	0.00	0.64	2.84
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.25	0.00	0.00	0.65	1.93
			2	0.25	0.00	0.00	0.66	1.94
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.45	0.00	0.00	1.88	1.88
			2	0.78	0.00	0.00	2.70	2.70
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.90	0.00	0.00	2.95	2.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.25	0.00	0.00	0.34	3.91
5 - A1079 (W)	Entry	1	1	0.27	0.00	0.00	0.67	1.80
			2	0.85	0.00	0.00	2.40	3.74
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	28	7	1184	956	0.030	29	28	0.0	0.0	6.469	A
				3	503	126	1184	968	0.518	498	544	0.0	1.5	8.242	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	112	28	1184	1008	0.111	111	115	0.0	0.1	4.513	A
				5	61	15	1184	928	0.066	62	71	0.0	0.0	5.078	A
	CircLink	1	1	1	67	17	-	-	-	67	73	0.0	0.0	0.000	A
				2	73	18	-	-	-	73	75	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	214	54	-	-	-	214	235	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	27	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	73	18	-	-	-	73	75	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	214	54	-	-	-	214	235	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	27	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	28	7	-	-	-	28	28	0.0	0.0	0.000	A
				3	503	126	-	-	-	503	550	0.0	0.0	0.000	A
				4	112	28	-	-	-	112	115	0.0	0.0	0.000	A
				5	61	15	-	-	-	61	71	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	146	37	1289	913	0.161	147	141	0.0	0.1	4.623	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	20	5	1289	949	0.021	21	21	0.0	0.0	4.655	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	35	9	1289	941	0.037	35	34	0.0	0.0	4.771	A
				5	104	26	1289	904	0.115	104	108	0.0	0.1	5.156	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	-	-	-	29	28	0.0	0.0	0.000	A
				3	498	124	-	-	-	498	544	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	111	28	-	-	-	111	115	0.0	0.0	0.000	A
				5	62	15	-	-	-	62	71	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	214	54	-	-	-	214	235	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	27	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	20	5	-	-	-	20	21	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	146	37	-	-	-	146	141	0.0	0.0	0.000	A
				4	35	9	-	-	-	35	34	0.0	0.0	0.000	A
				5	104	26	-	-	-	104	109	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	113	28	1076	893	0.126	112	110	0.0	0.3	6.320	A
				5	230	57	1076	921	0.249	229	260	0.0	0.4	6.438	A
			2	1	344	86	1076	886	0.389	345	381	0.0	0.9	8.292	A
				2	52	13	1076	867	0.060	53	59	0.0	0.1	8.336	A
				3	8	2	889	426	0.018	8	13	0.0	0.0	9.280	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	344	86	-	-	-	344	385	0.0	0.0	0.318	A
				2	52	13	-	-	-	52	60	0.0	0.0	0.111	A
				3	8	2	-	-	-	8	13	0.0	0.0	0.000	A
				4	113	28	-	-	-	113	111	0.0	0.0	0.147	A
				5	230	57	-	-	-	230	262	0.0	0.0	0.124	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	147	37	-	-	-	147	141	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	21	5	-	-	-	21	21	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	35	9	-	-	-	35	34	0.0	0.0	0.000	A
				5	104	26	-	-	-	104	108	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	29	7	-	-	-	29	27	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	21	5	-	-	-	21	21	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	18	5	769	550	0.033	18	16	0.0	0.0	7.240	A
				1	128	32	769	549	0.234	129	134	0.0	0.3	11.144	B
				2	35	9	769	561	0.062	35	34	0.0	0.2	13.761	B
			2	3	98	25	769	552	0.180	97	97	0.0	0.7	11.411	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	112	28	-	-	-	112	110	0.0	0.0	0.000	A
	CircLink	1		5	229	57	-	-	-	229	260	0.0	0.0	0.000	A
				1	345	86	-	-	-	345	381	0.0	0.0	0.000	A
				2	53	13	-	-	-	53	59	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	8	2	-	-	-	8	13	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	345	86	-	-	-	345	381	0.0	0.0	0.000	A
				2	53	13	-	-	-	53	59	0.0	0.0	0.000	A
			2	3	8	2	-	-	-	8	13	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	128	32	-	-	-	128	135	0.0	0.1	2.141	A
				2	34	9	-	-	-	35	34	0.0	0.0	2.212	A
	Entry	2	1	3	97	24	-	-	-	98	100	0.0	0.1	2.873	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	18	4	-	-	-	18	16	0.0	0.0	2.917	A
				1	66	17	1070	668	0.100	67	73	0.0	0.0	6.670	A
				2	71	18	1070	769	0.093	73	75	0.0	0.1	6.033	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	212	53	1070	732	0.289	214	235	0.0	0.4	8.073	A
				4	30	7	1070	772	0.039	29	27	0.0	0.1	7.312	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	18	5	-	-	-	18	16	0.0	0.0	0.000	A
				1	129	32	-	-	-	129	134	0.0	0.0	0.000	A
				2	35	9	-	-	-	35	34	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	97	24	-	-	-	97	97	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	129	32	-	-	-	129	134	0.0	0.0	0.000	A
				2	35	9	-	-	-	35	34	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	97	24	-	-	-	97	97	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	66	17	-	-	-	66	73	0.0	0.0	0.000	A
				2	71	18	-	-	-	71	76	0.0	0.0	0.000	A
	Entry	2	1	3	212	53	-	-	-	212	237	0.0	0.0	0.000	A
				4	30	7	-	-	-	30	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	33	8	1184	985	0.034	33	33	1.5	0.1	13.305	B
				3	623	156	1184	929	0.671	638	651	1.5	1.2	12.414	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	141	35	1184	949	0.149	139	132	0.1	0.3	4.636	A
				5	84	21	1184	898	0.094	84	95	0.1	0.0	4.464	A
	CircLink	1	1	1	79	20	-	-	-	79	93	0.0	0.0	0.000	A
				2	91	23	-	-	-	91	90	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	274	69	-	-	-	274	280	0.0	0.0	0.000	A
				4	32	8	-	-	-	32	29	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	91	23	-	-	-	91	90	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	274	69	-	-	-	274	280	0.0	0.0	0.000	A
				4	32	8	-	-	-	32	29	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	33	8	-	-	-	33	33	0.0	0.0	0.000	A
				3	623	156	-	-	-	623	650	0.0	0.0	0.000	A
				4	141	35	-	-	-	141	133	0.0	0.0	0.000	A
				5	84	21	-	-	-	84	95	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	182	46	1289	831	0.219	183	178	0.1	0.0	5.279	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	25	6	1289	776	0.032	26	25	0.0	0.0	5.579	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	41	10	1289	873	0.047	41	35	0.0	0.0	5.839	A
				5	123	31	1289	827	0.148	124	128	0.1	0.0	5.494	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	33	8	-	-	-	33	33	0.0	0.0	0.000	A
				3	638	159	-	-	-	638	651	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	139	35	-	-	-	139	132	0.0	0.0	0.000	A
				5	84	21	-	-	-	84	95	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	274	69	-	-	-	274	280	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	32	8	-	-	-	32	29	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	25	6	-	-	-	25	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	182	46	-	-	-	182	178	0.0	0.0	0.000	A
				4	41	10	-	-	-	41	35	0.0	0.0	0.000	A
				5	123	31	-	-	-	123	127	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	131	33	1076	869	0.151	130	136	0.7	0.4	8.075	A
				5	274	69	1076	888	0.309	272	300	0.7	0.7	7.543	A
			2	1	441	110	1076	857	0.514	434	455	1.0	1.1	9.523	A
				2	65	16	1076	868	0.075	62	71	1.0	0.3	9.826	A
				3	7	2	936	417	0.018	7	14	1.0	0.0	14.431	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	441	110	-	-	-	441	456	0.0	0.0	0.139	A
				2	65	16	-	-	-	65	71	0.0	0.0	0.247	A
				3	7	2	-	-	-	7	14	0.0	0.0	0.000	A
				4	131	33	-	-	-	131	137	0.0	0.0	0.157	A
				5	275	69	-	-	-	274	302	0.0	0.0	0.143	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	183	46	-	-	-	183	178	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	26	6	-	-	-	26	25	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	41	10	-	-	-	41	35	0.0	0.0	0.000	A
				5	124	31	-	-	-	124	128	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	32	8	-	-	-	32	29	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	26	6	-	-	-	26	25	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	25	6	769	464	0.053	24	25	0.0	0.1	8.042	A
				1	146	37	769	486	0.301	150	161	1.2	0.3	14.338	B
				2	44	11	769	510	0.086	43	40	1.2	0.4	14.892	B
			2	3	137	34	769	503	0.272	135	124	1.2	0.5	14.310	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	130	32	-	-	-	130	136	0.0	0.0	0.000	A
				5	272	68	-	-	-	272	300	0.0	0.0	0.000	A
				1	434	109	-	-	-	434	455	0.0	0.0	0.000	A
				2	62	16	-	-	-	62	71	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	7	2	-	-	-	7	14	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	434	109	-	-	-	434	455	0.0	0.0	0.000	A
				2	62	16	-	-	-	62	71	0.0	0.0	0.000	A
			2	3	7	2	-	-	-	7	14	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	143	36	-	-	-	146	161	0.3	0.1	7.141	A
				2	43	11	-	-	-	44	41	0.3	0.0	6.363	A
			1	3	135	34	-	-	-	137	123	0.3	0.1	5.702	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	25	6	-	-	-	25	25	0.0	0.0	4.626	A
	Entry	1		1	80	20	1070	591	0.136	79	93	0.2	0.1	7.074	A
				2	91	23	1070	720	0.126	91	90	0.2	0.1	6.445	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	276	69	1070	681	0.405	274	280	0.5	0.7	9.044	A
				4	33	8	1070	740	0.044	32	29	0.5	0.1	8.907	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	24	6	-	-	-	24	25	0.0	0.0	0.000	A
				1	150	37	-	-	-	150	161	0.0	0.0	0.000	A
				2	43	11	-	-	-	43	40	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	135	34	-	-	-	135	124	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	150	37	-	-	-	150	161	0.0	0.0	0.000	A
				2	43	11	-	-	-	43	40	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	135	34	-	-	-	135	124	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	80	20	-	-	-	80	94	0.0	0.0	0.000	A
				2	91	23	-	-	-	91	90	0.0	0.0	0.000	A
			1	3	276	69	-	-	-	276	281	0.0	0.0	0.000	A
				4	33	8	-	-	-	33	29	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	40	10	1184	940	0.043	37	37	1.3	0.5	29.627	D
				3	795	199	1184	902	0.881	763	794	1.3	8.8	31.062	D
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	143	36	1184	908	0.156	140	161	0.3	0.4	5.620	A
				5	106	26	1184	854	0.124	107	116	0.3	0.2	6.392	A
	CircLink	1	1	1	101	25	-	-	-	101	115	0.0	0.0	0.000	A
				2	98	24	-	-	-	98	98	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	352	88	-	-	-	352	352	0.0	0.0	0.000	A
				4	39	10	-	-	-	39	38	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	98	24	-	-	-	98	98	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	352	88	-	-	-	352	352	0.0	0.0	0.000	A
				4	39	10	-	-	-	39	38	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	40	10	-	-	-	40	39	0.0	0.0	0.051	A
				3	796	199	-	-	-	795	826	0.0	0.1	0.172	A
				4	143	36	-	-	-	143	162	0.0	0.0	0.260	A
				5	106	27	-	-	-	106	117	0.0	0.0	0.208	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	190	48	1289	746	0.256	194	205	0.0	0.1	6.454	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	32	8	1289	725	0.043	31	31	0.1	0.1	6.532	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	47	12	1289	771	0.062	47	46	0.0	0.0	6.190	A
				5	162	41	1289	750	0.217	164	150	0.1	0.2	6.161	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	37	9	-	-	-	37	37	0.0	0.0	0.000	A
				3	763	191	-	-	-	763	794	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	140	35	-	-	-	140	161	0.0	0.0	0.000	A
				5	107	27	-	-	-	107	116	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	352	88	-	-	-	352	352	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	39	10	-	-	-	39	38	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	32	8	-	-	-	32	31	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	190	48	-	-	-	190	205	0.0	0.0	0.000	A
				4	47	12	-	-	-	47	46	0.0	0.0	0.000	A
				5	162	41	-	-	-	162	150	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	143	36	1076	844	0.167	143	157	1.0	0.4	10.211	B
				5	364	91	1076	873	0.419	361	385	1.0	1.0	10.720	B
			2	1	523	131	1076	840	0.624	507	537	1.4	3.2	14.019	B
				2	78	20	1076	863	0.092	77	88	1.4	0.3	13.528	B
				3	8	2	983	448	0.018	10	19	0.0	0.0	18.322	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	526	132	-	-	-	523	547	0.2	0.3	0.821	A
				2	78	20	-	-	-	78	89	0.2	0.0	0.885	A
				3	8	2	-	-	-	8	19	0.0	0.0	0.607	A
				4	143	36	-	-	-	143	157	0.2	0.0	0.888	A
				5	366	91	-	-	-	364	387	0.2	0.2	1.015	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	194	48	-	-	-	194	205	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	31	8	-	-	-	31	31	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	47	12	-	-	-	47	46	0.0	0.0	0.000	A
				5	164	41	-	-	-	164	150	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	39	10	-	-	-	39	38	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	31	8	-	-	-	31	31	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	27	7	769	437	0.061	27	24	0.1	0.1	8.214	A
				1	161	40	769	438	0.368	159	175	1.3	0.8	16.797	C
				2	43	11	769	450	0.096	42	45	1.3	0.3	17.755	C
			2	3	133	33	769	442	0.302	131	140	1.3	0.8	17.987	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	143	36	-	-	-	143	157	0.0	0.0	0.000	A
				5	361	90	-	-	-	361	385	0.0	0.0	0.000	A
				1	507	127	-	-	-	507	537	0.0	0.0	0.000	A
				2	77	19	-	-	-	77	88	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	10	2	-	-	-	10	19	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	507	127	-	-	-	507	537	0.0	0.0	0.000	A
				2	77	19	-	-	-	77	88	0.0	0.0	0.000	A
			2	3	10	2	-	-	-	10	19	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	172	43	-	-	-	161	177	0.2	1.3	13.195	B
				2	45	11	-	-	-	43	44	0.0	0.3	13.409	B
			1	3	136	34	-	-	-	133	141	0.2	0.7	14.406	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	28	7	-	-	-	27	24	0.0	0.2	11.452	B
	Entry	1		1	104	26	1070	557	0.185	101	115	0.3	0.3	7.492	A
				2	98	24	1070	692	0.141	98	98	0.3	0.2	7.052	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	353	88	1070	668	0.531	352	352	0.7	0.8	11.232	B
				4	39	10	1070	701	0.055	39	38	0.7	0.0	10.959	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	27	7	-	-	-	27	24	0.0	0.0	0.000	A
				1	159	40	-	-	-	159	175	0.0	0.0	0.000	A
				2	42	11	-	-	-	42	45	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	131	33	-	-	-	131	140	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	159	40	-	-	-	159	175	0.0	0.0	0.000	A
				2	42	11	-	-	-	42	45	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	131	33	-	-	-	131	140	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	104	26	-	-	-	104	116	0.0	0.0	0.000	A
				2	98	24	-	-	-	98	98	0.0	0.0	0.000	A
			1	3	353	88	-	-	-	353	353	0.0	0.0	0.000	A
				4	39	10	-	-	-	39	37	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	40	10	1184	944	0.042	36	35	9.3	0.7	36.939	E
				3	767	192	1184	911	0.842	768	809	9.3	8.0	36.149	E
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	161	40	1184	923	0.174	160	166	0.7	0.2	5.672	A
				5	88	22	1184	861	0.102	90	100	0.7	0.1	6.195	A
	CircLink	1	1	1	91	23	-	-	-	91	112	0.0	0.0	0.000	A
				2	106	26	-	-	-	106	106	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	334	83	-	-	-	334	353	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	106	26	-	-	-	106	106	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	334	83	-	-	-	334	353	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	40	10	-	-	-	40	36	0.0	0.0	2.167	A
				3	776	194	-	-	-	767	806	0.2	0.7	2.028	A
				4	161	40	-	-	-	161	165	0.2	0.0	2.027	A
				5	90	22	-	-	-	88	100	0.2	0.1	1.717	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	188	47	1289	756	0.249	194	198	0.1	0.2	6.292	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	27	7	1289	749	0.036	27	30	0.3	0.0	8.534	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	47	12	1289	784	0.060	46	44	0.3	0.1	7.034	A
				5	134	34	1289	744	0.180	136	147	0.3	0.3	7.014	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	36	9	-	-	-	36	35	0.0	0.0	0.000	A
				3	768	192	-	-	-	768	809	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	160	40	-	-	-	160	166	0.0	0.0	0.000	A
				5	90	22	-	-	-	90	100	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	334	83	-	-	-	334	353	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	27	7	-	-	-	27	29	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	188	47	-	-	-	188	198	0.0	0.0	0.000	A
				4	47	12	-	-	-	47	45	0.0	0.0	0.000	A
				5	134	34	-	-	-	134	147	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	164	41	1076	872	0.189	161	169	1.4	0.7	9.680	A
				5	385	96	1076	870	0.443	377	384	1.4	1.3	10.823	B
			2	1	515	129	1076	863	0.597	518	557	3.5	1.3	15.347	C
				2	77	19	1076	838	0.092	75	79	3.5	0.3	14.697	B
				3	8	2	983	427	0.018	6	14	0.0	0.2	17.537	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	515	129	-	-	-	515	549	0.4	0.0	0.741	A
				2	77	19	-	-	-	77	79	0.0	0.0	0.775	A
				3	8	2	-	-	-	8	15	0.0	0.0	0.009	A
				4	164	41	-	-	-	164	170	0.0	0.0	0.741	A
				5	387	97	-	-	-	385	386	0.4	0.2	0.881	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	194	48	-	-	-	194	198	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	27	7	-	-	-	27	30	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	46	11	-	-	-	46	44	0.0	0.0	0.000	A
				5	136	34	-	-	-	136	147	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	29	7	-	-	-	29	34	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	27	7	-	-	-	27	30	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	24	6	769	428	0.057	25	23	0.1	0.1	8.174	A
				1	187	47	769	442	0.424	190	190	1.9	1.0	20.421	C
				2	44	11	769	458	0.096	43	48	1.9	0.3	18.535	C
			2	3	144	36	769	448	0.322	144	144	1.9	0.7	20.341	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	161	40	-	-	-	161	169	0.0	0.0	0.000	A
	CircLink	1		5	377	94	-	-	-	377	384	0.0	0.0	0.000	A
				1	518	130	-	-	-	518	557	0.0	0.0	0.000	A
				2	75	19	-	-	-	75	79	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	6	1	-	-	-	6	14	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	518	130	-	-	-	518	557	0.0	0.0	0.000	A
				2	75	19	-	-	-	75	79	0.0	0.0	0.000	A
			2	3	6	1	-	-	-	6	14	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	173	43	-	-	-	187	191	2.5	0.7	28.383	D
				2	44	11	-	-	-	44	48	2.5	0.5	34.079	D
	Entry	2	1	3	145	36	-	-	-	144	143	2.5	1.0	31.036	D
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	23	6	-	-	-	24	23	2.5	0.1	29.014	D
				1	94	24	1070	553	0.170	91	112	0.4	0.3	10.828	B
				2	106	27	1070	688	0.155	106	106	0.4	0.2	8.468	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	325	81	1070	657	0.494	334	353	0.8	0.8	11.497	B
				4	29	7	1070	693	0.041	29	34	0.8	0.0	10.475	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	25	6	-	-	-	25	23	0.0	0.0	0.000	A
				1	190	47	-	-	-	190	190	0.0	0.0	0.000	A
				2	43	11	-	-	-	43	48	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	144	36	-	-	-	144	144	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	190	47	-	-	-	190	190	0.0	0.0	0.000	A
				2	43	11	-	-	-	43	48	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	144	36	-	-	-	144	144	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	94	24	-	-	-	94	113	0.0	0.0	0.000	A
				2	106	27	-	-	-	106	106	0.0	0.0	0.000	A
	Entry	2	1	3	325	81	-	-	-	325	352	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	23	6	1184	942	0.025	23	33	8.8	0.1	14.243	B
				3	616	154	1184	936	0.656	611	675	8.8	2.4	14.523	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	132	33	1184	939	0.140	129	135	0.3	0.3	5.070	A
				5	87	22	1184	871	0.100	86	97	0.3	0.2	5.231	A
	CircLink	1	1	1	79	20	-	-	-	79	89	0.0	0.0	0.000	A
				2	79	20	-	-	-	79	85	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	291	73	-	-	-	291	301	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	79	20	-	-	-	79	85	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	291	73	-	-	-	291	301	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	23	6	-	-	-	23	31	0.0	0.0	0.071	A
				3	616	154	-	-	-	616	651	0.9	0.0	0.230	A
				4	132	33	-	-	-	132	135	0.9	0.0	0.717	A
				5	87	22	-	-	-	87	98	0.9	0.0	0.738	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	155	39	1289	843	0.184	154	170	0.2	0.3	5.874	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	26	6	1289	816	0.031	27	24	0.5	0.0	6.529	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	39	10	1289	863	0.045	39	35	0.5	0.2	5.566	A
				5	117	29	1289	807	0.145	117	130	0.5	0.3	5.683	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	23	6	-	-	-	23	33	0.0	0.0	0.000	A
				3	611	153	-	-	-	611	675	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	129	32	-	-	-	129	135	0.0	0.0	0.000	A
				5	86	22	-	-	-	86	97	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	291	73	-	-	-	291	301	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	26	6	-	-	-	26	24	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	155	39	-	-	-	155	170	0.0	0.0	0.000	A
				4	39	10	-	-	-	39	35	0.0	0.0	0.000	A
				5	117	29	-	-	-	117	130	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	123	31	1076	879	0.139	123	137	2.0	0.4	9.123	A
				5	322	81	1076	898	0.360	323	331	2.0	0.6	8.637	A
			2	1	407	102	1076	859	0.473	398	455	1.9	1.3	9.426	A
				2	68	17	1076	876	0.077	67	66	1.9	0.2	10.229	B
				3	5	1	842	391	0.013	5	12	1.9	0.0	14.005	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	407	102	-	-	-	407	455	0.2	0.0	0.104	A
				2	68	17	-	-	-	68	66	0.0	0.0	0.053	A
				3	5	1	-	-	-	5	10	0.0	0.0	0.912	A
				4	123	31	-	-	-	123	137	0.0	0.0	0.069	A
				5	322	81	-	-	-	322	327	0.2	0.0	0.070	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	154	39	-	-	-	154	170	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	27	7	-	-	-	27	24	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	39	10	-	-	-	39	35	0.0	0.0	0.000	A
				5	117	29	-	-	-	117	130	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	29	7	-	-	-	29	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	27	7	-	-	-	27	24	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	5	769	482	0.045	22	25	0.1	0.0	7.839	A
	Entry	1		1	140	35	769	490	0.285	137	159	2.0	0.8	15.766	C
				2	30	8	769	516	0.059	29	35	2.0	0.1	15.281	C
			2	3	116	29	769	494	0.237	119	117	2.0	0.5	14.904	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	123	31	-	-	-	123	137	0.0	0.0	0.000	A
				5	323	81	-	-	-	323	331	0.0	0.0	0.000	A
	CircLink	1		1	398	99	-	-	-	398	455	0.0	0.0	0.000	A
				2	67	17	-	-	-	67	66	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	5	1	-	-	-	5	12	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	398	99	-	-	-	398	455	0.0	0.0	0.000	A
				2	67	17	-	-	-	67	66	0.0	0.0	0.000	A
			2	3	5	1	-	-	-	5	12	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	141	35	-	-	-	140	158	2.3	0.2	9.675	A
				2	30	8	-	-	-	30	34	2.3	0.0	9.956	A
	Entry	2	1	3	118	30	-	-	-	116	116	2.3	0.3	7.336	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	5	-	-	-	22	25	2.3	0.0	5.671	A
				1	78	20	1070	614	0.128	79	89	0.5	0.1	8.044	A
				2	82	20	1070	742	0.110	79	85	0.5	0.2	6.904	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	293	73	1070	702	0.419	291	301	0.8	0.8	9.329	A
				4	28	7	1070	748	0.038	29	28	0.8	0.2	9.018	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	22	6	-	-	-	22	25	0.0	0.0	0.000	A
				1	137	34	-	-	-	137	159	0.0	0.0	0.000	A
				2	29	7	-	-	-	29	35	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	119	30	-	-	-	119	117	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	137	34	-	-	-	137	159	0.0	0.0	0.000	A
				2	29	7	-	-	-	29	35	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	119	30	-	-	-	119	117	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	78	20	-	-	-	78	88	0.0	0.0	0.000	A
				2	82	20	-	-	-	82	85	0.0	0.0	0.000	A
	Entry	2	1	3	293	73	-	-	-	293	301	0.0	0.0	0.000	A
				4	28	7	-	-	-	28	29	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	22	6	1184	999	0.023	22	24	2.6	0.1	8.949	A
				3	547	137	1184	969	0.565	558	561	2.6	1.0	9.310	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	105	26	1184	993	0.106	104	116	0.5	0.1	4.043	A
				5	76	19	1184	920	0.082	76	77	0.5	0.1	4.511	A
	CircLink	1	1	1	73	18	-	-	-	73	75	0.0	0.0	0.000	A
				2	73	18	-	-	-	73	72	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	233	58	-	-	-	233	246	0.0	0.0	0.000	A
				4	30	7	-	-	-	30	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	73	18	-	-	-	73	72	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	233	58	-	-	-	233	246	0.0	0.0	0.000	A
				4	30	7	-	-	-	30	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	22	6	-	-	-	22	24	0.0	0.0	0.000	A
				3	547	137	-	-	-	547	555	0.0	0.0	0.000	A
				4	105	26	-	-	-	105	116	0.0	0.0	0.000	A
				5	76	19	-	-	-	76	76	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	140	35	1289	891	0.157	139	141	0.3	0.3	4.921	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	19	5	1289	899	0.021	19	20	0.5	0.0	4.764	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	28	7	1289	936	0.030	27	30	0.5	0.1	5.017	A
				5	93	23	1289	882	0.105	92	102	0.5	0.1	5.337	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	22	6	-	-	-	22	24	0.0	0.0	0.000	A
				3	558	139	-	-	-	558	561	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	104	26	-	-	-	104	116	0.0	0.0	0.000	A
				5	76	19	-	-	-	76	77	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	233	58	-	-	-	233	246	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	30	7	-	-	-	30	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	19	5	-	-	-	19	20	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	140	35	-	-	-	140	141	0.0	0.0	0.000	A
				4	28	7	-	-	-	28	30	0.0	0.0	0.000	A
				5	93	23	-	-	-	93	101	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	116	29	1076	925	0.127	119	119	1.1	0.2	7.221	A
				5	257	64	1076	917	0.280	257	277	1.1	0.3	6.467	A
			2	1	359	90	1076	891	0.403	354	389	1.5	0.7	7.837	A
				2	54	13	1076	843	0.064	54	59	1.5	0.0	7.936	A
				3	4	1	702	338	0.011	4	9	0.0	0.0	9.081	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	359	90	-	-	-	359	386	0.0	0.0	0.098	A
				2	54	13	-	-	-	54	59	0.0	0.0	0.019	A
				3	4	1	-	-	-	4	9	0.0	0.0	0.000	A
				4	116	29	-	-	-	116	118	0.0	0.0	0.039	A
				5	257	64	-	-	-	257	275	0.0	0.0	0.134	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	139	35	-	-	-	139	141	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	19	5	-	-	-	19	20	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	27	7	-	-	-	27	30	0.0	0.0	0.000	A
				5	92	23	-	-	-	92	102	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	30	7	-	-	-	30	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	19	5	-	-	-	19	20	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	14	4	769	491	0.029	14	18	0.0	0.0	9.074	A
			2	1	112	28	769	542	0.205	111	131	1.4	0.4	12.446	B
				2	31	8	769	555	0.055	31	31	1.4	0.1	11.890	B
				3	97	24	769	543	0.179	95	90	1.4	0.3	11.470	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	119	30	-	-	-	119	119	0.0	0.0	0.000	A
				5	257	64	-	-	-	257	277	0.0	0.0	0.000	A
			2	1	354	88	-	-	-	354	389	0.0	0.0	0.000	A
				2	54	13	-	-	-	54	59	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane				3	4	1	-	-	-	4	9	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	354	88	-	-	-	354	389	0.0	0.0	0.000	A
				2	54	13	-	-	-	54	59	0.0	0.0	0.000	A
				3	4	1	-	-	-	4	9	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	111	28	-	-	-	112	129	0.6	0.0	1.558	A
				2	31	8	-	-	-	31	31	0.6	0.0	1.786	A
				3	98	25	-	-	-	97	89	0.6	0.2	2.029	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	14	3	-	-	-	14	18	0.0	0.0	1.517	A
	Entry	1	1	1	71	18	1070	649	0.109	73	75	0.3	0.0	6.526	A
				2	75	19	1070	761	0.098	73	72	0.3	0.3	5.779	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	236	59	1070	723	0.328	233	246	1.0	0.7	8.085	A
				4	29	7	1070	780	0.037	30	24	1.0	0.0	6.121	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	14	4	-	-	-	14	18	0.0	0.0	0.000	A
			2	1	111	28	-	-	-	111	131	0.0	0.0	0.000	A
				2	31	8	-	-	-	31	31	0.0	0.0	0.000	A
5 - A1079 (W)				3	95	24	-	-	-	95	90	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	111	28	-	-	-	111	131	0.0	0.0	0.000	A
				2	31	8	-	-	-	31	31	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	95	24	-	-	-	95	90	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	71	18	-	-	-	71	75	0.0	0.0	0.000	A
				2	75	19	-	-	-	75	72	0.0	0.0	0.000	A
				3	236	59	-	-	-	236	246	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026 + Committed Development + Isolation Scenario, 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.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Killingwoldgraves Roundabout	Standard Roundabout	✓	1, 2, 3, 4, 5	37.44	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	37.44	E

Traffic Demand

Demand Set 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	Base 2026 + Committed Development + Isolation Scenario	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	759	100.000
2 - A1174 (E)		ONE HOUR	✓	364	100.000
3 - A1079 (S)		ONE HOUR	✓	953	100.000
4 - Killingwoldgraves Lane		ONE HOUR	✓	473	100.000
5 - A1079 (W)		ONE HOUR	✓	721	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	31	523	128	77
	2 - A1174 (E)	36	0	135	51	142
	3 - A1079 (S)	421	130	43	104	255
	4 - Killingwoldgraves Lane	238	84	124	0	27
	5 - A1079 (W)	129	177	402	13	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	0	4	2	11
	2 - A1174 (E)	0	0	2	0	4
	3 - A1079 (S)	3	4	16	2	4
	4 - Killingwoldgraves Lane	1	0	2	0	4
	5 - A1079 (W)	8	5	5	0	0

Cyclist %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	0	0	0	0
	2 - A1174 (E)	0	0	0	0	0
	3 - A1079 (S)	0	0	0	0	0
	4 - Killingwoldgraves Lane	0	0	0	0	0
	5 - A1079 (W)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	14.01	4.2	18.2	B	688	1032
2 - A1174 (E)	6.56	0.9	7.8	A	337	505
3 - A1079 (S)	13.11	3.9	13.5	B	882	1323
4 - Killingwoldgraves Lane	183.92	28.3	79.8	F	425	637
5 - A1079 (W)	18.07	5.0	39.9	C	656	984

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	569	142	716	570	600	611	0.0	1.0	6.535	A
2 - A1174 (E)	283	71	981	285	284	304	0.0	0.3	4.512	A
3 - A1079 (S)	707	177	349	699	725	917	0.0	1.9	6.559	A
4 - Killingwoldgraves Lane	348	87	823	352	363	226	0.0	1.7	16.198	C
5 - A1079 (W)	532	133	789	539	568	387	0.0	1.0	7.535	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	671	168	841	674	712	774	1.0	1.8	8.721	A
2 - A1174 (E)	342	85	1151	344	346	364	0.3	0.4	5.150	A
3 - A1079 (S)	876	219	423	877	890	1072	1.9	1.7	8.438	A
4 - Killingwoldgraves Lane	409	102	1013	422	409	287	1.7	3.1	23.676	C
5 - A1079 (W)	637	159	977	637	682	458	1.0	1.4	10.397	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	817	204	1051	804	838	890	1.8	4.2	13.875	B
2 - A1174 (E)	396	99	1380	399	399	475	0.4	0.7	6.032	A
3 - A1079 (S)	1028	257	483	1034	1058	1295	1.7	3.2	12.001	B
4 - Killingwoldgraves Lane	523	131	1180	481	481	336	3.1	14.4	72.178	F
5 - A1079 (W)	816	204	1141	800	845	520	1.4	4.8	17.685	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	828	207	1039	835	879	909	4.2	2.5	14.010	B
2 - A1174 (E)	399	100	1413	396	411	460	0.7	0.9	6.563	A
3 - A1079 (S)	1047	262	496	1056	1105	1314	3.2	4.0	13.106	B
4 - Killingwoldgraves Lane	504	126	1250	463	476	303	14.4	28.3	183.921	F
5 - A1079 (W)	816	204	1145	803	836	568	4.8	4.1	18.068	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	689	172	872	688	717	771	2.5	1.3	8.823	A
2 - A1174 (E)	331	83	1181	328	342	380	0.9	0.6	5.595	A
3 - A1079 (S)	880	220	392	888	902	1116	4.0	1.9	8.630	A
4 - Killingwoldgraves Lane	403	101	1016	491	505	265	28.3	9.9	132.843	F
5 - A1079 (W)	596	149	1043	599	681	463	4.1	2.0	12.002	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	549	137	742	545	593	616	1.3	1.0	6.251	A
2 - A1174 (E)	272	68	954	273	282	333	0.6	0.2	4.628	A
3 - A1079 (S)	751	188	340	746	748	888	1.9	1.5	6.653	A
4 - Killingwoldgraves Lane	356	89	858	353	388	228	9.9	2.1	30.037	D
5 - A1079 (W)	538	134	821	536	573	390	2.0	1.5	8.160	A

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.00	0.00	0.21	2.33	3.84
2 - A1174 (E)	0.29	0.00	0.00	0.70	1.94
3 - A1079 (S)	1.95	0.00	0.58	3.73	13.39
4 - Killingwoldgraves Lane	1.71	0.00	0.64	2.85	11.78
5 - A1079 (W)	0.98	0.00	0.12	2.85	2.85

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.84	0.00	0.88	4.26	7.66
2 - A1174 (E)	0.43	0.00	0.00	0.89	1.96
3 - A1079 (S)	1.69	0.00	0.62	3.54	7.75
4 - Killingwoldgraves Lane	3.15	0.00	1.29	6.82	15.82
5 - A1079 (W)	1.41	0.00	0.60	3.27	4.76

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	4.19	0.00	2.72	9.88	18.22
2 - A1174 (E)	0.76	0.00	0.00	1.28	7.85
3 - A1079 (S)	3.21	0.00	2.21	6.88	10.59
4 - Killingwoldgraves Lane	14.58	0.35	11.35	26.94	38.48
5 - A1079 (W)	4.93	0.00	2.24	7.31	39.62

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	2.62	0.00	0.72	6.83	10.50
2 - A1174 (E)	0.90	0.00	0.16	2.08	3.87
3 - A1079 (S)	3.93	0.11	2.41	7.05	13.52
4 - Killingwoldgraves Lane	28.25	2.31	26.05	49.05	79.62
5 - A1079 (W)	4.16	0.00	2.57	10.38	13.33

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.40	0.00	0.68	3.06	4.85
2 - A1174 (E)	0.62	0.00	0.00	1.74	2.96
3 - A1079 (S)	1.84	0.00	0.79	4.43	6.67
4 - Killingwoldgraves Lane	10.04	0.00	4.19	22.85	49.24
5 - A1079 (W)	1.86	0.00	0.77	3.66	6.64

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.07	0.00	0.16	2.21	6.71
2 - A1174 (E)	0.25	0.00	0.00	0.64	1.95
3 - A1079 (S)	1.49	0.00	0.81	2.65	4.79
4 - Killingwoldgraves Lane	2.11	0.00	1.07	4.23	10.82
5 - A1079 (W)	1.59	0.00	0.89	2.69	6.67

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	400	925	0.434	400	426	0.0	0.8	7.168	A
			2	1, 4, 5	168	896	0.188	170	174	0.0	0.1	4.939	A
		2	1	(1, 2, 3, 4, 5)	569			569	604	0.0	0.0	0.000	A
	Exit	1	1		611			611	631	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	896			896	928	0.0	0.0	0.000	A
			2	3, 4, 5	430			430	458	0.0	0.0	0.000	A
	CircBase	1	1	2	286			286	296	0.0	0.0	0.000	A
			2	3, 4, 5	430			430	458	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	116	923	0.126	116	110	0.0	0.2	4.437	A
			2	1, 2, 4, 5	166	942	0.176	169	174	0.0	0.1	4.560	A
		2	1	(1, 2, 3, 4, 5)	283			283	285	0.0	0.0	0.000	A
	Exit	1	1		304			304	317	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1105			1105	1170	0.0	0.0	0.000	A
			2	1, 4, 5	180			180	184	0.0	0.0	0.000	A
	CircBase	1	1	3	801			801	853	0.0	0.0	0.000	A
			2	1, 4, 5	180			180	184	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	270	945	0.286	270	275	0.0	0.5	5.568	A
			2	1, 2, 3	437	925	0.474	429	450	0.0	1.4	7.164	A
		2	1	(1, 2, 3, 4, 5)	707			707	733	0.0	0.0	0.001	A
	Exit	1	1		917			917	963	0.0	0.0	0.000	A
	CircLink	1	1	3	917			917	963	0.0	0.0	0.000	A
			2	1, 2, 4, 5	349			349	358	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	324			324	332	0.0	0.0	0.000	A
			2	1, 2	25			25	27	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	18	526	0.035	18	21	0.0	0.1	7.789	A
			2	1, 2, 3	330	557	0.593	334	342	0.0	1.1	12.532	B
	Exit	1	1		226			226	231	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	594			594	607	0.0	0.0	0.000	A
			2	1, 2, 3	455			455	476	0.0	0.0	0.000	A
	CircBase	1	1	5	368			368	376	0.0	0.0	0.000	A
			2	1, 2, 3	455			455	476	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	348			348	368	0.0	0.5	3.884	A
5 - A1079 (W)	Entry	1	1	1, 2	224	710	0.317	228	243	0.0	0.3	6.977	A
			2	3, 4, 5	308	713	0.430	310	325	0.0	0.6	7.950	A
	CircBase	1	1	1, 2	668			668	685	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	532			532	572	0.0	0.0	0.000	A
	Exit	1	1		387			387	396	0.0	0.0	0.000	A
	CircLink	1	1	5	387			387	396	0.0	0.0	0.000	A
			2	1, 2, 3, 4	789			789	818	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	120			120	133	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	483	887	0.544	485	518	0.8	1.6	9.918	A
			2	1, 4, 5	187	854	0.220	188	194	0.1	0.2	5.409	A
		2	1	(1, 2, 3, 4, 5)	671			671	716	0.0	0.0	0.000	A
	Exit	1	1		774			774	768	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1112			1112	1122	0.0	0.0	0.000	A
			2	3, 4, 5	503			503	535	0.0	0.0	0.000	A
	CircBase	1	1	2	338			338	353	0.0	0.0	0.000	A
			2	3, 4, 5	503			503	535	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	122	894	0.137	123	120	0.2	0.2	4.742	A
			2	1, 2, 4, 5	219	883	0.249	222	227	0.1	0.2	5.370	A
		2	1	(1, 2, 3, 4, 5)	342			342	347	0.0	0.0	0.000	A
	Exit	1	1		364			364	380	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1313			1313	1395	0.0	0.0	0.000	A
			2	1, 4, 5	202			202	206	0.0	0.0	0.000	A
	CircBase	1	1	3	949			949	1015	0.0	0.0	0.000	A
			2	1, 4, 5	202			202	206	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	332	929	0.357	329	332	0.5	0.6	5.858	A
			2	1, 2, 3	544	921	0.592	548	558	1.4	1.1	9.953	A
		2	1	(1, 2, 3, 4, 5)	876			876	889	0.0	0.0	0.022	A
	Exit	1	1		1072			1072	1134	0.0	0.0	0.000	A
	CircLink	1	1	3	1072			1072	1134	0.0	0.0	0.000	A
			2	1, 2, 4, 5	423			423	433	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	391			391	397	0.0	0.0	0.000	A
			2	1, 2	32			32	35	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	23	511	0.044	24	27	0.1	0.0	7.388	A
			2	1, 2, 3	396	515	0.769	398	382	1.1	1.7	14.592	B
	Exit	1	1		287			287	274	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	720			720	729	0.0	0.0	0.000	A
			2	1, 2, 3	580			580	594	0.0	0.0	0.000	A
	CircBase	1	1	5	433			433	455	0.0	0.0	0.000	A
			2	1, 2, 3	580			580	594	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	409			419	411	0.5	1.4	9.467	A
5 - A1079 (W)	Entry	1	1	1, 2	273	668	0.409	275	291	0.3	0.4	9.504	A
			2	3, 4, 5	364	675	0.537	363	390	0.6	1.0	11.054	B
	CircBase	1	1	1, 2	837			837	831	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	637			637	683	0.0	0.0	0.000	A
	Exit	1	1		458			458	482	0.0	0.0	0.000	A
	CircLink	1	1	5	458			458	482	0.0	0.0	0.000	A
			2	1, 2, 3, 4	977			977	976	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	140			140	145	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	605	819	0.741	592	618	1.6	3.6	16.464	C
			2	1, 4, 5	212	802	0.264	212	220	0.2	0.6	6.402	A
		2	1	(1, 2, 3, 4, 5)	817			817	848	0.0	0.0	0.000	A
	Exit	1	1		890			890	891	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1330			1330	1336	0.0	0.0	0.000	A
			2	3, 4, 5	611			611	663	0.0	0.0	0.000	A
	CircBase	1	1	2	440			440	445	0.0	0.0	0.000	A
			2	3, 4, 5	611			611	663	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	140	801	0.174	142	154	0.2	0.2	5.706	A
			2	1, 2, 4, 5	256	819	0.313	256	245	0.2	0.5	6.233	A
		2	1	(1, 2, 3, 4, 5)	396			396	401	0.0	0.0	0.000	A
	Exit	1	1		475			475	477	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1628			1628	1711	0.0	0.0	0.000	A
			2	1, 4, 5	229			229	235	0.0	0.0	0.000	A
	CircBase	1	1	3	1152			1152	1235	0.0	0.0	0.000	A
			2	1, 4, 5	229			229	235	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	394	903	0.436	393	396	0.6	0.6	5.907	A
			2	1, 2, 3	636	904	0.703	641	662	1.1	2.5	14.367	B
		2	1	(1, 2, 3, 4, 5)	1028			1030	1064	0.0	0.0	0.779	A
	Exit	1	1		1295			1295	1389	0.0	0.0	0.000	A
	CircLink	1	1	3	1295			1295	1389	0.0	0.0	0.000	A
			2	1, 2, 4, 5	483			483	480	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	434			434	440	0.0	0.0	0.000	A
			2	1, 2	49			49	40	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	29	452	0.066	29	28	0.0	0.0	8.317	A
			2	1, 2, 3	451	474	0.953	451	452	1.7	2.7	20.718	C
	Exit	1	1		336			336	319	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	827			827	836	0.0	0.0	0.000	A
			2	1, 2, 3	689			689	702	0.0	0.0	0.000	A
	CircBase	1	1	5	490			490	517	0.0	0.0	0.000	A
			2	1, 2, 3	689			689	702	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	523			480	485	1.4	11.7	52.055	F
5 - A1079 (W)	Entry	1	1	1, 2	358	624	0.574	360	369	0.4	0.8	11.585	B
			2	3, 4, 5	447	628	0.709	439	476	1.0	3.0	20.471	C
	CircBase	1	1	1, 2	969			969	967	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	816			805	856	0.0	0.9	0.901	A
	Exit	1	1		520			520	545	0.0	0.0	0.000	A
	CircLink	1	1	5	520			520	545	0.0	0.0	0.000	A
			2	1, 2, 3, 4	1141			1141	1154	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	172			172	187	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	593	822	0.721	601	634	3.6	2.3	16.502	C
			2	1, 4, 5	235	798	0.295	234	245	0.6	0.2	7.240	A
		2	1	(1, 2, 3, 4, 5)	828			828	872	0.0	0.0	0.063	A
	Exit	1	1		909			909	923	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1336			1336	1362	0.0	0.0	0.000	A
			2	3, 4, 5	612			612	662	0.0	0.0	0.000	A
	CircBase	1	1	2	426			426	439	0.0	0.0	0.000	A
			2	3, 4, 5	612			612	662	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	147	798	0.185	148	151	0.2	0.2	5.729	A
			2	1, 2, 4, 5	252	791	0.318	249	260	0.5	0.7	7.050	A
		2	1	(1, 2, 3, 4, 5)	399			399	412	0.0	0.0	0.000	A
	Exit	1	1		460			460	473	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1627			1627	1722	0.0	0.0	0.000	A
			2	1, 4, 5	248			248	257	0.0	0.0	0.000	A
	CircBase	1	1	3	1166			1166	1249	0.0	0.0	0.000	A
			2	1, 4, 5	248			248	257	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	384	905	0.426	389	409	0.6	0.7	7.536	A
			2	1, 2, 3	670	897	0.746	667	696	2.5	3.1	14.990	B
		2	1	(1, 2, 3, 4, 5)	1047			1054	1107	0.0	0.2	0.857	A
	Exit	1	1		1314			1314	1400	0.0	0.0	0.000	A
	CircLink	1	1	3	1314			1314	1400	0.0	0.0	0.000	A
			2	1, 2, 4, 5	496			496	518	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	453			453	474	0.0	0.0	0.000	A
			2	1, 2	44			44	44	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	27	433	0.063	28	29	0.0	0.1	8.189	A
			2	1, 2, 3	436	455	0.958	435	447	2.7	3.0	23.369	C
	Exit	1	1		303			303	325	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	842			842	882	0.0	0.0	0.000	A
			2	1, 2, 3	711			711	740	0.0	0.0	0.000	A
	CircBase	1	1	5	541			541	557	0.0	0.0	0.000	A
			2	1, 2, 3	711			711	740	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	504			463	477	11.7	25.3	161.566	F
5 - A1079 (W)	Entry	1	1	1, 2	353	630	0.563	356	363	0.8	1.1	13.773	B
			2	3, 4, 5	465	631	0.737	447	474	3.0	3.0	21.116	C
	CircBase	1	1	1, 2	980			980	999	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	816			819	837	0.9	0.0	0.271	A
	Exit	1	1		568			568	587	0.0	0.0	0.000	A
	CircLink	1	1	5	568			568	587	0.0	0.0	0.000	A
			2	1, 2, 3, 4	1145			1145	1187	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	165			165	188	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	507	883	0.575	505	527	2.3	1.1	10.104	B
			2	1, 4, 5	181	872	0.209	183	190	0.2	0.3	5.221	A
		2	1	(1, 2, 3, 4, 5)	689			689	712	0.0	0.0	0.000	A
	Exit	1	1		771			771	785	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1121			1121	1161	0.0	0.0	0.000	A
			2	3, 4, 5	521			521	588	0.0	0.0	0.000	A
	CircBase	1	1	2	351			351	376	0.0	0.0	0.000	A
			2	3, 4, 5	521			521	588	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	126	887	0.141	127	127	0.2	0.2	5.084	A
			2	1, 2, 4, 5	205	886	0.231	201	215	0.7	0.4	5.900	A
		2	1	(1, 2, 3, 4, 5)	331			331	341	0.0	0.0	0.000	A
	Exit	1	1		380			380	408	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1368			1368	1481	0.0	0.0	0.000	A
			2	1, 4, 5	191			191	200	0.0	0.0	0.000	A
	CircBase	1	1	3	989			989	1072	0.0	0.0	0.000	A
			2	1, 4, 5	191			191	200	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	342	928	0.367	341	345	0.7	0.9	6.578	A
			2	1, 2, 3	539	914	0.589	547	557	3.1	1.0	9.776	A
		2	1	(1, 2, 3, 4, 5)	880			880	894	0.2	0.0	0.124	A
	Exit	1	1		1116			1116	1200	0.0	0.0	0.000	A
	CircLink	1	1	3	1116			1116	1200	0.0	0.0	0.000	A
			2	1, 2, 4, 5	392			392	415	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	360			360	381	0.0	0.0	0.000	A
			2	1, 2	32			32	34	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	27	472	0.057	27	29	0.1	0.0	8.093	A
			2	1, 2, 3	460	513	0.896	464	476	3.0	2.2	19.630	C
	Exit	1	1		265			265	264	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	701			701	726	0.0	0.0	0.000	A
			2	1, 2, 3	579			579	591	0.0	0.0	0.000	A
	CircBase	1	1	5	436			436	461	0.0	0.0	0.000	A
			2	1, 2, 3	579			579	591	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	403			487	502	25.3	7.6	114.429	F
5 - A1079 (W)	Entry	1	1	1, 2	257	645	0.398	255	283	1.1	0.9	9.821	A
			2	3, 4, 5	340	660	0.513	344	399	3.0	1.1	13.525	B
	CircBase	1	1	1, 2	867			867	878	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	596			596	671	0.0	0.0	0.018	A
	Exit	1	1		463			463	490	0.0	0.0	0.000	A
	CircLink	1	1	5	463			463	490	0.0	0.0	0.000	A
			2	1, 2, 3, 4	1043			1043	1067	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	176			176	189	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	395	913	0.433	391	427	1.1	0.7	6.724	A
			2	1, 4, 5	155	902	0.171	154	166	0.3	0.3	5.008	A
		2	1	(1, 2, 3, 4, 5)	549			549	591	0.0	0.0	0.000	A
	Exit	1	1		616			616	643	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	923			923	956	0.0	0.0	0.000	A
			2	3, 4, 5	435			435	469	0.0	0.0	0.000	A
	CircBase	1	1	2	307			307	313	0.0	0.0	0.000	A
			2	3, 4, 5	435			435	469	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	98	944	0.105	99	107	0.2	0.1	4.155	A
			2	1, 2, 4, 5	174	952	0.183	175	175	0.4	0.1	4.916	A
		2	1	(1, 2, 3, 4, 5)	272			272	280	0.0	0.0	0.000	A
	Exit	1	1		333			333	335	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1123			1123	1198	0.0	0.0	0.000	A
			2	1, 4, 5	165			165	177	0.0	0.0	0.000	A
	CircBase	1	1	3	790			790	864	0.0	0.0	0.000	A
			2	1, 4, 5	165			165	177	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	295	935	0.315	290	287	0.9	0.5	5.474	A
			2	1, 2, 3	456	939	0.485	456	461	1.0	1.0	7.366	A
		2	1	(1, 2, 3, 4, 5)	751			751	746	0.0	0.0	0.009	A
	Exit	1	1		888			888	970	0.0	0.0	0.000	A
	CircLink	1	1	3	888			888	970	0.0	0.0	0.000	A
			2	1, 2, 4, 5	340			340	352	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	309			309	324	0.0	0.0	0.000	A
			2	1, 2	31			31	28	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	20	545	0.037	19	25	0.0	0.1	10.178	B
			2	1, 2, 3	337	549	0.613	334	363	2.2	1.5	14.132	B
	Exit	1	1		228			228	229	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	599			599	611	0.0	0.0	0.000	A
			2	1, 2, 3	487			487	489	0.0	0.0	0.000	A
	CircBase	1	1	5	371			371	382	0.0	0.0	0.000	A
			2	1, 2, 3	487			487	489	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	356			358	385	7.6	0.5	16.429	C
5 - A1079 (W)	Entry	1	1	1, 2	236	698	0.338	236	245	0.9	0.7	7.468	A
			2	3, 4, 5	300	723	0.416	300	328	1.1	0.8	8.668	A
	CircBase	1	1	1, 2	687			687	711	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	538			538	572	0.0	0.0	0.000	A
	Exit	1	1		390			390	407	0.0	0.0	0.000	A
	CircLink	1	1	5	390			390	407	0.0	0.0	0.000	A
			2	1, 2, 3, 4	821			821	852	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	135			135	141	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.86	0.00	-0.08	2.08	3.88
			2	0.14	0.00	0.00	0.94	0.94
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.18	0.00	0.00	0.42	1.92
			2	0.11	0.00	0.00	0.98	0.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.50	0.00	0.00	0.86	5.81
			2	1.44	0.00	0.24	3.70	7.58
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.10	0.00	0.00	0.00	1.86
			2	1.09	0.00	0.49	2.95	2.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.51	0.00	0.00	0.59	8.84
5 - A1079 (W)	Entry	1	1	0.35	0.00	0.00	0.74	1.88
			2	0.63	0.00	0.00	1.89	1.89
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

16:30 - 16:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.61	0.00	0.40	4.45	6.76
			2	0.24	0.00	0.00	0.71	1.86
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.22	0.00	0.00	0.57	1.97
			2	0.22	0.00	0.00	0.97	0.97
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.58	0.00	0.00	1.27	2.92
			2	1.11	0.00	0.00	3.19	7.72
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.04	0.00	0.00	0.00	0.98
			2	1.68	0.00	1.29	2.97	2.97
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	1.43	0.00	0.00	3.85	12.85
5 - A1079 (W)	Entry	1	1	0.45	0.00	0.00	1.56	3.78
			2	0.95	0.00	-0.12	2.32	3.82
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	3.64	0.00	1.69	9.93	18.33
			2	0.56	0.00	0.00	1.23	4.72
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.21	0.00	0.00	0.42	2.90
			2	0.55	0.00	0.00	0.85	7.90
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.64	0.00	0.00	1.38	3.85
			2	2.53	0.00	1.08	5.73	9.63
		2	1	0.04	0.00	0.00	0.00	0.96
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.07	0.00	0.00	0.00	1.89
			2	2.78	0.35	2.96	2.96	2.96
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	11.68	0.00	8.35	23.88	35.38
5 - A1079 (W)	Entry	1	1	0.91	0.00	-0.07	1.72	5.64
			2	3.08	0.00	1.77	6.29	14.20
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.94	0.00	0.00	0.00	25.49
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	2.39	0.00	0.72	6.06	10.59
			2	0.24	0.00	0.00	0.72	1.87
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.22	0.00	0.00	0.56	1.95
			2	0.68	0.00	0.00	1.60	3.87
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.68	0.00	0.00	1.53	3.88
			2	3.06	0.00	1.68	6.06	9.62
		2	1	0.18	0.00	0.00	0.00	2.89
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.07	0.00	0.00	0.00	0.94
			2	2.92	2.96	2.96	2.96	2.96
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	25.29	0.00	23.12	46.15	76.75
5 - A1079 (W)	Entry	1	1	1.13	0.00	0.48	2.85	2.85
			2	3.03	0.00	1.19	9.81	13.34
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.08	0.00	0.29	2.24	4.87
			2	0.32	0.00	0.00	0.64	3.85
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.18	0.00	0.00	0.43	1.97
			2	0.44	0.00	0.00	0.90	1.97
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.82	0.00	0.00	2.21	3.84
			2	1.02	0.00	-0.12	2.30	5.68
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.03	0.00	0.00	0.00	0.91
			2	2.27	0.00	2.97	2.97	2.97
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	7.73	0.00	1.23	19.88	45.27
5 - A1079 (W)	Entry	1	1	0.83	0.00	0.06	2.81	2.81
			2	1.03	0.00	0.08	2.55	4.80
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.78	0.00	0.00	2.21	3.85
			2	0.28	0.00	0.00	0.62	3.80
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.11	0.00	0.00	0.00	1.94
			2	0.14	0.00	0.00	0.98	0.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.49	0.00	0.00	1.50	2.86
			2	0.99	0.00	0.37	1.81	3.84
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.11	0.00	0.00	0.98	0.98
			2	1.49	0.00	0.89	2.95	2.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.51	0.00	0.00	1.28	7.88
5 - A1079 (W)	Entry	1	1	0.76	0.00	0.00	2.01	4.67
			2	0.83	0.00	-0.06	2.08	4.84
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	1184	956	0.020	19	21	0.0	0.0	7.014	A
				3	381	95	1184	928	0.413	382	405	0.0	0.8	7.176	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	103	26	1184	921	0.112	104	107	0.0	0.1	4.726	A
				5	65	16	1184	861	0.076	66	67	0.0	0.0	5.308	A
	CircLink	1	1	1	92	23	-	-	-	92	104	0.0	0.0	0.000	A
				2	136	34	-	-	-	136	139	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	299	75	-	-	-	299	315	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	136	34	-	-	-	136	139	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	299	75	-	-	-	299	315	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	-	-	-	19	21	0.0	0.0	0.000	A
				3	381	95	-	-	-	381	408	0.0	0.0	0.000	A
				4	103	26	-	-	-	103	107	0.0	0.0	0.000	A
				5	65	16	-	-	-	65	67	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	116	29	1289	918	0.127	116	110	0.0	0.2	4.437	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	24	6	1289	953	0.026	25	27	0.0	0.0	5.035	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	31	8	1289	947	0.032	32	35	0.0	0.0	4.745	A
				5	111	28	1289	925	0.120	112	112	0.0	0.1	4.384	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	-	-	-	19	21	0.0	0.0	0.000	A
				3	382	96	-	-	-	382	405	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	104	26	-	-	-	104	107	0.0	0.0	0.000	A
				5	66	17	-	-	-	66	67	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	299	75	-	-	-	299	315	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	24	6	-	-	-	24	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	116	29	-	-	-	116	111	0.0	0.0	0.000	A
				4	31	8	-	-	-	31	35	0.0	0.0	0.000	A
				5	111	28	-	-	-	111	113	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	80	20	1076	952	0.084	80	79	0.0	0.1	5.402	A
				5	191	48	1076	941	0.203	190	196	0.0	0.4	5.636	A
			2	1	316	79	1076	941	0.336	312	316	0.0	0.9	7.091	A
				2	88	22	1076	915	0.097	84	94	0.0	0.4	7.104	A
				3	33	8	1076	826	0.040	33	39	0.0	0.1	7.990	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	316	79	-	-	-	316	320	0.0	0.0	0.000	A
				2	88	22	-	-	-	88	96	0.0	0.0	0.006	A
				3	33	8	-	-	-	33	40	0.0	0.0	0.000	A
				4	80	20	-	-	-	80	79	0.0	0.0	0.000	A
				5	191	48	-	-	-	191	198	0.0	0.0	0.002	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	116	29	-	-	-	116	110	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	25	6	-	-	-	25	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	32	8	-	-	-	32	35	0.0	0.0	0.000	A
				5	112	28	-	-	-	112	112	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	11	3	-	-	-	11	10	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	25	6	-	-	-	25	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	18	5	769	532	0.034	18	21	0.0	0.1	7.789	A
				1	179	45	769	557	0.322	180	184	0.0	0.5	12.593	B
				2	63	16	769	568	0.111	66	64	0.0	0.2	12.618	B
			2	3	88	22	769	556	0.158	88	94	0.0	0.4	12.351	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	80	20	-	-	-	80	79	0.0	0.0	0.000	A
	CircLink	1		5	190	47	-	-	-	190	196	0.0	0.0	0.000	A
				1	312	78	-	-	-	312	316	0.0	0.0	0.000	A
				2	84	21	-	-	-	84	94	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	33	8	-	-	-	33	39	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	312	78	-	-	-	312	316	0.0	0.0	0.000	A
				2	84	21	-	-	-	84	94	0.0	0.0	0.000	A
			2	3	33	8	-	-	-	33	39	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	178	45	-	-	-	179	186	0.0	0.3	4.006	A
				2	63	16	-	-	-	63	65	0.0	0.1	3.704	A
	Entry	2	1	3	88	22	-	-	-	88	96	0.0	0.1	4.101	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	19	5	-	-	-	18	21	0.0	0.0	2.303	A
				1	91	23	1070	703	0.130	92	104	0.0	0.2	7.302	A
				2	133	33	1070	711	0.187	136	139	0.0	0.1	6.740	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	297	74	1070	711	0.416	299	315	0.0	0.6	7.965	A
				4	11	3	991	689	0.015	11	10	0.0	0.0	7.517	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	18	4	-	-	-	18	21	0.0	0.0	0.000	A
				1	180	45	-	-	-	180	184	0.0	0.0	0.000	A
				2	66	16	-	-	-	66	64	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	88	22	-	-	-	88	94	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	180	45	-	-	-	180	184	0.0	0.0	0.000	A
				2	66	16	-	-	-	66	64	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	88	22	-	-	-	88	94	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	91	23	-	-	-	91	105	0.0	0.0	0.000	A
				2	133	33	-	-	-	133	139	0.0	0.0	0.000	A
	Entry	2	1	3	297	74	-	-	-	297	317	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	1184	924	0.027	26	27	0.8	0.1	10.365	B
				3	458	114	1184	887	0.517	460	491	0.8	1.6	9.893	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	115	29	1184	889	0.131	115	114	0.1	0.1	5.240	A
				5	72	18	1184	810	0.089	73	80	0.1	0.0	5.671	A
	CircLink	1	1	1	121	30	-	-	-	121	128	0.0	0.0	0.000	A
				2	154	38	-	-	-	154	163	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	349	87	-	-	-	349	378	0.0	0.0	0.000	A
				4	13	3	-	-	-	13	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	154	38	-	-	-	154	163	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	349	87	-	-	-	349	378	0.0	0.0	0.000	A
				4	13	3	-	-	-	13	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	-	-	-	25	27	0.0	0.0	0.000	A
				3	458	114	-	-	-	458	494	0.0	0.0	0.000	A
				4	115	29	-	-	-	115	114	0.0	0.0	0.000	A
				5	72	18	-	-	-	72	80	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	122	30	1289	896	0.137	123	120	0.2	0.2	4.742	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	32	8	1289	906	0.036	32	35	0.0	0.0	5.228	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	54	14	1289	914	0.059	54	53	0.0	0.1	4.849	A
				5	132	33	1289	856	0.154	135	139	0.1	0.1	5.616	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	6	-	-	-	26	27	0.0	0.0	0.000	A
				3	460	115	-	-	-	460	491	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	115	29	-	-	-	115	114	0.0	0.0	0.000	A
				5	73	18	-	-	-	73	80	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	349	87	-	-	-	349	378	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	13	3	-	-	-	13	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	32	8	-	-	-	32	35	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	122	30	-	-	-	122	120	0.0	0.0	0.000	A
				4	54	14	-	-	-	54	53	0.0	0.0	0.000	A
				5	132	33	-	-	-	132	139	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	103	26	1076	935	0.110	104	95	0.5	0.1	6.009	A
				5	228	57	1076	928	0.247	225	237	0.5	0.4	5.796	A
			2	1	394	99	1076	932	0.423	399	393	1.4	0.6	10.096	B
				2	115	29	1076	925	0.124	114	122	1.4	0.4	9.486	A
				3	35	9	1076	801	0.045	35	44	1.4	0.1	9.955	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	394	99	-	-	-	394	391	0.0	0.0	0.042	A
				2	115	29	-	-	-	115	121	0.0	0.0	0.001	A
				3	35	9	-	-	-	35	44	0.0	0.0	0.040	A
				4	103	26	-	-	-	103	95	0.0	0.0	0.000	A
				5	228	57	-	-	-	228	237	0.0	0.0	0.008	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	123	31	-	-	-	123	120	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	32	8	-	-	-	32	35	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	54	14	-	-	-	54	53	0.0	0.0	0.000	A
				5	135	34	-	-	-	135	139	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	13	3	-	-	-	13	12	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	32	8	-	-	-	32	35	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	23	6	769	513	0.044	24	27	0.1	0.0	7.388	A
				1	221	55	769	517	0.428	221	212	1.1	0.9	14.836	B
				2	69	17	769	523	0.132	71	69	1.1	0.3	14.681	B
			2	3	106	26	769	510	0.208	106	101	1.1	0.5	14.008	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	104	26	-	-	-	104	95	0.0	0.0	0.000	A
	CircLink	1		5	225	56	-	-	-	225	237	0.0	0.0	0.000	A
				1	399	100	-	-	-	399	393	0.0	0.0	0.000	A
				2	114	28	-	-	-	114	122	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	35	9	-	-	-	35	44	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	399	100	-	-	-	399	393	0.0	0.0	0.000	A
				2	114	28	-	-	-	114	122	0.0	0.0	0.000	A
			2	3	35	9	-	-	-	35	44	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	215	54	-	-	-	221	214	0.5	0.7	9.734	A
				2	70	17	-	-	-	69	69	0.5	0.3	9.782	A
	Entry	2	1	3	101	25	-	-	-	106	101	0.5	0.3	9.343	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	23	6	-	-	-	23	26	0.5	0.1	6.889	A
				1	119	30	1070	660	0.181	121	128	0.3	0.1	9.305	A
				2	154	38	1070	675	0.228	154	163	0.3	0.4	9.655	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	350	87	1070	674	0.517	349	378	0.6	0.9	11.090	B
				4	14	4	1030	687	0.021	13	12	0.0	0.1	10.012	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	24	6	-	-	-	24	27	0.0	0.0	0.000	A
				1	221	55	-	-	-	221	212	0.0	0.0	0.000	A
				2	71	18	-	-	-	71	69	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	106	26	-	-	-	106	101	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	221	55	-	-	-	221	212	0.0	0.0	0.000	A
				2	71	18	-	-	-	71	69	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	106	26	-	-	-	106	101	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	119	30	-	-	-	119	127	0.0	0.0	0.000	A
				2	154	38	-	-	-	154	164	0.0	0.0	0.000	A
	Entry	2	1	3	350	87	-	-	-	350	379	0.0	0.0	0.000	A
				4	14	4	-	-	-	14	13	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	33	8	1184	852	0.039	35	32	1.6	0.0	16.425	C
				3	572	143	1184	817	0.702	557	586	1.6	3.6	16.466	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	133	33	1184	834	0.160	133	133	0.2	0.3	6.142	A
				5	79	20	1184	750	0.105	78	87	0.2	0.2	6.837	A
	CircLink	1	1	1	146	36	-	-	-	146	152	0.0	0.0	0.000	A
				2	216	54	-	-	-	216	217	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	424	106	-	-	-	424	462	0.0	0.0	0.000	A
				4	16	4	-	-	-	16	15	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	216	54	-	-	-	216	217	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	424	106	-	-	-	424	462	0.0	0.0	0.000	A
				4	16	4	-	-	-	16	15	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	33	8	-	-	-	33	32	0.0	0.0	0.000	A
				3	572	143	-	-	-	572	594	0.0	0.0	0.000	A
				4	133	33	-	-	-	133	134	0.0	0.0	0.000	A
				5	79	20	-	-	-	79	87	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	140	35	1289	800	0.175	142	154	0.2	0.2	5.706	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	49	12	1289	826	0.059	49	40	0.2	0.1	6.427	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	64	16	1289	828	0.078	65	54	0.2	0.1	6.153	A
				5	142	36	1289	808	0.176	142	152	0.2	0.3	6.210	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	35	9	-	-	-	35	32	0.0	0.0	0.000	A
				3	557	139	-	-	-	557	586	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	133	33	-	-	-	133	133	0.0	0.0	0.000	A
				5	78	20	-	-	-	78	87	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	424	106	-	-	-	424	462	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	16	4	-	-	-	16	15	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	49	12	-	-	-	49	40	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	140	35	-	-	-	140	154	0.0	0.0	0.000	A
				4	64	16	-	-	-	64	54	0.0	0.0	0.000	A
				5	142	36	-	-	-	142	153	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	122	30	1076	915	0.133	123	117	0.6	0.1	6.130	A
				5	272	68	1076	897	0.303	270	278	0.6	0.6	5.812	A
			2	1	452	113	1076	915	0.494	456	460	1.1	1.7	14.276	B
				2	140	35	1076	908	0.154	143	148	1.1	0.6	14.528	B
				3	44	11	1076	778	0.056	43	54	1.1	0.2	14.757	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	451	113	-	-	-	452	465	0.0	0.0	0.850	A
				2	140	35	-	-	-	140	149	0.0	0.0	0.942	A
				3	44	11	-	-	-	44	55	0.0	0.0	0.755	A
				4	122	30	-	-	-	122	117	0.0	0.0	0.785	A
				5	272	68	-	-	-	272	279	0.0	0.0	0.572	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	142	36	-	-	-	142	154	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	49	12	-	-	-	49	40	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	65	16	-	-	-	65	54	0.0	0.0	0.000	A
				5	142	35	-	-	-	142	152	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	16	4	-	-	-	16	15	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	49	12	-	-	-	49	40	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	29	7	769	452	0.066	29	28	0.0	0.0	8.317	A
			2	1	236	59	769	479	0.496	240	239	1.7	1.3	21.062	C
				2	81	20	769	478	0.170	82	80	1.7	0.4	19.747	C
				3	133	33	769	465	0.286	129	133	1.7	1.0	20.685	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	123	31	-	-	-	123	117	0.0	0.0	0.000	A
				5	270	68	-	-	-	270	278	0.0	0.0	0.000	A
			2	1	456	114	-	-	-	456	460	0.0	0.0	0.000	A
				2	143	36	-	-	-	143	148	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane				3	43	11	-	-	-	43	54	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	456	114	-	-	-	456	460	0.0	0.0	0.000	A
				2	143	36	-	-	-	143	148	0.0	0.0	0.000	A
				3	43	11	-	-	-	43	54	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	264	66	-	-	-	236	241	1.4	6.3	52.583	F
				2	89	22	-	-	-	81	80	1.4	2.0	51.017	F
				3	140	35	-	-	-	133	135	1.4	2.8	52.262	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	30	7	-	-	-	29	29	1.4	0.7	49.476	E
	Entry	1	1	1	146	36	1070	618	0.236	146	152	0.4	0.4	11.770	B
				2	212	53	1070	633	0.338	216	217	0.4	0.4	11.458	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	431	108	1070	628	0.684	424	462	1.0	3.0	20.492	C
				4	16	4	1030	643	0.024	16	15	1.0	0.0	19.822	C
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	29	7	-	-	-	29	28	0.0	0.0	0.000	A
			2	1	240	60	-	-	-	240	239	0.0	0.0	0.000	A
				2	82	21	-	-	-	82	80	0.0	0.0	0.000	A
5 - A1079 (W)				3	129	32	-	-	-	129	133	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	240	60	-	-	-	240	239	0.0	0.0	0.000	A
				2	82	21	-	-	-	82	80	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	129	32	-	-	-	129	133	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	150	37	-	-	-	146	153	0.0	0.3	1.916	A
				2	216	54	-	-	-	212	217	0.0	0.3	0.752	A
				3	435	109	-	-	-	431	471	0.0	0.3	0.672	A
				4	16	4	-	-	-	16	14	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	34	9	1184	853	0.040	34	34	3.6	0.1	17.957	C
				3	559	140	1184	820	0.681	567	600	3.6	2.1	16.414	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	141	35	1184	840	0.168	141	147	0.6	0.1	7.224	A
				5	94	23	1184	732	0.128	93	98	0.6	0.1	7.266	A
	CircLink	1	1	1	157	39	-	-	-	157	156	0.0	0.0	0.000	A
				2	199	50	-	-	-	199	206	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	433	108	-	-	-	433	461	0.0	0.0	0.000	A
				4	14	3	-	-	-	14	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	199	50	-	-	-	199	206	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	433	108	-	-	-	433	461	0.0	0.0	0.000	A
				4	14	3	-	-	-	14	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	34	9	-	-	-	34	35	0.0	0.0	0.012	A
				3	559	140	-	-	-	559	594	0.0	0.0	0.068	A
				4	141	35	-	-	-	141	146	0.0	0.0	0.038	A
				5	94	23	-	-	-	94	97	0.0	0.0	0.088	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	147	37	1289	801	0.184	148	151	0.2	0.2	5.729	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	46	11	1289	816	0.056	44	44	0.5	0.2	7.377	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	43	11	1289	815	0.053	43	51	0.5	0.2	6.411	A
				5	163	41	1289	774	0.210	163	165	0.5	0.3	7.164	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	34	9	-	-	-	34	34	0.0	0.0	0.000	A
				3	567	142	-	-	-	567	600	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	141	35	-	-	-	141	147	0.0	0.0	0.000	A
				5	93	23	-	-	-	93	98	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	433	108	-	-	-	433	461	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	14	3	-	-	-	14	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	46	11	-	-	-	46	45	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	147	37	-	-	-	147	151	0.0	0.0	0.000	A
				4	43	11	-	-	-	43	51	0.0	0.0	0.000	A
				5	163	41	-	-	-	163	165	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	102	26	1076	928	0.111	106	115	0.6	0.1	7.382	A
				5	282	71	1076	902	0.314	284	294	0.6	0.5	7.597	A
			2	1	474	118	1076	904	0.524	472	486	2.5	2.3	15.045	C
				2	144	36	1076	907	0.159	144	153	2.5	0.6	14.713	B
				3	51	13	1076	815	0.062	51	57	2.5	0.2	15.297	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	470	118	-	-	-	474	488	0.0	0.1	0.939	A
				2	144	36	-	-	-	144	153	0.0	0.0	0.831	A
				3	51	13	-	-	-	51	57	0.0	0.0	0.823	A
				4	101	25	-	-	-	102	115	0.0	0.0	0.810	A
				5	280	70	-	-	-	282	294	0.0	0.0	0.757	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	148	37	-	-	-	148	151	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	44	11	-	-	-	44	44	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	43	11	-	-	-	43	51	0.0	0.0	0.000	A
				5	163	41	-	-	-	163	165	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	14	3	-	-	-	14	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	44	11	-	-	-	44	44	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	27	7	769	442	0.061	28	29	0.0	0.1	8.189	A
				1	239	60	769	460	0.521	237	236	2.7	1.7	23.520	C
				2	84	21	769	460	0.183	83	79	2.7	0.6	22.836	C
			2	3	113	28	769	441	0.254	114	131	2.7	0.7	23.428	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	106	26	-	-	-	106	115	0.0	0.0	0.000	A
				5	284	71	-	-	-	284	294	0.0	0.0	0.000	A
				1	472	118	-	-	-	472	486	0.0	0.0	0.000	A
				2	144	36	-	-	-	144	153	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	51	13	-	-	-	51	57	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	472	118	-	-	-	472	486	0.0	0.0	0.000	A
				2	144	36	-	-	-	144	153	0.0	0.0	0.000	A
			2	3	51	13	-	-	-	51	57	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	241	60	-	-	-	239	238	11.7	11.7	159.659	F
				2	92	23	-	-	-	84	80	11.7	4.5	163.634	F
			1	3	140	35	-	-	-	113	129	11.7	7.6	165.488	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	30	7	-	-	-	27	29	11.7	1.5	153.151	F
				1	155	39	1070	632	0.246	157	156	0.8	0.4	14.119	B
				2	199	50	1070	627	0.318	199	206	0.8	0.7	13.514	B
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	451	113	1070	630	0.712	433	461	3.0	2.9	21.180	C
				4	14	4	1070	661	0.022	14	12	3.0	0.1	18.901	C
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	28	7	-	-	-	28	29	0.0	0.0	0.000	A
				1	237	59	-	-	-	237	236	0.0	0.0	0.000	A
				2	83	21	-	-	-	83	79	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	114	29	-	-	-	114	131	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	237	59	-	-	-	237	236	0.0	0.0	0.000	A
				2	83	21	-	-	-	83	79	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	114	29	-	-	-	114	131	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	154	38	-	-	-	155	156	0.9	0.0	0.350	A
				2	199	50	-	-	-	199	207	0.9	0.0	0.222	A
	Entry	2	1	3	449	112	-	-	-	451	461	0.9	0.0	0.263	A
				4	14	4	-	-	-	14	13	0.0	0.0	0.377	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	1184	897	0.032	29	32	2.3	0.1	9.414	A
				3	478	120	1184	880	0.544	476	495	2.3	1.0	10.151	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	117	29	1184	886	0.132	119	112	0.2	0.1	5.147	A
				5	65	16	1184	835	0.078	64	78	0.2	0.1	5.337	A
	CircLink	1	1	1	111	28	-	-	-	111	121	0.0	0.0	0.000	A
				2	144	36	-	-	-	144	162	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	336	84	-	-	-	336	389	0.0	0.0	0.000	A
				4	8	2	-	-	-	8	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	144	36	-	-	-	144	162	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	336	84	-	-	-	336	389	0.0	0.0	0.000	A
				4	8	2	-	-	-	8	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	-	-	-	29	32	0.0	0.0	0.000	A
				3	478	120	-	-	-	478	490	0.0	0.0	0.000	A
				4	117	29	-	-	-	117	112	0.0	0.0	0.000	A
				5	65	16	-	-	-	65	78	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	126	31	1289	887	0.141	127	127	0.2	0.2	5.084	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	33	8	1289	894	0.037	32	34	0.7	0.1	5.751	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	40	10	1289	894	0.045	40	43	0.7	0.1	6.104	A
				5	132	33	1289	877	0.150	130	137	0.7	0.2	5.870	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	-	-	-	29	32	0.0	0.0	0.000	A
				3	476	119	-	-	-	476	495	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	119	30	-	-	-	119	112	0.0	0.0	0.000	A
				5	64	16	-	-	-	64	78	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	336	84	-	-	-	336	389	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	8	2	-	-	-	8	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	33	8	-	-	-	33	33	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	126	31	-	-	-	126	127	0.0	0.0	0.000	A
				4	40	10	-	-	-	40	43	0.0	0.0	0.000	A
				5	132	33	-	-	-	132	137	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	97	24	1076	917	0.104	97	99	0.7	0.2	6.626	A
				5	245	61	1076	927	0.264	243	246	0.7	0.7	6.559	A
			2	1	374	94	1076	939	0.400	380	383	3.1	0.6	9.698	A
				2	120	30	1076	916	0.131	122	127	3.1	0.3	9.992	A
				3	44	11	1076	758	0.057	44	48	3.1	0.1	9.841	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	374	94	-	-	-	374	376	0.2	0.0	0.110	A
				2	120	30	-	-	-	120	125	0.2	0.0	0.111	A
				3	44	11	-	-	-	44	47	0.0	0.0	0.114	A
				4	97	24	-	-	-	97	99	0.2	0.0	0.216	A
				5	245	61	-	-	-	245	247	0.0	0.0	0.117	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	127	32	-	-	-	127	127	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	32	8	-	-	-	32	34	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	40	10	-	-	-	40	43	0.0	0.0	0.000	A
				5	130	32	-	-	-	130	137	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	8	2	-	-	-	8	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	32	8	-	-	-	32	34	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	27	7	769	470	0.058	27	29	0.1	0.0	8.093	A
			2	1	247	62	769	516	0.481	247	248	3.0	1.2	19.691	C
				2	86	21	769	516	0.166	85	87	3.0	0.4	18.896	C
				3	127	32	769	509	0.248	132	141	3.0	0.6	19.984	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	97	24	-	-	-	97	99	0.0	0.0	0.000	A
				5	243	61	-	-	-	243	246	0.0	0.0	0.000	A
			2	1	380	95	-	-	-	380	383	0.0	0.0	0.000	A
				2	122	30	-	-	-	122	127	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane				3	44	11	-	-	-	44	48	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	380	95	-	-	-	380	383	0.0	0.0	0.000	A
				2	122	30	-	-	-	122	127	0.0	0.0	0.000	A
				3	44	11	-	-	-	44	48	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	208	52	-	-	-	247	246	25.3	4.0	117.160	F
				2	66	17	-	-	-	86	87	25.3	1.1	108.644	F
				3	107	27	-	-	-	127	141	25.3	2.0	112.593	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	5	-	-	-	27	29	25.3	0.5	116.769	F
	Entry	1	1	1	113	28	1070	640	0.174	111	121	1.1	0.4	9.776	A
				2	144	36	1070	653	0.221	144	162	1.1	0.5	9.854	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	332	83	1070	659	0.500	336	389	3.0	1.0	13.557	B
				4	8	2	1030	662	0.012	8	10	3.0	0.0	12.311	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	27	7	-	-	-	27	29	0.0	0.0	0.000	A
			2	1	247	62	-	-	-	247	248	0.0	0.0	0.000	A
				2	85	21	-	-	-	85	87	0.0	0.0	0.000	A
5 - A1079 (W)				3	132	33	-	-	-	132	141	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	247	62	-	-	-	247	248	0.0	0.0	0.000	A
				2	85	21	-	-	-	85	87	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	132	33	-	-	-	132	141	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	113	28	-	-	-	113	120	0.0	0.0	0.015	A
				2	144	36	-	-	-	144	161	0.0	0.0	0.018	A
				3	332	83	-	-	-	332	380	0.0	0.0	0.019	A
				4	8	2	-	-	-	8	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	7	1184	949	0.028	26	21	1.1	0.0	7.373	A
				3	368	92	1184	911	0.405	365	405	1.1	0.7	6.689	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	1184	930	0.095	88	97	0.3	0.1	4.806	A
				5	66	17	1184	872	0.076	66	69	0.3	0.1	5.323	A
	CircLink	1	1	1	96	24	-	-	-	96	106	0.0	0.0	0.000	A
				2	140	35	-	-	-	140	139	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	290	72	-	-	-	290	317	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	140	35	-	-	-	140	139	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	290	72	-	-	-	290	317	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	7	-	-	-	26	21	0.0	0.0	0.000	A
				3	368	92	-	-	-	368	404	0.0	0.0	0.000	A
				4	88	22	-	-	-	88	97	0.0	0.0	0.000	A
				5	66	17	-	-	-	66	69	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	98	25	1289	942	0.105	99	107	0.2	0.1	4.155	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	31	8	1289	973	0.032	31	28	0.4	0.1	5.046	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	38	9	1289	972	0.039	39	36	0.4	0.0	4.452	A
				5	104	26	1289	932	0.112	105	111	0.4	0.1	5.035	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	6	-	-	-	26	21	0.0	0.0	0.000	A
				3	365	91	-	-	-	365	405	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	-	-	-	88	97	0.0	0.0	0.000	A
				5	66	16	-	-	-	66	69	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	290	72	-	-	-	290	317	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	31	8	-	-	-	31	28	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	98	25	-	-	-	98	106	0.0	0.0	0.000	A
				4	38	9	-	-	-	38	35	0.0	0.0	0.000	A
				5	104	26	-	-	-	104	111	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	90	22	1076	937	0.096	89	85	0.9	0.1	5.450	A
				5	205	51	1076	933	0.219	200	201	0.9	0.4	5.484	A
			2	1	316	79	1076	954	0.331	316	315	1.0	0.7	7.298	A
				2	104	26	1076	928	0.111	105	109	1.0	0.2	7.482	A
				3	36	9	1076	851	0.042	36	37	1.0	0.1	7.623	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	316	79	-	-	-	316	316	0.0	0.0	0.014	A
				2	104	26	-	-	-	104	108	0.0	0.0	0.004	A
				3	36	9	-	-	-	36	37	0.0	0.0	0.000	A
				4	90	22	-	-	-	90	85	0.0	0.0	0.017	A
				5	205	51	-	-	-	205	201	0.0	0.0	0.002	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	99	25	-	-	-	99	107	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	31	8	-	-	-	31	28	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	39	10	-	-	-	39	36	0.0	0.0	0.000	A
				5	105	26	-	-	-	105	111	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	11	3	-	-	-	11	11	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	31	8	-	-	-	31	28	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	20	5	769	546	0.037	19	25	0.0	0.1	10.178	B
				1	175	44	769	551	0.318	173	194	2.2	0.7	14.347	B
				2	63	16	769	559	0.113	62	66	2.2	0.3	13.840	B
			2	3	99	25	769	538	0.184	99	104	2.2	0.4	13.915	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	89	22	-	-	-	89	85	0.0	0.0	0.000	A
	CircLink	1		5	200	50	-	-	-	200	201	0.0	0.0	0.000	A
				1	316	79	-	-	-	316	315	0.0	0.0	0.000	A
				2	105	26	-	-	-	105	109	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	36	9	-	-	-	36	37	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	316	79	-	-	-	316	315	0.0	0.0	0.000	A
				2	105	26	-	-	-	105	109	0.0	0.0	0.000	A
			2	3	36	9	-	-	-	36	37	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	176	44	-	-	-	175	192	7.6	0.3	16.084	C
				2	62	15	-	-	-	63	65	7.6	0.1	18.097	C
	Entry	2	1	3	98	25	-	-	-	99	103	7.6	0.1	15.699	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	20	5	-	-	-	20	25	7.6	0.0	17.609	C
				1	96	24	1070	707	0.138	96	106	0.9	0.3	7.531	A
				2	140	35	1070	703	0.199	140	139	0.9	0.4	7.422	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	289	72	1070	722	0.401	290	317	1.1	0.7	8.660	A
				4	11	3	1030	718	0.015	11	11	1.1	0.1	8.888	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	19	5	-	-	-	19	25	0.0	0.0	0.000	A
				1	173	43	-	-	-	173	194	0.0	0.0	0.000	A
				2	62	15	-	-	-	62	66	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	99	25	-	-	-	99	104	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	173	43	-	-	-	173	194	0.0	0.0	0.000	A
				2	62	15	-	-	-	62	66	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	99	25	-	-	-	99	104	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	96	24	-	-	-	96	105	0.0	0.0	0.000	A
				2	140	35	-	-	-	140	139	0.0	0.0	0.000	A
	Entry	2	1	3	289	72	-	-	-	289	316	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026 + Committed Development + Concurrent Scenario, 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.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Killingwoldgraves Roundabout	Standard Roundabout	✓	1, 2, 3, 4, 5	19.77	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.77	C

Traffic Demand

Demand Set 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	Base 2026 + Committed Development + Concurrent Scenario	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	968	100.000
2 - A1174 (E)		ONE HOUR	✓	377	100.000
3 - A1079 (S)		ONE HOUR	✓	1005	100.000
4 - Killingwoldgraves Lane		ONE HOUR	✓	361	100.000
5 - A1079 (W)		ONE HOUR	✓	511	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	33	698	148	89
	2 - A1174 (E)	26	0	180	40	131
	3 - A1079 (S)	463	71	10	138	323
	4 - Killingwoldgraves Lane	168	43	127	0	23
	5 - A1079 (W)	82	95	301	33	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	3	5	3	10
	2 - A1174 (E)	4	0	3	0	5
	3 - A1079 (S)	10	10	89	8	7
	4 - Killingwoldgraves Lane	4	0	2	0	4
	5 - A1079 (W)	21	1	6	0	0

Cyclist %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	0	0	0	0
	2 - A1174 (E)	0	0	0	0	0
	3 - A1079 (S)	0	0	0	0	0
	4 - Killingwoldgraves Lane	0	0	0	0	0
	5 - A1079 (W)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	25.75	7.5	18.9	D	897	1345
2 - A1174 (E)	6.57	0.9	2.8	A	343	515
3 - A1079 (S)	13.71	4.2	15.6	B	923	1384
4 - Killingwoldgraves Lane	47.51	5.4	19.6	E	328	493
5 - A1079 (W)	11.38	1.7	5.7	B	465	697

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	746	186	514	751	767	562	0.0	1.2	7.716	A
2 - A1174 (E)	282	70	1078	280	295	187	0.0	0.4	4.718	A
3 - A1079 (S)	775	194	359	770	845	999	0.0	1.8	7.381	A
4 - Killingwoldgraves Lane	276	69	853	277	276	275	0.0	0.8	12.554	B
5 - A1079 (W)	383	96	693	383	408	437	0.0	0.8	7.523	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	877	219	626	873	913	666	1.2	2.5	11.004	B
2 - A1174 (E)	346	86	1275	346	350	223	0.4	0.5	5.215	A
3 - A1079 (S)	904	226	419	901	983	1203	1.8	2.4	9.068	A
4 - Killingwoldgraves Lane	337	84	1001	329	330	319	0.8	1.9	16.957	C
5 - A1079 (W)	468	117	826	466	492	504	0.8	1.3	8.391	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	1071	268	731	1073	1112	810	2.5	7.2	21.287	C
2 - A1174 (E)	415	104	1536	416	428	268	0.5	0.7	6.445	A
3 - A1079 (S)	1090	272	506	1099	1190	1446	2.4	3.7	13.355	B
4 - Killingwoldgraves Lane	393	98	1213	397	393	392	1.9	4.4	35.074	E
5 - A1079 (W)	540	135	1001	541	584	610	1.3	1.5	10.645	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	1077	269	745	1085	1117	793	7.2	7.5	25.752	D
2 - A1174 (E)	417	104	1552	415	436	279	0.7	0.9	6.573	A
3 - A1079 (S)	1108	277	526	1107	1199	1441	3.7	4.2	13.714	B
4 - Killingwoldgraves Lane	382	96	1231	379	396	401	4.4	5.4	47.514	E
5 - A1079 (W)	550	138	985	554	599	624	1.5	1.7	11.383	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	879	220	605	875	938	666	7.5	2.9	13.066	B
2 - A1174 (E)	320	80	1262	319	347	218	0.9	0.5	5.852	A
3 - A1079 (S)	903	226	426	903	999	1156	4.2	2.3	9.433	A
4 - Killingwoldgraves Lane	314	78	996	322	352	333	5.4	1.5	27.305	D
5 - A1079 (W)	450	112	820	451	485	498	1.7	0.9	8.717	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	731	183	520	728	775	561	2.9	1.6	7.687	A
2 - A1174 (E)	281	70	1065	280	294	184	0.5	0.5	4.787	A
3 - A1079 (S)	756	189	351	755	837	994	2.3	1.6	7.759	A
4 - Killingwoldgraves Lane	269	67	834	268	284	271	1.5	1.0	13.895	B
5 - A1079 (W)	399	100	683	397	415	419	0.9	0.8	7.111	A

Queue Variation Results for each time segment

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.20	0.00	0.30	3.20	3.94
2 - A1174 (E)	0.45	0.00	0.00	0.90	1.42
3 - A1079 (S)	1.88	0.00	0.70	4.88	5.65
4 - Killingwoldgraves Lane	0.84	0.00	0.14	1.66	2.12
5 - A1079 (W)	0.79	0.00	0.00	1.58	3.53

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	2.51	0.00	1.25	6.01	6.97
2 - A1174 (E)	0.45	0.00	0.00	0.91	1.42
3 - A1079 (S)	2.44	0.00	1.49	4.73	6.12
4 - Killingwoldgraves Lane	1.98	0.00	0.70	5.19	6.39
5 - A1079 (W)	1.25	0.00	0.39	3.06	3.62

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	7.31	0.00	5.25	14.70	18.46
2 - A1174 (E)	0.73	0.00	0.02	1.62	2.26
3 - A1079 (S)	3.79	0.00	2.58	7.15	8.82
4 - Killingwoldgraves Lane	4.47	0.00	2.31	10.42	13.34
5 - A1079 (W)	1.58	0.00	0.69	3.45	4.20

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	7.52	0.15	5.53	15.54	18.92
2 - A1174 (E)	0.92	0.00	0.16	2.06	2.76
3 - A1079 (S)	4.18	0.00	2.37	8.87	15.64
4 - Killingwoldgraves Lane	5.39	0.00	2.03	14.00	19.54
5 - A1079 (W)	1.68	0.00	0.50	4.59	5.73

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	2.91	0.00	1.49	6.90	8.06
2 - A1174 (E)	0.54	0.00	0.00	1.09	1.79
3 - A1079 (S)	2.25	0.00	1.23	5.09	6.50
4 - Killingwoldgraves Lane	1.49	0.00	0.23	3.15	5.21
5 - A1079 (W)	0.99	0.00	0.00	2.62	3.23

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Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.66	0.00	0.87	3.26	4.11
2 - A1174 (E)	0.48	0.00	0.00	1.42	1.87
3 - A1079 (S)	1.59	0.00	0.58	3.86	4.97
4 - Killingwoldgraves Lane	0.99	0.00	0.00	2.38	3.60
5 - A1079 (W)	0.83	0.00	0.00	1.69	3.14

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	554	978	0.566	560	578	0.0	1.0	8.708	A
			2	1, 4, 5	192	973	0.197	191	189	0.0	0.2	4.641	A
		2	1	(1, 2, 3, 4, 5)	746			746	772	0.0	0.0	0.000	A
	Exit	1	1		562			562	616	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	725			725	779	0.0	0.0	0.000	A
			2	3, 4, 5	351			351	371	0.0	0.0	0.000	A
	CircBase	1	1	2	163			163	164	0.0	0.0	0.000	A
			2	3, 4, 5	351			351	371	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	140	894	0.157	138	145	0.0	0.3	4.794	A
			2	1, 2, 4, 5	141	902	0.157	142	150	0.0	0.2	4.646	A
		2	1	(1, 2, 3, 4, 5)	282			282	297	0.0	0.0	0.000	A
	Exit	1	1		187			187	188	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1048			1048	1090	0.0	0.0	0.000	A
			2	1, 4, 5	217			217	212	0.0	0.0	0.000	A
	CircBase	1	1	3	861			861	901	0.0	0.0	0.000	A
			2	1, 4, 5	217			217	212	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	357	910	0.392	355	379	0.0	0.7	6.739	A
			2	1, 2, 3	418	875	0.478	414	466	0.0	1.2	7.874	A
		2	1	(1, 2, 3, 4, 5)	775			775	853	0.0	0.0	0.029	A
	Exit	1	1		999			999	1046	0.0	0.0	0.000	A
	CircLink	1	1	3	999			999	1046	0.0	0.0	0.000	A
			2	1, 2, 4, 5	359			359	363	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	341			341	344	0.0	0.0	0.000	A
			2	1, 2	18			18	18	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	16	534	0.030	16	18	0.0	0.0	7.673	A
			2	1, 2, 3	261	537	0.487	261	259	0.0	0.8	11.006	B
	Exit	1	1		275			275	284	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	697			697	724	0.0	0.0	0.000	A
			2	1, 2, 3	432			432	484	0.0	0.0	0.000	A
	CircBase	1	1	5	421			421	440	0.0	0.0	0.000	A
			2	1, 2, 3	432			432	484	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	276			277	280	0.0	0.0	1.758	A
5 - A1079 (W)	Entry	1	1	1, 2	138	696	0.199	138	148	0.0	0.2	6.640	A
			2	3, 4, 5	244	735	0.332	246	260	0.0	0.5	8.002	A
	CircBase	1	1	1, 2	588			588	631	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	383			383	411	0.0	0.0	0.000	A
	Exit	1	1		437			437	457	0.0	0.0	0.000	A
	CircLink	1	1	5	437			437	457	0.0	0.0	0.000	A
			2	1, 2, 3, 4	693			693	743	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	105			105	112	0.0	0.0	0.000	A

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Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	673	935	0.719	667	692	1.0	2.3	13.012	B
			2	1, 4, 5	204	927	0.221	206	221	0.2	0.2	4.659	A
		2	1	(1, 2, 3, 4, 5)	877			877	918	0.0	0.0	0.000	A
	Exit	1	1		666			666	717	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	858			858	914	0.0	0.0	0.000	A
			2	3, 4, 5	433			433	452	0.0	0.0	0.000	A
	CircBase	1	1	2	192			192	197	0.0	0.0	0.000	A
			2	3, 4, 5	433			433	452	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	162	840	0.192	162	167	0.3	0.2	5.030	A
			2	1, 2, 4, 5	184	825	0.223	183	182	0.2	0.3	5.387	A
		2	1	(1, 2, 3, 4, 5)	346			346	350	0.0	0.0	0.000	A
	Exit	1	1		223			223	225	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1264			1264	1311	0.0	0.0	0.000	A
			2	1, 4, 5	235			235	251	0.0	0.0	0.000	A
	CircBase	1	1	3	1040			1040	1086	0.0	0.0	0.000	A
			2	1, 4, 5	235			235	251	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	408	890	0.459	406	441	0.7	0.9	8.102	A
			2	1, 2, 3	496	859	0.577	495	542	1.2	1.4	9.658	A
		2	1	(1, 2, 3, 4, 5)	904			903	985	0.0	0.1	0.110	A
	Exit	1	1		1203			1203	1253	0.0	0.0	0.000	A
	CircLink	1	1	3	1203			1203	1253	0.0	0.0	0.000	A
			2	1, 2, 4, 5	419			419	433	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	394			394	410	0.0	0.0	0.000	A
			2	1, 2	25			25	23	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	24	480	0.049	23	21	0.0	0.1	7.311	A
			2	1, 2, 3	309	498	0.621	306	309	0.8	1.3	13.654	B
	Exit	1	1		319			319	334	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	800			800	851	0.0	0.0	0.000	A
			2	1, 2, 3	520			520	566	0.0	0.0	0.000	A
	CircBase	1	1	5	481			481	516	0.0	0.0	0.000	A
			2	1, 2, 3	520			520	566	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	337			332	333	0.0	0.6	3.640	A
5 - A1079 (W)	Entry	1	1	1, 2	160	659	0.242	160	175	0.2	0.2	6.971	A
			2	3, 4, 5	308	698	0.440	305	317	0.5	1.0	9.134	A
	CircBase	1	1	1, 2	698			698	739	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	468			468	494	0.0	0.0	0.000	A
	Exit	1	1		504			504	538	0.0	0.0	0.000	A
	CircLink	1	1	5	504			504	538	0.0	0.0	0.000	A
			2	1, 2, 3, 4	826			826	874	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	127			127	135	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	811	911	0.890	811	829	2.3	6.5	25.537	D
			2	1, 4, 5	263	895	0.294	262	283	0.2	0.5	5.542	A
		2	1	(1, 2, 3, 4, 5)	1071			1074	1131	0.0	0.2	0.682	A
	Exit	1	1		810			810	867	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1038			1038	1104	0.0	0.0	0.000	A
			2	3, 4, 5	503			503	533	0.0	0.0	0.000	A
	CircBase	1	1	2	228			228	237	0.0	0.0	0.000	A
			2	3, 4, 5	503			503	533	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	204	753	0.271	207	207	0.2	0.2	6.201	A
			2	1, 2, 4, 5	211	749	0.281	209	221	0.3	0.5	6.677	A
		2	1	(1, 2, 3, 4, 5)	415			415	429	0.0	0.0	0.000	A
	Exit	1	1		268			268	273	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1507			1507	1564	0.0	0.0	0.000	A
			2	1, 4, 5	297			297	317	0.0	0.0	0.000	A
	CircBase	1	1	3	1239			1239	1291	0.0	0.0	0.000	A
			2	1, 4, 5	297			297	317	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	492	870	0.566	494	535	0.9	1.4	9.712	A
			2	1, 2, 3	602	830	0.726	605	655	1.4	2.1	14.359	B
		2	1	(1, 2, 3, 4, 5)	1090			1094	1195	0.1	0.1	1.131	A
	Exit	1	1		1446			1446	1498	0.0	0.0	0.000	A
	CircLink	1	1	3	1446			1446	1498	0.0	0.0	0.000	A
			2	1, 2, 4, 5	506			506	538	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	483			483	511	0.0	0.0	0.000	A
			2	1, 2	24			24	28	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	24	435	0.056	25	24	0.1	0.1	8.724	A
			2	1, 2, 3	370	446	0.832	371	369	1.3	2.0	18.773	C
	Exit	1	1		392			392	411	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	977			977	1045	0.0	0.0	0.000	A
			2	1, 2, 3	629			629	683	0.0	0.0	0.000	A
	CircBase	1	1	5	584			584	634	0.0	0.0	0.000	A
			2	1, 2, 3	629			629	683	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	393			395	396	0.6	2.4	16.857	C
5 - A1079 (W)	Entry	1	1	1, 2	187	626	0.299	190	210	0.2	0.3	8.087	A
			2	3, 4, 5	353	654	0.540	351	374	1.0	1.2	12.014	B
	CircBase	1	1	1, 2	848			848	894	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	540			540	585	0.0	0.0	0.000	A
	Exit	1	1		610			610	658	0.0	0.0	0.000	A
	CircLink	1	1	5	610			610	658	0.0	0.0	0.000	A
			2	1, 2, 3, 4	1001			1001	1052	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	152			152	159	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	811	900	0.900	814	839	6.5	7.1	30.096	D
			2	1, 4, 5	271	895	0.303	271	278	0.5	0.5	6.193	A
		2	1	(1, 2, 3, 4, 5)	1077			1082	1119	0.2	0.0	1.624	A
	Exit	1	1		793			793	880	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1033			1033	1121	0.0	0.0	0.000	A
			2	3, 4, 5	505			505	543	0.0	0.0	0.000	A
	CircBase	1	1	2	240			240	241	0.0	0.0	0.000	A
			2	3, 4, 5	505			505	543	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	200	747	0.267	198	203	0.2	0.4	6.482	A
			2	1, 2, 4, 5	217	733	0.298	217	233	0.5	0.5	6.654	A
		2	1	(1, 2, 3, 4, 5)	417			417	437	0.0	0.0	0.000	A
	Exit	1	1		279			279	278	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1522			1522	1583	0.0	0.0	0.000	A
			2	1, 4, 5	309			309	317	0.0	0.0	0.000	A
	CircBase	1	1	3	1243			1243	1305	0.0	0.0	0.000	A
			2	1, 4, 5	309			309	317	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	499	861	0.580	502	536	1.4	1.1	10.114	B
			2	1, 2, 3	607	832	0.728	604	663	2.1	2.4	14.312	B
		2	1	(1, 2, 3, 4, 5)	1108			1106	1199	0.1	0.7	1.288	A
	Exit	1	1		1441			1441	1508	0.0	0.0	0.000	A
	CircLink	1	1	3	1441			1441	1508	0.0	0.0	0.000	A
			2	1, 2, 4, 5	526			526	550	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	503			503	520	0.0	0.0	0.000	A
			2	1, 2	23			23	30	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	21	429	0.049	21	25	0.1	0.0	8.049	A
			2	1, 2, 3	356	441	0.804	357	371	2.0	1.9	19.974	C
	Exit	1	1		401			401	412	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	1004			1004	1056	0.0	0.0	0.000	A
			2	1, 2, 3	628			628	693	0.0	0.0	0.000	A
	CircBase	1	1	5	603			603	644	0.0	0.0	0.000	A
			2	1, 2, 3	628			628	693	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	382			377	395	2.4	3.5	28.194	D
5 - A1079 (W)	Entry	1	1	1, 2	191	632	0.303	192	211	0.3	0.5	9.048	A
			2	3, 4, 5	359	656	0.546	362	388	1.2	1.2	12.599	B
	CircBase	1	1	1, 2	841			841	910	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	550			550	600	0.0	0.0	0.000	A
	Exit	1	1		624			624	669	0.0	0.0	0.000	A
	CircLink	1	1	5	624			624	669	0.0	0.0	0.000	A
			2	1, 2, 3, 4	985			985	1064	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	144			144	154	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	654	945	0.692	648	712	7.1	2.7	15.669	C
			2	1, 4, 5	225	942	0.238	226	226	0.5	0.2	5.003	A
		2	1	(1, 2, 3, 4, 5)	879			879	919	0.0	0.0	0.013	A
	Exit	1	1		666			666	741	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	854			854	938	0.0	0.0	0.000	A
			2	3, 4, 5	417			417	451	0.0	0.0	0.000	A
	CircBase	1	1	2	188			188	197	0.0	0.0	0.000	A
			2	3, 4, 5	417			417	451	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	148	836	0.177	147	164	0.4	0.2	5.513	A
			2	1, 2, 4, 5	172	828	0.208	172	183	0.5	0.3	6.159	A
		2	1	(1, 2, 3, 4, 5)	320			320	345	0.0	0.0	0.000	A
	Exit	1	1		218			218	228	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1226			1226	1330	0.0	0.0	0.000	A
			2	1, 4, 5	254			254	256	0.0	0.0	0.000	A
	CircBase	1	1	3	1008			1008	1102	0.0	0.0	0.000	A
			2	1, 4, 5	254			254	256	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	410	889	0.461	409	447	1.1	0.9	7.530	A
			2	1, 2, 3	493	858	0.575	494	552	2.4	1.4	10.810	B
		2	1	(1, 2, 3, 4, 5)	903			903	994	0.7	0.0	0.173	A
	Exit	1	1		1156			1156	1266	0.0	0.0	0.000	A
	CircLink	1	1	3	1156			1156	1266	0.0	0.0	0.000	A
			2	1, 2, 4, 5	426			426	439	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	401			401	415	0.0	0.0	0.000	A
			2	1, 2	24			24	24	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	20	482	0.042	21	24	0.0	0.0	7.981	A
			2	1, 2, 3	299	501	0.596	302	328	1.9	1.0	15.855	C
	Exit	1	1		333			333	339	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	809			809	862	0.0	0.0	0.000	A
			2	1, 2, 3	519			519	576	0.0	0.0	0.000	A
	CircBase	1	1	5	477			477	523	0.0	0.0	0.000	A
			2	1, 2, 3	519			519	576	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	314			319	349	3.5	0.4	12.256	B
5 - A1079 (W)	Entry	1	1	1, 2	158	664	0.238	158	174	0.5	0.3	7.026	A
			2	3, 4, 5	292	698	0.419	294	311	1.2	0.6	9.617	A
	CircBase	1	1	1, 2	697			697	764	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	450			450	482	0.0	0.0	0.000	A
	Exit	1	1		498			498	547	0.0	0.0	0.000	A
	CircLink	1	1	5	498			498	547	0.0	0.0	0.000	A
			2	1, 2, 3, 4	820			820	904	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	123			123	139	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	552	963	0.573	552	585	2.7	1.3	8.721	A
			2	1, 4, 5	178	961	0.186	178	190	0.2	0.3	4.520	A
		2	1	(1, 2, 3, 4, 5)	731			731	770	0.0	0.0	0.000	A
	Exit	1	1		561			561	613	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	723			723	781	0.0	0.0	0.000	A
			2	3, 4, 5	358			358	381	0.0	0.0	0.000	A
	CircBase	1	1	2	162			162	167	0.0	0.0	0.000	A
			2	3, 4, 5	358			358	381	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	135	907	0.149	134	138	0.2	0.3	4.743	A
			2	1, 2, 4, 5	146	908	0.161	146	156	0.3	0.2	4.827	A
		2	1	(1, 2, 3, 4, 5)	281			281	294	0.0	0.0	0.000	A
	Exit	1	1		184			184	192	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1044			1044	1108	0.0	0.0	0.000	A
			2	1, 4, 5	205			205	214	0.0	0.0	0.000	A
	CircBase	1	1	3	860			860	917	0.0	0.0	0.000	A
			2	1, 4, 5	205			205	214	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	340	911	0.373	339	375	0.9	0.6	6.565	A
			2	1, 2, 3	416	872	0.475	415	462	1.4	1.0	8.639	A
		2	1	(1, 2, 3, 4, 5)	756			756	834	0.0	0.0	0.073	A
	Exit	1	1		994			994	1055	0.0	0.0	0.000	A
	CircLink	1	1	3	994			994	1055	0.0	0.0	0.000	A
			2	1, 2, 4, 5	351			351	370	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	333			333	351	0.0	0.0	0.000	A
			2	1, 2	18			18	19	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	19	540	0.036	19	19	0.0	0.1	7.091	A
			2	1, 2, 3	251	545	0.460	250	265	1.0	0.8	11.781	B
	Exit	1	1		271			271	283	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	672			672	726	0.0	0.0	0.000	A
			2	1, 2, 3	434			434	482	0.0	0.0	0.000	A
	CircBase	1	1	5	401			401	443	0.0	0.0	0.000	A
			2	1, 2, 3	434			434	482	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	269			270	283	0.4	0.1	2.486	A
5 - A1079 (W)	Entry	1	1	1, 2	141	713	0.197	141	150	0.3	0.2	6.577	A
			2	3, 4, 5	258	732	0.352	257	265	0.6	0.6	7.400	A
	CircBase	1	1	1, 2	582			582	631	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	399			399	414	0.0	0.0	0.000	A
	Exit	1	1		419			419	462	0.0	0.0	0.000	A
	CircLink	1	1	5	419			419	462	0.0	0.0	0.000	A
			2	1, 2, 3, 4	683			683	746	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	101			101	115	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.99	0.00	0.00	3.01	3.71
			2	0.21	0.00	0.00	0.53	0.82
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.28	0.00	0.00	0.64	0.86
			2	0.17	0.00	0.00	0.40	0.79
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.69	0.00	0.00	1.72	2.91
			2	1.18	0.00	0.16	3.81	4.28
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	0.79	0.00	0.13	1.63	2.06
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.04	0.00	0.00	0.00	0.00
5 - A1079 (W)	Entry	1	1	0.26	0.00	0.00	0.63	1.01
			2	0.54	0.00	0.00	1.36	2.55
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

07:15 - 07:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	2.24	0.00	0.99	6.03	6.87
			2	0.26	0.00	0.00	0.60	1.27
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.19	0.00	0.00	0.46	0.81
			2	0.26	0.00	0.00	0.64	0.91
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.92	0.00	0.00	2.44	3.22
			2	1.45	0.00	0.45	3.18	4.65
		2	1	0.06	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.05	0.00	0.00	0.00	0.94
			2	1.38	0.00	0.67	2.92	2.92
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.54	0.00	0.00	2.28	3.47
5 - A1079 (W)	Entry	1	1	0.23	0.00	0.00	0.58	0.80
			2	1.03	0.00	0.07	2.78	3.64
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

07:30 - 07:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	6.59	0.00	4.45	14.09	17.90
			2	0.50	0.00	0.00	1.64	2.43
		2	1	0.24	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.25	0.00	0.00	0.65	0.92
			2	0.48	0.00	0.00	1.08	1.66
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	1.44	0.00	0.50	3.44	4.79
			2	2.19	0.00	1.18	5.27	6.46
		2	1	0.15	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.07	0.00	0.00	0.00	0.00
			2	2.04	0.00	2.04	2.79	2.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	2.36	0.00	0.00	7.49	10.41
5 - A1079 (W)	Entry	1	1	0.35	0.00	0.00	1.17	1.73
			2	1.24	0.00	0.34	3.03	4.77
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	7.02	0.00	5.24	14.95	18.31
			2	0.47	0.00	0.00	1.35	2.32
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.43	0.00	0.00	1.08	1.67
			2	0.50	0.00	0.00	0.90	1.48
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	1.15	0.00	0.20	2.96	3.83
			2	2.33	0.00	1.04	5.76	8.53
		2	1	0.69	0.00	0.00	0.00	4.73
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	1.85	0.00	1.90	2.74	2.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	3.54	0.00	0.00	11.11	16.67
5 - A1079 (W)	Entry	1	1	0.53	0.00	0.00	1.40	2.15
			2	1.16	0.00	0.00	3.70	4.91
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	2.69	0.00	1.19	6.59	7.81
			2	0.22	0.00	0.00	0.56	0.83
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.25	0.00	0.00	0.65	0.92
			2	0.29	0.00	0.00	0.71	1.07
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.83	0.00	0.00	2.22	2.71
			2	1.42	0.00	0.34	3.81	5.10
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.04	0.00	0.00	0.00	0.00
			2	1.03	0.00	0.23	2.93	2.93
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.43	0.00	0.00	-0.15	2.29
5 - A1079 (W)	Entry	1	1	0.30	0.00	0.00	0.77	1.61
			2	0.70	0.00	0.00	1.82	2.69
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.35	0.00	0.47	2.77	3.63
			2	0.31	0.00	0.00	0.83	1.39
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.29	0.00	0.00	0.75	1.41
			2	0.19	0.00	0.00	0.46	0.76
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.56	0.00	0.00	1.46	2.60
			2	1.02	0.00	0.11	2.39	3.89
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.08	0.00	0.00	0.00	0.17
			2	0.78	0.00	0.00	2.95	2.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.13	0.00	0.00	0.00	0.66
5 - A1079 (W)	Entry	1	1	0.23	0.00	0.00	0.66	1.84
			2	0.61	0.00	0.00	1.46	2.53
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	1184	1012	0.024	24	25	0.0	0.0	9.011	A
				3	530	132	1184	977	0.542	536	554	0.0	1.0	8.694	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	123	31	1184	1001	0.122	121	117	0.0	0.2	4.549	A
				5	69	17	1184	926	0.075	70	71	0.0	0.0	4.806	A
	CircLink	1	1	1	62	16	-	-	-	62	77	0.0	0.0	0.000	A
				2	75	19	-	-	-	75	72	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	220	55	-	-	-	220	236	0.0	0.0	0.000	A
				4	26	6	-	-	-	26	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	75	19	-	-	-	75	72	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	220	55	-	-	-	220	236	0.0	0.0	0.000	A
				4	26	6	-	-	-	26	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	-	-	-	24	25	0.0	0.0	0.000	A
				3	530	132	-	-	-	530	558	0.0	0.0	0.000	A
				4	123	31	-	-	-	123	118	0.0	0.0	0.000	A
				5	69	17	-	-	-	69	71	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	140	35	1289	895	0.157	138	145	0.0	0.3	4.794	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	18	5	1289	898	0.020	18	18	0.0	0.0	4.570	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	30	7	1289	926	0.032	30	30	0.0	0.0	4.669	A
				5	94	23	1289	892	0.105	95	102	0.0	0.1	4.653	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	-	-	-	24	25	0.0	0.0	0.000	A
				3	536	134	-	-	-	536	554	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	121	30	-	-	-	121	117	0.0	0.0	0.000	A
				5	70	17	-	-	-	70	71	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	220	55	-	-	-	220	236	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	26	6	-	-	-	26	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	18	5	-	-	-	18	18	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	140	35	-	-	-	140	146	0.0	0.0	0.000	A
				4	30	7	-	-	-	30	30	0.0	0.0	0.000	A
				5	94	23	-	-	-	94	103	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	100	25	1076	900	0.111	98	113	0.0	0.2	6.705	A
				5	257	64	1076	914	0.281	257	266	0.0	0.5	6.753	A
			2	1	354	88	1076	884	0.399	352	388	0.0	0.9	7.788	A
				2	56	14	1076	904	0.062	55	61	0.0	0.2	7.755	A
				3	9	2	973	470	0.018	8	16	0.0	0.1	12.000	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	354	88	-	-	-	354	393	0.0	0.0	0.029	A
				2	56	14	-	-	-	56	61	0.0	0.0	0.017	A
				3	9	2	-	-	-	9	17	0.0	0.0	0.000	A
				4	100	25	-	-	-	100	114	0.0	0.0	0.048	A
				5	257	64	-	-	-	257	268	0.0	0.0	0.024	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	138	35	-	-	-	138	145	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	18	4	-	-	-	18	18	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	30	7	-	-	-	30	30	0.0	0.0	0.000	A
				5	95	24	-	-	-	95	102	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	26	6	-	-	-	26	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	18	4	-	-	-	18	18	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	16	4	769	534	0.030	16	18	0.0	0.0	7.673	A
			2	1	132	33	769	528	0.249	131	132	0.0	0.4	11.380	B
				2	32	8	769	553	0.059	33	31	0.0	0.1	10.600	B
				3	97	24	769	547	0.178	97	95	0.0	0.3	10.633	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	98	25	-	-	-	98	113	0.0	0.0	0.000	A
				5	257	64	-	-	-	257	266	0.0	0.0	0.000	A
			2	1	352	88	-	-	-	352	388	0.0	0.0	0.000	A
				2	55	14	-	-	-	55	61	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane				3	8	2	-	-	-	8	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	352	88	-	-	-	352	388	0.0	0.0	0.000	A
				2	55	14	-	-	-	55	61	0.0	0.0	0.000	A
				3	8	2	-	-	-	8	16	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	130	33	-	-	-	132	134	0.0	0.0	1.806	A
				2	33	8	-	-	-	32	32	0.0	0.0	1.721	A
				3	97	24	-	-	-	97	96	0.0	0.0	1.826	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	16	4	-	-	-	16	18	0.0	0.0	1.083	A
	Entry	1	1	1	62	15	1070	630	0.098	62	77	0.0	0.1	7.371	A
				2	76	19	1070	759	0.101	75	72	0.0	0.2	5.996	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	219	55	1070	729	0.300	220	236	0.0	0.5	8.030	A
				4	26	6	1070	771	0.033	26	24	0.0	0.0	7.737	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	16	4	-	-	-	16	18	0.0	0.0	0.000	A
			2	1	131	33	-	-	-	131	132	0.0	0.0	0.000	A
				2	33	8	-	-	-	33	31	0.0	0.0	0.000	A
5 - A1079 (W)				3	97	24	-	-	-	97	95	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	131	33	-	-	-	131	132	0.0	0.0	0.000	A
				2	33	8	-	-	-	33	31	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	97	24	-	-	-	97	95	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	62	15	-	-	-	62	77	0.0	0.0	0.000	A
				2	76	19	-	-	-	76	72	0.0	0.0	0.000	A
				3	219	55	-	-	-	219	238	0.0	0.0	0.000	A
				4	26	6	-	-	-	26	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	30	8	1184	966	0.031	30	28	1.0	0.1	12.611	B
				3	642	161	1184	933	0.688	637	663	1.0	2.2	13.030	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	129	32	1184	952	0.136	129	137	0.2	0.1	4.501	A
				5	75	19	1184	884	0.085	76	84	0.2	0.1	4.929	A
	CircLink	1	1	1	74	19	-	-	-	74	88	0.0	0.0	0.000	A
				2	86	21	-	-	-	86	87	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	276	69	-	-	-	276	287	0.0	0.0	0.000	A
				4	30	7	-	-	-	30	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	86	21	-	-	-	86	87	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	276	69	-	-	-	276	287	0.0	0.0	0.000	A
				4	30	7	-	-	-	30	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	30	8	-	-	-	30	29	0.0	0.0	0.000	A
				3	642	161	-	-	-	642	668	0.0	0.0	0.000	A
				4	129	32	-	-	-	129	137	0.0	0.0	0.000	A
				5	75	19	-	-	-	75	85	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	162	40	1289	838	0.193	162	167	0.3	0.2	5.030	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	26	7	1289	827	0.032	25	23	0.2	0.1	5.594	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	38	9	1289	859	0.044	38	35	0.2	0.0	4.926	A
				5	120	30	1289	815	0.147	120	124	0.2	0.2	5.486	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	30	8	-	-	-	30	28	0.0	0.0	0.000	A
				3	637	159	-	-	-	637	663	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	129	32	-	-	-	129	137	0.0	0.0	0.000	A
				5	76	19	-	-	-	76	84	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	276	69	-	-	-	276	287	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	30	7	-	-	-	30	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	26	7	-	-	-	26	24	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	162	40	-	-	-	162	167	0.0	0.0	0.000	A
				4	38	9	-	-	-	38	35	0.0	0.0	0.000	A
				5	120	30	-	-	-	120	124	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	122	30	1076	876	0.139	121	132	0.7	0.3	8.029	A
				5	285	71	1076	897	0.319	285	308	0.7	0.6	8.132	A
			2	1	423	106	1076	871	0.485	421	454	1.2	1.3	9.573	A
				2	64	16	1076	865	0.074	64	70	1.2	0.1	9.814	A
				3	9	2	944	454	0.020	9	18	1.2	0.0	12.327	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	423	106	-	-	-	423	456	0.0	0.0	0.128	A
				2	64	16	-	-	-	64	70	0.0	0.0	0.136	A
				3	9	2	-	-	-	9	18	0.0	0.0	0.051	A
				4	122	30	-	-	-	122	133	0.0	0.0	0.114	A
				5	285	71	-	-	-	285	309	0.0	0.0	0.079	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	162	41	-	-	-	162	167	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	25	6	-	-	-	25	23	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	38	10	-	-	-	38	35	0.0	0.0	0.000	A
				5	120	30	-	-	-	120	124	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	30	7	-	-	-	30	30	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	25	6	-	-	-	25	23	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	24	6	769	480	0.049	23	21	0.0	0.1	7.311	A
				1	147	37	769	491	0.301	145	152	0.8	0.7	13.791	B
				2	42	10	769	518	0.081	42	40	0.8	0.2	14.096	B
			2	3	120	30	769	505	0.237	118	117	0.8	0.5	13.329	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	121	30	-	-	-	121	132	0.0	0.0	0.000	A
	CircLink	1		5	285	71	-	-	-	285	308	0.0	0.0	0.000	A
				1	421	105	-	-	-	421	454	0.0	0.0	0.000	A
				2	64	16	-	-	-	64	70	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	9	2	-	-	-	9	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	421	105	-	-	-	421	454	0.0	0.0	0.000	A
				2	64	16	-	-	-	64	70	0.0	0.0	0.000	A
			2	3	9	2	-	-	-	9	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	150	37	-	-	-	147	154	0.0	0.3	3.823	A
				2	42	11	-	-	-	42	40	0.0	0.1	3.464	A
	Entry	2	1	3	121	30	-	-	-	120	118	0.0	0.2	3.686	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	24	6	-	-	-	24	22	0.0	0.0	2.391	A
				1	73	18	1070	594	0.123	74	88	0.2	0.1	7.442	A
				2	86	22	1070	726	0.119	86	87	0.2	0.2	6.574	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	279	70	1070	695	0.400	276	287	0.5	1.0	9.262	A
				4	29	7	1070	737	0.040	30	30	0.5	0.0	7.964	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	23	6	-	-	-	23	21	0.0	0.0	0.000	A
				1	145	36	-	-	-	145	152	0.0	0.0	0.000	A
				2	42	11	-	-	-	42	40	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	118	30	-	-	-	118	117	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	145	36	-	-	-	145	152	0.0	0.0	0.000	A
				2	42	11	-	-	-	42	40	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	118	30	-	-	-	118	117	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	73	18	-	-	-	73	88	0.0	0.0	0.000	A
				2	86	22	-	-	-	86	87	0.0	0.0	0.000	A
	Entry	2	1	3	279	70	-	-	-	279	289	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	39	10	1184	921	0.043	40	37	2.3	0.2	27.118	D
				3	771	193	1184	911	0.847	771	792	2.3	6.2	25.463	D
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	167	42	1184	921	0.180	167	171	0.2	0.3	5.450	A
				5	96	24	1184	856	0.113	96	112	0.2	0.2	5.693	A
	CircLink	1	1	1	88	22	-	-	-	88	105	0.0	0.0	0.000	A
				2	102	25	-	-	-	102	105	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	316	79	-	-	-	316	340	0.0	0.0	0.000	A
				4	35	9	-	-	-	35	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	102	25	-	-	-	102	105	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	316	79	-	-	-	316	340	0.0	0.0	0.000	A
				4	35	9	-	-	-	35	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	39	10	-	-	-	39	37	0.0	0.0	0.649	A
				3	769	192	-	-	-	771	809	0.0	0.2	0.723	A
				4	166	42	-	-	-	167	172	0.0	0.1	0.582	A
				5	96	24	-	-	-	96	113	0.0	0.0	0.540	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	204	51	1289	753	0.271	207	207	0.2	0.2	6.201	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	24	6	1289	748	0.032	24	28	0.3	0.0	7.024	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	43	11	1289	775	0.056	43	41	0.3	0.1	6.439	A
				5	144	36	1289	744	0.193	142	152	0.3	0.4	6.682	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	40	10	-	-	-	40	37	0.0	0.0	0.000	A
				3	771	193	-	-	-	771	792	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	167	42	-	-	-	167	171	0.0	0.0	0.000	A
				5	96	24	-	-	-	96	112	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	316	79	-	-	-	316	340	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	35	9	-	-	-	35	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	24	6	-	-	-	24	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	204	51	-	-	-	204	207	0.0	0.0	0.000	A
				4	43	11	-	-	-	43	42	0.0	0.0	0.000	A
				5	144	36	-	-	-	144	153	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	146	37	1076	864	0.169	148	164	0.9	0.4	9.668	A
				5	345	86	1076	872	0.397	346	370	0.9	1.0	9.731	A
			2	1	514	129	1076	842	0.612	516	550	1.4	1.8	14.264	B
				2	76	19	1076	843	0.089	78	86	1.4	0.3	14.475	B
				3	12	3	988	448	0.027	12	20	1.4	0.1	17.905	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	512	128	-	-	-	514	552	0.1	0.0	1.096	A
				2	76	19	-	-	-	76	86	0.1	0.0	0.991	A
				3	12	3	-	-	-	12	20	0.0	0.0	1.669	A
				4	146	37	-	-	-	146	165	0.0	0.0	1.185	A
				5	343	86	-	-	-	345	372	0.1	0.1	1.173	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	207	52	-	-	-	207	207	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	24	6	-	-	-	24	28	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	43	11	-	-	-	43	41	0.0	0.0	0.000	A
				5	142	36	-	-	-	142	152	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	35	9	-	-	-	35	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	24	6	-	-	-	24	28	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	24	6	758	429	0.057	25	24	0.1	0.1	8.724	A
				1	182	46	769	438	0.417	183	184	1.3	1.1	18.961	C
				2	48	12	769	457	0.106	49	46	1.3	0.2	18.828	C
			2	3	140	35	769	450	0.311	140	139	1.3	0.7	18.509	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	148	37	-	-	-	148	164	0.0	0.0	0.000	A
				5	346	87	-	-	-	346	370	0.0	0.0	0.000	A
				1	516	129	-	-	-	516	550	0.0	0.0	0.000	A
				2	78	19	-	-	-	78	86	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	12	3	-	-	-	12	20	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	516	129	-	-	-	516	550	0.0	0.0	0.000	A
				2	78	19	-	-	-	78	86	0.0	0.0	0.000	A
			2	3	12	3	-	-	-	12	20	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	181	45	-	-	-	182	186	0.6	1.1	17.090	C
				2	49	12	-	-	-	48	46	0.6	0.3	17.349	C
			1	3	139	35	-	-	-	140	140	0.6	0.9	16.879	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	24	6	-	-	-	24	24	0.6	0.1	13.911	B
	Entry	1		1	87	22	1070	575	0.153	88	105	0.2	0.2	8.524	A
				2	99	25	1070	682	0.146	102	105	0.2	0.2	7.720	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	318	79	1070	651	0.488	316	340	1.0	1.1	12.064	B
				4	36	9	1070	692	0.051	35	34	1.0	0.2	11.548	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	25	6	-	-	-	25	24	0.0	0.0	0.000	A
				1	183	46	-	-	-	183	184	0.0	0.0	0.000	A
				2	49	12	-	-	-	49	46	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	140	35	-	-	-	140	139	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	183	46	-	-	-	183	184	0.0	0.0	0.000	A
				2	49	12	-	-	-	49	46	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	140	35	-	-	-	140	139	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	87	22	-	-	-	87	105	0.0	0.0	0.000	A
				2	99	25	-	-	-	99	105	0.0	0.0	0.000	A
			1	3	318	79	-	-	-	318	340	0.0	0.0	0.000	A
				4	36	9	-	-	-	36	35	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	37	9	1184	938	0.040	39	37	6.5	0.3	29.911	D
				3	774	193	1184	899	0.860	776	802	6.5	6.8	30.104	D
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	172	43	1184	917	0.188	171	169	0.5	0.3	6.136	A
				5	99	25	1184	863	0.115	100	109	0.5	0.1	6.285	A
	CircLink	1	1	1	86	22	-	-	-	86	108	0.0	0.0	0.000	A
				2	106	26	-	-	-	106	103	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	324	81	-	-	-	324	349	0.0	0.0	0.000	A
				4	38	9	-	-	-	38	39	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	106	26	-	-	-	106	103	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	324	81	-	-	-	324	349	0.0	0.0	0.000	A
				4	38	9	-	-	-	38	39	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	37	9	-	-	-	37	38	0.0	0.0	1.538	A
				3	769	192	-	-	-	774	803	0.2	0.0	1.671	A
				4	172	43	-	-	-	172	169	0.2	0.0	1.547	A
				5	99	25	-	-	-	99	109	0.2	0.0	1.427	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	200	50	1289	749	0.267	198	203	0.2	0.4	6.482	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	24	6	1289	716	0.034	23	30	0.5	0.1	6.768	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	43	11	1289	775	0.055	43	44	0.5	0.1	6.704	A
				5	150	38	1289	728	0.207	151	158	0.5	0.3	6.618	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	39	10	-	-	-	39	37	0.0	0.0	0.000	A
				3	776	194	-	-	-	776	802	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	171	43	-	-	-	171	169	0.0	0.0	0.000	A
				5	100	25	-	-	-	100	109	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	324	81	-	-	-	324	349	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	38	9	-	-	-	38	39	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	24	6	-	-	-	24	30	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	200	50	-	-	-	200	204	0.0	0.0	0.000	A
				4	43	11	-	-	-	43	44	0.0	0.0	0.000	A
				5	150	38	-	-	-	150	158	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	147	37	1076	855	0.172	149	159	1.4	0.3	9.977	A
				5	352	88	1076	861	0.409	352	377	1.4	0.8	10.172	B
			2	1	513	128	1076	842	0.607	511	556	2.1	2.0	14.319	B
				2	85	21	1076	834	0.102	85	88	2.1	0.3	14.307	B
				3	9	2	988	450	0.020	9	18	2.1	0.0	13.983	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	515	129	-	-	-	513	557	0.1	0.4	1.429	A
				2	86	21	-	-	-	85	89	0.1	0.0	1.133	A
				3	9	2	-	-	-	9	18	0.0	0.0	1.084	A
				4	146	37	-	-	-	147	159	0.1	0.1	1.202	A
				5	352	88	-	-	-	352	376	0.1	0.2	1.162	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	198	50	-	-	-	198	203	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	23	6	-	-	-	23	30	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	43	11	-	-	-	43	44	0.0	0.0	0.000	A
				5	151	38	-	-	-	151	158	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	38	9	-	-	-	38	39	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	23	6	-	-	-	23	30	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	21	5	769	423	0.050	21	25	0.1	0.0	8.049	A
	Entry	1		1	172	43	769	439	0.391	173	186	2.0	0.9	19.852	C
				2	49	12	769	452	0.109	49	49	2.0	0.3	19.469	C
			2	3	135	34	769	441	0.304	135	136	2.0	0.6	20.326	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	149	37	-	-	-	149	159	0.0	0.0	0.000	A
				5	352	88	-	-	-	352	377	0.0	0.0	0.000	A
	CircLink	1		1	511	128	-	-	-	511	556	0.0	0.0	0.000	A
				2	85	21	-	-	-	85	88	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	9	2	-	-	-	9	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	511	128	-	-	-	511	556	0.0	0.0	0.000	A
				2	85	21	-	-	-	85	88	0.0	0.0	0.000	A
			2	3	9	2	-	-	-	9	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	178	44	-	-	-	172	185	2.4	1.6	27.041	D
				2	49	12	-	-	-	49	50	2.4	0.4	28.937	D
	Entry	2	1	3	134	33	-	-	-	135	136	2.4	1.4	29.944	D
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	5	-	-	-	21	25	2.4	0.2	25.468	D
				1	87	22	1070	579	0.152	86	108	0.3	0.3	9.670	A
				2	104	26	1070	688	0.151	106	103	0.3	0.2	8.502	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	321	80	1070	652	0.491	324	349	1.2	1.1	12.658	B
				4	38	9	1070	691	0.055	38	39	1.2	0.1	12.106	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	21	5	-	-	-	21	25	0.0	0.0	0.000	A
				1	173	43	-	-	-	173	186	0.0	0.0	0.000	A
				2	49	12	-	-	-	49	49	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	135	34	-	-	-	135	136	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	173	43	-	-	-	173	186	0.0	0.0	0.000	A
				2	49	12	-	-	-	49	49	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	135	34	-	-	-	135	136	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	87	22	-	-	-	87	108	0.0	0.0	0.000	A
				2	104	26	-	-	-	104	103	0.0	0.0	0.000	A
	Entry	2	1	3	321	80	-	-	-	321	349	0.0	0.0	0.000	A
				4	38	9	-	-	-	38	39	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	1184	960	0.031	29	31	7.1	0.1	14.803	B
				3	625	156	1184	944	0.662	619	681	7.1	2.6	15.708	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	143	36	1184	961	0.148	143	140	0.5	0.2	4.866	A
				5	82	21	1184	904	0.091	83	86	0.5	0.1	5.239	A
	CircLink	1	1	1	72	18	-	-	-	72	87	0.0	0.0	0.000	A
				2	85	21	-	-	-	85	86	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	266	66	-	-	-	266	282	0.0	0.0	0.000	A
				4	28	7	-	-	-	28	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	85	21	-	-	-	85	86	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	266	66	-	-	-	266	282	0.0	0.0	0.000	A
				4	28	7	-	-	-	28	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	-	-	-	29	30	0.0	0.0	0.000	A
				3	625	156	-	-	-	625	664	0.0	0.0	0.011	A
				4	143	36	-	-	-	143	139	0.0	0.0	0.012	A
				5	82	21	-	-	-	82	86	0.0	0.0	0.037	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	148	37	1289	836	0.177	147	164	0.4	0.2	5.513	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	24	6	1289	833	0.029	24	24	0.5	0.0	6.280	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	31	8	1289	860	0.036	30	34	0.5	0.0	5.825	A
				5	117	29	1289	816	0.143	117	125	0.5	0.2	6.233	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	-	-	-	29	31	0.0	0.0	0.000	A
				3	619	155	-	-	-	619	681	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	143	36	-	-	-	143	140	0.0	0.0	0.000	A
				5	83	21	-	-	-	83	86	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	266	66	-	-	-	266	282	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	28	7	-	-	-	28	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	24	6	-	-	-	24	23	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	148	37	-	-	-	148	163	0.0	0.0	0.000	A
				4	31	8	-	-	-	31	34	0.0	0.0	0.000	A
				5	117	29	-	-	-	117	125	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	132	33	1076	896	0.146	131	135	1.1	0.2	7.600	A
				5	279	70	1076	888	0.314	277	312	1.1	0.7	7.499	A
			2	1	420	105	1076	870	0.483	420	463	2.4	1.2	10.699	B
				2	64	16	1076	876	0.073	65	71	2.4	0.2	11.106	B
				3	9	2	1017	464	0.019	9	18	2.4	0.0	13.642	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	420	105	-	-	-	420	460	0.7	0.0	0.211	A
				2	64	16	-	-	-	64	71	0.7	0.0	0.193	A
				3	9	2	-	-	-	9	18	0.7	0.0	0.348	A
				4	132	33	-	-	-	132	134	0.7	0.0	0.145	A
				5	279	70	-	-	-	279	311	0.7	0.0	0.122	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	147	37	-	-	-	147	164	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	24	6	-	-	-	24	24	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	30	8	-	-	-	30	34	0.0	0.0	0.000	A
				5	117	29	-	-	-	117	125	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	28	7	-	-	-	28	30	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	24	6	-	-	-	24	24	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	20	5	769	479	0.043	21	24	0.0	0.0	7.981	A
				1	148	37	769	496	0.298	149	167	1.9	0.5	15.734	C
				2	38	9	769	508	0.074	38	39	1.9	0.1	15.852	C
			2	3	113	28	769	503	0.224	114	122	1.9	0.4	16.019	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	131	33	-	-	-	131	135	0.0	0.0	0.000	A
				5	277	69	-	-	-	277	312	0.0	0.0	0.000	A
				1	420	105	-	-	-	420	463	0.0	0.0	0.000	A
				2	65	16	-	-	-	65	71	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	9	2	-	-	-	9	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	420	105	-	-	-	420	463	0.0	0.0	0.000	A
				2	65	16	-	-	-	65	71	0.0	0.0	0.000	A
			2	3	9	2	-	-	-	9	18	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	147	37	-	-	-	148	165	3.5	0.2	12.148	B
				2	37	9	-	-	-	38	39	3.5	0.1	12.716	B
			1	3	110	27	-	-	-	113	121	3.5	0.1	12.300	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	20	5	-	-	-	20	24	3.5	0.0	12.006	B
	Entry	1		1	73	18	1070	608	0.121	72	87	0.5	0.2	7.809	A
				2	85	21	1070	725	0.117	85	86	0.5	0.1	6.369	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	265	66	1070	693	0.383	266	282	1.2	0.6	9.630	A
				4	27	7	1070	735	0.037	28	30	1.2	0.1	9.509	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	21	5	-	-	-	21	24	0.0	0.0	0.000	A
				1	149	37	-	-	-	149	167	0.0	0.0	0.000	A
				2	38	10	-	-	-	38	39	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	114	28	-	-	-	114	122	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	149	37	-	-	-	149	167	0.0	0.0	0.000	A
				2	38	10	-	-	-	38	39	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	114	28	-	-	-	114	122	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	73	18	-	-	-	73	87	0.0	0.0	0.000	A
				2	85	21	-	-	-	85	86	0.0	0.0	0.000	A
			1	3	265	66	-	-	-	265	280	0.0	0.0	0.000	A
				4	27	7	-	-	-	27	29	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	22	6	1184	975	0.023	22	25	2.7	0.1	7.666	A
				3	530	133	1184	962	0.551	529	560	2.7	1.3	8.768	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	114	28	1184	988	0.116	113	115	0.2	0.2	4.381	A
				5	64	16	1184	917	0.070	64	75	0.2	0.1	4.748	A
	CircLink	1	1	1	64	16	-	-	-	64	75	0.0	0.0	0.000	A
				2	76	19	-	-	-	76	74	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	229	57	-	-	-	229	241	0.0	0.0	0.000	A
				4	27	7	-	-	-	27	25	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	76	19	-	-	-	76	74	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	229	57	-	-	-	229	241	0.0	0.0	0.000	A
				4	27	7	-	-	-	27	25	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	22	6	-	-	-	22	24	0.0	0.0	0.000	A
				3	530	133	-	-	-	530	555	0.0	0.0	0.000	A
				4	114	28	-	-	-	114	116	0.0	0.0	0.000	A
				5	64	16	-	-	-	64	75	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	135	34	1289	906	0.149	134	138	0.2	0.3	4.743	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	18	5	1289	895	0.021	18	19	0.3	0.0	4.785	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	30	7	1289	930	0.032	30	29	0.3	0.0	4.312	A
				5	98	24	1289	901	0.109	98	107	0.3	0.1	4.983	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	22	5	-	-	-	22	25	0.0	0.0	0.000	A
				3	529	132	-	-	-	529	560	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	113	28	-	-	-	113	115	0.0	0.0	0.000	A
				5	64	16	-	-	-	64	75	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	229	57	-	-	-	229	241	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	27	7	-	-	-	27	25	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	18	5	-	-	-	18	19	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	135	34	-	-	-	135	138	0.0	0.0	0.000	A
				4	30	7	-	-	-	30	29	0.0	0.0	0.000	A
				5	98	24	-	-	-	98	107	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	101	25	1076	914	0.111	101	113	0.9	0.1	6.628	A
				5	239	60	1076	910	0.262	239	262	0.9	0.5	6.538	A
			2	1	354	88	1076	882	0.399	353	385	1.4	0.9	8.577	A
				2	54	13	1076	892	0.060	54	60	1.4	0.1	8.631	A
				3	8	2	958	450	0.018	8	17	1.4	0.0	11.086	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	354	88	-	-	-	354	384	0.0	0.0	0.085	A
				2	54	13	-	-	-	54	59	0.0	0.0	0.074	A
				3	8	2	-	-	-	8	17	0.0	0.0	0.000	A
				4	101	25	-	-	-	101	113	0.0	0.0	0.070	A
				5	239	60	-	-	-	239	261	0.0	0.0	0.059	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	134	33	-	-	-	134	138	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	18	5	-	-	-	18	19	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	30	8	-	-	-	30	29	0.0	0.0	0.000	A
				5	98	24	-	-	-	98	107	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	27	7	-	-	-	27	25	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	18	5	-	-	-	18	19	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	19	5	769	539	0.036	19	19	0.0	0.1	7.091	A
				1	126	31	769	540	0.232	125	134	1.0	0.4	11.650	B
				2	31	8	769	553	0.057	31	33	1.0	0.1	11.657	B
			2	3	94	23	769	546	0.172	93	98	1.0	0.3	11.998	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	101	25	-	-	-	101	113	0.0	0.0	0.000	A
				5	239	60	-	-	-	239	262	0.0	0.0	0.000	A
				1	353	88	-	-	-	353	385	0.0	0.0	0.000	A
				2	54	14	-	-	-	54	60	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	8	2	-	-	-	8	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	353	88	-	-	-	353	385	0.0	0.0	0.000	A
				2	54	14	-	-	-	54	60	0.0	0.0	0.000	A
			2	3	8	2	-	-	-	8	17	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	125	31	-	-	-	126	133	0.4	0.1	2.518	A
				2	31	8	-	-	-	31	33	0.4	0.0	1.782	A
			1	3	94	23	-	-	-	94	98	0.4	0.0	2.862	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	19	5	-	-	-	19	19	0.4	0.0	1.559	A
	Entry	1		1	64	16	1070	652	0.099	64	75	0.3	0.1	7.045	A
				2	76	19	1070	773	0.099	76	74	0.3	0.1	6.184	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	231	58	1070	727	0.317	229	241	0.6	0.5	7.427	A
				4	27	7	1070	772	0.035	27	25	0.6	0.1	7.154	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	19	5	-	-	-	19	19	0.0	0.0	0.000	A
				1	125	31	-	-	-	125	134	0.0	0.0	0.000	A
				2	31	8	-	-	-	31	33	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	93	23	-	-	-	93	98	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	125	31	-	-	-	125	134	0.0	0.0	0.000	A
				2	31	8	-	-	-	31	33	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	93	23	-	-	-	93	98	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	64	16	-	-	-	64	75	0.0	0.0	0.000	A
				2	76	19	-	-	-	76	74	0.0	0.0	0.000	A
			1	3	231	58	-	-	-	231	240	0.0	0.0	0.000	A
				4	27	7	-	-	-	27	25	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026 + Committed Development + Concurrent Scenario, 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.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Killingwoldgraves Roundabout	Standard Roundabout	✓	1, 2, 3, 4, 5	39.64	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	39.64	E

Traffic Demand

Demand Set 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	Base 2026 + Committed Development + Concurrent Scenario	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	762	100.000
2 - A1174 (E)		ONE HOUR	✓	366	100.000
3 - A1079 (S)		ONE HOUR	✓	958	100.000
4 - Killingwoldgraves Lane		ONE HOUR	✓	474	100.000
5 - A1079 (W)		ONE HOUR	✓	721	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	31	525	128	78
	2 - A1174 (E)	36	0	137	51	142
	3 - A1079 (S)	422	131	46	104	255
	4 - Killingwoldgraves Lane	238	84	125	0	27
	5 - A1079 (W)	129	177	402	13	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	0	4	2	10
	2 - A1174 (E)	0	0	2	0	4
	3 - A1079 (S)	3	5	19	2	4
	4 - Killingwoldgraves Lane	1	0	3	0	4
	5 - A1079 (W)	8	5	5	0	0

Cyclist %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	0	0	0	0
	2 - A1174 (E)	0	0	0	0	0
	3 - A1079 (S)	0	0	0	0	0
	4 - Killingwoldgraves Lane	0	0	0	0	0
	5 - A1079 (W)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	15.13	3.1	16.4	C	701	1052
2 - A1174 (E)	6.70	0.9	4.9	A	334	501
3 - A1079 (S)	12.03	3.9	18.2	B	862	1293
4 - Killingwoldgraves Lane	192.84	28.9	67.0	F	436	654
5 - A1079 (W)	19.62	5.5	32.2	C	655	983

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	562	141	710	560	604	645	0.0	0.8	7.130	A
2 - A1174 (E)	283	71	977	284	288	293	0.0	0.1	4.702	A
3 - A1079 (S)	719	180	330	719	738	930	0.0	1.2	7.162	A
4 - Killingwoldgraves Lane	361	90	834	362	353	215	0.0	1.5	16.325	C
5 - A1079 (W)	524	131	829	526	575	367	0.0	1.5	8.120	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	696	174	872	706	711	742	0.8	1.1	8.221	A
2 - A1174 (E)	351	88	1190	355	340	389	0.1	0.3	5.188	A
3 - A1079 (S)	842	211	421	845	877	1125	1.2	1.8	7.418	A
4 - Killingwoldgraves Lane	430	107	993	443	426	273	1.5	3.6	27.716	D
5 - A1079 (W)	647	162	970	645	694	466	1.5	2.1	11.236	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	871	218	1033	871	875	881	1.1	3.0	12.933	B
2 - A1174 (E)	382	96	1471	380	398	432	0.3	0.9	6.399	A
3 - A1079 (S)	1057	264	518	1070	1095	1333	1.8	3.7	11.019	B
4 - Killingwoldgraves Lane	517	129	1249	483	471	339	3.6	18.7	93.741	F
5 - A1079 (W)	769	192	1146	767	831	586	2.1	5.5	19.247	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	817	204	1061	840	881	895	3.0	3.0	15.131	C
2 - A1174 (E)	408	102	1464	413	414	438	0.9	0.6	6.697	A
3 - A1079 (S)	1018	254	502	1014	1091	1377	3.7	4.0	12.029	B
4 - Killingwoldgraves Lane	522	130	1203	492	481	310	18.7	28.9	192.845	F
5 - A1079 (W)	791	198	1140	817	852	555	5.5	2.8	19.618	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	681	170	933	695	716	762	3.0	1.1	9.536	A
2 - A1174 (E)	314	78	1217	315	338	412	0.6	0.5	5.447	A
3 - A1079 (S)	837	209	377	840	910	1154	4.0	1.7	9.594	A
4 - Killingwoldgraves Lane	452	113	960	494	515	258	28.9	10.2	122.768	F
5 - A1079 (W)	663	166	1035	660	710	419	2.8	2.3	13.185	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	579	145	727	578	600	588	1.1	1.0	7.081	A
2 - A1174 (E)	268	67	998	267	278	308	0.5	0.3	4.695	A
3 - A1079 (S)	695	174	327	685	735	938	1.7	1.5	6.709	A
4 - Killingwoldgraves Lane	337	84	802	339	388	210	10.2	1.4	30.430	D
5 - A1079 (W)	538	134	770	545	573	371	2.3	1.1	8.894	A

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	0.77	0.00	0.06	1.81	3.82
2 - A1174 (E)	0.14	0.00	0.00	0.98	0.98
3 - A1079 (S)	1.23	0.00	0.12	5.72	5.72
4 - Killingwoldgraves Lane	1.50	0.00	0.10	8.88	8.88
5 - A1079 (W)	1.49	0.00	0.41	2.46	7.58

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.20	0.00	0.42	3.87	3.87
2 - A1174 (E)	0.28	0.00	0.00	0.98	0.98
3 - A1079 (S)	1.84	0.00	0.87	4.73	7.72
4 - Killingwoldgraves Lane	3.52	0.00	2.34	6.70	16.74
5 - A1079 (W)	2.15	0.00	1.10	4.19	5.66

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	3.10	0.00	1.56	9.39	13.41
2 - A1174 (E)	0.93	0.00	0.10	1.75	4.90
3 - A1079 (S)	3.74	0.00	2.71	4.22	18.20
4 - Killingwoldgraves Lane	18.72	3.02	16.83	32.37	39.60
5 - A1079 (W)	5.50	0.02	2.37	9.76	32.20

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	3.04	0.00	1.81	4.45	16.43
2 - A1174 (E)	0.65	0.00	0.00	1.42	4.91
3 - A1079 (S)	3.88	0.00	2.39	8.94	11.47
4 - Killingwoldgraves Lane	28.86	2.17	26.12	44.15	67.02
5 - A1079 (W)	2.85	0.01	1.78	4.57	10.47

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.24	0.00	0.10	3.33	5.79
2 - A1174 (E)	0.47	0.00	0.00	0.77	4.91
3 - A1079 (S)	1.59	0.00	0.84	2.67	6.68
4 - Killingwoldgraves Lane	10.23	0.41	4.43	25.91	36.45
5 - A1079 (W)	2.30	0.00	1.42	4.64	11.35

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	0.96	0.00	0.27	1.83	5.77
2 - A1174 (E)	0.33	0.00	0.00	0.71	2.94
3 - A1079 (S)	1.60	0.00	0.48	2.69	9.59
4 - Killingwoldgraves Lane	1.44	0.00	0.29	3.82	6.85
5 - A1079 (W)	1.14	0.00	0.34	2.34	5.72

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	418	918	0.455	415	442	0.0	0.6	8.082	A
			2	1, 4, 5	145	899	0.161	145	161	0.0	0.1	4.508	A
		2	1	(1, 2, 3, 4, 5)	562			562	607	0.0	0.0	0.000	A
	Exit	1	1		645			645	642	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	913			913	945	0.0	0.0	0.000	A
			2	3, 4, 5	442			442	455	0.0	0.0	0.000	A
	CircBase	1	1	2	268			268	303	0.0	0.0	0.000	A
			2	3, 4, 5	442			442	455	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	107	938	0.114	106	108	0.0	0.1	4.852	A
			2	1, 2, 4, 5	176	942	0.187	178	181	0.0	0.0	4.614	A
		2	1	(1, 2, 3, 4, 5)	283			283	289	0.0	0.0	0.000	A
	Exit	1	1		293			293	325	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1117			1117	1192	0.0	0.0	0.000	A
			2	1, 4, 5	153			153	170	0.0	0.0	0.000	A
	CircBase	1	1	3	823			823	867	0.0	0.0	0.000	A
			2	1, 4, 5	153			153	170	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	262	952	0.275	259	272	0.0	0.4	5.230	A
			2	1, 2, 3	457	927	0.492	460	466	0.0	0.8	8.271	A
		2	1	(1, 2, 3, 4, 5)	719			719	743	0.0	0.0	0.024	A
	Exit	1	1		930			930	974	0.0	0.0	0.000	A
	CircLink	1	1	3	930			930	974	0.0	0.0	0.000	A
			2	1, 2, 4, 5	330			330	350	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	302			302	324	0.0	0.0	0.000	A
			2	1, 2	29			29	26	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	20	562	0.036	21	21	0.0	0.0	7.085	A
			2	1, 2, 3	338	555	0.607	341	333	0.0	1.0	12.896	B
	Exit	1	1		215			215	220	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	561			561	596	0.0	0.0	0.000	A
			2	1, 2, 3	489			489	493	0.0	0.0	0.000	A
	CircBase	1	1	5	346			346	376	0.0	0.0	0.000	A
			2	1, 2, 3	489			489	493	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	361			358	357	0.0	0.6	3.712	A
5 - A1079 (W)	Entry	1	1	1, 2	210	698	0.300	214	255	0.0	0.4	8.015	A
			2	3, 4, 5	314	708	0.444	311	320	0.0	1.1	8.203	A
	CircBase	1	1	1, 2	699			699	690	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	524			524	581	0.0	0.0	0.000	A
	Exit	1	1		367			367	397	0.0	0.0	0.000	A
	CircLink	1	1	5	367			367	397	0.0	0.0	0.000	A
			2	1, 2, 3, 4	829			829	825	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	130			130	135	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	503	878	0.575	513	511	0.6	0.8	9.212	A
			2	1, 4, 5	194	867	0.223	193	200	0.1	0.2	5.625	A
		2	1	(1, 2, 3, 4, 5)	696			696	713	0.0	0.0	0.000	A
	Exit	1	1		742			742	742	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1103			1103	1111	0.0	0.0	0.000	A
			2	3, 4, 5	511			511	561	0.0	0.0	0.000	A
	CircBase	1	1	2	361			361	370	0.0	0.0	0.000	A
			2	3, 4, 5	511			511	561	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	135	862	0.155	138	133	0.1	0.1	4.945	A
			2	1, 2, 4, 5	216	880	0.246	217	207	0.0	0.2	5.342	A
		2	1	(1, 2, 3, 4, 5)	351			351	341	0.0	0.0	0.000	A
	Exit	1	1		389			389	398	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1375			1375	1433	0.0	0.0	0.000	A
			2	1, 4, 5	204			204	209	0.0	0.0	0.000	A
	CircBase	1	1	3	986			986	1035	0.0	0.0	0.000	A
			2	1, 4, 5	204			204	209	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	334	918	0.364	335	335	0.4	0.5	5.670	A
			2	1, 2, 3	509	927	0.547	510	542	0.8	1.3	8.464	A
		2	1	(1, 2, 3, 4, 5)	842			842	880	0.0	0.0	0.024	A
	Exit	1	1		1125			1125	1168	0.0	0.0	0.000	A
	CircLink	1	1	3	1125			1125	1168	0.0	0.0	0.000	A
			2	1, 2, 4, 5	421			421	416	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	380			380	381	0.0	0.0	0.000	A
			2	1, 2	41			41	35	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	26	514	0.050	25	24	0.0	0.1	7.653	A
			2	1, 2, 3	417	518	0.803	418	401	1.0	1.9	15.886	C
	Exit	1	1		273			273	264	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	714			714	716	0.0	0.0	0.000	A
			2	1, 2, 3	552			552	577	0.0	0.0	0.000	A
	CircBase	1	1	5	442			442	452	0.0	0.0	0.000	A
			2	1, 2, 3	552			552	577	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	430			442	430	0.6	1.6	12.256	B
5 - A1079 (W)	Entry	1	1	1, 2	282	661	0.429	283	294	0.4	0.8	9.950	A
			2	3, 4, 5	365	671	0.541	362	399	1.1	1.2	12.172	B
	CircBase	1	1	1, 2	820			820	817	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	647			647	697	0.0	0.0	0.000	A
	Exit	1	1		466			466	477	0.0	0.0	0.000	A
	CircLink	1	1	5	466			466	477	0.0	0.0	0.000	A
			2	1, 2, 3, 4	970			970	978	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	149			149	161	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	602	821	0.738	602	627	0.8	2.4	15.527	C
			2	1, 4, 5	267	816	0.327	269	248	0.2	0.6	6.270	A
		2	1	(1, 2, 3, 4, 5)	871			871	883	0.0	0.0	0.000	A
	Exit	1	1		881			881	902	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1285			1285	1339	0.0	0.0	0.000	A
			2	3, 4, 5	629			629	658	0.0	0.0	0.000	A
	CircBase	1	1	2	404			404	437	0.0	0.0	0.000	A
			2	3, 4, 5	629			629	658	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	145	783	0.185	142	149	0.1	0.3	5.765	A
			2	1, 2, 4, 5	238	783	0.303	238	249	0.2	0.6	6.779	A
		2	1	(1, 2, 3, 4, 5)	382			382	401	0.0	0.0	0.000	A
	Exit	1	1		432			432	470	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1623			1623	1709	0.0	0.0	0.000	A
			2	1, 4, 5	281			281	261	0.0	0.0	0.000	A
	CircBase	1	1	3	1191			1191	1239	0.0	0.0	0.000	A
			2	1, 4, 5	281			281	261	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	409	887	0.461	418	415	0.5	0.5	7.435	A
			2	1, 2, 3	646	891	0.726	652	679	1.3	2.7	12.626	B
		2	1	(1, 2, 3, 4, 5)	1057			1055	1101	0.0	0.5	0.335	A
	Exit	1	1		1333			1333	1388	0.0	0.0	0.000	A
	CircLink	1	1	3	1333			1333	1388	0.0	0.0	0.000	A
			2	1, 2, 4, 5	518			518	510	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	479			479	468	0.0	0.0	0.000	A
			2	1, 2	39			39	42	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	29	435	0.067	28	27	0.1	0.1	8.374	A
			2	1, 2, 3	457	459	0.996	455	444	1.9	3.0	20.916	C
	Exit	1	1		339			339	326	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	897			897	883	0.0	0.0	0.000	A
			2	1, 2, 3	691			691	722	0.0	0.0	0.000	A
	CircBase	1	1	5	558			558	558	0.0	0.0	0.000	A
			2	1, 2, 3	691			691	722	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	517			486	476	1.6	15.6	73.189	F
5 - A1079 (W)	Entry	1	1	1, 2	313	636	0.489	321	355	0.8	0.9	10.866	B
			2	3, 4, 5	451	622	0.731	446	477	1.2	3.7	22.284	C
	CircBase	1	1	1, 2	964			964	984	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	769			765	842	0.0	0.9	1.495	A
	Exit	1	1		586			586	585	0.0	0.0	0.000	A
	CircLink	1	1	5	586			586	585	0.0	0.0	0.000	A
			2	1, 2, 3, 4	1146			1146	1166	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	182			182	182	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	592	820	0.721	612	634	2.4	2.7	18.325	C
			2	1, 4, 5	225	813	0.276	228	247	0.6	0.3	6.795	A
		2	1	(1, 2, 3, 4, 5)	817			817	880	0.0	0.0	0.003	A
	Exit	1	1		895			895	900	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1301			1301	1334	0.0	0.0	0.000	A
			2	3, 4, 5	656			656	687	0.0	0.0	0.000	A
	CircBase	1	1	2	405			405	434	0.0	0.0	0.000	A
			2	3, 4, 5	656			656	687	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	159	799	0.199	159	154	0.3	0.3	5.838	A
			2	1, 2, 4, 5	249	786	0.317	254	260	0.6	0.3	7.214	A
		2	1	(1, 2, 3, 4, 5)	408			408	412	0.0	0.0	0.000	A
	Exit	1	1		438			438	468	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1655			1655	1740	0.0	0.0	0.000	A
			2	1, 4, 5	246			246	262	0.0	0.0	0.000	A
	CircBase	1	1	3	1218			1218	1272	0.0	0.0	0.000	A
			2	1, 4, 5	246			246	262	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	371	900	0.412	372	407	0.5	0.4	7.368	A
			2	1, 2, 3	650	889	0.730	642	683	2.7	3.4	14.438	B
		2	1	(1, 2, 3, 4, 5)	1018			1020	1093	0.5	0.1	0.258	A
	Exit	1	1		1377			1377	1426	0.0	0.0	0.000	A
	CircLink	1	1	3	1377			1377	1426	0.0	0.0	0.000	A
			2	1, 2, 4, 5	502			502	522	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	463			463	486	0.0	0.0	0.000	A
			2	1, 2	37			37	36	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	31	464	0.070	31	31	0.1	0.1	9.305	A
			2	1, 2, 3	462	466	0.991	461	450	3.0	3.0	23.539	C
	Exit	1	1		310			310	335	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	835			835	893	0.0	0.0	0.000	A
			2	1, 2, 3	679			679	719	0.0	0.0	0.000	A
	CircBase	1	1	5	525			525	558	0.0	0.0	0.000	A
			2	1, 2, 3	679			679	719	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	522			494	481	15.6	25.9	170.637	F
5 - A1079 (W)	Entry	1	1	1, 2	333	626	0.532	341	361	0.9	0.7	11.919	B
			2	3, 4, 5	461	634	0.728	477	491	3.7	2.0	23.308	C
	CircBase	1	1	1, 2	961			961	974	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	791			794	845	0.9	0.0	1.377	A
	Exit	1	1		555			555	590	0.0	0.0	0.000	A
	CircLink	1	1	5	555			555	590	0.0	0.0	0.000	A
			2	1, 2, 3, 4	1140			1140	1169	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	179			179	196	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	503	859	0.586	515	527	2.7	1.0	10.953	B
			2	1, 4, 5	177	857	0.208	181	189	0.3	0.2	5.579	A
		2	1	(1, 2, 3, 4, 5)	681			681	709	0.0	0.0	0.000	A
	Exit	1	1		762			762	824	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1146			1146	1214	0.0	0.0	0.000	A
			2	3, 4, 5	549			549	604	0.0	0.0	0.000	A
	CircBase	1	1	2	383			383	389	0.0	0.0	0.000	A
			2	3, 4, 5	549			549	604	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	130	867	0.150	129	130	0.3	0.2	5.424	A
			2	1, 2, 4, 5	183	873	0.209	187	208	0.3	0.2	5.462	A
		2	1	(1, 2, 3, 4, 5)	314			314	337	0.0	0.0	0.000	A
	Exit	1	1		412			412	420	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1437			1437	1506	0.0	0.0	0.000	A
			2	1, 4, 5	192			192	203	0.0	0.0	0.000	A
	CircBase	1	1	3	1025			1025	1086	0.0	0.0	0.000	A
			2	1, 4, 5	192			192	203	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	306	936	0.327	306	320	0.4	0.6	5.876	A
			2	1, 2, 3	529	919	0.576	534	590	3.4	1.0	11.359	B
		2	1	(1, 2, 3, 4, 5)	837			837	901	0.1	0.0	0.224	A
	Exit	1	1		1154			1154	1217	0.0	0.0	0.000	A
	CircLink	1	1	3	1154			1154	1217	0.0	0.0	0.000	A
			2	1, 2, 4, 5	377			377	411	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	349			349	381	0.0	0.0	0.000	A
			2	1, 2	30			30	30	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	23	532	0.044	22	27	0.1	0.1	7.658	A
			2	1, 2, 3	473	524	0.904	472	488	3.0	2.6	19.023	C
	Exit	1	1		258			258	262	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	655			655	701	0.0	0.0	0.000	A
			2	1, 2, 3	563			563	620	0.0	0.0	0.000	A
	CircBase	1	1	5	397			397	439	0.0	0.0	0.000	A
			2	1, 2, 3	563			563	620	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	452			497	514	25.9	7.5	104.872	F
5 - A1079 (W)	Entry	1	1	1, 2	282	643	0.437	287	302	0.7	0.5	10.291	B
			2	3, 4, 5	381	659	0.578	373	408	2.0	1.9	15.290	C
	CircBase	1	1	1, 2	858			858	912	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	663			663	708	0.0	0.0	0.000	A
	Exit	1	1		419			419	466	0.0	0.0	0.000	A
	CircLink	1	1	5	419			419	466	0.0	0.0	0.000	A
			2	1, 2, 3, 4	1035			1035	1108	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	177			177	196	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	422	921	0.458	422	437	1.0	0.9	7.908	A
			2	1, 4, 5	156	904	0.172	157	163	0.2	0.1	4.850	A
		2	1	(1, 2, 3, 4, 5)	579			579	599	0.0	0.0	0.000	A
	Exit	1	1		588			588	640	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	877			877	938	0.0	0.0	0.000	A
			2	3, 4, 5	438			438	482	0.0	0.0	0.000	A
	CircBase	1	1	2	290			290	299	0.0	0.0	0.000	A
			2	3, 4, 5	438			438	482	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	107	943	0.115	106	105	0.2	0.2	4.167	A
			2	1, 2, 4, 5	161	935	0.172	161	173	0.2	0.1	5.023	A
		2	1	(1, 2, 3, 4, 5)	268			268	278	0.0	0.0	0.000	A
	Exit	1	1		308			308	321	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1139			1139	1208	0.0	0.0	0.000	A
			2	1, 4, 5	167			167	173	0.0	0.0	0.000	A
	CircBase	1	1	3	831			831	887	0.0	0.0	0.000	A
			2	1, 4, 5	167			167	173	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	258	945	0.273	255	279	0.6	0.4	5.448	A
			2	1, 2, 3	437	942	0.466	430	455	1.0	1.1	7.483	A
		2	1	(1, 2, 3, 4, 5)	695			695	735	0.0	0.0	0.000	A
	Exit	1	1		938			938	992	0.0	0.0	0.000	A
	CircLink	1	1	3	938			938	992	0.0	0.0	0.000	A
			2	1, 2, 4, 5	327			327	346	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	308			308	320	0.0	0.0	0.000	A
			2	1, 2	19			19	26	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	17	571	0.030	18	22	0.1	0.0	8.517	A
			2	1, 2, 3	318	558	0.570	322	366	2.6	1.0	14.879	B
	Exit	1	1		210			210	222	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	563			563	599	0.0	0.0	0.000	A
			2	1, 2, 3	449			449	482	0.0	0.0	0.000	A
	CircBase	1	1	5	354			354	377	0.0	0.0	0.000	A
			2	1, 2, 3	449			449	482	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	337			335	381	7.5	0.4	16.155	C
5 - A1079 (W)	Entry	1	1	1, 2	225	719	0.314	231	239	0.5	0.2	7.644	A
			2	3, 4, 5	312	728	0.430	314	335	1.9	0.9	9.781	A
	CircBase	1	1	1, 2	647			647	700	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	538			538	568	0.0	0.0	0.001	A
	Exit	1	1		371			371	399	0.0	0.0	0.000	A
	CircLink	1	1	5	371			371	399	0.0	0.0	0.000	A
			2	1, 2, 3, 4	770			770	848	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	123			123	148	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.64	0.00	0.00	0.77	3.84
			2	0.13	0.00	0.00	-0.09	1.88
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.09	0.00	0.00	0.97	0.97
			2	0.05	0.00	0.00	0.00	0.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.42	0.00	0.00	1.94	1.94
			2	0.81	0.00	0.00	1.70	4.72
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.94	0.00	0.10	2.96	2.96
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.57	0.00	0.00	5.94	5.94
5 - A1079 (W)	Entry	1	1	0.36	0.00	0.00	0.85	2.82
			2	1.13	0.00	0.00	2.48	7.62
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

16:30 - 16:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.92	0.00	0.18	2.38	3.88
			2	0.27	0.00	0.00	0.61	2.87
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.09	0.00	0.00	0.96	0.96
			2	0.19	0.00	0.00	0.98	0.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.55	0.00	0.00	1.39	4.80
			2	1.29	0.00	0.36	3.34	4.84
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.09	0.00	0.00	0.98	0.98
			2	1.88	0.00	2.95	2.95	2.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	1.55	0.00	0.00	3.74	12.81
5 - A1079 (W)	Entry	1	1	0.98	0.00	0.00	2.54	3.73
			2	1.17	0.00	0.28	2.49	5.68
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	2.56	0.00	0.72	9.40	12.47
			2	0.59	0.00	0.00	0.76	4.77
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.37	0.00	0.00	0.62	4.90
			2	0.56	0.00	0.00	1.96	1.96
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.46	0.00	0.00	0.86	2.87
			2	2.83	0.00	2.40	4.41	9.60
		2	1	0.46	0.00	0.00	-0.10	8.61
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.13	0.00	0.00	0.94	0.94
			2	2.98	2.98	2.98	2.98	2.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	15.62	0.05	13.87	28.33	36.66
5 - A1079 (W)	Entry	1	1	0.87	0.00	0.31	1.39	3.84
			2	3.71	0.00	1.17	14.08	14.08
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.90	0.00	0.00	-0.19	17.08
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	2.72	0.00	1.45	3.39	16.45
			2	0.32	0.00	0.00	0.70	2.88
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.33	0.00	0.00	0.89	3.97
			2	0.33	0.00	0.00	0.76	1.95
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.41	0.00	0.00	0.87	2.89
			2	3.35	0.00	1.78	9.52	9.52
		2	1	0.09	0.00	0.00	0.00	1.91
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.14	0.00	0.00	-0.10	1.96
			2	2.91	2.96	2.96	2.96	2.96
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	25.80	0.15	23.15	41.18	64.04
5 - A1079 (W)	Entry	1	1	0.77	0.00	0.00	1.68	2.84
			2	2.10	0.00	0.84	3.55	8.63
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.01	0.00	0.00	2.81	5.81
			2	0.23	0.00	0.00	0.61	1.93
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.23	0.00	0.00	0.98	0.98
			2	0.23	0.00	0.00	-0.10	3.94
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.64	0.00	0.00	1.67	2.90
			2	0.95	0.00	0.08	1.71	4.74
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.10	0.00	0.00	1.00	1.00
			2	2.67	0.34	2.95	2.95	2.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	7.45	0.00	1.48	21.85	33.46
5 - A1079 (W)	Entry	1	1	0.44	0.00	0.00	0.84	2.80
			2	1.87	0.00	0.84	4.68	9.56
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.87	0.00	0.00	1.84	5.80
			2	0.14	0.00	0.00	0.95	0.95
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.23	0.00	0.00	0.62	1.97
			2	0.09	0.00	0.00	0.98	0.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.41	0.00	0.00	0.81	1.92
			2	1.19	0.00	0.00	2.78	9.58
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.09	0.00	0.29	2.93	2.93
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.37	0.00	0.00	0.88	3.91
5 - A1079 (W)	Entry	1	1	0.23	0.00	0.00	0.43	2.84
			2	0.91	0.00	0.24	2.87	2.87
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	6	1184	965	0.027	25	22	0.0	0.1	7.889	A
				3	392	98	1184	917	0.428	390	420	0.0	0.5	8.093	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	92	23	1184	941	0.098	93	99	0.0	0.1	4.204	A
				5	53	13	1184	832	0.063	52	62	0.0	0.0	5.037	A
	CircLink	1	1	1	98	24	-	-	-	98	112	0.0	0.0	0.000	A
				2	117	29	-	-	-	117	143	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	302	75	-	-	-	302	312	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	8	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	117	29	-	-	-	117	143	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	302	75	-	-	-	302	312	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	8	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	6	-	-	-	26	23	0.0	0.0	0.000	A
				3	392	98	-	-	-	392	422	0.0	0.0	0.000	A
				4	92	23	-	-	-	92	100	0.0	0.0	0.000	A
				5	53	13	-	-	-	53	62	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	107	27	1289	941	0.114	106	108	0.0	0.1	4.852	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	28	7	1289	955	0.029	29	26	0.0	0.0	4.793	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	41	10	1289	963	0.042	42	40	0.0	0.0	4.382	A
				5	107	27	1289	931	0.115	107	114	0.0	0.0	4.654	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	-	-	-	25	22	0.0	0.0	0.000	A
				3	390	98	-	-	-	390	420	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	93	23	-	-	-	93	99	0.0	0.0	0.000	A
				5	52	13	-	-	-	52	62	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	302	75	-	-	-	302	312	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	8	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	28	7	-	-	-	28	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	107	27	-	-	-	107	108	0.0	0.0	0.000	A
				4	41	10	-	-	-	41	40	0.0	0.0	0.000	A
				5	107	27	-	-	-	107	115	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	73	18	1076	972	0.075	72	73	0.0	0.1	5.480	A
				5	189	47	1076	944	0.201	187	200	0.0	0.3	5.137	A
			2	1	330	82	1076	951	0.347	331	328	0.0	0.6	8.136	A
				2	91	23	1076	896	0.102	92	98	0.0	0.1	8.497	A
				3	35	9	1076	777	0.044	37	41	0.0	0.1	8.954	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	330	82	-	-	-	330	330	0.0	0.0	0.021	A
				2	91	23	-	-	-	91	98	0.0	0.0	0.059	A
				3	35	9	-	-	-	35	41	0.0	0.0	0.000	A
				4	73	18	-	-	-	73	73	0.0	0.0	0.059	A
				5	189	47	-	-	-	189	201	0.0	0.0	0.003	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	106	27	-	-	-	106	108	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	29	7	-	-	-	29	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	42	11	-	-	-	42	40	0.0	0.0	0.000	A
				5	107	27	-	-	-	107	114	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	9	2	-	-	-	9	8	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	29	7	-	-	-	29	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	20	5	769	564	0.035	21	21	0.0	0.0	7.085	A
				1	187	47	769	558	0.335	187	176	0.0	0.7	13.285	B
				2	59	15	769	568	0.104	59	62	0.0	0.2	13.015	B
			2	3	91	23	769	551	0.165	94	94	0.0	0.0	12.064	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	72	18	-	-	-	72	73	0.0	0.0	0.000	A
	CircLink	1		5	187	47	-	-	-	187	200	0.0	0.0	0.000	A
				1	331	83	-	-	-	331	328	0.0	0.0	0.000	A
				2	92	23	-	-	-	92	98	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	37	9	-	-	-	37	41	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	331	83	-	-	-	331	328	0.0	0.0	0.000	A
				2	92	23	-	-	-	92	98	0.0	0.0	0.000	A
			2	3	37	9	-	-	-	37	41	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	189	47	-	-	-	187	179	0.0	0.3	4.029	A
				2	59	15	-	-	-	59	63	0.0	0.1	4.186	A
	Entry	2	1	3	93	23	-	-	-	91	94	0.0	0.1	2.912	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	20	5	-	-	-	20	21	0.0	0.0	3.097	A
				1	94	23	1070	694	0.134	98	112	0.0	0.1	7.871	A
				2	116	29	1070	711	0.163	117	143	0.0	0.2	8.126	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	306	76	1070	705	0.430	302	312	0.0	1.1	8.197	A
				4	9	2	1019	720	0.012	9	8	0.0	0.0	8.423	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	21	5	-	-	-	21	21	0.0	0.0	0.000	A
				1	187	47	-	-	-	187	176	0.0	0.0	0.000	A
				2	59	15	-	-	-	59	62	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	94	23	-	-	-	94	94	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	187	47	-	-	-	187	176	0.0	0.0	0.000	A
				2	59	15	-	-	-	59	62	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	94	23	-	-	-	94	94	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	94	23	-	-	-	94	113	0.0	0.0	0.000	A
				2	116	29	-	-	-	116	144	0.0	0.0	0.000	A
	Entry	2	1	3	306	76	-	-	-	306	316	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	8	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	7	1184	895	0.029	27	28	0.6	0.0	9.323	A
				3	477	119	1184	877	0.546	485	484	0.6	0.8	9.205	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	120	30	1184	898	0.133	120	117	0.1	0.1	5.326	A
				5	74	19	1184	821	0.090	74	82	0.1	0.1	6.092	A
	CircLink	1	1	1	111	28	-	-	-	111	123	0.0	0.0	0.000	A
				2	170	43	-	-	-	170	172	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	351	88	-	-	-	351	390	0.0	0.0	0.000	A
				4	10	3	-	-	-	10	9	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	170	43	-	-	-	170	172	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	351	88	-	-	-	351	390	0.0	0.0	0.000	A
				4	10	3	-	-	-	10	9	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	7	-	-	-	26	27	0.0	0.0	0.000	A
				3	477	119	-	-	-	477	485	0.0	0.0	0.000	A
				4	120	30	-	-	-	120	118	0.0	0.0	0.000	A
				5	74	19	-	-	-	74	83	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	135	34	1289	863	0.155	138	133	0.1	0.1	4.945	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	41	10	1289	884	0.047	41	35	0.0	0.0	5.614	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	42	11	1289	887	0.048	42	43	0.0	0.1	5.555	A
				5	133	33	1289	867	0.153	134	130	0.0	0.1	5.194	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	27	7	-	-	-	27	28	0.0	0.0	0.000	A
				3	485	121	-	-	-	485	484	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	120	30	-	-	-	120	117	0.0	0.0	0.000	A
				5	74	18	-	-	-	74	82	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	351	88	-	-	-	351	390	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	10	3	-	-	-	10	9	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	41	10	-	-	-	41	35	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	135	34	-	-	-	135	133	0.0	0.0	0.000	A
				4	42	11	-	-	-	42	43	0.0	0.0	0.000	A
				5	133	33	-	-	-	133	130	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	97	24	1076	941	0.103	101	95	0.4	0.0	5.632	A
				5	237	59	1076	905	0.262	234	240	0.4	0.5	5.685	A
			2	1	358	89	1076	940	0.379	358	372	0.8	0.9	8.512	A
				2	109	27	1076	934	0.117	108	120	0.8	0.4	8.383	A
				3	43	11	1076	823	0.052	45	50	0.8	0.0	8.268	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	358	89	-	-	-	358	373	0.0	0.0	0.029	A
				2	109	27	-	-	-	109	121	0.0	0.0	0.016	A
				3	43	11	-	-	-	43	50	0.0	0.0	0.024	A
				4	97	24	-	-	-	97	94	0.0	0.0	0.009	A
				5	237	59	-	-	-	237	241	0.0	0.0	0.025	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	138	34	-	-	-	138	133	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	41	10	-	-	-	41	35	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	42	10	-	-	-	42	43	0.0	0.0	0.000	A
				5	134	34	-	-	-	134	130	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	10	3	-	-	-	10	9	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	41	10	-	-	-	41	35	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	26	6	769	510	0.050	25	24	0.0	0.1	7.653	A
				1	224	56	769	520	0.431	231	212	1.0	1.0	15.673	C
				2	83	21	769	524	0.158	82	78	1.0	0.3	16.486	C
			2	3	110	27	769	501	0.217	105	111	1.0	0.6	15.868	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	101	25	-	-	-	101	95	0.0	0.0	0.000	A
	CircLink	1		5	234	59	-	-	-	234	240	0.0	0.0	0.000	A
				1	358	90	-	-	-	358	372	0.0	0.0	0.000	A
				2	108	27	-	-	-	108	120	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	45	11	-	-	-	45	50	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	358	90	-	-	-	358	372	0.0	0.0	0.000	A
				2	108	27	-	-	-	108	120	0.0	0.0	0.000	A
			2	3	45	11	-	-	-	45	50	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	219	55	-	-	-	224	213	0.6	0.9	12.504	B
				2	82	20	-	-	-	83	78	0.6	0.4	13.557	B
	Entry	2	1	3	106	27	-	-	-	110	114	0.6	0.3	10.978	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	23	6	-	-	-	26	25	0.0	0.0	11.662	B
				1	110	27	1070	664	0.166	111	123	0.4	0.4	10.274	B
				2	173	43	1070	658	0.262	170	172	0.4	0.4	9.724	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	354	89	1070	674	0.524	351	390	1.1	1.2	12.149	B
				4	11	3	968	652	0.017	10	9	0.0	0.0	13.109	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	25	6	-	-	-	25	24	0.0	0.0	0.000	A
				1	231	58	-	-	-	231	212	0.0	0.0	0.000	A
				2	82	21	-	-	-	82	78	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	105	26	-	-	-	105	111	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	231	58	-	-	-	231	212	0.0	0.0	0.000	A
				2	82	21	-	-	-	82	78	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	105	26	-	-	-	105	111	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	110	27	-	-	-	110	124	0.0	0.0	0.000	A
				2	173	43	-	-	-	173	173	0.0	0.0	0.000	A
	Entry	2	1	3	354	89	-	-	-	354	390	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	9	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	30	8	1184	853	0.036	29	33	0.8	0.1	15.224	C
				3	572	143	1184	818	0.703	574	594	0.8	2.3	15.544	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	170	42	1184	838	0.202	173	150	0.2	0.4	6.279	A
				5	97	24	1184	773	0.126	96	98	0.2	0.2	6.254	A
	CircLink	1	1	1	137	34	-	-	-	137	157	0.0	0.0	0.000	A
				2	184	46	-	-	-	184	198	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	435	109	-	-	-	435	463	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	13	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	184	46	-	-	-	184	198	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	435	109	-	-	-	435	463	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	13	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	30	8	-	-	-	30	33	0.0	0.0	0.000	A
				3	572	143	-	-	-	572	601	0.0	0.0	0.000	A
				4	170	42	-	-	-	170	151	0.0	0.0	0.000	A
				5	97	24	-	-	-	97	98	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	145	36	1289	785	0.185	142	149	0.1	0.3	5.765	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	39	10	1289	805	0.049	39	42	0.0	0.1	6.272	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	42	10	1289	807	0.052	42	48	0.2	0.0	6.416	A
				5	157	39	1289	777	0.201	157	158	0.2	0.5	7.030	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	-	-	-	29	33	0.0	0.0	0.000	A
				3	574	143	-	-	-	574	594	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	173	43	-	-	-	173	150	0.0	0.0	0.000	A
				5	96	24	-	-	-	96	98	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	435	109	-	-	-	435	463	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	13	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	39	10	-	-	-	39	43	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	145	36	-	-	-	145	150	0.0	0.0	0.000	A
				4	42	10	-	-	-	42	48	0.0	0.0	0.000	A
				5	157	39	-	-	-	157	160	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	111	28	1076	898	0.124	113	114	0.5	0.1	7.640	A
				5	298	75	1076	885	0.337	305	301	0.5	0.3	7.355	A
			2	1	447	112	1076	910	0.493	454	466	1.3	1.8	12.621	B
				2	142	35	1076	871	0.163	141	153	1.3	0.6	12.440	B
				3	57	14	1076	826	0.069	58	60	0.0	0.3	13.178	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	448	112	-	-	-	447	470	0.0	0.1	0.353	A
				2	141	35	-	-	-	142	154	0.0	0.0	0.335	A
				3	57	14	-	-	-	57	62	0.0	0.0	0.203	A
				4	111	28	-	-	-	111	114	0.0	0.0	0.306	A
				5	300	75	-	-	-	298	301	0.0	0.2	0.343	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	142	36	-	-	-	142	149	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	39	10	-	-	-	39	42	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	42	10	-	-	-	42	48	0.0	0.0	0.000	A
				5	157	39	-	-	-	157	158	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	11	3	-	-	-	11	13	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	39	10	-	-	-	39	42	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	29	7	769	443	0.066	28	27	0.1	0.1	8.374	A
			2	1	255	64	769	458	0.557	251	236	1.9	1.6	20.511	C
				2	79	20	769	469	0.168	79	86	1.9	0.6	20.893	C
				3	123	31	769	466	0.265	125	122	1.9	0.8	21.728	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	113	28	-	-	-	113	114	0.0	0.0	0.000	A
				5	305	76	-	-	-	305	301	0.0	0.0	0.000	A
			2	1	454	113	-	-	-	454	466	0.0	0.0	0.000	A
				2	141	35	-	-	-	141	153	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane				3	58	14	-	-	-	58	60	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	454	113	-	-	-	454	466	0.0	0.0	0.000	A
				2	141	35	-	-	-	141	153	0.0	0.0	0.000	A
				3	58	14	-	-	-	58	60	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	265	66	-	-	-	255	239	1.6	7.9	72.430	F
				2	94	23	-	-	-	79	87	1.6	2.9	69.773	F
				3	128	32	-	-	-	123	122	1.6	3.7	75.005	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	31	8	-	-	-	29	27	0.0	1.1	82.714	F
	Entry	1	1	1	132	33	1070	618	0.211	137	157	0.8	0.3	10.719	B
				2	181	45	1070	650	0.278	184	198	0.8	0.6	10.978	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	439	110	1070	620	0.709	435	463	1.2	3.4	22.174	C
				4	12	3	968	600	0.020	11	13	1.2	0.2	25.821	D
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	28	7	-	-	-	28	27	0.0	0.0	0.000	A
			2	1	251	63	-	-	-	251	236	0.0	0.0	0.000	A
				2	79	20	-	-	-	79	86	0.0	0.0	0.000	A
5 - A1079 (W)				3	125	31	-	-	-	125	122	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	251	63	-	-	-	251	236	0.0	0.0	0.000	A
				2	79	20	-	-	-	79	86	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	125	31	-	-	-	125	122	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	131	33	-	-	-	132	156	0.0	0.1	1.418	A
				2	182	46	-	-	-	181	198	0.0	0.2	1.311	A
				3	443	111	-	-	-	439	474	0.0	0.6	1.626	A
				4	12	3	-	-	-	12	14	0.0	0.0	0.594	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	30	7	1184	849	0.035	32	33	2.4	0.1	16.944	C
				3	562	141	1184	818	0.689	579	601	2.4	2.6	18.404	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	134	33	1184	833	0.161	135	147	0.6	0.2	6.248	A
				5	91	23	1184	787	0.115	93	99	0.6	0.1	7.666	A
	CircLink	1	1	1	151	38	-	-	-	151	153	0.0	0.0	0.000	A
				2	188	47	-	-	-	188	208	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	459	115	-	-	-	459	476	0.0	0.0	0.000	A
				4	18	5	-	-	-	18	16	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	188	47	-	-	-	188	208	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	459	115	-	-	-	459	476	0.0	0.0	0.000	A
				4	18	5	-	-	-	18	16	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	30	7	-	-	-	30	33	0.0	0.0	0.001	A
				3	562	141	-	-	-	562	602	0.0	0.0	0.003	A
				4	134	33	-	-	-	134	147	0.0	0.0	0.004	A
				5	91	23	-	-	-	91	99	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	159	40	1289	802	0.198	159	154	0.3	0.3	5.838	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	37	9	1289	812	0.046	37	36	0.6	0.0	6.959	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	58	15	1289	808	0.072	59	58	0.0	0.0	6.633	A
				5	154	38	1289	772	0.199	158	166	0.6	0.2	7.487	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	32	8	-	-	-	32	33	0.0	0.0	0.000	A
				3	579	145	-	-	-	579	601	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	135	34	-	-	-	135	147	0.0	0.0	0.000	A
				5	93	23	-	-	-	93	99	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	459	115	-	-	-	459	476	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	18	5	-	-	-	18	16	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	37	9	-	-	-	37	36	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	159	40	-	-	-	159	154	0.0	0.0	0.000	A
				4	58	15	-	-	-	58	58	0.0	0.0	0.000	A
				5	154	38	-	-	-	154	165	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	99	25	1076	924	0.107	98	114	0.5	0.2	6.954	A
				5	272	68	1076	891	0.305	274	294	0.5	0.2	7.533	A
			2	1	465	116	1076	899	0.516	462	473	2.7	2.4	14.502	B
				2	129	32	1076	893	0.144	124	143	2.7	0.9	14.283	B
				3	55	14	1076	802	0.069	56	67	2.7	0.1	14.284	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	465	116	-	-	-	465	475	0.5	0.1	0.317	A
				2	129	32	-	-	-	129	144	0.5	0.0	0.264	A
				3	54	14	-	-	-	55	66	0.5	0.0	0.169	A
				4	99	25	-	-	-	99	114	0.0	0.0	0.241	A
				5	271	68	-	-	-	272	293	0.5	0.0	0.183	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	159	40	-	-	-	159	154	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	37	9	-	-	-	37	36	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	59	15	-	-	-	59	58	0.0	0.0	0.000	A
				5	158	39	-	-	-	158	166	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	18	5	-	-	-	18	16	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	37	9	-	-	-	37	36	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	31	8	769	460	0.071	31	31	0.1	0.1	9.305	A
			2	1	240	60	769	470	0.512	245	238	3.0	1.3	23.368	C
				2	94	24	769	469	0.201	93	83	3.0	0.8	23.503	C
				3	127	32	769	455	0.280	123	129	3.0	0.9	23.887	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	98	24	-	-	-	98	114	0.0	0.0	0.000	A
				5	274	69	-	-	-	274	294	0.0	0.0	0.000	A
			2	1	462	116	-	-	-	462	473	0.0	0.0	0.000	A
				2	124	31	-	-	-	124	143	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane				3	56	14	-	-	-	56	67	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	462	116	-	-	-	462	473	0.0	0.0	0.000	A
				2	124	31	-	-	-	124	143	0.0	0.0	0.000	A
				3	56	14	-	-	-	56	67	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	262	66	-	-	-	240	237	15.6	13.1	171.782	F
				2	94	24	-	-	-	94	83	15.6	4.4	167.866	F
				3	137	34	-	-	-	127	129	15.6	6.9	169.410	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	29	7	-	-	-	31	31	15.6	1.4	174.549	F
	Entry	1	1	1	150	38	1070	615	0.245	151	153	0.9	0.4	11.839	B
				2	182	46	1070	630	0.290	188	208	0.9	0.3	11.977	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	443	111	1070	634	0.700	459	476	3.7	1.9	23.441	C
				4	18	5	1019	641	0.029	18	16	3.7	0.1	19.457	C
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	31	8	-	-	-	31	31	0.0	0.0	0.000	A
			2	1	245	61	-	-	-	245	238	0.0	0.0	0.000	A
				2	93	23	-	-	-	93	83	0.0	0.0	0.000	A
5 - A1079 (W)				3	123	31	-	-	-	123	129	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	245	61	-	-	-	245	238	0.0	0.0	0.000	A
				2	93	23	-	-	-	93	83	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	123	31	-	-	-	123	129	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	150	38	-	-	-	150	153	0.9	0.0	2.427	A
				2	181	45	-	-	-	182	207	0.9	0.0	0.971	A
				3	441	110	-	-	-	443	469	0.9	0.0	1.250	A
				4	18	5	-	-	-	18	15	0.0	0.0	0.533	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	28	7	1184	901	0.031	29	31	2.7	0.0	10.738	B
				3	475	119	1184	858	0.554	486	496	2.7	0.9	10.967	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	119	30	1184	874	0.137	122	115	0.3	0.1	5.201	A
				5	58	14	1184	823	0.072	59	74	0.3	0.1	6.224	A
	CircLink	1	1	1	116	29	-	-	-	116	129	0.0	0.0	0.000	A
				2	171	43	-	-	-	171	173	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	362	90	-	-	-	362	394	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	14	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	171	43	-	-	-	171	173	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	362	90	-	-	-	362	394	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	14	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	28	7	-	-	-	28	31	0.0	0.0	0.000	A
				3	475	119	-	-	-	475	489	0.0	0.0	0.000	A
				4	119	30	-	-	-	119	115	0.0	0.0	0.000	A
				5	58	14	-	-	-	58	74	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	130	33	1289	869	0.150	129	130	0.3	0.2	5.424	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	30	7	1289	881	0.034	30	30	0.0	0.0	4.425	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	38	9	1289	887	0.043	39	45	0.3	0.0	5.385	A
				5	116	29	1289	868	0.133	118	133	0.3	0.2	5.733	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	-	-	-	29	31	0.0	0.0	0.000	A
				3	486	122	-	-	-	486	496	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	122	30	-	-	-	122	115	0.0	0.0	0.000	A
				5	59	15	-	-	-	59	74	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	362	90	-	-	-	362	394	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	14	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	30	7	-	-	-	30	30	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	130	33	-	-	-	130	130	0.0	0.0	0.000	A
				4	38	9	-	-	-	38	45	0.0	0.0	0.000	A
				5	116	29	-	-	-	116	133	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	89	22	1076	950	0.094	86	87	0.4	0.3	6.057	A
				5	217	54	1076	932	0.232	220	232	0.4	0.3	5.806	A
			2	1	369	92	1076	934	0.394	372	410	3.4	0.7	11.312	B
				2	123	31	1076	907	0.135	123	130	3.4	0.3	11.550	B
				3	39	10	1076	790	0.049	39	49	3.4	0.0	11.245	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	369	92	-	-	-	369	404	0.1	0.0	0.265	A
				2	123	31	-	-	-	123	128	0.0	0.0	0.230	A
				3	39	10	-	-	-	39	48	0.0	0.0	0.348	A
				4	89	22	-	-	-	89	88	0.0	0.0	0.181	A
				5	217	54	-	-	-	217	233	0.0	0.0	0.141	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	129	32	-	-	-	129	130	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	30	7	-	-	-	30	30	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	39	10	-	-	-	39	45	0.0	0.0	0.000	A
				5	118	29	-	-	-	118	133	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	11	3	-	-	-	11	14	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	30	7	-	-	-	30	30	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	23	6	769	521	0.045	22	27	0.1	0.1	7.658	A
			2	1	247	62	769	529	0.466	245	255	3.0	1.6	19.294	C
				2	91	23	769	529	0.173	89	86	3.0	0.6	18.687	C
				3	135	34	769	512	0.265	138	147	3.0	0.5	18.736	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	86	22	-	-	-	86	87	0.0	0.0	0.000	A
				5	220	55	-	-	-	220	232	0.0	0.0	0.000	A
			2	1	372	93	-	-	-	372	410	0.0	0.0	0.000	A
				2	123	31	-	-	-	123	130	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane				3	39	10	-	-	-	39	49	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	372	93	-	-	-	372	410	0.0	0.0	0.000	A
				2	123	31	-	-	-	123	130	0.0	0.0	0.000	A
				3	39	10	-	-	-	39	49	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	225	56	-	-	-	247	256	25.9	2.9	101.927	F
				2	75	19	-	-	-	91	85	25.9	1.3	107.743	F
				3	129	32	-	-	-	135	146	25.9	2.7	105.345	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	6	-	-	-	23	27	25.9	0.6	120.153	F
	Entry	1	1	1	114	29	1070	633	0.179	116	129	0.7	0.2	10.200	B
				2	168	42	1070	648	0.257	171	173	0.7	0.2	10.357	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	370	93	1070	658	0.562	362	394	2.0	1.9	15.142	C
				4	11	3	1070	682	0.016	11	14	2.0	0.0	19.379	C
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	6	-	-	-	22	27	0.0	0.0	0.000	A
			2	1	245	61	-	-	-	245	255	0.0	0.0	0.000	A
				2	89	22	-	-	-	89	86	0.0	0.0	0.000	A
5 - A1079 (W)				3	138	35	-	-	-	138	147	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	245	61	-	-	-	245	255	0.0	0.0	0.000	A
				2	89	22	-	-	-	89	86	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	138	35	-	-	-	138	147	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	114	29	-	-	-	114	128	0.0	0.0	0.000	A
				2	168	42	-	-	-	168	172	0.0	0.0	0.000	A
				3	370	93	-	-	-	370	394	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	14	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	18	5	1184	949	0.019	18	22	1.0	0.0	8.004	A
				3	403	101	1184	918	0.439	403	414	1.0	0.9	7.903	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	97	24	1184	933	0.105	98	101	0.2	0.0	4.785	A
				5	59	15	1184	860	0.068	59	63	0.2	0.1	4.961	A
	CircLink	1	1	1	99	25	-	-	-	99	109	0.0	0.0	0.000	A
				2	131	33	-	-	-	131	129	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	305	76	-	-	-	305	325	0.0	0.0	0.000	A
				4	10	2	-	-	-	10	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	131	33	-	-	-	131	129	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	305	76	-	-	-	305	325	0.0	0.0	0.000	A
				4	10	2	-	-	-	10	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	18	5	-	-	-	18	22	0.0	0.0	0.000	A
				3	403	101	-	-	-	403	414	0.0	0.0	0.000	A
				4	97	24	-	-	-	97	101	0.0	0.0	0.000	A
				5	59	15	-	-	-	59	62	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	107	27	1289	945	0.114	106	105	0.2	0.2	4.167	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	18	5	1289	950	0.019	19	26	0.0	0.0	5.376	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	37	9	1289	961	0.038	37	35	0.0	0.0	4.838	A
				5	106	26	1289	925	0.114	105	112	0.2	0.1	4.996	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	18	5	-	-	-	18	22	0.0	0.0	0.000	A
				3	403	101	-	-	-	403	414	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	98	25	-	-	-	98	101	0.0	0.0	0.000	A
				5	59	15	-	-	-	59	63	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	305	76	-	-	-	305	325	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	10	2	-	-	-	10	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	18	5	-	-	-	18	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	107	27	-	-	-	107	105	0.0	0.0	0.000	A
				4	37	9	-	-	-	37	35	0.0	0.0	0.000	A
				5	106	26	-	-	-	106	111	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	66	17	1076	972	0.068	66	77	0.6	0.0	5.606	A
				5	192	48	1076	936	0.205	190	202	0.6	0.3	5.386	A
			2	1	309	77	1076	958	0.324	303	316	1.0	0.9	7.544	A
				2	95	24	1076	916	0.104	94	99	1.0	0.1	6.928	A
				3	33	8	1076	861	0.039	32	40	0.0	0.1	8.431	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	309	77	-	-	-	309	318	0.0	0.0	0.000	A
				2	95	24	-	-	-	95	99	0.0	0.0	0.000	A
				3	33	8	-	-	-	33	40	0.0	0.0	0.000	A
				4	66	17	-	-	-	66	76	0.0	0.0	0.000	A
				5	192	48	-	-	-	192	203	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	106	27	-	-	-	106	105	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	19	5	-	-	-	19	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	37	9	-	-	-	37	35	0.0	0.0	0.000	A
				5	105	26	-	-	-	105	112	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	10	2	-	-	-	10	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	19	5	-	-	-	19	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	17	4	769	567	0.030	18	22	0.1	0.0	8.517	A
				1	170	43	769	563	0.303	166	188	2.6	0.7	14.365	B
				2	62	16	769	573	0.109	65	70	2.6	0.1	14.348	B
			2	3	86	22	769	532	0.162	91	108	2.6	0.2	16.129	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	66	16	-	-	-	66	77	0.0	0.0	0.000	A
	CircLink	1		5	190	47	-	-	-	190	202	0.0	0.0	0.000	A
				1	303	76	-	-	-	303	316	0.0	0.0	0.000	A
				2	94	24	-	-	-	94	99	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	32	8	-	-	-	32	40	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	303	76	-	-	-	303	316	0.0	0.0	0.000	A
				2	94	24	-	-	-	94	99	0.0	0.0	0.000	A
			2	3	32	8	-	-	-	32	40	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	169	42	-	-	-	170	184	7.5	0.1	16.419	C
				2	63	16	-	-	-	62	68	7.5	0.1	15.895	C
	Entry	2	1	3	87	22	-	-	-	86	107	7.5	0.1	16.232	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	17	4	-	-	-	17	22	7.5	0.0	14.083	B
				1	99	25	1070	706	0.138	99	109	0.5	0.2	8.177	A
				2	127	32	1070	724	0.176	131	129	0.5	0.0	7.210	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	303	76	1070	728	0.418	305	325	1.9	0.9	9.752	A
				4	9	2	1070	754	0.011	10	10	0.0	0.0	10.707	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	18	4	-	-	-	18	22	0.0	0.0	0.000	A
				1	166	41	-	-	-	166	188	0.0	0.0	0.000	A
				2	65	16	-	-	-	65	70	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	91	23	-	-	-	91	108	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	166	41	-	-	-	166	188	0.0	0.0	0.000	A
				2	65	16	-	-	-	65	70	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	91	23	-	-	-	91	108	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	99	25	-	-	-	99	109	0.0	0.0	0.000	A
				2	127	32	-	-	-	127	128	0.0	0.0	0.000	A
	Entry	2	1	3	303	76	-	-	-	303	321	0.0	0.0	0.002	A
				4	9	2	-	-	-	9	10	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2023 Survey, 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.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Killingwoldgraves Roundabout	Standard Roundabout	✓	1, 2, 3, 4, 5	17.22	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.22	C

Traffic Demand

Demand Set 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 Survey	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	941	100.000
2 - A1174 (E)		ONE HOUR	✓	368	100.000
3 - A1079 (S)		ONE HOUR	✓	930	100.000
4 - Killingwoldgraves Lane		ONE HOUR	✓	353	100.000
5 - A1079 (W)		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	32	677	145	87
	2 - A1174 (E)	26	0	174	39	129
	3 - A1079 (S)	424	58	1	130	317
	4 - Killingwoldgraves Lane	165	42	123	0	23
	5 - A1079 (W)	68	92	291	31	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	3	6	3	10
	2 - A1174 (E)	4	0	2	0	5
	3 - A1079 (S)	9	7	0	7	7
	4 - Killingwoldgraves Lane	4	0	0	0	4
	5 - A1079 (W)	25	1	6	0	0

Cyclist %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	0	0	0	0
	2 - A1174 (E)	0	0	0	0	0
	3 - A1079 (S)	0	0	0	0	0
	4 - Killingwoldgraves Lane	0	0	0	0	0
	5 - A1079 (W)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	25.03	8.0	24.1	D	864	1297
2 - A1174 (E)	6.17	0.7	2.9	A	332	498
3 - A1079 (S)	10.74	3.9	9.7	B	845	1268
4 - Killingwoldgraves Lane	35.19	4.3	13.2	E	319	478
5 - A1079 (W)	10.31	1.7	5.0	B	448	672

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	704	176	491	708	735	508	0.0	1.2	7.538	A
2 - A1174 (E)	270	67	1029	269	286	170	0.0	0.3	4.502	A
3 - A1079 (S)	703	176	345	704	748	953	0.0	1.2	6.841	A
4 - Killingwoldgraves Lane	258	65	790	260	269	259	0.0	0.7	10.758	B
5 - A1079 (W)	368	92	627	372	387	424	0.0	0.5	6.440	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	853	213	579	852	901	599	1.2	2.3	9.427	A
2 - A1174 (E)	320	80	1234	319	325	197	0.3	0.5	5.179	A
3 - A1079 (S)	827	207	404	830	901	1149	1.2	1.7	7.784	A
4 - Killingwoldgraves Lane	311	78	932	314	317	302	0.7	1.0	13.934	B
5 - A1079 (W)	442	110	738	440	465	508	0.5	1.1	7.775	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	1051	263	707	1051	1086	751	2.3	7.3	21.350	C
2 - A1174 (E)	403	101	1509	400	410	249	0.5	0.7	6.069	A
3 - A1079 (S)	1014	254	504	1023	1112	1405	1.7	2.2	10.542	B
4 - Killingwoldgraves Lane	379	95	1151	373	376	375	1.0	3.6	28.594	D
5 - A1079 (W)	531	133	921	536	568	603	1.1	1.4	9.915	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	1043	261	719	1027	1102	737	7.3	7.8	25.035	D
2 - A1174 (E)	394	98	1508	392	416	239	0.7	0.7	6.173	A
3 - A1079 (S)	1022	256	494	1010	1099	1406	2.2	3.8	10.738	B
4 - Killingwoldgraves Lane	380	95	1125	376	396	378	3.6	4.3	35.189	E
5 - A1079 (W)	549	137	906	550	573	595	1.4	1.7	10.314	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	839	210	596	836	917	616	7.8	2.6	12.830	B
2 - A1174 (E)	325	81	1222	326	349	211	0.7	0.5	5.737	A
3 - A1079 (S)	822	206	397	827	912	1151	3.8	1.5	8.321	A
4 - Killingwoldgraves Lane	326	81	921	323	341	302	4.3	1.6	19.051	C
5 - A1079 (W)	449	112	761	452	479	483	1.7	0.9	8.183	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	693	173	462	690	745	500	2.6	1.4	7.825	A
2 - A1174 (E)	280	70	987	284	288	165	0.5	0.2	4.796	A
3 - A1079 (S)	682	171	359	680	758	913	1.5	1.2	6.949	A
4 - Killingwoldgraves Lane	259	65	787	258	275	253	1.6	0.7	11.874	B
5 - A1079 (W)	350	87	613	350	385	433	0.9	0.6	6.982	A

Queue Variation Results for each time segment

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.24	0.00	0.31	3.15	4.25
2 - A1174 (E)	0.30	0.00	0.00	0.70	0.88
3 - A1079 (S)	1.37	0.00	0.55	3.10	3.64
4 - Killingwoldgraves Lane	0.70	0.00	0.00	1.71	2.44
5 - A1079 (W)	0.53	0.00	0.00	1.49	2.21

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	2.26	0.00	0.78	4.71	8.01
2 - A1174 (E)	0.49	0.00	0.00	1.46	1.88
3 - A1079 (S)	1.76	0.00	0.79	3.44	4.40
4 - Killingwoldgraves Lane	0.98	0.00	0.21	2.40	2.78
5 - A1079 (W)	1.15	0.00	0.47	1.82	3.28

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	7.35	0.00	4.62	15.15	19.41
2 - A1174 (E)	0.75	0.00	0.00	1.75	2.67
3 - A1079 (S)	2.36	0.00	1.39	4.56	5.93
4 - Killingwoldgraves Lane	3.59	0.00	1.63	9.77	11.56
5 - A1079 (W)	1.42	0.00	0.55	3.73	4.38

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	8.03	0.00	4.34	17.95	24.09
2 - A1174 (E)	0.72	0.00	0.07	1.53	2.92
3 - A1079 (S)	3.88	0.03	2.58	8.34	9.74
4 - Killingwoldgraves Lane	4.32	0.00	2.51	10.76	13.20
5 - A1079 (W)	1.71	0.00	0.80	3.71	4.94

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	2.67	0.00	1.19	5.69	8.06
2 - A1174 (E)	0.48	0.00	0.00	1.21	2.10
3 - A1079 (S)	1.60	0.00	0.51	3.70	5.09
4 - Killingwoldgraves Lane	1.62	0.00	0.62	2.94	5.39
5 - A1079 (W)	0.97	0.00	0.25	1.80	2.64

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.51	0.00	0.32	3.42	4.99
2 - A1174 (E)	0.17	0.00	0.00	0.36	0.79
3 - A1079 (S)	1.22	0.00	0.34	2.79	3.44
4 - Killingwoldgraves Lane	0.79	0.00	0.00	1.77	3.16
5 - A1079 (W)	0.56	0.00	0.00	1.11	1.76

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	524	973	0.538	527	550	0.0	1.0	8.583	A
			2	1, 4, 5	180	966	0.186	181	185	0.0	0.2	4.414	A
		2	1	(1, 2, 3, 4, 5)	704			704	741	0.0	0.0	0.000	A
	Exit	1	1		508			508	557	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	653			653	704	0.0	0.0	0.000	A
			2	3, 4, 5	346			346	347	0.0	0.0	0.000	A
	CircBase	1	1	2	145			145	147	0.0	0.0	0.000	A
			2	3, 4, 5	346			346	347	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	128	928	0.138	129	134	0.0	0.1	4.366	A
			2	1, 2, 4, 5	142	901	0.157	141	152	0.0	0.2	4.625	A
		2	1	(1, 2, 3, 4, 5)	270			270	287	0.0	0.0	0.000	A
	Exit	1	1		170			170	171	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	994			994	1021	0.0	0.0	0.000	A
			2	1, 4, 5	204			204	208	0.0	0.0	0.000	A
	CircBase	1	1	3	824			824	850	0.0	0.0	0.000	A
			2	1, 4, 5	204			204	208	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	335	915	0.367	337	354	0.0	0.5	6.902	A
			2	1, 2, 3	368	902	0.409	367	394	0.0	0.7	6.759	A
		2	1	(1, 2, 3, 4, 5)	703			703	754	0.0	0.0	0.014	A
	Exit	1	1		953			953	984	0.0	0.0	0.000	A
	CircLink	1	1	3	953			953	984	0.0	0.0	0.000	A
			2	1, 2, 4, 5	345			345	360	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	327			327	340	0.0	0.0	0.000	A
			2	1, 2	18			18	20	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	19	525	0.036	19	19	0.0	0.1	6.497	A
			2	1, 2, 3	240	557	0.430	242	250	0.0	0.6	10.161	B
	Exit	1	1		259			259	270	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	664			664	694	0.0	0.0	0.000	A
			2	1, 2, 3	385			385	414	0.0	0.0	0.000	A
	CircBase	1	1	5	405			405	424	0.0	0.0	0.000	A
			2	1, 2, 3	385			385	414	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	258			259	271	0.0	0.0	0.844	A
5 - A1079 (W)	Entry	1	1	1, 2	118	711	0.166	118	131	0.0	0.2	5.978	A
			2	3, 4, 5	250	749	0.333	254	256	0.0	0.3	6.666	A
	CircBase	1	1	1, 2	535			535	573	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	368			368	389	0.0	0.0	0.000	A
	Exit	1	1		424			424	443	0.0	0.0	0.000	A
	CircLink	1	1	5	424			424	443	0.0	0.0	0.000	A
			2	1, 2, 3, 4	627			627	664	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	92			92	91	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	644	943	0.681	643	675	1.0	2.0	10.957	B
			2	1, 4, 5	209	955	0.220	210	226	0.2	0.3	4.873	A
		2	1	(1, 2, 3, 4, 5)	853			853	906	0.0	0.0	0.001	A
	Exit	1	1		599			599	661	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	769			769	836	0.0	0.0	0.000	A
			2	3, 4, 5	409			409	416	0.0	0.0	0.000	A
	CircBase	1	1	2	170			170	175	0.0	0.0	0.000	A
			2	3, 4, 5	409			409	416	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	154	864	0.178	153	154	0.1	0.3	4.913	A
			2	1, 2, 4, 5	166	844	0.196	166	171	0.2	0.2	5.423	A
		2	1	(1, 2, 3, 4, 5)	320			320	325	0.0	0.0	0.000	A
	Exit	1	1		197			197	207	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1193			1193	1237	0.0	0.0	0.000	A
			2	1, 4, 5	238			238	255	0.0	0.0	0.000	A
	CircBase	1	1	3	996			996	1031	0.0	0.0	0.000	A
			2	1, 4, 5	238			238	255	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	410	892	0.460	410	435	0.5	0.8	7.588	A
			2	1, 2, 3	417	886	0.469	419	467	0.7	0.9	7.961	A
		2	1	(1, 2, 3, 4, 5)	827			827	903	0.0	0.0	0.004	A
	Exit	1	1		1149			1149	1184	0.0	0.0	0.000	A
	CircLink	1	1	3	1149			1149	1184	0.0	0.0	0.000	A
			2	1, 2, 4, 5	404			404	426	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	381			381	402	0.0	0.0	0.000	A
			2	1, 2	24			24	24	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	19	519	0.037	19	21	0.1	0.0	6.639	A
			2	1, 2, 3	293	524	0.559	295	297	0.6	0.9	12.281	B
	Exit	1	1		302			302	318	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	791			791	837	0.0	0.0	0.000	A
			2	1, 2, 3	444			444	491	0.0	0.0	0.000	A
	CircBase	1	1	5	489			489	519	0.0	0.0	0.000	A
			2	1, 2, 3	444			444	491	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	311			313	319	0.0	0.0	2.001	A
5 - A1079 (W)	Entry	1	1	1, 2	144	684	0.211	144	159	0.2	0.3	6.985	A
			2	3, 4, 5	298	730	0.408	295	305	0.3	0.9	8.161	A
	CircBase	1	1	1, 2	624			624	677	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	442			442	467	0.0	0.0	0.000	A
	Exit	1	1		508			508	539	0.0	0.0	0.000	A
	CircLink	1	1	5	508			508	539	0.0	0.0	0.000	A
			2	1, 2, 3, 4	738			738	787	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	114			114	111	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	789	912	0.866	792	815	2.0	6.3	25.533	D
			2	1, 4, 5	261	907	0.287	259	271	0.3	0.5	5.411	A
		2	1	(1, 2, 3, 4, 5)	1051			1050	1105	0.0	0.5	0.654	A
	Exit	1	1		751			751	821	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	962			962	1036	0.0	0.0	0.000	A
			2	3, 4, 5	496			496	504	0.0	0.0	0.000	A
	CircBase	1	1	2	211			211	215	0.0	0.0	0.000	A
			2	3, 4, 5	496			496	504	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	191	767	0.248	191	195	0.3	0.3	6.059	A
			2	1, 2, 4, 5	212	756	0.280	209	216	0.2	0.4	6.078	A
		2	1	(1, 2, 3, 4, 5)	403			403	411	0.0	0.0	0.000	A
	Exit	1	1		249			249	252	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1463			1463	1498	0.0	0.0	0.000	A
			2	1, 4, 5	295			295	307	0.0	0.0	0.000	A
	CircBase	1	1	3	1214			1214	1246	0.0	0.0	0.000	A
			2	1, 4, 5	295			295	307	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	477	871	0.547	480	520	0.8	1.2	9.470	A
			2	1, 2, 3	537	861	0.624	543	592	0.9	1.1	11.055	B
		2	1	(1, 2, 3, 4, 5)	1014			1014	1115	0.0	0.0	0.235	A
	Exit	1	1		1405			1405	1441	0.0	0.0	0.000	A
	CircLink	1	1	3	1405			1405	1441	0.0	0.0	0.000	A
			2	1, 2, 4, 5	504			504	523	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	475			475	493	0.0	0.0	0.000	A
			2	1, 2	29			29	29	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	24	454	0.053	24	25	0.0	0.1	8.057	A
			2	1, 2, 3	351	467	0.750	349	351	0.9	1.7	16.844	C
	Exit	1	1		375			375	390	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	955			955	1014	0.0	0.0	0.000	A
			2	1, 2, 3	572			572	621	0.0	0.0	0.000	A
	CircBase	1	1	5	580			580	624	0.0	0.0	0.000	A
			2	1, 2, 3	572			572	621	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	379			375	379	0.0	1.8	12.201	B
5 - A1079 (W)	Entry	1	1	1, 2	175	649	0.269	173	191	0.3	0.4	7.107	A
			2	3, 4, 5	356	673	0.529	363	377	0.9	1.0	11.269	B
	CircBase	1	1	1, 2	789			789	845	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	531			531	570	0.0	0.0	0.003	A
	Exit	1	1		603			603	649	0.0	0.0	0.000	A
	CircLink	1	1	5	603			603	649	0.0	0.0	0.000	A
			2	1, 2, 3, 4	921			921	972	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	133			133	127	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	785	905	0.871	775	829	6.3	6.8	29.214	D
			2	1, 4, 5	251	901	0.279	252	273	0.5	0.3	5.808	A
		2	1	(1, 2, 3, 4, 5)	1043			1036	1104	0.5	0.7	1.531	A
	Exit	1	1		737			737	819	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	944			944	1032	0.0	0.0	0.000	A
			2	3, 4, 5	513			513	518	0.0	0.0	0.000	A
	CircBase	1	1	2	207			207	214	0.0	0.0	0.000	A
			2	3, 4, 5	513			513	518	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	188	774	0.242	187	196	0.3	0.3	6.376	A
			2	1, 2, 4, 5	206	755	0.273	206	220	0.4	0.4	5.987	A
		2	1	(1, 2, 3, 4, 5)	394			394	416	0.0	0.0	0.000	A
	Exit	1	1		239			239	249	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1459			1459	1527	0.0	0.0	0.000	A
			2	1, 4, 5	288			288	307	0.0	0.0	0.000	A
	CircBase	1	1	3	1220			1220	1278	0.0	0.0	0.000	A
			2	1, 4, 5	288			288	307	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	487	876	0.557	482	518	1.2	1.7	9.144	A
			2	1, 2, 3	533	856	0.622	528	580	1.1	2.0	11.801	B
		2	1	(1, 2, 3, 4, 5)	1022			1020	1105	0.0	0.1	0.195	A
	Exit	1	1		1406			1406	1474	0.0	0.0	0.000	A
	CircLink	1	1	3	1406			1406	1474	0.0	0.0	0.000	A
			2	1, 2, 4, 5	494			494	527	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	469			469	500	0.0	0.0	0.000	A
			2	1, 2	24			24	26	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	22	461	0.048	22	26	0.1	0.0	8.240	A
			2	1, 2, 3	357	474	0.754	354	370	1.7	2.0	17.979	C
	Exit	1	1		378			378	393	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	952			952	1018	0.0	0.0	0.000	A
			2	1, 2, 3	553			553	607	0.0	0.0	0.000	A
	CircBase	1	1	5	573			573	626	0.0	0.0	0.000	A
			2	1, 2, 3	553			553	607	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	380			379	397	1.8	2.3	17.894	C
5 - A1079 (W)	Entry	1	1	1, 2	173	641	0.271	173	192	0.4	0.4	7.597	A
			2	3, 4, 5	375	676	0.556	377	381	1.0	1.2	11.609	B
	CircBase	1	1	1, 2	771			771	840	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	549			549	574	0.0	0.0	0.000	A
	Exit	1	1		595			595	652	0.0	0.0	0.000	A
	CircLink	1	1	5	595			595	652	0.0	0.0	0.000	A
			2	1, 2, 3, 4	906			906	977	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	136			136	137	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	640	948	0.675	637	702	6.8	2.2	15.080	C
			2	1, 4, 5	199	939	0.212	199	215	0.3	0.4	5.070	A
		2	1	(1, 2, 3, 4, 5)	839			839	897	0.7	0.0	0.379	A
	Exit	1	1		616			616	691	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	798			798	869	0.0	0.0	0.000	A
			2	3, 4, 5	414			414	432	0.0	0.0	0.000	A
	CircBase	1	1	2	182			182	179	0.0	0.0	0.000	A
			2	3, 4, 5	414			414	432	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	157	861	0.183	157	165	0.3	0.2	5.499	A
			2	1, 2, 4, 5	168	850	0.197	169	184	0.4	0.2	5.957	A
		2	1	(1, 2, 3, 4, 5)	325			325	348	0.0	0.0	0.000	A
	Exit	1	1		211			211	210	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1205			1205	1283	0.0	0.0	0.000	A
			2	1, 4, 5	227			227	244	0.0	0.0	0.000	A
	CircBase	1	1	3	994			994	1073	0.0	0.0	0.000	A
			2	1, 4, 5	227			227	244	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	392	901	0.434	391	431	1.7	0.9	7.804	A
			2	1, 2, 3	431	880	0.490	436	481	2.0	0.7	8.714	A
		2	1	(1, 2, 3, 4, 5)	822			823	903	0.1	0.0	0.047	A
	Exit	1	1		1151			1151	1238	0.0	0.0	0.000	A
	CircLink	1	1	3	1151			1151	1238	0.0	0.0	0.000	A
			2	1, 2, 4, 5	397			397	428	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	374			374	406	0.0	0.0	0.000	A
			2	1, 2	22			22	23	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	20	488	0.042	20	23	0.0	0.1	8.031	A
			2	1, 2, 3	305	527	0.580	303	318	2.0	1.2	14.024	B
	Exit	1	1		302			302	323	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	765			765	837	0.0	0.0	0.000	A
			2	1, 2, 3	458			458	504	0.0	0.0	0.000	A
	CircBase	1	1	5	463			463	514	0.0	0.0	0.000	A
			2	1, 2, 3	458			458	504	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	326			325	338	2.3	0.3	5.558	A
5 - A1079 (W)	Entry	1	1	1, 2	148	680	0.217	148	164	0.4	0.2	6.955	A
			2	3, 4, 5	302	720	0.419	303	316	1.2	0.7	8.787	A
	CircBase	1	1	1, 2	650			650	706	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	449			449	476	0.0	0.0	0.000	A
	Exit	1	1		483			483	537	0.0	0.0	0.000	A
	CircLink	1	1	5	483			483	537	0.0	0.0	0.000	A
			2	1, 2, 3, 4	761			761	822	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	111			111	116	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	519	991	0.525	517	561	2.2	1.1	8.854	A
			2	1, 4, 5	173	979	0.177	173	184	0.4	0.3	4.686	A
		2	1	(1, 2, 3, 4, 5)	693			693	740	0.0	0.0	0.000	A
	Exit	1	1		500			500	566	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	640			640	712	0.0	0.0	0.000	A
			2	3, 4, 5	323			323	345	0.0	0.0	0.000	A
	CircBase	1	1	2	139			139	146	0.0	0.0	0.000	A
			2	3, 4, 5	323			323	345	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	124	946	0.131	124	132	0.2	0.1	4.699	A
			2	1, 2, 4, 5	156	921	0.169	159	156	0.2	0.1	4.879	A
		2	1	(1, 2, 3, 4, 5)	280			280	287	0.0	0.0	0.000	A
	Exit	1	1		165			165	170	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	953			953	1027	0.0	0.0	0.000	A
			2	1, 4, 5	199			199	208	0.0	0.0	0.000	A
	CircBase	1	1	3	788			788	857	0.0	0.0	0.000	A
			2	1, 4, 5	199			199	208	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	332	912	0.364	332	363	0.9	0.5	6.356	A
			2	1, 2, 3	350	895	0.391	348	394	0.7	0.7	7.369	A
		2	1	(1, 2, 3, 4, 5)	682			682	756	0.0	0.0	0.070	A
	Exit	1	1		913			913	989	0.0	0.0	0.000	A
	CircLink	1	1	3	913			913	989	0.0	0.0	0.000	A
			2	1, 2, 4, 5	359			359	364	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	337			337	343	0.0	0.0	0.000	A
			2	1, 2	22			22	21	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	16	541	0.030	17	19	0.1	0.0	6.240	A
			2	1, 2, 3	242	555	0.438	242	256	1.2	0.6	10.787	B
	Exit	1	1		253			253	266	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	668			668	706	0.0	0.0	0.000	A
			2	1, 2, 3	371			371	415	0.0	0.0	0.000	A
	CircBase	1	1	5	416			416	440	0.0	0.0	0.000	A
			2	1, 2, 3	371			371	415	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	259			258	273	0.3	0.1	1.438	A
5 - A1079 (W)	Entry	1	1	1, 2	117	703	0.167	118	131	0.2	0.2	6.676	A
			2	3, 4, 5	232	761	0.305	232	254	0.7	0.4	7.132	A
	CircBase	1	1	1, 2	521			521	581	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	350			350	383	0.0	0.0	0.000	A
	Exit	1	1		433			433	459	0.0	0.0	0.000	A
	CircLink	1	1	5	433			433	459	0.0	0.0	0.000	A
			2	1, 2, 3, 4	613			613	672	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	92			92	91	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.05	0.00	0.00	2.65	3.62
			2	0.19	0.00	0.00	0.47	0.88
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.14	0.00	0.00	0.98	0.98
			2	0.16	0.00	0.00	0.38	0.72
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.58	0.00	0.00	1.88	2.53
			2	0.81	0.00	0.00	1.69	2.54
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.05	0.00	0.00	0.00	0.00
			2	0.60	0.00	0.00	1.68	2.94
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.04	0.00	0.00	0.00	0.00
5 - A1079 (W)	Entry	1	1	0.19	0.00	0.00	0.45	1.05
			2	0.34	0.00	0.00	0.79	1.42
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

07:15 - 07:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.95	0.00	0.38	4.23	7.99
			2	0.31	0.00	0.00	0.86	1.43
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.28	0.00	0.00	0.72	1.15
			2	0.21	0.00	0.00	0.41	0.89
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.82	0.00	0.00	2.17	2.71
			2	0.92	0.00	0.00	2.31	3.11
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.03	0.00	0.00	0.00	0.00
			2	0.93	0.00	0.14	2.95	2.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.03	0.00	0.00	0.00	0.00
5 - A1079 (W)	Entry	1	1	0.29	0.00	0.00	0.90	1.42
			2	0.87	0.00	0.00	1.74	3.11
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

07:30 - 07:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	6.33	0.00	4.27	14.22	18.25
			2	0.55	0.00	0.00	1.35	1.82
		2	1	0.47	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.27	0.00	0.00	0.68	0.94
			2	0.48	0.00	0.00	1.37	1.86
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	1.21	0.00	0.31	2.81	3.62
			2	1.14	0.00	0.00	3.33	4.16
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.08	0.00	0.00	0.00	0.95
			2	1.75	0.00	1.47	2.74	2.86
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	1.77	0.00	0.00	6.85	8.64
5 - A1079 (W)	Entry	1	1	0.38	0.00	0.00	1.04	1.49
			2	1.05	0.00	0.00	2.83	4.24
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	7.00	0.00	4.05	16.08	20.80
			2	0.36	0.00	0.00	0.86	1.53
		2	1	0.67	0.00	0.00	0.00	2.82
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.28	0.00	0.00	0.68	0.89
			2	0.44	0.00	0.00	0.83	1.20
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	1.80	0.00	0.63	4.38	6.10
			2	1.95	0.00	0.75	4.95	5.73
		2	1	0.13	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.03	0.00	0.00	0.00	0.00
			2	2.03	0.00	2.06	2.78	2.87
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	2.26	0.00	0.00	7.82	10.26
5 - A1079 (W)	Entry	1	1	0.42	0.00	0.00	1.34	2.68
			2	1.30	0.00	0.35	2.83	3.66
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	2.25	0.00	0.68	5.71	7.45
			2	0.42	0.00	0.00	0.80	1.18
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.24	0.00	0.00	0.57	0.85
			2	0.25	0.00	0.00	0.55	1.12
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.87	0.00	0.00	2.25	3.05
			2	0.73	0.00	0.00	2.06	2.97
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.05	0.00	0.00	0.00	0.91
			2	1.25	0.00	0.52	2.58	2.80
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.32	0.00	0.00	0.00	2.44
5 - A1079 (W)	Entry	1	1	0.23	0.00	0.00	0.63	1.80
			2	0.75	0.00	0.00	1.69	2.38
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.18	0.00	0.00	3.10	4.29
			2	0.32	0.00	0.00	0.77	1.41
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.11	0.00	0.00	0.00	0.57
			2	0.05	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.54	0.00	0.00	1.47	2.11
			2	0.68	0.00	0.00	1.58	2.99
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.03	0.00	0.00	0.00	0.00
			2	0.70	0.00	0.00	1.77	2.31
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.07	0.00	0.00	0.00	0.16
5 - A1079 (W)	Entry	1	1	0.19	0.00	0.00	0.44	0.83
			2	0.37	0.00	0.00	0.79	1.19
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

07:00 - 07:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	1184	994	0.025	25	25	0.0	0.0	8.173	A
				3	499	125	1184	972	0.513	502	526	0.0	1.0	8.602	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	105	26	1184	1000	0.105	106	112	0.0	0.1	4.408	A
				5	75	19	1184	922	0.082	75	73	0.0	0.1	4.423	A
	CircLink	1	1	1	51	13	-	-	-	51	62	0.0	0.0	0.000	A
				2	68	17	-	-	-	68	69	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	230	57	-	-	-	230	234	0.0	0.0	0.000	A
				4	23	6	-	-	-	23	23	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	68	17	-	-	-	68	69	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	230	57	-	-	-	230	234	0.0	0.0	0.000	A
				4	23	6	-	-	-	23	23	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	-	-	-	25	25	0.0	0.0	0.000	A
				3	499	125	-	-	-	499	530	0.0	0.0	0.000	A
				4	105	26	-	-	-	105	113	0.0	0.0	0.000	A
				5	75	19	-	-	-	75	73	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	128	32	1289	927	0.138	129	134	0.0	0.1	4.366	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	18	5	1234	886	0.021	18	20	0.0	0.0	5.031	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	29	7	1289	948	0.030	29	30	0.0	0.0	4.510	A
				5	94	24	1289	879	0.107	94	102	0.0	0.1	4.580	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	-	-	-	25	25	0.0	0.0	0.000	A
				3	502	125	-	-	-	502	526	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	106	26	-	-	-	106	112	0.0	0.0	0.000	A
				5	75	19	-	-	-	75	73	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	230	57	-	-	-	230	234	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	23	6	-	-	-	23	23	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	18	5	-	-	-	18	20	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	128	32	-	-	-	128	134	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	30	0.0	0.0	0.000	A
				5	94	24	-	-	-	94	103	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	101	25	1076	915	0.110	101	105	0.0	0.1	7.093	A
				5	234	59	1076	915	0.256	237	249	0.0	0.4	6.821	A
			2	1	324	81	1076	899	0.362	323	348	0.0	0.7	6.808	A
				2	43	11	1076	922	0.047	43	45	0.0	0.1	6.383	A
				3	1	0.26	92	84	0.012	1	0.51	0.0	0.0	7.252	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	324	81	-	-	-	324	352	0.0	0.0	0.014	A
				2	43	11	-	-	-	43	45	0.0	0.0	0.013	A
				3	1	0.26	-	-	-	1	0.51	0.0	0.0	0.000	A
				4	101	25	-	-	-	101	106	0.0	0.0	0.019	A
				5	234	59	-	-	-	234	251	0.0	0.0	0.012	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	129	32	-	-	-	129	134	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	18	4	-	-	-	18	20	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	30	0.0	0.0	0.000	A
				5	94	23	-	-	-	94	102	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	23	6	-	-	-	23	23	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	18	4	-	-	-	18	20	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	19	5	758	521	0.036	19	19	0.0	0.1	6.497	A
				1	116	29	769	547	0.212	117	127	0.0	0.4	10.354	B
				2	34	8	769	570	0.059	34	33	0.0	0.1	10.031	B
			2	3	90	23	769	569	0.158	91	90	0.0	0.2	9.946	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	101	25	-	-	-	101	105	0.0	0.0	0.000	A
				5	237	59	-	-	-	237	249	0.0	0.0	0.000	A
				1	323	81	-	-	-	323	348	0.0	0.0	0.000	A
				2	43	11	-	-	-	43	45	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	1	0.26	-	-	-	1	0.51	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	323	81	-	-	-	323	348	0.0	0.0	0.000	A
				2	43	11	-	-	-	43	45	0.0	0.0	0.000	A
			2	3	1	0.26	-	-	-	1	0.51	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	116	29	-	-	-	116	129	0.0	0.0	0.794	A
				2	33	8	-	-	-	34	33	0.0	0.0	0.882	A
			1	3	90	23	-	-	-	90	91	0.0	0.0	0.985	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	19	5	-	-	-	19	19	0.0	0.0	0.400	A
				1	50	13	1070	629	0.079	51	62	0.0	0.1	6.525	A
				2	68	17	1070	785	0.086	68	69	0.0	0.1	5.574	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	226	56	1070	744	0.303	230	234	0.0	0.3	6.700	A
				4	24	6	1070	789	0.031	23	23	0.0	0.1	6.336	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	19	5	-	-	-	19	19	0.0	0.0	0.000	A
				1	117	29	-	-	-	117	127	0.0	0.0	0.000	A
				2	34	9	-	-	-	34	33	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	91	23	-	-	-	91	90	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	117	29	-	-	-	117	127	0.0	0.0	0.000	A
				2	34	9	-	-	-	34	33	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	91	23	-	-	-	91	90	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	50	13	-	-	-	50	62	0.0	0.0	0.000	A
				2	68	17	-	-	-	68	69	0.0	0.0	0.000	A
			1	3	226	56	-	-	-	226	235	0.0	0.0	0.000	A
				4	24	6	-	-	-	24	23	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	28	7	1184	953	0.030	28	32	1.0	0.1	11.061	B
				3	615	154	1184	943	0.651	615	643	1.0	1.9	10.952	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	130	32	1184	976	0.133	129	139	0.2	0.2	4.785	A
				5	80	20	1184	924	0.087	80	87	0.2	0.1	5.021	A
	CircLink	1	1	1	62	16	-	-	-	62	77	0.0	0.0	0.000	A
				2	82	21	-	-	-	82	83	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	266	67	-	-	-	266	277	0.0	0.0	0.000	A
				4	28	7	-	-	-	28	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	82	21	-	-	-	82	83	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	266	67	-	-	-	266	277	0.0	0.0	0.000	A
				4	28	7	-	-	-	28	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	28	7	-	-	-	28	32	0.0	0.0	0.000	A
				3	615	154	-	-	-	615	647	0.0	0.0	0.001	A
				4	130	32	-	-	-	130	139	0.0	0.0	0.000	A
				5	80	20	-	-	-	80	87	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	154	39	1289	866	0.178	153	154	0.1	0.3	4.913	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	23	6	1271	832	0.028	24	24	0.2	0.0	5.387	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	31	8	1289	878	0.036	30	30	0.2	0.1	5.725	A
				5	111	28	1289	834	0.133	112	117	0.2	0.1	5.348	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	28	7	-	-	-	28	32	0.0	0.0	0.000	A
				3	615	154	-	-	-	615	643	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	129	32	-	-	-	129	139	0.0	0.0	0.000	A
				5	80	20	-	-	-	80	87	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	266	67	-	-	-	266	277	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	28	7	-	-	-	28	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	23	6	-	-	-	23	24	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	154	39	-	-	-	154	154	0.0	0.0	0.000	A
				4	31	8	-	-	-	31	31	0.0	0.0	0.000	A
				5	111	28	-	-	-	111	117	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	114	29	1076	896	0.127	114	121	0.5	0.2	7.641	A
				5	296	74	1076	891	0.333	296	314	0.5	0.6	7.567	A
			2	1	368	92	1076	885	0.414	370	410	0.7	0.8	7.973	A
				2	49	12	1076	909	0.054	49	56	0.7	0.1	7.926	A
				3	0.51	0.13	231	207	0.002	0.51	0.91	0.0	0.0	5.023	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	368	92	-	-	-	368	411	0.0	0.0	0.005	A
				2	49	12	-	-	-	49	56	0.0	0.0	0.016	A
				3	0.51	0.13	-	-	-	0.51	0.91	0.0	0.0	0.000	A
				4	114	29	-	-	-	114	120	0.0	0.0	0.000	A
				5	296	74	-	-	-	296	315	0.0	0.0	0.002	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	153	38	-	-	-	153	154	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	24	6	-	-	-	24	24	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	30	8	-	-	-	30	30	0.0	0.0	0.000	A
				5	112	28	-	-	-	112	117	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	28	7	-	-	-	28	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	24	6	-	-	-	24	24	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	19	5	736	496	0.038	19	21	0.1	0.0	6.639	A
				1	142	36	769	515	0.275	143	150	0.6	0.5	12.329	B
				2	39	10	769	533	0.074	38	37	0.6	0.2	12.217	B
			2	3	112	28	769	533	0.210	114	110	0.6	0.3	12.240	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	114	28	-	-	-	114	121	0.0	0.0	0.000	A
				5	296	74	-	-	-	296	314	0.0	0.0	0.000	A
				1	370	93	-	-	-	370	410	0.0	0.0	0.000	A
				2	49	12	-	-	-	49	56	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	0.51	0.13	-	-	-	0.51	0.91	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	370	93	-	-	-	370	410	0.0	0.0	0.000	A
				2	49	12	-	-	-	49	56	0.0	0.0	0.000	A
			2	3	0.51	0.13	-	-	-	0.51	0.91	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	141	35	-	-	-	142	151	0.0	0.0	1.936	A
				2	39	10	-	-	-	39	37	0.0	0.0	2.365	A
			1	3	111	28	-	-	-	112	110	0.0	0.0	2.120	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	19	5	-	-	-	19	21	0.0	0.0	1.138	A
	Entry	1		1	62	15	1070	610	0.102	62	77	0.2	0.1	7.992	A
				2	82	21	1070	756	0.109	82	83	0.2	0.1	6.239	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	269	67	1070	728	0.370	266	277	0.3	0.8	8.206	A
				4	29	7	1055	751	0.038	28	28	0.3	0.1	7.747	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	19	5	-	-	-	19	21	0.0	0.0	0.000	A
				1	143	36	-	-	-	143	150	0.0	0.0	0.000	A
				2	38	10	-	-	-	38	37	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	114	28	-	-	-	114	110	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	143	36	-	-	-	143	150	0.0	0.0	0.000	A
				2	38	10	-	-	-	38	37	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	114	28	-	-	-	114	110	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	62	15	-	-	-	62	77	0.0	0.0	0.000	A
				2	82	21	-	-	-	82	83	0.0	0.0	0.000	A
			1	3	269	67	-	-	-	269	279	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	28	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	36	9	1184	943	0.038	38	37	2.0	0.1	23.993	C
				3	753	188	1184	911	0.828	754	778	2.0	6.2	25.606	D
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	157	39	1184	940	0.167	155	157	0.3	0.3	5.390	A
				5	104	26	1184	863	0.120	104	114	0.3	0.2	5.442	A
	CircLink	1	1	1	72	18	-	-	-	72	90	0.0	0.0	0.000	A
				2	101	25	-	-	-	101	101	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	327	82	-	-	-	327	341	0.0	0.0	0.000	A
				4	36	9	-	-	-	36	36	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	101	25	-	-	-	101	101	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	327	82	-	-	-	327	341	0.0	0.0	0.000	A
				4	36	9	-	-	-	36	36	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	36	9	-	-	-	36	37	0.0	0.0	0.670	A
				3	754	188	-	-	-	753	796	0.0	0.3	0.713	A
				4	157	39	-	-	-	157	158	0.0	0.1	0.517	A
				5	105	26	-	-	-	104	114	0.0	0.1	0.422	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	191	48	1289	770	0.248	191	195	0.3	0.3	6.059	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	28	7	1289	740	0.038	29	29	0.2	0.0	5.786	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	47	12	1289	786	0.060	47	45	0.2	0.1	5.901	A
				5	136	34	1289	756	0.181	133	141	0.2	0.3	6.198	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	38	9	-	-	-	38	37	0.0	0.0	0.000	A
				3	754	189	-	-	-	754	778	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	155	39	-	-	-	155	157	0.0	0.0	0.000	A
				5	104	26	-	-	-	104	114	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	327	82	-	-	-	327	341	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	36	9	-	-	-	36	36	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	28	7	-	-	-	28	29	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	191	48	-	-	-	191	195	0.0	0.0	0.000	A
				4	47	12	-	-	-	47	45	0.0	0.0	0.000	A
				5	136	34	-	-	-	136	142	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	136	34	1076	879	0.155	137	151	0.8	0.3	9.615	A
				5	340	85	1076	867	0.392	343	369	0.8	0.9	9.410	A
			2	1	471	118	1076	858	0.549	476	521	0.9	0.9	10.976	B
				2	66	16	1076	892	0.074	67	70	0.9	0.1	11.612	B
				3	0.86	0.21	323	281	0.003	0.86	1	0.0	0.0	11.862	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	471	118	-	-	-	471	522	0.0	0.0	0.214	A
				2	66	16	-	-	-	66	70	0.0	0.0	0.244	A
				3	0.86	0.21	-	-	-	0.86	1	0.0	0.0	0.000	A
				4	136	34	-	-	-	136	152	0.0	0.0	0.234	A
				5	340	85	-	-	-	340	370	0.0	0.0	0.264	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	191	48	-	-	-	191	195	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	29	7	-	-	-	29	29	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	47	12	-	-	-	47	45	0.0	0.0	0.000	A
				5	133	33	-	-	-	133	141	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	36	9	-	-	-	36	36	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	29	7	-	-	-	29	29	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	24	6	769	449	0.054	24	25	0.0	0.1	8.057	A
			2	1	175	44	769	456	0.382	174	181	0.9	0.9	17.256	C
				2	45	11	769	475	0.094	43	44	0.9	0.3	16.283	C
				3	131	33	769	476	0.275	132	126	0.9	0.5	16.470	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	137	34	-	-	-	137	151	0.0	0.0	0.000	A
				5	343	86	-	-	-	343	369	0.0	0.0	0.000	A
			2	1	476	119	-	-	-	476	521	0.0	0.0	0.000	A
				2	67	17	-	-	-	67	70	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane				3	0.86	0.21	-	-	-	0.86	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	476	119	-	-	-	476	521	0.0	0.0	0.000	A
				2	67	17	-	-	-	67	70	0.0	0.0	0.000	A
				3	0.86	0.21	-	-	-	0.86	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	178	45	-	-	-	175	183	0.0	1.0	12.073	B
				2	44	11	-	-	-	45	44	0.0	0.2	12.621	B
				3	132	33	-	-	-	131	127	0.0	0.6	12.723	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	24	6	-	-	-	24	25	0.0	0.1	9.627	A
	Entry	1	1	1	72	18	1070	583	0.123	72	90	0.3	0.1	7.590	A
				2	103	26	1070	704	0.146	101	101	0.3	0.2	6.756	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	322	80	1070	670	0.481	327	341	0.9	1.0	11.254	B
				4	34	9	1070	709	0.048	36	36	0.9	0.0	11.400	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	24	6	-	-	-	24	25	0.0	0.0	0.000	A
			2	1	174	44	-	-	-	174	181	0.0	0.0	0.000	A
				2	43	11	-	-	-	43	44	0.0	0.0	0.000	A
5 - A1079 (W)				3	132	33	-	-	-	132	126	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	174	44	-	-	-	174	181	0.0	0.0	0.000	A
				2	43	11	-	-	-	43	44	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	132	33	-	-	-	132	126	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	72	18	-	-	-	72	90	0.0	0.0	0.000	A
				2	103	26	-	-	-	103	101	0.0	0.0	0.000	A
				3	322	80	-	-	-	322	342	0.0	0.0	0.005	A
				4	34	9	-	-	-	34	36	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	32	8	1184	910	0.036	32	35	6.3	0.3	29.160	D
				3	753	188	1184	905	0.835	743	794	6.3	6.5	29.216	D
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	156	39	1184	924	0.169	157	163	0.5	0.2	5.738	A
				5	95	24	1184	868	0.110	95	110	0.5	0.1	5.920	A
	CircLink	1	1	1	76	19	-	-	-	76	93	0.0	0.0	0.000	A
				2	98	24	-	-	-	98	99	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	341	85	-	-	-	341	347	0.0	0.0	0.000	A
				4	36	9	-	-	-	36	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	98	24	-	-	-	98	99	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	341	85	-	-	-	341	347	0.0	0.0	0.000	A
				4	36	9	-	-	-	36	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	33	8	-	-	-	32	36	0.5	0.0	1.727	A
				3	758	190	-	-	-	753	796	0.5	0.5	1.567	A
				4	156	39	-	-	-	156	162	0.5	0.1	1.349	A
				5	96	24	-	-	-	95	110	0.5	0.1	1.477	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	188	47	1289	775	0.242	187	196	0.3	0.3	6.376	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	25	6	1271	743	0.034	24	26	0.4	0.1	6.348	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	42	10	1289	790	0.053	41	42	0.4	0.1	5.738	A
				5	139	35	1289	747	0.187	140	151	0.4	0.2	5.996	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	32	8	-	-	-	32	35	0.0	0.0	0.000	A
				3	743	186	-	-	-	743	794	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	157	39	-	-	-	157	163	0.0	0.0	0.000	A
				5	95	24	-	-	-	95	110	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	341	85	-	-	-	341	347	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	36	9	-	-	-	36	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	25	6	-	-	-	25	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	188	47	-	-	-	188	196	0.0	0.0	0.000	A
				4	42	10	-	-	-	42	42	0.0	0.0	0.000	A
				5	139	35	-	-	-	139	151	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	144	36	1076	877	0.165	144	154	1.2	0.4	9.090	A
				5	343	86	1076	875	0.392	338	364	1.2	1.3	9.167	A
			2	1	465	116	1076	853	0.545	461	508	1.1	1.7	11.845	B
				2	67	17	1076	873	0.076	65	71	1.1	0.3	11.460	B
				3	2	0.43	354	306	0.006	2	1	0.0	0.0	13.021	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	465	116	-	-	-	465	511	0.0	0.1	0.221	A
				2	67	17	-	-	-	67	72	0.0	0.0	0.166	A
				3	2	0.43	-	-	-	2	1	0.0	0.0	1.384	A
				4	144	36	-	-	-	144	155	0.0	0.0	0.114	A
				5	344	86	-	-	-	343	366	0.0	0.1	0.193	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	187	47	-	-	-	187	196	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	24	6	-	-	-	24	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	41	10	-	-	-	41	42	0.0	0.0	0.000	A
				5	140	35	-	-	-	140	151	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	36	9	-	-	-	36	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	24	6	-	-	-	24	26	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	6	769	457	0.048	22	26	0.1	0.0	8.240	A
				1	181	45	769	463	0.391	176	191	1.7	1.1	17.882	C
				2	45	11	769	482	0.092	44	44	1.7	0.3	18.109	C
			2	3	131	33	769	481	0.273	134	135	1.7	0.6	18.068	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	144	36	-	-	-	144	154	0.0	0.0	0.000	A
				5	338	84	-	-	-	338	364	0.0	0.0	0.000	A
				1	461	115	-	-	-	461	508	0.0	0.0	0.000	A
				2	65	16	-	-	-	65	71	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	2	0.47	-	-	-	2	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	461	115	-	-	-	461	508	0.0	0.0	0.000	A
				2	65	16	-	-	-	65	71	0.0	0.0	0.000	A
			2	3	2	0.47	-	-	-	2	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	181	45	-	-	-	181	191	1.8	1.1	18.459	C
				2	45	11	-	-	-	45	44	1.8	0.3	17.578	C
			1	3	134	33	-	-	-	131	136	1.8	0.9	17.696	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	21	5	-	-	-	22	26	1.8	0.1	15.335	C
	Entry	1		1	75	19	1070	566	0.133	76	93	0.4	0.2	8.345	A
				2	99	25	1070	710	0.139	98	99	0.4	0.2	7.027	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	339	85	1070	671	0.507	341	347	1.0	1.1	11.689	B
				4	36	9	1070	716	0.051	36	34	1.0	0.1	10.833	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	22	6	-	-	-	22	26	0.0	0.0	0.000	A
				1	176	44	-	-	-	176	191	0.0	0.0	0.000	A
				2	44	11	-	-	-	44	44	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	134	33	-	-	-	134	135	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	176	44	-	-	-	176	191	0.0	0.0	0.000	A
				2	44	11	-	-	-	44	44	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	134	33	-	-	-	134	135	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	75	19	-	-	-	75	94	0.0	0.0	0.000	A
				2	99	25	-	-	-	99	99	0.0	0.0	0.000	A
			1	3	339	85	-	-	-	339	348	0.0	0.0	0.000	A
				4	36	9	-	-	-	36	34	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	1184	976	0.030	28	31	6.8	0.1	14.730	B
				3	611	153	1184	947	0.645	609	670	6.8	2.1	15.096	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	130	32	1184	967	0.134	129	135	0.3	0.3	4.984	A
				5	69	17	1184	890	0.078	70	80	0.3	0.1	5.224	A
	CircLink	1	1	1	63	16	-	-	-	63	80	0.0	0.0	0.000	A
				2	86	21	-	-	-	86	84	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	275	69	-	-	-	275	286	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	29	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	86	21	-	-	-	86	84	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	275	69	-	-	-	275	286	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	29	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	-	-	-	29	31	0.7	0.0	0.206	A
				3	611	153	-	-	-	611	651	0.7	0.0	0.381	A
				4	130	32	-	-	-	130	135	0.7	0.0	0.429	A
				5	69	17	-	-	-	69	80	0.7	0.0	0.335	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	157	39	1289	861	0.182	157	165	0.3	0.2	5.499	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	22	5	1289	842	0.026	22	23	0.4	0.0	6.220	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	32	8	1289	880	0.036	32	35	0.4	0.0	5.817	A
				5	115	29	1289	842	0.136	116	127	0.4	0.2	5.949	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	28	7	-	-	-	28	31	0.0	0.0	0.000	A
				3	609	152	-	-	-	609	670	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	129	32	-	-	-	129	135	0.0	0.0	0.000	A
				5	70	18	-	-	-	70	80	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	275	69	-	-	-	275	286	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	29	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	22	5	-	-	-	22	22	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	157	39	-	-	-	157	165	0.0	0.0	0.000	A
				4	32	8	-	-	-	32	34	0.0	0.0	0.000	A
				5	115	29	-	-	-	115	126	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	112	28	1076	907	0.124	113	123	1.7	0.2	7.983	A
				5	279	70	1076	899	0.310	277	307	1.7	0.7	7.732	A
			2	1	376	94	1076	882	0.426	381	424	2.0	0.6	8.737	A
				2	54	13	1076	876	0.062	54	56	2.0	0.1	8.504	A
				3	1	0.30	277	244	0.005	1	1	0.0	0.0	10.518	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	375	94	-	-	-	376	419	0.1	0.0	0.053	A
				2	54	13	-	-	-	54	55	0.1	0.0	0.011	A
				3	1	0.30	-	-	-	1	1	0.0	0.0	0.000	A
				4	112	28	-	-	-	112	122	0.1	0.0	0.023	A
				5	279	70	-	-	-	279	304	0.1	0.0	0.055	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	157	39	-	-	-	157	165	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	22	6	-	-	-	22	23	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	32	8	-	-	-	32	35	0.0	0.0	0.000	A
				5	116	29	-	-	-	116	127	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	29	7	-	-	-	29	29	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	22	6	-	-	-	22	23	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	20	5	769	486	0.042	20	23	0.0	0.1	8.031	A
				1	151	38	769	518	0.293	151	165	2.0	0.6	13.891	B
				2	43	11	769	537	0.081	42	39	2.0	0.2	14.244	B
			2	3	111	28	769	534	0.207	110	115	2.0	0.4	14.133	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	113	28	-	-	-	113	123	0.0	0.0	0.000	A
				5	277	69	-	-	-	277	307	0.0	0.0	0.000	A
				1	381	95	-	-	-	381	424	0.0	0.0	0.000	A
				2	54	14	-	-	-	54	56	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	1	0.30	-	-	-	1	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	381	95	-	-	-	381	424	0.0	0.0	0.000	A
				2	54	14	-	-	-	54	56	0.0	0.0	0.000	A
			2	3	1	0.30	-	-	-	1	1	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	152	38	-	-	-	151	163	2.3	0.2	5.495	A
				2	43	11	-	-	-	43	38	2.3	0.0	5.879	A
			1	3	111	28	-	-	-	111	114	2.3	0.1	5.639	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	20	5	-	-	-	20	23	2.3	0.0	5.048	A
	Entry	1		1	62	16	1070	601	0.103	63	80	0.4	0.1	7.606	A
				2	86	21	1070	754	0.114	86	84	0.4	0.2	6.458	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	273	68	1070	716	0.381	275	286	1.2	0.7	8.917	A
				4	29	7	1070	759	0.038	29	29	1.2	0.0	7.594	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	20	5	-	-	-	20	23	0.0	0.0	0.000	A
				1	151	38	-	-	-	151	165	0.0	0.0	0.000	A
				2	42	11	-	-	-	42	39	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	110	27	-	-	-	110	115	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	151	38	-	-	-	151	165	0.0	0.0	0.000	A
				2	42	11	-	-	-	42	39	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	110	27	-	-	-	110	115	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	62	16	-	-	-	62	79	0.0	0.0	0.000	A
				2	86	21	-	-	-	86	84	0.0	0.0	0.000	A
			1	3	273	68	-	-	-	273	284	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	29	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	27	7	1184	1021	0.026	26	25	2.2	0.1	8.044	A
				3	493	123	1184	990	0.499	491	536	2.2	1.1	8.892	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	100	25	1184	1012	0.099	100	109	0.4	0.1	4.590	A
				5	73	18	1184	941	0.078	73	75	0.4	0.2	4.835	A
	CircLink	1	1	1	50	12	-	-	-	50	62	0.0	0.0	0.000	A
				2	68	17	-	-	-	68	69	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	206	51	-	-	-	206	230	0.0	0.0	0.000	A
				4	26	7	-	-	-	26	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	68	17	-	-	-	68	69	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	206	51	-	-	-	206	230	0.0	0.0	0.000	A
				4	26	7	-	-	-	26	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	27	7	-	-	-	27	24	0.0	0.0	0.000	A
				3	493	123	-	-	-	493	532	0.0	0.0	0.000	A
				4	100	25	-	-	-	100	108	0.0	0.0	0.000	A
				5	73	18	-	-	-	73	75	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	124	31	1289	946	0.131	124	132	0.2	0.1	4.699	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	22	6	1271	888	0.025	22	21	0.2	0.0	5.023	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	31	8	1289	954	0.033	32	30	0.2	0.0	4.902	A
				5	103	26	1289	910	0.113	105	104	0.2	0.0	4.843	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	7	-	-	-	26	25	0.0	0.0	0.000	A
				3	491	123	-	-	-	491	536	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	100	25	-	-	-	100	109	0.0	0.0	0.000	A
				5	73	18	-	-	-	73	75	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	206	51	-	-	-	206	230	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	26	7	-	-	-	26	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	22	6	-	-	-	22	21	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	124	31	-	-	-	124	132	0.0	0.0	0.000	A
				4	31	8	-	-	-	31	30	0.0	0.0	0.000	A
				5	103	26	-	-	-	103	104	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	93	23	1076	906	0.103	94	103	0.9	0.2	6.517	A
				5	238	60	1076	914	0.261	238	261	0.9	0.4	6.293	A
			2	1	307	77	1076	893	0.343	305	348	0.7	0.6	7.444	A
				2	44	11	1076	913	0.048	43	45	0.7	0.1	6.824	A
				3	0.34	0.09	169	151	0.002	0.34	0.69	0.0	0.0	5.912	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	307	77	-	-	-	307	348	0.0	0.0	0.098	A
				2	44	11	-	-	-	44	45	0.0	0.0	0.099	A
				3	0.34	0.09	-	-	-	0.34	0.69	0.0	0.0	0.000	A
				4	93	23	-	-	-	93	103	0.0	0.0	0.009	A
				5	238	60	-	-	-	238	259	0.0	0.0	0.053	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	124	31	-	-	-	124	132	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	22	6	-	-	-	22	21	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	32	8	-	-	-	32	30	0.0	0.0	0.000	A
				5	105	26	-	-	-	105	104	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	26	7	-	-	-	26	24	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	22	6	-	-	-	22	21	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	16	4	747	523	0.031	17	19	0.1	0.0	6.240	A
				1	125	31	769	541	0.232	123	134	1.2	0.4	11.061	B
				2	28	7	769	567	0.049	27	32	1.2	0.1	10.595	B
			2	3	90	22	769	570	0.158	91	90	1.2	0.2	10.468	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	94	23	-	-	-	94	103	0.0	0.0	0.000	A
	CircLink	1		5	238	59	-	-	-	238	261	0.0	0.0	0.000	A
				1	305	76	-	-	-	305	348	0.0	0.0	0.000	A
				2	43	11	-	-	-	43	45	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	0.34	0.09	-	-	-	0.34	0.69	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	305	76	-	-	-	305	348	0.0	0.0	0.000	A
				2	43	11	-	-	-	43	45	0.0	0.0	0.000	A
			2	3	0.34	0.09	-	-	-	0.34	0.69	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	125	31	-	-	-	125	133	0.3	0.0	1.422	A
				2	28	7	-	-	-	28	32	0.3	0.0	1.050	A
	Entry	2	1	3	90	23	-	-	-	90	89	0.3	0.0	1.536	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	16	4	-	-	-	16	19	0.3	0.0	1.759	A
				1	50	13	1070	616	0.081	50	62	0.2	0.1	7.575	A
				2	67	17	1070	781	0.086	68	69	0.2	0.1	6.026	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	206	52	1070	757	0.272	206	230	0.7	0.4	7.186	A
				4	26	6	1070	793	0.032	26	24	0.7	0.0	6.650	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	17	4	-	-	-	17	19	0.0	0.0	0.000	A
				1	123	31	-	-	-	123	134	0.0	0.0	0.000	A
				2	27	7	-	-	-	27	32	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	91	23	-	-	-	91	90	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	123	31	-	-	-	123	134	0.0	0.0	0.000	A
				2	27	7	-	-	-	27	32	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	91	23	-	-	-	91	90	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	50	13	-	-	-	50	63	0.0	0.0	0.000	A
				2	67	17	-	-	-	67	68	0.0	0.0	0.000	A
	Entry	2	1	3	206	52	-	-	-	206	228	0.0	0.0	0.000	A
				4	26	6	-	-	-	26	24	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2023 Survey, 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.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Killingwoldgraves Roundabout	Standard Roundabout	✓	1, 2, 3, 4, 5	23.47	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.47	C

Traffic Demand

Demand Set 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 Survey	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1035 (N)		ONE HOUR	✓	705	100.000
2 - A1174 (E)		ONE HOUR	✓	347	100.000
3 - A1079 (S)		ONE HOUR	✓	880	100.000
4 - Killingwoldgraves Lane		ONE HOUR	✓	452	100.000
5 - A1079 (W)		ONE HOUR	✓	709	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	30	485	126	64
	2 - A1174 (E)	35	0	123	50	139
	3 - A1079 (S)	407	126	0	100	247
	4 - Killingwoldgraves Lane	233	83	110	0	26
	5 - A1079 (W)	127	174	395	13	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	0	3	2	13
	2 - A1174 (E)	0	0	0	0	4
	3 - A1079 (S)	1	2	0	0	4
	4 - Killingwoldgraves Lane	1	0	1	0	4
	5 - A1079 (W)	8	5	5	0	0

Cyclist %

		To				
		1 - A1035 (N)	2 - A1174 (E)	3 - A1079 (S)	4 - Killingwoldgraves Lane	5 - A1079 (W)
From	1 - A1035 (N)	0	0	0	0	0
	2 - A1174 (E)	0	0	0	0	0
	3 - A1079 (S)	0	0	0	0	0
	4 - Killingwoldgraves Lane	0	0	0	0	0
	5 - A1079 (W)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1035 (N)	11.42	2.6	10.6	B	644	966
2 - A1174 (E)	5.74	0.8	3.9	A	316	475
3 - A1079 (S)	8.69	3.1	8.8	A	809	1213
4 - Killingwoldgraves Lane	98.13	14.7	43.5	F	418	626
5 - A1079 (W)	15.47	3.4	13.3	C	662	992

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	532	133	692	539	564	621	0.0	0.9	6.301	A
2 - A1174 (E)	266	66	909	269	258	322	0.0	0.3	4.353	A
3 - A1079 (S)	656	164	330	663	676	848	0.0	1.1	5.802	A
4 - Killingwoldgraves Lane	360	90	773	356	349	220	0.0	1.6	15.028	C
5 - A1079 (W)	551	138	763	550	569	366	0.0	1.2	8.062	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	611	153	830	613	651	725	0.9	1.2	7.489	A
2 - A1174 (E)	306	76	1047	311	323	396	0.3	0.2	4.701	A
3 - A1079 (S)	814	203	380	822	835	979	1.1	1.3	7.219	A
4 - Killingwoldgraves Lane	416	104	933	413	408	269	1.6	3.6	23.337	C
5 - A1079 (W)	632	158	918	637	681	428	1.2	1.8	10.056	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	775	194	985	780	791	875	1.2	2.5	11.423	B
2 - A1174 (E)	388	97	1315	383	384	453	0.2	0.8	5.666	A
3 - A1079 (S)	956	239	475	964	970	1223	1.3	1.9	8.142	A
4 - Killingwoldgraves Lane	520	130	1132	491	473	307	3.6	10.9	54.315	F
5 - A1079 (W)	764	191	1086	775	812	536	1.8	3.6	14.419	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	766	192	1026	779	801	848	2.5	2.3	10.544	B
2 - A1174 (E)	389	97	1330	389	386	474	0.8	0.6	5.744	A
3 - A1079 (S)	985	246	480	973	1000	1239	1.9	3.1	8.691	A
4 - Killingwoldgraves Lane	476	119	1119	469	491	336	10.9	14.6	98.133	F
5 - A1079 (W)	807	202	1063	811	820	524	3.6	3.1	15.469	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	651	163	842	652	663	740	2.3	1.4	7.617	A
2 - A1174 (E)	288	72	1127	292	312	367	0.6	0.4	5.028	A
3 - A1079 (S)	804	201	381	810	830	1038	3.1	1.3	6.878	A
4 - Killingwoldgraves Lane	407	102	937	410	454	254	14.6	5.7	64.617	F
5 - A1079 (W)	670	167	911	670	685	436	3.1	2.5	11.342	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	531	133	672	535	571	594	1.4	0.7	6.027	A
2 - A1174 (E)	260	65	901	259	266	306	0.4	0.3	4.454	A
3 - A1079 (S)	638	159	318	647	669	843	1.3	0.6	5.675	A
4 - Killingwoldgraves Lane	326	82	755	319	370	210	5.7	1.7	20.900	C
5 - A1079 (W)	547	137	716	550	554	357	2.5	1.1	8.396	A

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	0.85	0.00	0.00	1.70	7.69
2 - A1174 (E)	0.33	0.00	0.00	0.81	2.96
3 - A1079 (S)	1.13	0.00	0.43	2.39	3.92
4 - Killingwoldgraves Lane	1.64	0.00	0.49	4.24	7.88
5 - A1079 (W)	1.25	0.00	0.28	2.60	7.53

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.19	0.00	0.40	2.51	5.86
2 - A1174 (E)	0.18	0.00	0.00	0.29	1.96
3 - A1079 (S)	1.24	0.00	0.49	2.62	3.94
4 - Killingwoldgraves Lane	3.51	0.00	0.74	9.08	14.81
5 - A1079 (W)	1.72	0.00	0.58	4.07	5.68

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	2.58	0.00	0.72	6.63	10.63
2 - A1174 (E)	0.81	0.00	0.21	1.42	3.95
3 - A1079 (S)	1.93	0.00	0.91	4.87	7.86
4 - Killingwoldgraves Lane	10.81	0.45	9.15	21.07	29.68
5 - A1079 (W)	3.44	0.00	2.92	6.92	9.47

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	2.22	0.00	0.70	5.24	9.65
2 - A1174 (E)	0.54	0.00	0.00	1.13	2.94
3 - A1079 (S)	3.09	0.00	1.80	5.20	8.83
4 - Killingwoldgraves Lane	14.73	0.67	10.16	32.52	43.63
5 - A1079 (W)	3.22	0.00	2.27	6.01	12.40

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	1.57	0.00	0.54	3.44	6.73
2 - A1174 (E)	0.43	0.00	0.00	1.95	1.95
3 - A1079 (S)	1.31	0.00	0.29	2.71	5.88
4 - Killingwoldgraves Lane	5.72	0.00	2.15	11.98	43.58
5 - A1079 (W)	2.52	0.00	1.34	5.00	13.19

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	0.71	0.00	-0.07	1.60	2.89
2 - A1174 (E)	0.26	0.00	0.00	0.65	1.97
3 - A1079 (S)	0.58	0.00	0.00	1.73	2.93
4 - Killingwoldgraves Lane	1.65	0.00	0.30	3.61	8.91
5 - A1079 (W)	1.20	0.00	0.39	2.63	5.69

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	395	936	0.423	399	407	0.0	0.7	6.874	A
			2	1, 4, 5	137	916	0.149	140	157	0.0	0.1	4.771	A
		2	1	(1, 2, 3, 4, 5)	532			532	568	0.0	0.0	0.000	A
	Exit	1	1		621			621	621	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	919			919	921	0.0	0.0	0.000	A
			2	3, 4, 5	394			394	406	0.0	0.0	0.000	A
	CircBase	1	1	2	298			298	300	0.0	0.0	0.000	A
			2	3, 4, 5	394			394	406	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	88	989	0.089	88	84	0.0	0.0	4.021	A
			2	1, 2, 4, 5	178	970	0.184	182	174	0.0	0.2	4.517	A
		2	1	(1, 2, 3, 4, 5)	266			266	260	0.0	0.0	0.000	A
	Exit	1	1		322			322	324	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1083			1083	1106	0.0	0.0	0.000	A
			2	1, 4, 5	148			148	164	0.0	0.0	0.000	A
	CircBase	1	1	3	761			761	782	0.0	0.0	0.000	A
			2	1, 4, 5	148			148	164	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	256	951	0.270	256	272	0.0	0.4	5.279	A
			2	1, 2, 3	400	972	0.411	407	404	0.0	0.7	6.147	A
		2	1	(1, 2, 3, 4, 5)	656			656	681	0.0	0.0	0.000	A
	Exit	1	1		848			848	866	0.0	0.0	0.000	A
	CircLink	1	1	3	848			848	866	0.0	0.0	0.000	A
			2	1, 2, 4, 5	330			330	338	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	300			300	311	0.0	0.0	0.000	A
			2	1, 2	29			29	27	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	28	549	0.050	30	23	0.0	0.0	6.650	A
			2	1, 2, 3	332	575	0.577	327	326	0.0	1.2	12.060	B
	Exit	1	1		220			220	223	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	556			556	583	0.0	0.0	0.000	A
			2	1, 2, 3	436			436	432	0.0	0.0	0.000	A
	CircBase	1	1	5	336			336	360	0.0	0.0	0.000	A
			2	1, 2, 3	436			436	432	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	360			359	354	0.0	0.4	3.282	A
5 - A1079 (W)	Entry	1	1	1, 2	243	713	0.341	244	248	0.0	0.4	7.254	A
			2	3, 4, 5	307	727	0.425	306	321	0.0	0.8	8.677	A
	CircBase	1	1	1, 2	675			675	672	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	551			551	574	0.0	0.0	0.000	A
	Exit	1	1		366			366	383	0.0	0.0	0.000	A
	CircLink	1	1	5	366			366	383	0.0	0.0	0.000	A
			2	1, 2, 3, 4	763			763	758	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	88			88	85	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	442	902	0.489	444	468	0.7	1.0	8.238	A
			2	1, 4, 5	169	894	0.189	169	182	0.1	0.2	5.509	A
		2	1	(1, 2, 3, 4, 5)	611			611	652	0.0	0.0	0.000	A
	Exit	1	1		725			725	743	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1095			1095	1113	0.0	0.0	0.000	A
			2	3, 4, 5	460			460	493	0.0	0.0	0.000	A
	CircBase	1	1	2	369			369	370	0.0	0.0	0.000	A
			2	3, 4, 5	460			460	493	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	109	945	0.116	112	115	0.0	0.0	4.071	A
			2	1, 2, 4, 5	196	920	0.213	200	208	0.2	0.2	5.059	A
		2	1	(1, 2, 3, 4, 5)	306			306	322	0.0	0.0	0.000	A
	Exit	1	1		396			396	395	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1263			1263	1319	0.0	0.0	0.000	A
			2	1, 4, 5	180			180	194	0.0	0.0	0.000	A
	CircBase	1	1	3	867			867	923	0.0	0.0	0.000	A
			2	1, 4, 5	180			180	194	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	321	948	0.339	327	326	0.4	0.4	6.057	A
			2	1, 2, 3	493	958	0.514	495	508	0.7	0.9	7.924	A
		2	1	(1, 2, 3, 4, 5)	814			814	835	0.0	0.0	0.013	A
	Exit	1	1		979			979	1038	0.0	0.0	0.000	A
	CircLink	1	1	3	979			979	1038	0.0	0.0	0.000	A
			2	1, 2, 4, 5	380			380	402	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	351			351	372	0.0	0.0	0.000	A
			2	1, 2	29			29	30	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	19	513	0.037	20	22	0.0	0.0	6.220	A
			2	1, 2, 3	389	539	0.722	394	386	1.2	1.6	14.678	B
	Exit	1	1		269			269	262	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	677			677	698	0.0	0.0	0.000	A
			2	1, 2, 3	524			524	539	0.0	0.0	0.000	A
	CircBase	1	1	5	408			408	436	0.0	0.0	0.000	A
			2	1, 2, 3	524			524	539	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	416			408	410	0.4	1.9	9.051	A
5 - A1079 (W)	Entry	1	1	1, 2	277	693	0.398	284	289	0.4	0.4	8.431	A
			2	3, 4, 5	357	682	0.520	354	392	0.8	1.4	11.240	B
	CircBase	1	1	1, 2	811			811	824	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	632			632	683	0.0	0.0	0.000	A
	Exit	1	1		428			428	458	0.0	0.0	0.000	A
	CircLink	1	1	5	428			428	458	0.0	0.0	0.000	A
			2	1, 2, 3, 4	918			918	925	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	106			106	101	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	563	851	0.661	564	576	1.0	2.3	13.333	B
			2	1, 4, 5	213	830	0.258	217	215	0.2	0.2	6.102	A
		2	1	(1, 2, 3, 4, 5)	775			775	796	0.0	0.0	0.000	A
	Exit	1	1		875			875	871	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1296			1296	1294	0.0	0.0	0.000	A
			2	3, 4, 5	566			566	584	0.0	0.0	0.000	A
	CircBase	1	1	2	420			420	423	0.0	0.0	0.000	A
			2	3, 4, 5	566			566	584	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	142	857	0.166	140	139	0.0	0.3	4.927	A
			2	1, 2, 4, 5	246	841	0.293	244	245	0.2	0.5	6.097	A
		2	1	(1, 2, 3, 4, 5)	388			388	387	0.0	0.0	0.000	A
	Exit	1	1		453			453	455	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1536			1536	1569	0.0	0.0	0.000	A
			2	1, 4, 5	231			231	229	0.0	0.0	0.000	A
	CircBase	1	1	3	1084			1084	1115	0.0	0.0	0.000	A
			2	1, 4, 5	231			231	229	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	384	919	0.418	384	389	0.4	0.6	6.880	A
			2	1, 2, 3	572	929	0.614	579	581	0.9	1.3	8.963	A
		2	1	(1, 2, 3, 4, 5)	956			956	973	0.0	0.0	0.009	A
	Exit	1	1		1223			1223	1254	0.0	0.0	0.000	A
	CircLink	1	1	3	1223			1223	1254	0.0	0.0	0.000	A
			2	1, 2, 4, 5	475			475	473	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	432			432	435	0.0	0.0	0.000	A
			2	1, 2	43			43	39	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	27	464	0.059	26	27	0.0	0.1	7.811	A
			2	1, 2, 3	468	492	0.952	464	447	1.6	2.7	18.370	C
	Exit	1	1		307			307	306	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	816			816	824	0.0	0.0	0.000	A
			2	1, 2, 3	622			622	619	0.0	0.0	0.000	A
	CircBase	1	1	5	510			510	518	0.0	0.0	0.000	A
			2	1, 2, 3	622			622	619	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	520			495	479	1.9	8.0	36.288	E
5 - A1079 (W)	Entry	1	1	1, 2	313	641	0.486	316	343	0.4	1.1	10.935	B
			2	3, 4, 5	452	652	0.693	459	469	1.4	2.5	16.714	C
	CircBase	1	1	1, 2	980			980	951	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	764			764	820	0.0	0.0	0.130	A
	Exit	1	1		536			536	545	0.0	0.0	0.000	A
	CircLink	1	1	5	536			536	545	0.0	0.0	0.000	A
			2	1, 2, 3, 4	1086			1086	1066	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	107			107	115	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	554	846	0.654	559	580	2.3	2.1	12.052	B
			2	1, 4, 5	213	801	0.265	220	221	0.2	0.2	6.423	A
		2	1	(1, 2, 3, 4, 5)	766			766	799	0.0	0.0	0.000	A
	Exit	1	1		848			848	889	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1290			1290	1326	0.0	0.0	0.000	A
			2	3, 4, 5	584			584	592	0.0	0.0	0.000	A
	CircBase	1	1	2	441			441	437	0.0	0.0	0.000	A
			2	3, 4, 5	584			584	592	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	145	852	0.170	145	136	0.3	0.2	4.925	A
			2	1, 2, 4, 5	244	826	0.296	244	250	0.5	0.4	6.204	A
		2	1	(1, 2, 3, 4, 5)	389			389	385	0.0	0.0	0.000	A
	Exit	1	1		474			474	474	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1568			1568	1594	0.0	0.0	0.000	A
			2	1, 4, 5	236			236	236	0.0	0.0	0.000	A
	CircBase	1	1	3	1093			1093	1121	0.0	0.0	0.000	A
			2	1, 4, 5	236			236	236	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	392	909	0.432	389	401	0.6	0.9	6.977	A
			2	1, 2, 3	593	927	0.639	584	599	1.3	2.2	9.783	A
		2	1	(1, 2, 3, 4, 5)	985			985	1005	0.0	0.0	0.021	A
	Exit	1	1		1239			1239	1257	0.0	0.0	0.000	A
	CircLink	1	1	3	1239			1239	1257	0.0	0.0	0.000	A
			2	1, 2, 4, 5	480			480	486	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	448			448	449	0.0	0.0	0.000	A
			2	1, 2	33			33	37	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	23	488	0.046	23	28	0.1	0.1	8.206	A
			2	1, 2, 3	445	493	0.902	446	463	2.7	2.7	20.952	C
	Exit	1	1		336			336	319	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	837			837	851	0.0	0.0	0.000	A
			2	1, 2, 3	616			616	636	0.0	0.0	0.000	A
	CircBase	1	1	5	501			501	532	0.0	0.0	0.000	A
			2	1, 2, 3	616			616	636	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	476			468	491	8.0	11.8	77.869	F
5 - A1079 (W)	Entry	1	1	1, 2	348	654	0.534	345	349	1.1	1.1	11.799	B
			2	3, 4, 5	459	659	0.696	466	470	2.5	2.0	18.167	C
	CircBase	1	1	1, 2	945			945	977	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	807			807	819	0.0	0.0	0.001	A
	Exit	1	1		524			524	560	0.0	0.0	0.000	A
	CircLink	1	1	5	524			524	560	0.0	0.0	0.000	A
			2	1, 2, 3, 4	1063			1063	1099	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	118			118	122	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	473	896	0.529	472	479	2.1	1.1	8.543	A
			2	1, 4, 5	178	854	0.209	180	184	0.2	0.3	5.146	A
		2	1	(1, 2, 3, 4, 5)	651			651	660	0.0	0.0	0.000	A
	Exit	1	1		740			740	763	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	1080			1080	1133	0.0	0.0	0.000	A
			2	3, 4, 5	501			501	511	0.0	0.0	0.000	A
	CircBase	1	1	2	341			341	370	0.0	0.0	0.000	A
			2	3, 4, 5	501			501	511	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	101	918	0.110	101	107	0.2	0.1	4.146	A
			2	1, 2, 4, 5	187	885	0.212	190	205	0.4	0.3	5.500	A
		2	1	(1, 2, 3, 4, 5)	288			288	311	0.0	0.0	0.000	A
	Exit	1	1		367			367	397	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1303			1303	1348	0.0	0.0	0.000	A
			2	1, 4, 5	191			191	195	0.0	0.0	0.000	A
	CircBase	1	1	3	936			936	951	0.0	0.0	0.000	A
			2	1, 4, 5	191			191	195	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	305	939	0.326	314	328	0.9	0.2	5.911	A
			2	1, 2, 3	498	950	0.524	496	503	2.2	1.0	7.499	A
		2	1	(1, 2, 3, 4, 5)	804			804	823	0.0	0.0	0.000	A
	Exit	1	1		1038			1038	1057	0.0	0.0	0.000	A
	CircLink	1	1	3	1038			1038	1057	0.0	0.0	0.000	A
			2	1, 2, 4, 5	381			381	400	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	351			351	368	0.0	0.0	0.000	A
			2	1, 2	30			30	32	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	24	513	0.048	25	31	0.1	0.1	7.398	A
			2	1, 2, 3	385	536	0.717	385	424	2.7	1.9	17.750	C
	Exit	1	1		254			254	261	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	665			665	696	0.0	0.0	0.000	A
			2	1, 2, 3	526			526	535	0.0	0.0	0.000	A
	CircBase	1	1	5	411			411	434	0.0	0.0	0.000	A
			2	1, 2, 3	526			526	535	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	407			410	451	11.8	3.7	47.987	E
5 - A1079 (W)	Entry	1	1	1, 2	272	676	0.403	272	289	1.1	0.6	8.594	A
			2	3, 4, 5	398	694	0.575	398	396	2.0	1.9	13.306	B
	CircBase	1	1	1, 2	808			808	844	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	670			670	683	0.0	0.0	0.000	A
	Exit	1	1		436			436	465	0.0	0.0	0.000	A
	CircLink	1	1	5	436			436	465	0.0	0.0	0.000	A
			2	1, 2, 3, 4	911			911	959	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	103			103	115	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	2, 3	387	945	0.409	389	410	1.1	0.6	6.528	A
			2	1, 4, 5	144	918	0.157	146	162	0.3	0.1	4.708	A
		2	1	(1, 2, 3, 4, 5)	531			531	568	0.0	0.0	0.000	A
	Exit	1	1		594			594	626	0.0	0.0	0.000	A
	CircLink	1	1	1, 2	869			869	914	0.0	0.0	0.000	A
			2	3, 4, 5	397			397	418	0.0	0.0	0.000	A
	CircBase	1	1	2	274			274	288	0.0	0.0	0.000	A
			2	3, 4, 5	397			397	418	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	3	96	992	0.096	96	97	0.1	0.0	3.991	A
			2	1, 2, 4, 5	164	968	0.169	163	170	0.3	0.2	4.724	A
		2	1	(1, 2, 3, 4, 5)	260			260	265	0.0	0.0	0.000	A
	Exit	1	1		306			306	317	0.0	0.0	0.000	A
	CircLink	1	1	2, 3	1052			1052	1107	0.0	0.0	0.000	A
			2	1, 4, 5	155			155	171	0.0	0.0	0.000	A
	CircBase	1	1	3	747			747	789	0.0	0.0	0.000	A
			2	1, 4, 5	155			155	171	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4, 5	253	950	0.267	257	266	0.2	0.1	4.996	A
			2	1, 2, 3	384	973	0.395	390	403	1.0	0.5	6.118	A
		2	1	(1, 2, 3, 4, 5)	638			638	666	0.0	0.0	0.000	A
	Exit	1	1		843			843	886	0.0	0.0	0.000	A
	CircLink	1	1	3	843			843	886	0.0	0.0	0.000	A
			2	1, 2, 4, 5	318			318	340	0.0	0.0	0.000	A
	CircBase	1	1	4, 5	289			289	312	0.0	0.0	0.000	A
			2	1, 2	28			28	28	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	5	20	535	0.038	21	22	0.1	0.0	6.553	A
			2	1, 2, 3	302	583	0.518	298	348	1.9	1.1	13.042	B
	Exit	1	1		210			210	222	0.0	0.0	0.000	A
	CircLink	1	1	4, 5	546			546	579	0.0	0.0	0.000	A
			2	1, 2, 3	418			418	431	0.0	0.0	0.000	A
	CircBase	1	1	5	336			336	356	0.0	0.0	0.000	A
			2	1, 2, 3	418			418	431	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	326			322	366	3.7	0.5	8.429	A
5 - A1079 (W)	Entry	1	1	1, 2	228	737	0.311	228	229	0.6	0.4	7.442	A
			2	3, 4, 5	319	742	0.430	321	324	1.9	0.7	9.074	A
	CircBase	1	1	1, 2	640			640	685	0.0	0.0	0.000	A
	Entry	2	1	(1, 2, 3, 4, 5)	547			547	548	0.0	0.0	0.000	A
	Exit	1	1		357			357	378	0.0	0.0	0.000	A
	CircLink	1	1	5	357			357	378	0.0	0.0	0.000	A
			2	1, 2, 3, 4	716			716	779	0.0	0.0	0.000	A
	CircBase	1	2	3, 4	76			76	93	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.72	0.00	0.00	1.53	7.75
			2	0.14	0.00	0.00	0.14	1.90
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.04	0.00	0.00	0.00	1.00
			2	0.29	0.00	0.00	0.75	2.94
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.47	0.00	0.00	1.94	1.94
			2	0.66	0.00	0.00	1.63	2.97
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.25	0.00	0.49	2.97	2.97
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.40	0.00	0.00	1.28	4.94
5 - A1079 (W)	Entry	1	1	0.38	0.00	0.00	1.86	1.86
			2	0.88	0.00	0.00	2.18	5.69
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

16:30 - 16:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.94	0.00	0.24	2.93	2.93
			2	0.25	0.00	0.00	0.63	2.91
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.18	0.00	0.00	0.29	1.95
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.36	0.00	0.00	0.74	2.94
			2	0.88	0.00	-0.10	2.97	2.97
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.03	0.00	0.00	0.00	0.94
			2	1.58	0.00	0.74	2.97	2.97
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	1.90	0.00	0.00	6.13	11.86
5 - A1079 (W)	Entry	1	1	0.39	0.00	0.00	0.77	1.91
			2	1.32	0.00	0.09	4.70	4.70
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	2.34	0.00	0.73	6.13	10.70
			2	0.25	0.00	0.00	0.28	3.80
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.30	0.00	0.00	0.72	2.00
			2	0.51	0.00	0.00	1.13	2.95
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.61	0.00	-0.06	1.95	1.95
			2	1.28	0.00	0.19	3.60	5.92
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.14	0.00	0.00	0.14	1.87
			2	2.72	0.45	2.98	2.98	2.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	7.94	0.00	6.18	18.09	26.69
5 - A1079 (W)	Entry	1	1	1.04	0.00	0.34	2.29	3.76
			2	2.41	0.00	1.55	5.06	6.69
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	2.07	0.00	0.63	5.33	9.81
			2	0.17	0.00	0.00	0.93	0.93
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.19	0.00	0.00	1.00	1.00
			2	0.36	0.00	0.00	0.86	1.94
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.94	0.00	-0.06	2.57	4.85
			2	2.16	0.00	1.09	4.38	6.92
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.07	0.00	0.00	0.00	0.98
			2	2.76	0.45	2.98	2.98	2.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	11.90	0.00	7.19	29.55	40.65
5 - A1079 (W)	Entry	1	1	1.12	0.00	0.00	3.13	5.69
			2	2.09	0.00	1.20	3.73	12.44
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	1.19	0.00	0.30	2.75	4.87
			2	0.38	0.00	0.00	1.86	1.86
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.15	0.00	0.00	0.15	2.00
			2	0.29	0.00	0.00	0.80	1.93
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.25	0.00	0.00	1.94	1.94
			2	1.06	0.00	0.06	2.26	5.90
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.11	0.00	0.00	0.95	0.95
			2	1.88	0.00	2.98	2.98	2.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	3.75	0.00	0.00	9.02	40.65
5 - A1079 (W)	Entry	1	1	0.58	0.00	0.00	1.21	6.50
			2	1.94	0.00	0.78	3.96	13.36
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
1 - A1035 (N)	Entry	1	1	0.58	0.00	0.00	1.53	2.91
			2	0.14	0.00	0.00	0.14	1.89
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
2 - A1174 (E)	Entry	1	1	0.04	0.00	0.00	0.00	1.00
			2	0.22	0.00	0.00	0.56	1.95
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
3 - A1079 (S)	Entry	1	1	0.07	0.00	0.00	0.00	0.96
			2	0.51	0.00	0.00	1.74	2.96
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
4 - Killingwoldgraves Lane	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.14	0.00	0.30	2.99	2.99
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.51	0.00	0.00	0.64	5.94
5 - A1079 (W)	Entry	1	1	0.42	0.00	0.00	0.85	2.84
			2	0.78	0.00	0.00	2.19	3.82
	CircBase	1	1	0.00	0.00	0.00	0.00	0.00
	Entry	2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
	CircLink	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	CircBase	1	2	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	7	1184	964	0.027	24	24	0.0	0.2	6.219	A
				3	369	92	1184	930	0.396	376	384	0.0	0.5	6.916	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	86	22	1184	952	0.091	88	98	0.0	0.1	4.551	A
				5	50	13	1184	845	0.058	51	59	0.0	0.0	5.175	A
	CircLink	1	1	1	107	27	-	-	-	107	109	0.0	0.0	0.000	A
				2	137	34	-	-	-	137	140	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	297	74	-	-	-	297	313	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	7	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	137	34	-	-	-	137	140	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	297	74	-	-	-	297	313	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	7	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	7	-	-	-	26	24	0.0	0.0	0.000	A
				3	369	92	-	-	-	369	386	0.0	0.0	0.000	A
				4	86	22	-	-	-	86	98	0.0	0.0	0.000	A
				5	50	13	-	-	-	50	59	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	88	22	1289	986	0.089	88	84	0.0	0.0	4.021	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	29	7	1289	987	0.030	29	27	0.0	0.1	4.225	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	42	10	1289	982	0.043	42	38	0.0	0.0	4.472	A
				5	107	27	1289	953	0.113	110	109	0.0	0.1	4.609	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	-	-	-	24	24	0.0	0.0	0.000	A
				3	376	94	-	-	-	376	384	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	-	-	-	88	98	0.0	0.0	0.000	A
				5	51	13	-	-	-	51	59	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	297	74	-	-	-	297	313	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	7	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	29	7	-	-	-	29	28	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	88	22	-	-	-	88	84	0.0	0.0	0.000	A
				4	42	10	-	-	-	42	38	0.0	0.0	0.000	A
				5	107	27	-	-	-	107	110	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	80	20	1076	984	0.081	80	80	0.0	0.1	5.590	A
				5	176	44	1076	938	0.189	175	192	0.0	0.3	5.144	A
			2	1	297	74	1076	977	0.304	304	306	0.0	0.5	6.221	A
				2	103	26	1076	962	0.107	104	99	0.0	0.1	5.919	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	297	74	-	-	-	297	308	0.0	0.0	0.000	A
				2	103	26	-	-	-	103	99	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	80	20	-	-	-	80	80	0.0	0.0	0.000	A
				5	176	44	-	-	-	176	193	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	88	22	-	-	-	88	84	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	29	7	-	-	-	29	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	42	10	-	-	-	42	38	0.0	0.0	0.000	A
				5	110	28	-	-	-	110	109	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	9	2	-	-	-	9	7	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	29	7	-	-	-	29	27	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	28	7	769	553	0.049	30	23	0.0	0.0	6.650	A
			2	1	184	46	769	576	0.319	181	179	0.0	0.6	12.292	B
				2	58	15	769	582	0.100	57	62	0.0	0.2	11.743	B
				3	90	22	769	575	0.156	88	85	0.0	0.4	11.805	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	80	20	-	-	-	80	80	0.0	0.0	0.000	A
				5	175	44	-	-	-	175	192	0.0	0.0	0.000	A
			2	1	304	76	-	-	-	304	306	0.0	0.0	0.000	A
				2	104	26	-	-	-	104	99	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	304	76	-	-	-	304	306	0.0	0.0	0.000	A
				2	104	26	-	-	-	104	99	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	185	46	-	-	-	184	182	0.0	0.2	3.141	A
				2	57	14	-	-	-	58	62	0.0	0.0	3.628	A
				3	91	23	-	-	-	90	87	0.0	0.2	3.398	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	27	7	-	-	-	28	23	0.0	0.0	3.005	A
	Entry	1	1	1	107	27	1070	695	0.153	107	109	0.0	0.2	7.352	A
				2	136	34	1070	732	0.186	137	140	0.0	0.2	7.181	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	299	75	1070	726	0.412	297	313	0.0	0.8	8.702	A
				4	8	2	1030	733	0.012	9	7	0.0	0.0	7.662	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	30	7	-	-	-	30	23	0.0	0.0	0.000	A
			2	1	181	45	-	-	-	181	179	0.0	0.0	0.000	A
				2	57	14	-	-	-	57	62	0.0	0.0	0.000	A
5 - A1079 (W)				3	88	22	-	-	-	88	85	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	181	45	-	-	-	181	179	0.0	0.0	0.000	A
				2	57	14	-	-	-	57	62	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	88	22	-	-	-	88	85	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	107	27	-	-	-	107	109	0.0	0.0	0.000	A
				2	136	34	-	-	-	136	141	0.0	0.0	0.000	A
				3	299	75	-	-	-	299	317	0.0	0.0	0.000	A
				4	8	2	-	-	-	8	7	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	1184	930	0.027	26	26	0.7	0.0	8.328	A
				3	417	104	1184	901	0.463	418	443	0.7	1.0	8.233	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	111	28	1184	924	0.120	111	116	0.1	0.1	5.435	A
				5	58	14	1184	850	0.069	58	67	0.1	0.1	5.652	A
	CircLink	1	1	1	115	29	-	-	-	115	120	0.0	0.0	0.000	A
				2	168	42	-	-	-	168	169	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	343	86	-	-	-	343	380	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	168	42	-	-	-	168	169	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	343	86	-	-	-	343	380	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	-	-	-	25	25	0.0	0.0	0.000	A
				3	417	104	-	-	-	417	444	0.0	0.0	0.000	A
				4	111	28	-	-	-	111	116	0.0	0.0	0.000	A
				5	58	14	-	-	-	58	67	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	109	27	1289	941	0.116	112	115	0.0	0.0	4.071	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	28	7	1289	937	0.030	29	30	0.2	0.0	4.578	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	48	12	1289	940	0.052	49	46	0.0	0.0	4.553	A
				5	120	30	1289	900	0.132	121	132	0.2	0.1	5.358	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	7	-	-	-	26	26	0.0	0.0	0.000	A
				3	418	104	-	-	-	418	443	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	111	28	-	-	-	111	116	0.0	0.0	0.000	A
				5	58	15	-	-	-	58	67	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	343	86	-	-	-	343	380	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	28	7	-	-	-	28	30	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	109	27	-	-	-	109	115	0.0	0.0	0.000	A
				4	48	12	-	-	-	48	46	0.0	0.0	0.000	A
				5	120	30	-	-	-	120	132	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	97	24	1076	970	0.100	98	89	0.4	0.1	6.077	A
				5	224	56	1076	939	0.238	229	237	0.4	0.2	6.049	A
			2	1	371	93	1076	960	0.385	372	383	0.7	0.6	7.819	A
				2	122	31	1076	954	0.128	124	125	0.7	0.3	8.248	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	371	93	-	-	-	371	384	0.0	0.0	0.010	A
				2	122	31	-	-	-	122	125	0.0	0.0	0.025	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	97	24	-	-	-	97	89	0.0	0.0	0.037	A
				5	224	56	-	-	-	224	237	0.0	0.0	0.004	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	112	28	-	-	-	112	115	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	29	7	-	-	-	29	30	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	49	12	-	-	-	49	46	0.0	0.0	0.000	A
				5	121	30	-	-	-	121	132	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	11	3	-	-	-	11	12	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	29	7	-	-	-	29	30	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	19	5	769	511	0.037	20	22	0.0	0.0	6.220	A
				1	215	54	769	542	0.396	210	209	1.2	1.1	14.473	B
				2	73	18	769	543	0.135	78	76	1.2	0.2	14.610	B
			2	3	102	25	769	539	0.189	106	101	1.2	0.2	15.169	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	98	24	-	-	-	98	89	0.0	0.0	0.000	A
	CircLink	1		5	229	57	-	-	-	229	237	0.0	0.0	0.000	A
				1	372	93	-	-	-	372	383	0.0	0.0	0.000	A
				2	124	31	-	-	-	124	125	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	372	93	-	-	-	372	383	0.0	0.0	0.000	A
				2	124	31	-	-	-	124	125	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	218	54	-	-	-	215	212	0.4	1.1	9.299	A
				2	74	19	-	-	-	73	76	0.4	0.2	9.784	A
	Entry	2	1	3	105	26	-	-	-	102	100	0.4	0.6	8.525	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	19	5	-	-	-	19	22	0.0	0.1	6.427	A
				1	112	28	1070	682	0.165	115	120	0.4	0.2	8.391	A
				2	164	41	1070	702	0.233	168	169	0.4	0.2	8.459	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	344	86	1070	683	0.503	343	380	0.8	1.3	11.252	B
				4	12	3	1030	699	0.017	11	12	0.0	0.1	10.900	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	20	5	-	-	-	20	22	0.0	0.0	0.000	A
				1	210	53	-	-	-	210	209	0.0	0.0	0.000	A
				2	78	19	-	-	-	78	76	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	106	27	-	-	-	106	101	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	210	53	-	-	-	210	209	0.0	0.0	0.000	A
				2	78	19	-	-	-	78	76	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	106	27	-	-	-	106	101	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	112	28	-	-	-	112	120	0.0	0.0	0.000	A
				2	164	41	-	-	-	164	169	0.0	0.0	0.000	A
	Entry	2	1	3	344	86	-	-	-	344	381	0.0	0.0	0.000	A
				4	12	3	-	-	-	12	12	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	33	8	1184	880	0.038	32	32	0.0	0.2	13.880	B
				3	529	132	1184	850	0.623	532	544	1.0	2.1	13.299	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	139	35	1184	864	0.161	142	133	0.2	0.1	5.859	A
				5	74	19	1184	763	0.097	74	82	0.2	0.1	6.539	A
	CircLink	1	1	1	137	34	-	-	-	137	145	0.0	0.0	0.000	A
				2	180	45	-	-	-	180	198	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	445	111	-	-	-	445	456	0.0	0.0	0.000	A
				4	14	4	-	-	-	14	14	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	180	45	-	-	-	180	198	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	445	111	-	-	-	445	456	0.0	0.0	0.000	A
				4	14	4	-	-	-	14	14	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	33	8	-	-	-	33	33	0.0	0.0	0.000	A
				3	529	132	-	-	-	529	549	0.0	0.0	0.000	A
				4	139	35	-	-	-	139	133	0.0	0.0	0.000	A
				5	74	19	-	-	-	74	82	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	142	36	1289	858	0.166	140	139	0.0	0.3	4.927	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	43	11	1289	858	0.050	43	39	0.2	0.1	6.246	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	59	15	1289	858	0.068	58	52	0.0	0.1	5.866	A
				5	145	36	1289	826	0.175	143	154	0.2	0.3	6.141	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	32	8	-	-	-	32	32	0.0	0.0	0.000	A
				3	532	133	-	-	-	532	544	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	142	36	-	-	-	142	133	0.0	0.0	0.000	A
				5	74	19	-	-	-	74	82	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	445	111	-	-	-	445	456	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	14	4	-	-	-	14	14	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	43	11	-	-	-	43	39	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	142	36	-	-	-	142	141	0.0	0.0	0.000	A
				4	59	15	-	-	-	59	53	0.0	0.0	0.000	A
				5	145	36	-	-	-	145	155	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	92	23	1076	942	0.098	92	107	0.4	0.2	6.750	A
				5	292	73	1076	914	0.320	293	282	0.4	0.4	6.931	A
			2	1	430	108	1076	928	0.464	436	443	0.9	1.1	8.845	A
				2	141	35	1076	933	0.151	144	138	0.9	0.2	9.347	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	430	108	-	-	-	430	445	0.0	0.0	0.009	A
				2	141	35	-	-	-	141	138	0.0	0.0	0.025	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	92	23	-	-	-	92	107	0.0	0.0	0.004	A
				5	292	73	-	-	-	292	283	0.0	0.0	0.001	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	140	35	-	-	-	140	139	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	43	11	-	-	-	43	39	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	58	15	-	-	-	58	52	0.0	0.0	0.000	A
				5	143	36	-	-	-	143	154	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	14	4	-	-	-	14	14	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	43	11	-	-	-	43	39	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	27	7	769	462	0.059	26	27	0.0	0.1	7.811	A
				1	264	66	769	490	0.538	260	245	1.6	1.7	18.521	C
				2	97	24	769	491	0.198	98	87	1.6	0.3	18.337	C
			2	3	107	27	769	493	0.217	107	115	1.6	0.7	18.076	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	92	23	-	-	-	92	107	0.0	0.0	0.000	A
				5	293	73	-	-	-	293	282	0.0	0.0	0.000	A
				1	436	109	-	-	-	436	443	0.0	0.0	0.000	A
				2	144	36	-	-	-	144	138	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	436	109	-	-	-	436	443	0.0	0.0	0.000	A
				2	144	36	-	-	-	144	138	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2		1	273	68	-	-	-	264	247	1.9	4.3	37.252	E
				2	101	25	-	-	-	97	87	1.9	1.4	36.588	E
			1	3	113	28	-	-	-	107	117	1.9	1.6	33.162	D
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	32	8	-	-	-	27	27	1.9	0.7	39.773	E
	Entry	1		1	138	35	1070	636	0.216	137	145	0.4	0.4	10.829	B
				2	175	44	1070	653	0.270	180	198	0.4	0.7	11.012	B
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	438	110	1070	651	0.674	445	456	1.4	2.5	16.789	C
				4	13	3	1070	683	0.020	14	14	1.4	0.0	14.247	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	26	7	-	-	-	26	27	0.0	0.0	0.000	A
				1	260	65	-	-	-	260	245	0.0	0.0	0.000	A
				2	98	25	-	-	-	98	87	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	107	27	-	-	-	107	115	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		1	260	65	-	-	-	260	245	0.0	0.0	0.000	A
				2	98	25	-	-	-	98	87	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	107	27	-	-	-	107	115	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2		1	138	35	-	-	-	138	146	0.0	0.0	0.100	A
				2	174	44	-	-	-	175	200	0.0	0.0	0.212	A
			1	3	438	110	-	-	-	438	460	0.0	0.0	0.107	A
				4	13	3	-	-	-	13	13	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	32	8	1184	861	0.037	33	36	2.3	0.1	13.509	B
				3	522	130	1184	846	0.616	526	543	2.3	2.0	11.953	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	136	34	1184	834	0.163	141	138	0.2	0.1	6.095	A
				5	77	19	1184	748	0.102	78	83	0.2	0.1	7.033	A
	CircLink	1	1	1	139	35	-	-	-	139	146	0.0	0.0	0.000	A
				2	206	51	-	-	-	206	204	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	449	112	-	-	-	449	455	0.0	0.0	0.000	A
				4	16	4	-	-	-	16	15	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	206	51	-	-	-	206	204	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	449	112	-	-	-	449	455	0.0	0.0	0.000	A
				4	16	4	-	-	-	16	15	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	32	8	-	-	-	32	36	0.0	0.0	0.000	A
				3	522	130	-	-	-	522	543	0.0	0.0	0.000	A
				4	136	34	-	-	-	136	138	0.0	0.0	0.000	A
				5	77	19	-	-	-	77	83	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	145	36	1289	854	0.170	145	136	0.3	0.2	4.925	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	33	8	1289	850	0.039	33	37	0.5	0.1	5.658	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	58	14	1289	856	0.068	58	54	0.5	0.1	6.214	A
				5	153	38	1289	805	0.190	153	159	0.5	0.2	6.335	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	33	8	-	-	-	33	36	0.0	0.0	0.000	A
				3	526	132	-	-	-	526	543	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	141	35	-	-	-	141	138	0.0	0.0	0.000	A
				5	78	20	-	-	-	78	83	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	449	112	-	-	-	449	455	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	16	4	-	-	-	16	15	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	33	8	-	-	-	33	37	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	145	36	-	-	-	145	136	0.0	0.0	0.000	A
				4	58	14	-	-	-	58	54	0.0	0.0	0.000	A
				5	153	38	-	-	-	153	158	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	118	29	1076	938	0.126	120	112	0.6	0.1	7.085	A
				5	275	69	1076	899	0.305	269	290	0.6	0.8	6.934	A
			2	1	442	111	1076	928	0.476	432	452	1.3	1.9	9.772	A
				2	151	38	1076	924	0.163	151	147	1.3	0.3	9.819	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	442	111	-	-	-	442	455	0.0	0.0	0.020	A
				2	151	38	-	-	-	151	148	0.0	0.0	0.007	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	118	29	-	-	-	118	111	0.0	0.0	0.011	A
				5	275	69	-	-	-	275	291	0.0	0.0	0.033	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	145	36	-	-	-	145	136	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	33	8	-	-	-	33	37	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	58	14	-	-	-	58	54	0.0	0.0	0.000	A
				5	153	38	-	-	-	153	159	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	16	4	-	-	-	16	15	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	33	8	-	-	-	33	37	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	23	6	740	467	0.049	23	28	0.1	0.1	8.206	A
			2	1	239	60	769	495	0.484	244	255	2.7	1.3	20.826	C
				2	88	22	769	497	0.177	84	87	2.7	0.7	21.153	C
				3	118	29	769	491	0.240	118	122	2.7	0.8	21.066	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	120	30	-	-	-	120	112	0.0	0.0	0.000	A
				5	269	67	-	-	-	269	290	0.0	0.0	0.000	A
			2	1	432	108	-	-	-	432	452	0.0	0.0	0.000	A
				2	151	38	-	-	-	151	147	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	432	108	-	-	-	432	452	0.0	0.0	0.000	A
				2	151	38	-	-	-	151	147	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	244	61	-	-	-	239	253	8.0	6.1	77.024	F
				2	83	21	-	-	-	88	89	8.0	1.7	76.089	F
				3	125	31	-	-	-	118	122	8.0	3.3	81.088	F
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	25	6	-	-	-	23	28	8.0	0.7	76.618	F
5 - A1079 (W)	Entry	1	1	1	137	34	1070	650	0.211	139	146	1.1	0.3	11.887	B
				2	211	53	1070	657	0.322	206	204	1.1	0.7	11.738	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	443	111	1070	660	0.672	449	455	2.5	2.0	18.188	C
				4	16	4	1030	657	0.024	16	15	0.0	0.0	17.572	C
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	23	6	-	-	-	23	28	0.0	0.0	0.000	A
			2	1	244	61	-	-	-	244	255	0.0	0.0	0.000	A
				2	84	21	-	-	-	84	87	0.0	0.0	0.000	A
				3	118	29	-	-	-	118	122	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	244	61	-	-	-	244	255	0.0	0.0	0.000	A
				2	84	21	-	-	-	84	87	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	118	29	-	-	-	118	122	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	137	34	-	-	-	137	145	0.0	0.0	0.000	A
				2	211	53	-	-	-	211	204	0.0	0.0	0.000	A
				3	443	111	-	-	-	443	454	0.0	0.0	0.002	A
				4	16	4	-	-	-	16	15	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	1184	916	0.027	26	28	2.1	0.0	7.666	A
				3	448	112	1184	892	0.503	447	451	2.1	1.1	8.598	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	115	29	1184	906	0.127	115	113	0.2	0.3	4.912	A
				5	64	16	1184	772	0.082	65	71	0.2	0.1	5.569	A
	CircLink	1	1	1	116	29	-	-	-	116	126	0.0	0.0	0.000	A
				2	156	39	-	-	-	156	163	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	387	97	-	-	-	387	385	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	156	39	-	-	-	156	163	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	387	97	-	-	-	387	385	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	-	-	-	25	27	0.0	0.0	0.000	A
				3	448	112	-	-	-	448	448	0.0	0.0	0.000	A
				4	115	29	-	-	-	115	114	0.0	0.0	0.000	A
				5	64	16	-	-	-	64	71	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	101	25	1289	923	0.110	101	107	0.2	0.1	4.146	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	30	7	1289	921	0.032	30	32	0.4	0.0	4.452	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	38	9	1289	914	0.041	38	47	0.4	0.0	5.961	A
				5	120	30	1289	870	0.138	122	126	0.4	0.2	5.600	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	6	-	-	-	26	28	0.0	0.0	0.000	A
				3	447	112	-	-	-	447	451	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	115	29	-	-	-	115	113	0.0	0.0	0.000	A
				5	65	16	-	-	-	65	71	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	387	97	-	-	-	387	385	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	30	7	-	-	-	30	32	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	101	25	-	-	-	101	107	0.0	0.0	0.000	A
				4	38	9	-	-	-	38	46	0.0	0.0	0.000	A
				5	120	30	-	-	-	120	127	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	86	22	1076	968	0.089	90	91	0.9	0.0	5.902	A
				5	220	55	1076	930	0.236	224	237	0.9	0.2	5.914	A
			2	1	378	94	1076	947	0.399	375	376	2.2	0.7	7.507	A
				2	120	30	1076	961	0.125	121	126	2.2	0.3	7.477	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	378	94	-	-	-	378	372	0.0	0.0	0.000	A
				2	120	30	-	-	-	120	126	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	86	22	-	-	-	86	90	0.0	0.0	0.000	A
				5	220	55	-	-	-	220	234	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	101	25	-	-	-	101	107	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	30	8	-	-	-	30	32	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	38	10	-	-	-	38	47	0.0	0.0	0.000	A
				5	122	30	-	-	-	122	126	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	11	3	-	-	-	11	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	30	8	-	-	-	30	32	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	24	6	769	516	0.047	25	31	0.1	0.1	7.398	A
			2	1	222	55	769	533	0.416	218	229	2.7	1.3	17.388	C
				2	62	15	769	540	0.114	64	80	2.7	0.2	18.132	C
				3	101	25	769	544	0.186	103	115	2.7	0.3	18.219	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	90	22	-	-	-	90	91	0.0	0.0	0.000	A
				5	224	56	-	-	-	224	237	0.0	0.0	0.000	A
			2	1	375	94	-	-	-	375	376	0.0	0.0	0.000	A
				2	121	30	-	-	-	121	126	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	375	94	-	-	-	375	376	0.0	0.0	0.000	A
				2	121	30	-	-	-	121	126	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	222	55	-	-	-	222	230	11.8	2.1	48.863	E
				2	64	16	-	-	-	62	78	11.8	0.9	50.010	F
				3	98	24	-	-	-	101	113	11.8	0.7	47.288	E
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	23	6	-	-	-	24	31	11.8	0.1	38.194	E
5 - A1079 (W)	Entry	1	1	1	118	30	1070	667	0.177	116	126	1.1	0.3	8.596	A
				2	154	38	1070	678	0.227	156	163	1.1	0.3	8.593	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	386	96	1070	694	0.558	387	385	2.0	1.8	13.356	B
				4	12	3	991	663	0.018	11	11	2.0	0.1	11.672	B
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	25	6	-	-	-	25	31	0.0	0.0	0.000	A
			2	1	218	55	-	-	-	218	229	0.0	0.0	0.000	A
				2	64	16	-	-	-	64	80	0.0	0.0	0.000	A
				3	103	26	-	-	-	103	115	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	218	55	-	-	-	218	229	0.0	0.0	0.000	A
				2	64	16	-	-	-	64	80	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	103	26	-	-	-	103	115	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	Entry	2	1	1	118	30	-	-	-	118	125	0.0	0.0	0.000	A
				2	154	38	-	-	-	154	161	0.0	0.0	0.000	A
				3	386	96	-	-	-	386	384	0.0	0.0	0.000	A
				4	12	3	-	-	-	12	11	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1035 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	31	8	1184	963	0.032	31	29	1.1	0.1	6.125	A
				3	356	89	1184	942	0.377	358	381	1.1	0.5	6.559	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	95	24	1184	951	0.100	97	103	0.3	0.1	4.532	A
				5	49	12	1184	849	0.057	49	59	0.3	0.0	5.050	A
	CircLink	1	1	1	101	25	-	-	-	101	102	0.0	0.0	0.000	A
				2	128	32	-	-	-	128	127	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	313	78	-	-	-	313	315	0.0	0.0	0.000	A
				4	8	2	-	-	-	8	9	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	128	32	-	-	-	128	127	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	313	78	-	-	-	313	315	0.0	0.0	0.000	A
				4	8	2	-	-	-	8	9	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	31	8	-	-	-	31	29	0.0	0.0	0.000	A
				3	356	89	-	-	-	356	378	0.0	0.0	0.000	A
				4	95	24	-	-	-	95	102	0.0	0.0	0.000	A
				5	49	12	-	-	-	49	59	0.0	0.0	0.000	A
2 - A1174 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	96	24	1289	988	0.097	96	97	0.1	0.0	3.991	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	28	7	1289	990	0.028	28	28	0.0	0.0	4.693	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	32	8	1289	985	0.032	31	34	0.3	0.1	4.323	A
				5	104	26	1289	966	0.109	104	107	0.3	0.1	4.865	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	31	8	-	-	-	31	29	0.0	0.0	0.000	A
				3	358	90	-	-	-	358	381	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	97	24	-	-	-	97	103	0.0	0.0	0.000	A
				5	49	12	-	-	-	49	59	0.0	0.0	0.000	A
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	313	78	-	-	-	313	315	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	8	2	-	-	-	8	9	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	28	7	-	-	-	28	28	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	96	24	-	-	-	96	96	0.0	0.0	0.000	A
				4	32	8	-	-	-	32	35	0.0	0.0	0.000	A
				5	104	26	-	-	-	104	107	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	71	18	1076	985	0.072	73	76	0.2	0.0	5.240	A
				5	182	46	1076	932	0.194	184	190	0.2	0.1	4.893	A
			2	1	299	75	1076	978	0.305	303	308	1.0	0.4	6.201	A
				2	86	21	1076	961	0.090	87	95	1.0	0.1	5.843	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	299	75	-	-	-	299	307	0.0	0.0	0.000	A
				2	86	21	-	-	-	86	94	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	71	18	-	-	-	71	76	0.0	0.0	0.000	A
				5	182	46	-	-	-	182	189	0.0	0.0	0.000	A
	CircLink	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	96	24	-	-	-	96	97	0.0	0.0	0.000	A

				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	28	7	-	-	-	28	28	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	31	8	-	-	-	31	34	0.0	0.0	0.000	A
				5	104	26	-	-	-	104	107	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	8	2	-	-	-	8	9	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	28	7	-	-	-	28	28	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	20	5	740	510	0.040	21	22	0.1	0.0	6.553	A
				1	163	41	769	579	0.281	161	188	1.9	0.7	13.010	B
				2	61	15	769	587	0.105	61	66	1.9	0.2	13.713	B
			2	3	77	19	769	583	0.133	76	93	1.9	0.3	12.628	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	73	18	-	-	-	73	76	0.0	0.0	0.000	A
	CircLink	1		5	184	46	-	-	-	184	190	0.0	0.0	0.000	A
				1	303	76	-	-	-	303	308	0.0	0.0	0.000	A
				2	87	22	-	-	-	87	95	0.0	0.0	0.000	A
4 - Killingwoldgraves Lane			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	303	76	-	-	-	303	308	0.0	0.0	0.000	A
				2	87	22	-	-	-	87	95	0.0	0.0	0.000	A
			2	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	164	41	-	-	-	163	185	3.7	0.3	8.551	A
				2	62	15	-	-	-	61	66	3.7	0.0	8.899	A
	Entry	2	1	3	80	20	-	-	-	77	93	3.7	0.2	8.039	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	20	5	-	-	-	20	21	3.7	0.0	7.625	A
				1	101	25	1070	710	0.143	101	102	0.6	0.2	7.267	A
				2	127	32	1070	749	0.170	128	127	0.6	0.2	7.578	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	311	78	1070	741	0.420	313	315	1.9	0.7	9.065	A
				4	8	2	991	701	0.011	8	9	1.9	0.0	9.378	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircLink	1		5	21	5	-	-	-	21	22	0.0	0.0	0.000	A
				1	161	40	-	-	-	161	188	0.0	0.0	0.000	A
				2	61	15	-	-	-	61	66	0.0	0.0	0.000	A
5 - A1079 (W)			2	3	76	19	-	-	-	76	93	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				1	161	40	-	-	-	161	188	0.0	0.0	0.000	A
				2	61	15	-	-	-	61	66	0.0	0.0	0.000	A
			1	3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	3	76	19	-	-	-	76	93	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				1	101	25	-	-	-	101	102	0.0	0.0	0.000	A
				2	127	32	-	-	-	127	127	0.0	0.0	0.000	A
	Entry	2	1	3	311	78	-	-	-	311	311	0.0	0.0	0.000	A
				4	8	2	-	-	-	8	9	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J17 - Dunswell Roundabout.j10
Path: C:\Users\923337\Box\PC2340 RWE R4 EIA\PC2340 RWE R4 EIA Team\PC 2340 - WIP\E01 Reports\Transport\Calcs\Modelling
Report generation date: 02/01/2024 16:38:49

»Base 2026, AM
»Base 2026, PM
»Base 2026 + Committed Development, AM
»Base 2026 + Committed Development, PM
»Base 2026 + Committed Development + Isolation Scenario, AM
»Base 2026 + Committed Development + Isolation Scenario, PM
»Base 2026 + Committed Development + Concurrent Scenario, AM
»Base 2026 + Committed Development + Concurrent Scenario, PM
»2023 Survey, AM
»2023 Survey, PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	[Lane Simulation] - Base 2026															
1 - A1174 (N)	D1	6.0	20.99		C	68.43	F	% [ ]	D2	18.0	65.25		F	81.83	F	% [ ]
2 - A1033 (E)		89.5	154.13		F					79.9	141.06		F			
3 - A1079 (S)		3.0	11.50		B					31.8	72.51		F			
4 - A1079 (W)		4.1	9.16		A					3.3	10.50		B			
	[Lane Simulation] - Base 2026 + Committed Development															
1 - A1174 (N)	D3	5.8	21.41		C	59.88	F	% [ ]	D4	30.6	94.84		F	84.68	F	% [ ]
2 - A1033 (E)		78.9	132.57		F					76.1	144.28		F			
3 - A1079 (S)		3.2	11.41		B					26.9	61.25		F			
4 - A1079 (W)		2.7	8.58		A					3.6	9.41		A			
	[Lane Simulation] - Base 2026 + Committed Development + Isolation Scenario															
1 - A1174 (N)	D5	7.3	30.04		D	104.81	F	% [ ]	D6	29.9	104.92		F	132.90	F	% [ ]
2 - A1033 (E)		123.3	237.76		F					131.1	256.66		F			
3 - A1079 (S)		3.4	11.57		B					34.7	86.65		F			
4 - A1079 (W)		3.5	9.97		A					5.2	13.08		B			
	[Lane Simulation] - Base 2026 + Committed Development + Concurrent Scenario															
1 - A1174 (N)	D7	8.4	29.89		D	157.33	F	% [ ]	D8	31.3	104.49		F	157.37	F	% [ ]
2 - A1033 (E)		179.5	368.91		F					149.0	325.52		F			
3 - A1079 (S)		3.3	12.66		B					38.2	85.99		F			
4 - A1079 (W)		4.0	11.05		B					7.3	14.16		B			
	[Lane Simulation] - 2023 Survey															
1 - A1174 (N)	D9	5.1	21.21		C	60.92	F	% [ ]	D10	12.8	53.33		F	61.86	F	% [ ]
2 - A1033 (E)		68.8	136.35		F					60.2	99.78		F			
3 - A1079 (S)		3.5	11.49		B					25.7	60.43		F			
4 - A1079 (W)		2.7	7.81		A					3.0	8.92		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. Arm and junction delays are averages for all movements, including movements with zero delay. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

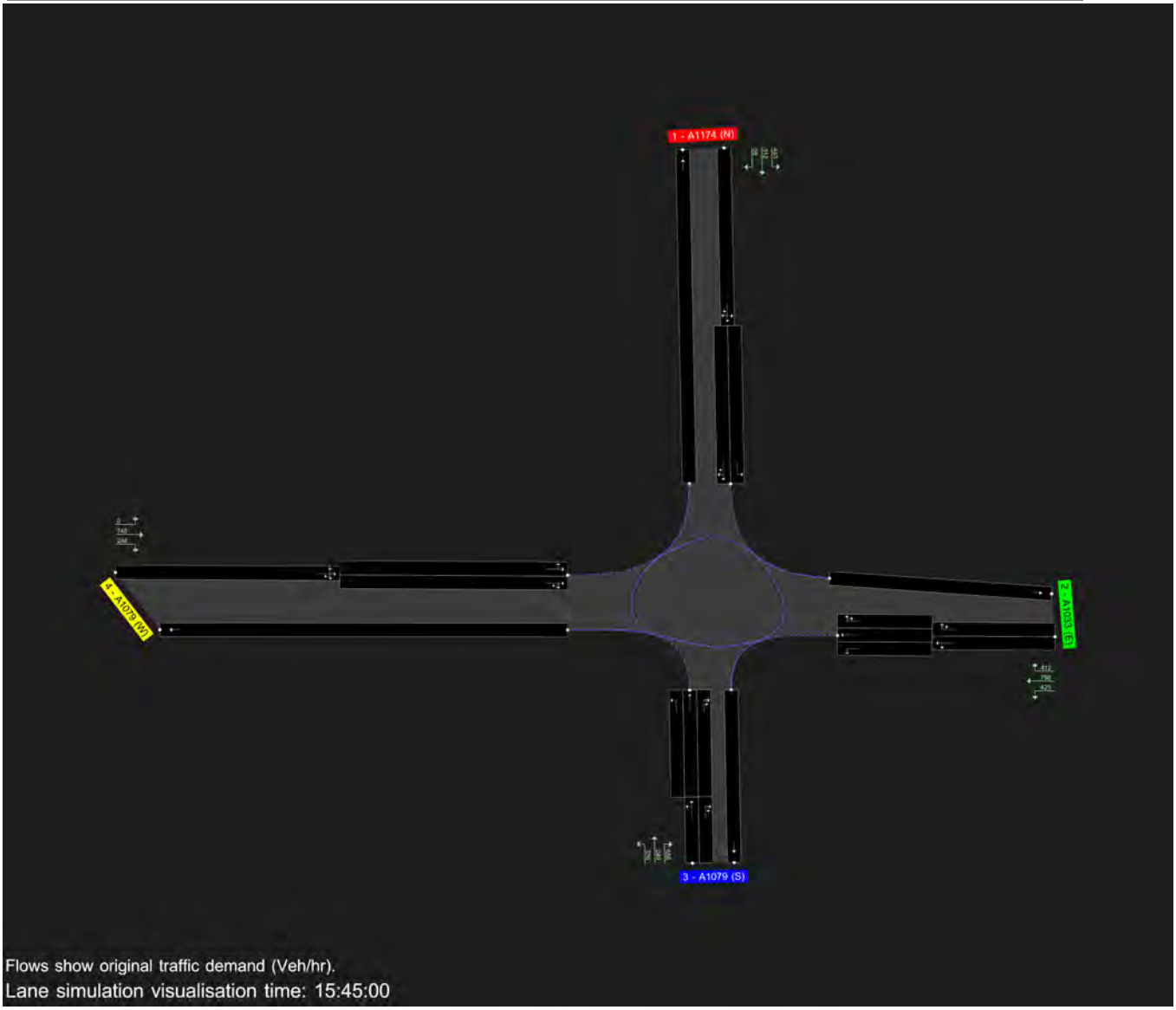
File summary

File Description

Title	J17 - Dunswell Roundabout
Location	Dunswell, Hull
Site number	J17
Date	24/11/2023
Version	P01
Status	Draft
Identifier	
Client	RWE
Jobnumber	PC2340
Enumerator	CORPORATEROOT\923337
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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	5.00	100000	100000	Do not calculate	-1	10	1	60	✓			413658095	23	6.15

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 2026	AM	ONE HOUR	07:15	08:45	15	✓
D2	Base 2026	PM	ONE HOUR	15:45	17:15	15	✓
D3	Base 2026 + Committed Development	AM	ONE HOUR	07:15	08:45	15	✓
D4	Base 2026 + Committed Development	PM	ONE HOUR	15:45	17:15	15	✓
D5	Base 2026 + Committed Development + Isolation Scenario	AM	ONE HOUR	07:15	08:45	15	✓
D6	Base 2026 + Committed Development + Isolation Scenario	PM	ONE HOUR	15:45	17:15	15	✓
D7	Base 2026 + Committed Development + Concurrent Scenario	AM	ONE HOUR	07:15	08:45	15	✓
D8	Base 2026 + Committed Development + Concurrent Scenario	PM	ONE HOUR	15:45	17:15	15	✓
D9	2023 Survey	AM	ONE HOUR	07:15	08:45	15	✓
D10	2023 Survey	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

Base 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - A1033 (E)	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	4 - A1079 (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J17 - Dunswell Roundabout	Standard Roundabout		1, 2, 3, 4	68.43	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	68.43	F

Arms

Arms

Arm	Name	Description	No give-way line
1	A1174 (N)		
2	A1033 (E)		
3	A1079 (S)		
4	A1079 (W)		

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)	Entry only	Exit only
1 - A1174 (N)	5.00	7.50	25.7	45.9	69.2	20.0		
2 - A1033 (E)	7.80	11.50	18.0	24.6	60.5	22.0		
3 - A1079 (S)	7.40	11.80	22.3	38.4	60.5	12.5		
4 - A1079 (W)	4.40	9.50	60.5	34.0	69.2	18.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A1174 (N)	0.607	2223
2 - A1033 (E)	0.814	3152
3 - A1079 (S)	0.855	3317
4 - A1079 (W)	0.684	2708

The slope and intercept shown above include any corrections and adjustments.

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - A1174 (N)	Evenly split	10.00
2 - A1033 (E)	Evenly split	10.00
3 - A1079 (S)	Evenly split	10.00
4 - A1079 (W)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - A1174 (N)	Entry	1	1	2	✓	10.00			0	99999	
			2	1, 3, 4	✓	10.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
2 - A1033 (E)	Entry	1	1	3	✓	6.00			0	99999	
			2	4	✓	6.00			0	99999	
			3	1, 2	✓	6.00			0	99999	
		2	1	(3, 4)		Infinity					
			2	(1, 2)		Infinity					
	Exit	1	1			Infinity					
3 - A1079 (S)	Entry	1	1	4	✓	6.75			0	99999	
			2	1	✓	6.75			0	99999	
			3	2, 3	✓	6.75			0	99999	
		2	1	(1, 4)		Infinity					
			2	(2, 3)		Infinity					
	Exit	1	1			Infinity					
4 - A1079 (W)	Entry	1	1	1, 2	✓	14.40			0	99999	
			2	2, 3, 4	✓	14.40			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - A1174 (N)	Entry	1	1	0.303	1112
			2	0.303	1112
2 - A1033 (E)	Entry	1	1	0.271	1051
			2	0.271	1051
			3	0.271	1051
3 - A1079 (S)	Entry	1	1	0.285	1106
			2	0.285	1106
			3	0.285	1106
4 - A1079 (W)	Entry	1	1	0.342	1354
			2	0.342	1354

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			A1174 (N)	A1033 (E)	A1079 (S)	A1079 (W)
1 - A1174 (N)	1	1		✓		
		2	✓		✓	✓
	2	1	✓	✓	✓	✓
2 - A1033 (E)	1	1			✓	
		2				✓
		3	✓	✓		
	2	1			✓	✓
		2	✓	✓		
3 - A1079 (S)	1	1				✓
		2	✓			
		3		✓	✓	
	2	1	✓			✓
		2		✓	✓	
4 - A1079 (W)	1	1	✓	✓		
		2		✓	✓	✓
	2	1	✓	✓	✓	✓

Traffic Demand

Demand Set 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 2026	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1174 (N)		ONE HOUR	✓	787	100.000
2 - A1033 (E)		ONE HOUR	✓	1732	100.000
3 - A1079 (S)		ONE HOUR	✓	878	100.000
4 - A1079 (W)		ONE HOUR	✓	1034	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	391	349	47
	2 - A1033 (E)	506	1	439	786
	3 - A1079 (S)	231	344	0	303
	4 - A1079 (W)	15	667	352	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	3	4	4
	2 - A1033 (E)	3	0	3	5
	3 - A1079 (S)	4	5	0	5
	4 - A1079 (W)	7	3	3	0

Cyclist %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	0	0	0
	2 - A1033 (E)	0	0	0	0
	3 - A1079 (S)	0	0	0	0
	4 - A1079 (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1174 (N)	20.99	6.0	C	731	1097
2 - A1033 (E)	154.13	89.5	F	1595	2393
3 - A1079 (S)	11.50	3.0	B	796	1194
4 - A1079 (W)	9.16	4.1	A	957	1435

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	590	147	1039	588	605	558	0.0	1.4	7.462	A
2 - A1033 (E)	1321	330	560	1324	1333	1067	0.0	4.4	10.122	B
3 - A1079 (S)	641	160	1021	648	686	862	0.0	0.8	6.955	A
4 - A1079 (W)	781	195	812	785	810	857	0.0	1.0	4.652	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	745	186	1236	741	741	678	1.4	2.5	11.557	B
2 - A1033 (E)	1531	383	723	1553	1591	1255	4.4	8.6	18.482	C
3 - A1079 (S)	814	203	1203	820	835	1072	0.8	1.9	8.342	A
4 - A1079 (W)	949	237	970	944	958	1052	1.0	2.0	5.622	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	886	222	1505	869	873	855	2.5	6.0	17.916	C
2 - A1033 (E)	1957	489	844	1755	1815	1530	8.6	56.8	69.548	F
3 - A1079 (S)	955	239	1378	950	1005	1221	1.9	2.7	11.225	B
4 - A1079 (W)	1172	293	1196	1163	1193	1132	2.0	4.0	9.153	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	868	217	1468	860	900	824	6.0	5.0	20.994	C
2 - A1033 (E)	1888	472	819	1728	1843	1509	56.8	89.3	152.091	F
3 - A1079 (S)	949	237	1384	947	996	1162	2.7	2.9	11.498	B
4 - A1079 (W)	1100	275	1174	1118	1187	1157	4.0	1.6	9.155	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	715	179	1226	708	741	656	5.0	2.0	11.685	B
2 - A1033 (E)	1551	388	694	1722	1762	1241	89.3	55.7	154.126	F
3 - A1079 (S)	790	198	1281	776	834	1134	2.9	2.9	8.370	A
4 - A1079 (W)	940	235	945	938	964	1112	1.6	1.3	6.464	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	577	144	1042	574	612	554	2.0	1.2	8.006	A
2 - A1033 (E)	1315	329	553	1365	1554	1065	55.7	11.0	55.060	F
3 - A1079 (S)	628	157	1054	631	686	863	2.9	1.2	7.417	A
4 - A1079 (W)	794	199	800	795	826	885	1.3	1.3	4.735	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	295	760	0.389	295	300	0.0	0.4	7.264	A
			2	1, 3, 4	295	748	0.397	293	305	0.0	1.0	7.658	A
		2	1	(1, 2, 3, 4)	590			590	612	0.0	0.0	0.000	A
	Exit	1	1		558			558	568	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	331	857	0.386	335	340	0.0	0.8	7.411	A
			2	4	611	843	0.727	610	613	0.0	2.4	11.580	B
			3	1, 2	381	860	0.443	378	380	0.0	0.9	6.850	A
		2	1	(3, 4)	940			943	967	0.0	0.3	1.322	A
			2	(1, 2)	381			381	383	0.0	0.0	0.082	A
	Exit	1	1		1067			1067	1091	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	215	756	0.286	214	236	0.0	0.3	6.360	A
			2	1	163	767	0.214	169	177	0.0	0.1	5.966	A
			3	2, 3	262	761	0.342	265	274	0.0	0.4	7.926	A
		2	1	(1, 4)	378			378	414	0.0	0.0	0.002	A
			2	(2, 3)	262			262	275	0.0	0.0	0.182	A
	Exit	1	1		862			862	888	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	306	1036	0.296	308	318	0.0	0.4	4.122	A
			2	2, 3, 4	474	1036	0.459	478	492	0.0	0.7	4.993	A
		2	1	(1, 2, 3, 4)	781			781	814	0.0	0.0	0.000	A
	Exit	1	1		857			857	887	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	371	703	0.528	367	359	0.4	1.6	11.169	B
			2	1, 3, 4	371	689	0.539	374	382	1.0	0.7	11.624	B
		2	1	(1, 2, 3, 4)	745			742	744	0.0	0.2	0.155	A
	Exit	1	1		678			678	701	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	395	829	0.479	400	408	0.8	1.0	8.670	A
			2	4	692	814	0.854	702	719	2.4	3.3	16.764	C
			3	1, 2	457	821	0.555	450	465	0.9	1.6	8.572	A
		2	1	(3, 4)	1074			1088	1131	0.3	2.6	8.663	A
			2	(1, 2)	459			457	468	0.0	0.2	0.149	A
	Exit	1	1		1255			1255	1297	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	296	717	0.415	300	288	0.3	0.6	8.685	A
			2	1	219	724	0.303	218	225	0.1	0.6	7.169	A
			3	2, 3	299	725	0.412	302	323	0.4	0.6	8.712	A
		2	1	(1, 4)	515			515	517	0.0	0.0	0.075	A
			2	(2, 3)	299			299	324	0.0	0.0	0.033	A
	Exit	1	1		1072			1072	1070	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	377	986	0.382	380	393	0.4	0.3	4.754	A
			2	2, 3, 4	572	982	0.583	564	565	0.7	1.6	6.219	A
		2	1	(1, 2, 3, 4)	949			949	961	0.0	0.0	0.000	A
	Exit	1	1		1052			1052	1057	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	421	622	0.677	415	433	1.6	2.6	14.886	B
			2	1, 3, 4	468	612	0.766	454	440	0.7	3.3	19.786	C
		2	1	(1, 2, 3, 4)	886			890	887	0.2	0.1	0.541	A
	Exit	1	1		855			855	867	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	432	794	0.543	427	434	1.0	1.8	11.347	B
			2	4	754	785	0.957	749	793	3.3	5.1	23.656	C
			3	1, 2	585	790	0.741	579	589	1.6	2.3	13.144	B
		2	1	(3, 4)	1370			1186	1237	2.6	47.3	73.075	F
			2	(1, 2)	587			585	592	0.2	0.2	1.796	A
	Exit	1	1		1530			1530	1601	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	332	661	0.505	333	346	0.6	0.8	10.398	B
			2	1	262	670	0.391	261	262	0.6	0.5	8.199	A
			3	2, 3	361	662	0.543	354	398	0.6	1.4	12.738	B
		2	1	(1, 4)	594			594	607	0.0	0.0	0.111	A
			2	(2, 3)	361			361	401	0.0	0.0	1.025	A
	Exit	1	1		1221			1221	1227	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	517	888	0.582	513	523	0.3	1.6	7.499	A
			2	2, 3, 4	655	908	0.725	652	670	1.6	2.4	10.444	B
		2	1	(1, 2, 3, 4)	1172			1172	1202	0.0	0.0	0.000	A
	Exit	1	1		1132			1132	1191	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	430	634	0.681	428	444	2.6	2.1	18.468	C
			2	1, 3, 4	437	621	0.707	433	455	3.3	2.9	21.371	C
		2	1	(1, 2, 3, 4)	868			868	896	0.1	0.0	1.071	A
	Exit	1	1		824			824	856	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	397	793	0.501	397	441	1.8	1.1	12.683	B
			2	4	782	779	1.001	783	825	5.1	5.3	24.091	C
			3	1, 2	556	789	0.705	548	577	2.3	2.6	13.865	B
		2	1	(3, 4)	1324			1178	1264	47.3	79.6	188.741	F
			2	(1, 2)	564			556	578	0.2	0.7	2.513	A
	Exit	1	1		1509			1509	1613	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	323	659	0.491	321	332	0.8	0.8	10.442	B
			2	1	257	664	0.387	260	263	0.5	0.7	8.785	A
			3	2, 3	370	661	0.557	367	402	1.4	1.4	13.108	B
		2	1	(1, 4)	579			581	595	0.0	0.0	0.110	A
			2	(2, 3)	370			370	402	0.0	0.0	0.891	A
	Exit	1	1		1162			1162	1245	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	485	915	0.530	491	524	1.6	0.6	7.870	A
			2	2, 3, 4	615	908	0.677	627	663	2.4	1.0	10.175	B
		2	1	(1, 2, 3, 4)	1100			1100	1177	0.0	0.0	0.000	A
	Exit	1	1		1157			1157	1212	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	351	706	0.498	346	354	2.1	1.0	10.342	B
			2	1, 3, 4	364	692	0.526	362	388	2.9	0.9	12.826	B
		2	1	(1, 2, 3, 4)	715			715	729	0.0	0.0	0.055	A
	Exit	1	1		656			656	703	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	477	833	0.572	482	458	1.1	1.2	11.909	B
			2	4	786	811	0.969	785	823	5.3	5.1	22.783	C
			3	1, 2	448	833	0.536	455	481	2.6	0.8	9.344	A
		2	1	(3, 4)	1103			1263	1281	79.6	48.5	195.479	F
			2	(1, 2)	448			448	473	0.7	0.0	0.418	A
	Exit	1	1		1241			1241	1309	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	291	699	0.416	286	293	0.8	0.9	8.268	A
			2	1	194	700	0.277	189	210	0.7	0.7	7.017	A
			3	2, 3	307	690	0.446	302	331	1.4	1.3	9.279	A
		2	1	(1, 4)	483			483	503	0.0	0.0	0.005	A
			2	(2, 3)	307			307	331	0.0	0.0	0.038	A
	Exit	1	1		1134			1134	1126	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	376	996	0.381	375	392	0.6	0.5	5.718	A
			2	2, 3, 4	564	998	0.569	562	572	1.0	0.9	6.974	A
		2	1	(1, 2, 3, 4)	940			940	964	0.0	0.0	0.000	A
	Exit	1	1		1112			1112	1163	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	301	758	0.396	301	309	1.0	0.6	8.258	A
			2	1, 3, 4	276	749	0.369	274	303	0.9	0.7	7.748	A
		2	1	(1, 2, 3, 4)	577			577	609	0.0	0.0	0.000	A
	Exit	1	1		554			554	591	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	360	876	0.413	347	406	1.2	1.3	9.546	A
			2	4	625	850	0.734	632	749	5.1	2.3	18.255	C
			3	1, 2	395	870	0.453	386	399	0.8	1.2	7.795	A
		2	1	(3, 4)	920			985	1143	48.5	6.2	60.208	F
			2	(1, 2)	395			395	401	0.0	0.0	0.204	A
	Exit	1	1		1065			1065	1106	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	219	756	0.289	216	236	0.9	0.5	6.679	A
			2	1	157	757	0.206	160	180	0.7	0.3	6.844	A
			3	2, 3	253	747	0.336	255	270	1.3	0.4	8.441	A
		2	1	(1, 4)	375			375	413	0.0	0.0	0.000	A
			2	(2, 3)	253			253	265	0.0	0.0	0.032	A
	Exit	1	1		863			863	959	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	320	1040	0.307	323	331	0.5	0.3	4.128	A
			2	2, 3, 4	474	1040	0.456	471	494	0.9	1.0	5.142	A
		2	1	(1, 2, 3, 4)	794			794	825	0.0	0.0	0.000	A
	Exit	1	1		885			885	1021	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	295	74	1112	758	0.390	295	300	0.0	0.4	7.264	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	262	65	1112	748	0.352	260	267	0.0	0.9	7.640	A
				4	33	8	1112	730	0.046	32	38	0.0	0.1	7.785	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	295	74	-	-	-	295	302	0.0	0.0	0.000	A
				3	262	65	-	-	-	262	271	0.0	0.0	0.000	A
				4	33	8	-	-	-	33	38	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	331	83	1051	856	0.386	335	340	0.0	0.8	7.411	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	611	153	1051	843	0.727	610	613	0.0	2.4	11.580	B
			3	1	380	95	1051	860	0.442	377	379	0.0	0.9	6.853	A
				2	1	0.26	183	156	0.007	1	0.70	0.0	0.0	5.675	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	330	82	-	-	-	331	343	0.0	0.1	1.226	A
				4	610	153	-	-	-	611	624	0.0	0.2	1.375	A
			2	1	380	95	-	-	-	380	383	0.0	0.0	0.082	A
				2	1	0.26	-	-	-	1	0.70	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	215	54	1106	755	0.286	214	236	0.0	0.3	6.360	A
			2	1	163	41	1106	765	0.214	169	177	0.0	0.1	5.966	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	262	65	1106	761	0.343	265	274	0.0	0.4	7.926	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	163	41	-	-	-	163	178	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	215	54	-	-	-	215	237	0.0	0.0	0.004	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	262	65	-	-	-	262	275	0.0	0.0	0.182	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	12	3	1177	885	0.014	12	12	0.0	0.0	3.842	A
				2	294	74	1354	1037	0.285	296	306	0.0	0.4	4.133	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	208	52	1354	1042	0.200	210	211	0.0	0.3	4.006	A
				3	266	67	1354	1019	0.260	267	281	0.0	0.4	5.739	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	12	3	-	-	-	12	12	0.0	0.0	0.000	A
				2	502	126	-	-	-	502	519	0.0	0.0	0.000	A
				3	266	67	-	-	-	266	283	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	371	93	1112	704	0.528	367	359	0.4	1.6	11.169	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	322	80	1112	694	0.466	324	332	1.0	0.7	11.576	B
				4	49	12	1112	686	0.072	50	50	1.0	0.0	11.955	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	372	93	-	-	-	371	363	0.0	0.0	0.159	A
				3	323	81	-	-	-	322	331	0.0	0.1	0.163	A
				4	49	12	-	-	-	49	49	0.0	0.0	0.071	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	395	99	1051	832	0.477	400	408	0.8	1.0	8.670	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	692	173	1051	814	0.853	702	719	2.4	3.3	16.764	C
			3	1	454	114	1051	826	0.553	450	464	0.9	1.6	8.582	A
				2	1	0.26	183	151	0.007	1	0.70	0.0	0.0	2.259	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	391	98	-	-	-	395	409	0.3	1.0	8.601	A
				4	683	171	-	-	-	692	723	0.3	1.5	8.698	A
			2	1	457	114	-	-	-	454	467	0.0	0.2	0.149	A
				2	1	0.26	-	-	-	1	0.70	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	296	74	1106	717	0.415	300	288	0.3	0.6	8.685	A
			2	1	219	55	1106	724	0.303	218	225	0.1	0.6	7.169	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	299	75	1106	725	0.412	302	323	0.4	0.6	8.712	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	219	55	-	-	-	219	227	0.0	0.0	0.067	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	296	74	-	-	-	296	290	0.0	0.0	0.081	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	299	75	-	-	-	299	324	0.0	0.0	0.033	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	11	3	1295	927	0.012	11	13	0.0	0.0	6.505	A
				2	367	92	1354	987	0.370	369	380	0.4	0.3	4.699	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	217	54	1354	975	0.222	215	235	0.7	0.5	4.603	A
				3	355	89	1354	983	0.362	349	330	0.7	1.1	7.365	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	11	3	-	-	-	11	13	0.0	0.0	0.000	A
				2	582	146	-	-	-	582	616	0.0	0.0	0.000	A
				3	355	89	-	-	-	355	333	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	421	105	1112	624	0.674	415	433	1.6	2.6	14.886	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	417	104	1112	612	0.683	404	387	0.7	2.9	19.776	C
				4	52	13	1112	627	0.082	50	52	0.7	0.5	19.860	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	421	105	-	-	-	421	437	0.2	0.0	0.549	A
				3	415	104	-	-	-	417	397	0.2	0.0	0.562	A
				4	52	13	-	-	-	52	54	0.0	0.0	0.324	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	432	108	1051	791	0.545	427	434	1.0	1.8	11.347	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	754	188	1051	785	0.957	749	793	3.3	5.1	23.656	C
			3	1	582	146	1051	790	0.738	577	587	1.6	2.3	13.144	B
				2	3	0.65	411	324	0.008	3	2	0.0	0.0	13.220	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	496	124	-	-	-	432	437	2.6	17.3	73.790	F
				4	874	218	-	-	-	754	800	2.6	30.0	72.678	F
			2	1	584	146	-	-	-	582	590	0.2	0.2	1.791	A
				2	3	0.65	-	-	-	3	2	0.0	0.0	3.650	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	332	83	1106	663	0.503	333	346	0.6	0.8	10.398	B
			2	1	262	65	1106	668	0.392	261	262	0.6	0.5	8.199	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	361	90	1106	664	0.542	354	398	0.6	1.4	12.738	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	262	65	-	-	-	262	261	0.0	0.0	0.095	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	332	83	-	-	-	332	346	0.0	0.0	0.123	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	361	90	-	-	-	361	401	0.0	0.0	1.025	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	17	4	1354	906	0.018	17	18	0.0	0.1	7.524	A
				2	500	125	1354	886	0.564	496	505	0.3	1.5	7.498	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	258	65	1354	906	0.286	260	264	1.6	0.5	7.047	A
				3	397	99	1354	907	0.439	390	406	1.6	1.9	12.651	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	17	4	-	-	-	17	19	0.0	0.0	0.000	A
				2	758	190	-	-	-	758	774	0.0	0.0	0.000	A
				3	397	99	-	-	-	397	409	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	430	108	1112	635	0.680	428	444	2.6	2.1	18.468	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	386	96	1112	621	0.621	379	400	3.3	2.8	21.397	C
				4	52	13	1112	614	0.084	54	56	3.3	0.1	21.177	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	430	108	-	-	-	430	443	0.1	0.0	1.133	A
				3	386	96	-	-	-	386	399	0.1	0.0	1.032	A
				4	52	13	-	-	-	52	54	0.0	0.0	0.853	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	397	99	1051	795	0.500	397	441	1.8	1.1	12.683	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	782	195	1051	779	1.001	783	825	5.1	5.3	24.091	C
			3	1	556	139	1051	790	0.704	548	577	2.3	2.6	13.869	B
				2	0	0	46	37	0.000	0	0.17	0.0	0.0	1.496	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	452	113	-	-	-	397	439	47.3	27.9	186.186	F
				4	872	218	-	-	-	782	825	47.3	51.7	190.109	F
			2	1	564	141	-	-	-	556	578	0.2	0.7	2.514	A
				2	0	0	-	-	-	0	0.17	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	323	81	1106	660	0.491	321	332	0.8	0.8	10.442	B
			2	1	257	64	1106	662	0.388	260	263	0.5	0.7	8.785	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	370	92	1106	661	0.556	367	402	1.4	1.4	13.108	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	256	64	-	-	-	257	264	0.0	0.0	0.066	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	322	81	-	-	-	323	332	0.0	0.0	0.145	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	370	92	-	-	-	370	402	0.0	0.0	0.891	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	15	4	1354	850	0.018	16	16	1.6	0.0	7.987	A
				2	469	117	1354	916	0.513	475	508	1.6	0.6	7.866	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	238	60	1354	911	0.262	240	259	2.4	0.3	7.522	A
				3	377	94	1354	905	0.416	387	404	2.4	0.8	11.901	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	15	4	-	-	-	15	16	0.0	0.0	0.000	A
				2	709	177	-	-	-	709	762	0.0	0.0	0.000	A
				3	377	94	-	-	-	377	399	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	351	88	1112	708	0.496	346	354	2.1	1.0	10.342	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	323	81	1112	691	0.468	321	341	2.9	0.9	12.522	B
				4	41	10	1112	703	0.058	41	47	2.9	0.0	15.029	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	351	88	-	-	-	351	349	0.0	0.0	0.052	A
				3	323	81	-	-	-	323	333	0.0	0.0	0.052	A
				4	41	10	-	-	-	41	47	0.0	0.0	0.107	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	477	119	1051	832	0.573	482	458	1.1	1.2	11.909	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	786	197	1051	812	0.968	785	823	5.3	5.1	22.783	C
			3	1	447	112	1051	833	0.536	454	480	2.6	0.8	9.343	A
				2	0.52	0.13	91	76	0.007	0.52	0.35	0.0	0.0	10.852	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	408	102	-	-	-	477	459	79.6	17.6	195.254	F
				4	695	174	-	-	-	786	823	79.6	30.9	195.609	F
			2	1	447	112	-	-	-	447	473	0.7	0.0	0.418	A
				2	0.52	0.13	-	-	-	0.52	0.35	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	291	73	1106	697	0.417	286	293	0.8	0.9	8.268	A
			2	1	194	48	1106	699	0.278	189	210	0.7	0.7	7.017	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	307	77	1106	690	0.446	302	331	1.4	1.3	9.279	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	194	48	-	-	-	194	210	0.0	0.0	0.003	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	291	73	-	-	-	291	293	0.0	0.0	0.007	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	307	77	-	-	-	307	331	0.0	0.0	0.038	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	15	4	1236	897	0.016	14	13	0.0	0.1	6.199	A
				2	362	90	1354	991	0.366	362	379	0.6	0.4	5.702	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	232	58	1354	991	0.235	231	245	1.0	0.3	5.398	A
				3	332	83	1354	995	0.335	331	327	1.0	0.6	8.150	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	15	4	-	-	-	15	13	0.0	0.0	0.000	A
				2	593	148	-	-	-	593	625	0.0	0.0	0.000	A
				3	332	83	-	-	-	332	326	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	301	75	1112	758	0.396	301	309	1.0	0.6	8.258	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	238	60	1112	751	0.319	237	267	0.9	0.6	7.745	A
				4	37	9	1112	741	0.049	37	36	0.9	0.0	7.770	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	301	75	-	-	-	301	307	0.0	0.0	0.000	A
				3	238	60	-	-	-	238	266	0.0	0.0	0.000	A
				4	37	9	-	-	-	37	36	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	360	90	1051	875	0.413	347	406	1.2	1.3	9.546	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	625	156	1051	850	0.734	632	749	5.1	2.3	18.255	C
			3	1	395	99	1051	870	0.454	386	399	0.8	1.2	7.795	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	337	84	-	-	-	360	406	48.5	2.0	56.791	F
				4	583	146	-	-	-	625	737	48.5	4.1	62.110	F
			2	1	395	99	-	-	-	395	401	0.0	0.0	0.204	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	219	55	1106	756	0.289	216	236	0.9	0.5	6.679	A
			2	1	157	39	1106	755	0.207	160	180	0.7	0.3	6.844	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	253	63	1106	747	0.336	255	270	1.3	0.4	8.441	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	157	39	-	-	-	157	178	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	219	55	-	-	-	219	235	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	253	63	-	-	-	253	265	0.0	0.0	0.032	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	7	2	1236	972	0.008	8	12	0.5	0.0	4.451	A
				2	313	78	1354	1043	0.300	315	319	0.5	0.3	4.117	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	194	48	1354	1044	0.186	194	208	0.9	0.1	4.034	A
				3	280	70	1354	1042	0.269	278	286	0.9	0.8	5.950	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	7	2	-	-	-	7	12	0.0	0.0	0.000	A
				2	507	127	-	-	-	507	526	0.0	0.0	0.000	A
				3	280	70	-	-	-	280	287	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A1079 (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J17 - Dunswell Roundabout	Standard Roundabout		1, 2, 3, 4	81.83	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	81.83	F

Traffic Demand

Demand Set 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 2026	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1174 (N)		ONE HOUR	✓	817	100.000
2 - A1033 (E)		ONE HOUR	✓	1661	100.000
3 - A1079 (S)		ONE HOUR	✓	1284	100.000
4 - A1079 (W)		ONE HOUR	✓	1022	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	461	317	39
	2 - A1033 (E)	419	1	432	809
	3 - A1079 (S)	253	669	0	362
	4 - A1079 (W)	9	761	252	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	1	1	0
	2 - A1033 (E)	2	0	1	5
	3 - A1079 (S)	3	1	0	4
	4 - A1079 (W)	11	3	5	0

Cyclist %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	0	0	0
	2 - A1033 (E)	0	0	0	0
	3 - A1079 (S)	0	0	0	0
	4 - A1079 (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1174 (N)	65.25	18.0	F	746	1119
2 - A1033 (E)	141.06	79.9	F	1529	2293
3 - A1079 (S)	72.51	31.8	F	1196	1794
4 - A1079 (W)	10.50	3.3	B	939	1409

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	612	153	1285	605	604	510	0.0	2.0	9.043	A
2 - A1033 (E)	1254	313	444	1254	1284	1446	0.0	3.3	9.549	A
3 - A1079 (S)	987	247	958	993	981	740	0.0	2.4	8.593	A
4 - A1079 (W)	774	193	1021	773	792	930	0.0	1.1	4.988	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	727	182	1523	717	735	635	2.0	3.2	12.485	B
2 - A1033 (E)	1518	380	538	1505	1515	1702	3.3	8.1	16.779	C
3 - A1079 (S)	1178	295	1165	1185	1200	879	2.4	4.5	13.987	B
4 - A1079 (W)	915	229	1240	918	938	1109	1.1	1.7	6.505	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	884	221	1819	869	861	764	3.2	12.5	36.466	E
2 - A1033 (E)	1873	468	648	1717	1726	2041	8.1	49.5	69.545	F
3 - A1079 (S)	1469	367	1313	1412	1395	1052	4.5	21.0	38.117	E
4 - A1079 (W)	1122	280	1456	1127	1145	1269	1.7	3.2	9.569	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	893	223	1825	872	885	724	12.5	18.0	65.254	F
2 - A1033 (E)	1796	449	680	1673	1759	2017	49.5	79.6	141.055	F
3 - A1079 (S)	1411	353	1279	1352	1389	1074	21.0	32.1	72.512	F
4 - A1079 (W)	1149	287	1399	1149	1180	1231	3.2	2.7	10.496	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	725	181	1586	747	787	610	18.0	3.7	35.054	E
2 - A1033 (E)	1501	375	550	1642	1681	1784	79.6	46.0	132.632	F
3 - A1079 (S)	1149	287	1259	1218	1253	933	32.1	14.3	62.311	F
4 - A1079 (W)	925	231	1273	923	952	1203	2.7	1.5	6.716	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	633	158	1291	635	647	534	3.7	1.7	10.182	B
2 - A1033 (E)	1233	308	463	1295	1438	1463	46.0	4.1	39.066	E
3 - A1079 (S)	977	244	980	1003	1037	777	14.3	3.2	21.433	C
4 - A1079 (W)	753	188	1070	755	784	913	1.5	1.0	5.296	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

15:45 - 16:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	356	702	0.506	353	339	0.0	1.1	9.581	A
			2	1, 3, 4	256	701	0.364	252	265	0.0	0.9	8.353	A
		2	1	(1, 2, 3, 4)	612			612	612	0.0	0.0	0.000	A
	Exit	1	1		510			510	523	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	326	915	0.357	325	327	0.0	0.5	6.176	A
			2	4	611	882	0.693	615	637	0.0	1.7	10.738	B
			3	1, 2	313	913	0.343	314	319	0.0	0.5	6.140	A
		2	1	(3, 4)	941			937	973	0.0	0.7	1.487	A
			2	(1, 2)	313			313	321	0.0	0.0	0.003	A
	Exit	1	1		1446			1446	1428	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	286	782	0.365	285	279	0.0	0.5	7.127	A
			2	1	189	797	0.236	191	198	0.0	0.4	5.696	A
			3	2, 3	511	816	0.627	517	504	0.0	1.4	10.127	B
		2	1	(1, 4)	475			475	481	0.0	0.0	0.026	A
			2	(2, 3)	512			511	510	0.0	0.1	0.323	A
	Exit	1	1		740			740	765	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	329	962	0.342	328	342	0.0	0.5	4.562	A
			2	2, 3, 4	445	956	0.466	445	451	0.0	0.5	5.315	A
		2	1	(1, 2, 3, 4)	774			774	797	0.0	0.0	0.000	A
	Exit	1	1		930			930	945	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	407	631	0.644	403	411	1.1	1.7	12.935	B
			2	1, 3, 4	320	633	0.506	314	325	0.9	1.5	11.843	B
		2	1	(1, 2, 3, 4)	727			727	740	0.0	0.0	0.034	A
	Exit	1	1		635			635	637	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	377	893	0.422	377	384	0.5	0.4	7.644	A
			2	4	729	857	0.852	735	737	1.7	2.8	15.095	C
			3	1, 2	396	884	0.449	394	393	0.5	0.8	6.950	A
		2	1	(3, 4)	1122			1106	1126	0.7	4.1	7.690	A
			2	(1, 2)	396			396	395	0.0	0.0	0.012	A
	Exit	1	1		1702			1702	1723	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	343	731	0.470	339	347	0.5	0.9	8.309	A
			2	1	234	743	0.315	235	236	0.4	0.4	6.687	A
			3	2, 3	607	752	0.807	612	618	1.4	2.5	16.009	C
		2	1	(1, 4)	578			577	585	0.0	0.1	0.058	A
			2	(2, 3)	600			607	622	0.1	0.6	3.699	A
	Exit	1	1		879			879	908	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	411	886	0.463	410	412	0.5	0.8	6.063	A
			2	2, 3, 4	503	893	0.564	508	526	0.5	1.0	6.852	A
		2	1	(1, 2, 3, 4)	915			915	941	0.0	0.0	0.000	A
	Exit	1	1		1109			1109	1120	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	493	539	0.915	496	482	1.7	5.0	30.913	D
			2	1, 3, 4	385	541	0.713	373	378	1.5	3.1	20.263	C
		2	1	(1, 2, 3, 4)	884			877	881	0.0	4.5	9.792	A
	Exit	1	1		764			764	759	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	449	859	0.523	444	440	0.4	1.6	10.945	B
			2	4	807	823	0.981	804	821	2.8	5.1	22.618	C
			3	1, 2	475	851	0.559	469	465	0.8	1.8	9.069	A
		2	1	(3, 4)	1397			1256	1275	4.1	40.8	71.256	F
			2	(1, 2)	475			475	469	0.0	0.0	0.227	A
	Exit	1	1		2041			2041	2018	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	424	682	0.621	425	416	0.9	1.4	10.646	B
			2	1	284	695	0.409	287	287	0.4	0.7	8.737	A
			3	2, 3	706	709	0.996	701	692	2.5	5.2	23.882	C
		2	1	(1, 4)	706			708	706	0.1	0.1	0.308	A
			2	(2, 3)	764			706	703	0.6	13.6	39.199	E
	Exit	1	1		1052			1052	1071	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	528	822	0.644	528	528	0.8	1.4	8.736	A
			2	2, 3, 4	594	813	0.729	598	617	1.0	1.8	10.291	B
		2	1	(1, 2, 3, 4)	1122			1122	1151	0.0	0.0	0.000	A
	Exit	1	1		1269			1269	1278	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	497	538	0.922	495	491	5.0	6.9	45.770	E
			2	1, 3, 4	384	539	0.714	377	394	3.1	2.8	26.044	D
		2	1	(1, 2, 3, 4)	893			880	891	4.5	8.3	27.816	D
	Exit	1	1		724			724	759	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	449	852	0.527	439	445	1.6	1.7	10.740	B
			2	4	793	826	0.963	795	844	5.1	5.5	23.784	C
			3	1, 2	441	851	0.518	440	470	1.8	1.1	9.237	A
		2	1	(3, 4)	1356			1240	1291	40.8	71.4	165.890	F
			2	(1, 2)	441			441	467	0.0	0.0	0.242	A
	Exit	1	1		2017			2017	2056	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	397	711	0.561	392	411	1.4	1.2	11.800	B
			2	1	275	708	0.387	276	280	0.7	0.7	8.423	A
			3	2, 3	691	720	0.961	684	697	5.2	5.5	27.694	D
		2	1	(1, 4)	672			672	691	0.1	0.0	0.649	A
			2	(2, 3)	739			691	698	13.6	24.8	100.688	F
	Exit	1	1		1074			1074	1098	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	535	842	0.637	536	546	1.4	1.2	9.649	A
			2	2, 3, 4	613	833	0.736	613	634	1.8	1.6	11.228	B
		2	1	(1, 2, 3, 4)	1149			1149	1178	0.0	0.0	0.000	A
	Exit	1	1		1231			1231	1299	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	412	612	0.673	417	443	6.9	2.1	28.629	D
			2	1, 3, 4	326	618	0.527	331	344	2.8	1.1	18.175	C
		2	1	(1, 2, 3, 4)	725			737	760	8.3	0.5	12.349	B
	Exit	1	1		610			610	627	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	428	892	0.479	421	429	1.7	1.4	9.427	A
			2	4	840	853	0.986	847	869	5.5	4.7	22.331	C
			3	1, 2	371	887	0.418	374	383	1.1	0.6	6.974	A
		2	1	(3, 4)	1130			1267	1294	71.4	39.3	157.152	F
			2	(1, 2)	371			371	381	0.0	0.0	0.061	A
	Exit	1	1		1784			1784	1836	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	316	709	0.449	319	334	1.2	0.4	9.305	A
			2	1	230	714	0.322	229	237	0.7	0.4	7.720	A
			3	2, 3	655	730	0.898	670	682	5.5	4.1	26.450	D
		2	1	(1, 4)	547			547	566	0.0	0.0	0.118	A
			2	(2, 3)	603			655	677	24.8	9.4	84.021	F
	Exit	1	1		933			933	965	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	421	887	0.475	421	430	1.2	0.7	6.087	A
			2	2, 3, 4	503	874	0.576	503	522	1.6	0.8	7.239	A
		2	1	(1, 2, 3, 4)	925			925	946	0.0	0.0	0.000	A
	Exit	1	1		1203			1203	1244	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	352	703	0.502	356	367	2.1	1.0	10.684	B
			2	1, 3, 4	281	704	0.399	279	280	1.1	0.7	9.442	A
		2	1	(1, 2, 3, 4)	633			633	641	0.5	0.0	0.083	A
	Exit	1	1		534			534	533	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	346	915	0.378	348	372	1.4	0.5	7.591	A
			2	4	607	881	0.689	622	741	4.7	1.5	16.390	C
			3	1, 2	327	904	0.361	325	325	0.6	0.8	5.863	A
		2	1	(3, 4)	907			952	1096	39.3	1.2	37.871	E
			2	(1, 2)	327			327	326	0.0	0.0	0.007	A
	Exit	1	1		1463			1463	1511	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	261	790	0.331	257	273	0.4	0.7	7.549	A
			2	1	206	784	0.262	204	202	0.4	0.3	6.076	A
			3	2, 3	535	810	0.661	540	562	4.1	1.5	16.032	C
		2	1	(1, 4)	468			468	476	0.0	0.0	0.000	A
			2	(2, 3)	510			535	552	9.4	0.6	19.369	C
	Exit	1	1		777			777	817	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	323	952	0.340	325	341	0.7	0.3	4.819	A
			2	2, 3, 4	430	944	0.455	430	443	0.8	0.7	5.666	A
		2	1	(1, 2, 3, 4)	753			753	782	0.0	0.0	0.000	A
	Exit	1	1		913			913	1046	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

15:45 - 16:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	356	89	1112	703	0.506	353	339	0.0	1.1	9.581	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	226	56	1112	696	0.324	223	236	0.0	0.8	8.332	A
				4	30	7	1112	721	0.041	29	29	0.0	0.1	8.515	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	356	89	-	-	-	356	344	0.0	0.0	0.000	A
				3	226	56	-	-	-	226	239	0.0	0.0	0.000	A
				4	30	7	-	-	-	30	30	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	326	82	1051	915	0.357	325	327	0.0	0.5	6.176	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	611	153	1051	881	0.693	615	637	0.0	1.7	10.738	B
			3	1	313	78	1051	912	0.343	313	319	0.0	0.5	6.142	A
				2	0.36	0.09	159	140	0.003	0.36	0.73	0.0	0.0	5.112	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	327	82	-	-	-	326	329	0.0	0.2	1.211	A
				4	614	153	-	-	-	611	644	0.0	0.5	1.634	A
			2	1	313	78	-	-	-	313	320	0.0	0.0	0.003	A
				2	0.36	0.09	-	-	-	0.36	0.73	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	286	71	1106	781	0.365	285	279	0.0	0.5	7.127	A
			2	1	189	47	1106	798	0.236	191	198	0.0	0.4	5.696	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	511	128	1106	815	0.627	517	504	0.0	1.4	10.127	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	189	47	-	-	-	189	200	0.0	0.0	0.013	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	286	71	-	-	-	286	281	0.0	0.0	0.036	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	512	128	-	-	-	511	510	0.0	0.1	0.323	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	5	1	1067	701	0.008	5	6	0.0	0.0	5.829	A
				2	324	81	1354	964	0.336	323	335	0.0	0.5	4.540	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	252	63	1354	956	0.264	253	249	0.0	0.2	4.617	A
				3	192	48	1354	947	0.203	192	202	0.0	0.3	6.186	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	6	0.0	0.0	0.000	A
				2	576	144	-	-	-	576	588	0.0	0.0	0.000	A
				3	192	48	-	-	-	192	203	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	407	102	1112	633	0.642	403	411	1.1	1.7	12.935	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	283	71	1112	635	0.447	279	288	0.9	1.4	11.926	B
				4	37	9	1112	633	0.058	36	37	0.9	0.1	11.193	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	407	102	-	-	-	407	413	0.0	0.0	0.048	A
				3	283	71	-	-	-	283	290	0.0	0.0	0.016	A
				4	37	9	-	-	-	37	37	0.0	0.0	0.023	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	377	94	1051	893	0.422	377	384	0.5	0.4	7.644	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	729	182	1051	857	0.852	735	737	1.7	2.8	15.095	C
			3	1	395	99	1051	883	0.447	393	392	0.5	0.8	6.931	A
				2	1	0.27	287	247	0.004	1	1	0.0	0.0	13.925	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	381	95	-	-	-	377	384	0.7	1.2	7.298	A
				4	740	185	-	-	-	729	742	0.7	2.9	7.902	A
			2	1	395	99	-	-	-	395	394	0.0	0.0	0.012	A
				2	1	0.27	-	-	-	1	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	343	86	1106	729	0.471	339	347	0.5	0.9	8.309	A
			2	1	234	58	1106	743	0.315	235	236	0.4	0.4	6.687	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	607	152	1106	751	0.808	612	618	1.4	2.5	16.009	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	234	58	-	-	-	234	236	0.0	0.0	0.043	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	344	86	-	-	-	343	349	0.0	0.1	0.069	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	600	150	-	-	-	607	622	0.1	0.6	3.699	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	8	2	1190	665	0.011	8	9	0.5	0.0	7.142	A
				2	403	101	1354	888	0.454	403	403	0.5	0.8	6.041	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	280	70	1354	898	0.312	284	291	0.5	0.3	5.959	A
				3	223	56	1354	885	0.252	224	236	0.5	0.7	7.963	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	8	2	-	-	-	8	9	0.0	0.0	0.000	A
				2	683	171	-	-	-	683	695	0.0	0.0	0.000	A
				3	223	56	-	-	-	223	237	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	493	123	1112	540	0.913	496	482	1.7	5.0	30.913	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	346	86	1112	541	0.641	333	337	1.5	2.8	20.014	C
				4	39	10	1112	550	0.071	40	42	1.5	0.3	22.255	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	492	123	-	-	-	493	496	0.0	2.4	10.404	B
				3	351	88	-	-	-	346	343	0.0	1.8	9.001	A
				4	41	10	-	-	-	39	42	0.0	0.2	9.056	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	449	112	1051	859	0.523	444	440	0.4	1.6	10.945	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	807	202	1051	823	0.981	804	821	2.8	5.1	22.618	C
			3	1	473	118	1051	851	0.556	467	464	0.8	1.8	9.072	A
				2	2	0.45	287	237	0.008	2	2	0.0	0.0	8.213	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	488	122	-	-	-	449	445	4.1	13.6	69.831	F
				4	909	227	-	-	-	807	830	4.1	27.3	72.045	F
			2	1	473	118	-	-	-	473	468	0.0	0.0	0.222	A
				2	2	0.45	-	-	-	2	2	0.0	0.0	1.705	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	424	106	1106	684	0.619	425	416	0.9	1.4	10.646	B
			2	1	284	71	1106	696	0.408	287	287	0.4	0.7	8.737	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	706	177	1106	709	0.996	701	692	2.5	5.2	23.882	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	284	71	-	-	-	284	288	0.0	0.0	0.310	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	422	105	-	-	-	424	418	0.1	0.1	0.307	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	764	191	-	-	-	706	703	0.6	13.6	39.199	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	11	3	1149	705	0.017	11	9	0.0	0.1	11.278	B
				2	517	129	1354	822	0.628	518	519	0.8	1.3	8.691	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	320	80	1354	822	0.389	324	323	1.0	0.8	8.809	A
				3	273	68	1354	806	0.338	274	294	1.0	1.0	11.965	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	11	3	-	-	-	11	9	0.0	0.0	0.000	A
				2	837	209	-	-	-	837	847	0.0	0.0	0.000	A
				3	273	68	-	-	-	273	295	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	497	124	1112	538	0.922	495	491	5.0	6.9	45.770	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	336	84	1112	538	0.627	333	350	3.1	2.5	25.937	D
				4	48	12	1112	545	0.087	44	44	3.1	0.4	26.874	D
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	508	127	-	-	-	497	498	4.5	4.7	27.744	D
				3	337	84	-	-	-	336	349	4.5	3.2	27.717	D
				4	48	12	-	-	-	48	44	4.5	0.5	29.378	D
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	449	112	1051	850	0.528	439	445	1.6	1.7	10.740	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	793	198	1051	826	0.963	795	844	5.1	5.5	23.784	C
			3	1	439	110	1051	851	0.516	438	468	1.8	1.1	9.246	A
				2	2	0.45	287	239	0.008	2	1	0.0	0.0	6.014	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	469	117	-	-	-	449	445	40.8	23.8	163.758	F
				4	886	222	-	-	-	793	845	40.8	47.5	167.046	F
			2	1	439	110	-	-	-	439	465	0.0	0.0	0.243	A
				2	2	0.45	-	-	-	2	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	397	99	1106	710	0.562	392	411	1.4	1.2	11.800	B
			2	1	275	69	1106	709	0.387	276	280	0.7	0.7	8.423	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	691	173	1106	720	0.962	684	697	5.2	5.5	27.694	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	275	69	-	-	-	275	280	0.1	0.0	0.465	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	397	99	-	-	-	397	411	0.1	0.0	0.775	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	739	185	-	-	-	691	698	13.6	24.8	100.688	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	10	2	1190	734	0.013	9	11	1.4	0.1	10.368	B
				2	526	131	1354	841	0.626	527	535	1.4	1.1	9.635	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	308	77	1354	837	0.367	311	331	1.8	0.5	9.300	A
				3	306	76	1354	824	0.371	302	303	1.8	1.0	13.374	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	10	2	-	-	-	10	10	0.0	0.0	0.000	A
				2	833	208	-	-	-	833	865	0.0	0.0	0.000	A
				3	306	76	-	-	-	306	303	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	412	103	1112	611	0.673	417	443	6.9	2.1	28.629	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	291	73	1112	618	0.470	293	302	2.8	1.0	18.182	C
				4	35	9	1112	627	0.056	37	42	2.8	0.1	18.124	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	405	101	-	-	-	412	424	8.3	0.3	12.941	B
				3	286	72	-	-	-	291	296	8.3	0.2	11.287	B
				4	34	9	-	-	-	35	40	8.3	0.0	13.931	B
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	428	107	1051	892	0.480	421	429	1.7	1.4	9.427	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	840	210	1051	853	0.986	847	869	5.5	4.7	22.331	C
			3	1	369	92	1051	888	0.416	373	382	1.1	0.6	6.971	A
				2	1	0.36	223	190	0.008	1	0.73	0.0	0.0	8.277	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	399	100	-	-	-	428	428	71.4	14.5	157.669	F
				4	731	183	-	-	-	840	866	71.4	24.8	156.878	F
			2	1	369	92	-	-	-	369	380	0.0	0.0	0.061	A
				2	1	0.36	-	-	-	1	0.85	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	316	79	1106	708	0.449	319	334	1.2	0.4	9.305	A
			2	1	230	58	1106	714	0.322	229	237	0.7	0.4	7.720	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	655	164	1106	730	0.898	670	682	5.5	4.1	26.450	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	230	58	-	-	-	230	236	0.0	0.0	0.111	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	316	79	-	-	-	316	330	0.0	0.0	0.123	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	603	151	-	-	-	655	677	24.8	9.4	84.021	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	7	2	1108	654	0.011	7	8	1.2	0.0	7.376	A
				2	414	103	1354	888	0.466	413	422	1.2	0.7	6.065	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	283	71	1354	880	0.321	283	288	1.6	0.4	6.328	A
				3	220	55	1354	864	0.255	220	234	1.6	0.4	8.390	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	7	2	-	-	-	7	8	0.0	0.0	0.000	A
				2	697	174	-	-	-	697	707	0.0	0.0	0.000	A
				3	220	55	-	-	-	220	232	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	352	88	1112	703	0.502	356	367	2.1	1.0	10.684	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	248	62	1112	705	0.351	245	248	1.1	0.6	9.388	A
				4	34	8	1112	712	0.047	34	32	1.1	0.1	9.859	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	352	88	-	-	-	352	363	0.5	0.0	0.080	A
				3	248	62	-	-	-	248	246	0.5	0.0	0.065	A
				4	34	8	-	-	-	34	32	0.0	0.0	0.260	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	346	86	1051	914	0.378	348	372	1.4	0.5	7.591	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	607	152	1051	881	0.689	622	741	4.7	1.5	16.390	C
			3	1	325	81	1051	903	0.360	323	324	0.6	0.8	5.862	A
				2	2	0.45	223	194	0.009	2	0.97	0.6	0.0	6.296	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	327	82	-	-	-	346	368	39.3	0.2	35.426	E
				4	580	145	-	-	-	607	728	39.3	1.0	39.129	E
			2	1	325	81	-	-	-	325	325	0.0	0.0	0.007	A
				2	2	0.45	-	-	-	2	0.85	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	261	65	1106	789	0.331	257	273	0.4	0.7	7.549	A
			2	1	206	52	1106	783	0.263	204	202	0.4	0.3	6.076	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	535	134	1106	811	0.661	540	562	4.1	1.5	16.032	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	206	52	-	-	-	206	201	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	261	65	-	-	-	261	274	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	510	127	-	-	-	535	552	9.4	0.6	19.369	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	7	2	985	679	0.010	7	8	0.0	0.0	6.457	A
				2	316	79	1354	951	0.333	318	333	0.7	0.3	4.784	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	248	62	1354	955	0.260	247	247	0.8	0.4	4.824	A
				3	182	45	1354	933	0.194	184	196	0.8	0.4	6.764	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	7	2	-	-	-	7	8	0.0	0.0	0.000	A
				2	565	141	-	-	-	565	579	0.0	0.0	0.000	A
				3	182	45	-	-	-	182	196	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026 + Committed Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A1079 (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J17 - Dunswell Roundabout	Standard Roundabout		1, 2, 3, 4	59.88	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	59.88	F

Traffic Demand

Demand Set 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 2026 + Committed Development	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1174 (N)		ONE HOUR	✓	787	100.000
2 - A1033 (E)		ONE HOUR	✓	1732	100.000
3 - A1079 (S)		ONE HOUR	✓	878	100.000
4 - A1079 (W)		ONE HOUR	✓	1034	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	391	349	47
	2 - A1033 (E)	506	1	439	786
	3 - A1079 (S)	231	344	0	303
	4 - A1079 (W)	15	667	352	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	3	4	4
	2 - A1033 (E)	3	0	3	5
	3 - A1079 (S)	3	4	0	5
	4 - A1079 (W)	7	3	3	0

Cyclist %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	0	0	0
	2 - A1033 (E)	0	0	0	0
	3 - A1079 (S)	0	0	0	0
	4 - A1079 (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1174 (N)	21.41	5.8	C	723	1085
2 - A1033 (E)	132.57	78.9	F	1581	2371
3 - A1079 (S)	11.41	3.2	B	803	1205
4 - A1079 (W)	8.58	2.7	A	946	1420

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	581	145	1025	581	601	567	0.0	1.1	7.366	A
2 - A1033 (E)	1314	329	560	1319	1342	1046	0.0	4.6	11.262	B
3 - A1079 (S)	662	166	1021	661	681	858	0.0	1.3	6.763	A
4 - A1079 (W)	780	195	813	779	803	869	0.0	0.9	4.741	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	703	176	1209	705	728	679	1.1	2.0	10.250	B
2 - A1033 (E)	1555	389	672	1543	1594	1242	4.6	11.8	21.079	C
3 - A1079 (S)	785	196	1203	785	818	1012	1.3	1.5	8.068	A
4 - A1079 (W)	915	229	965	923	948	1023	0.9	1.5	5.803	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	890	222	1488	891	892	816	2.0	5.8	20.070	C
2 - A1033 (E)	1872	468	815	1753	1829	1564	11.8	43.7	61.020	F
3 - A1079 (S)	972	243	1374	974	1009	1195	1.5	3.2	11.407	B
4 - A1079 (W)	1116	279	1185	1120	1160	1163	1.5	2.5	7.965	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	851	213	1528	856	899	852	5.8	4.6	21.406	C
2 - A1033 (E)	1900	475	819	1761	1824	1564	43.7	78.7	132.571	F
3 - A1079 (S)	958	240	1399	967	1008	1182	3.2	2.5	11.373	B
4 - A1079 (W)	1163	291	1218	1161	1194	1147	2.5	2.6	8.579	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	712	178	1223	712	737	682	4.6	2.0	11.141	B
2 - A1033 (E)	1565	391	675	1680	1755	1261	78.7	47.6	131.837	F
3 - A1079 (S)	796	199	1278	799	819	1076	2.5	1.7	8.165	A
4 - A1079 (W)	931	233	974	931	956	1103	2.6	1.6	5.901	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	603	151	1027	606	631	558	2.0	1.3	8.324	A
2 - A1033 (E)	1286	322	559	1388	1519	1074	47.6	8.8	50.355	F
3 - A1079 (S)	649	162	1065	655	678	882	1.7	1.1	7.329	A
4 - A1079 (W)	773	193	810	775	807	911	1.6	0.9	4.800	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	286	765	0.374	288	297	0.0	0.5	7.491	A
			2	1, 3, 4	295	767	0.386	293	304	0.0	0.6	7.245	A
		2	1	(1, 2, 3, 4)	581			581	606	0.0	0.0	0.000	A
	Exit	1	1		567			567	576	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	333	872	0.382	335	338	0.0	0.7	6.562	A
			2	4	606	852	0.711	604	615	0.0	2.3	12.017	B
			3	1, 2	375	868	0.432	380	389	0.0	0.8	7.547	A
		2	1	(3, 4)	940			940	965	0.0	0.9	2.596	A
			2	(1, 2)	374			375	392	0.0	0.0	0.189	A
	Exit	1	1		1046			1046	1082	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	229	764	0.301	228	235	0.0	0.5	6.726	A
			2	1	174	769	0.226	176	177	0.0	0.3	5.901	A
			3	2, 3	258	765	0.337	257	270	0.0	0.6	7.328	A
		2	1	(1, 4)	404			404	415	0.0	0.0	0.006	A
			2	(2, 3)	258			258	272	0.0	0.0	0.030	A
	Exit	1	1		858			858	883	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	308	1028	0.299	307	318	0.0	0.3	4.137	A
			2	2, 3, 4	472	1038	0.455	472	485	0.0	0.6	5.139	A
		2	1	(1, 2, 3, 4)	780			780	807	0.0	0.0	0.000	A
	Exit	1	1		869			869	888	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	346	713	0.486	355	361	0.5	0.7	9.646	A
			2	1, 3, 4	357	701	0.509	351	367	0.6	1.3	10.830	B
		2	1	(1, 2, 3, 4)	703			703	731	0.0	0.0	0.008	A
	Exit	1	1		679			679	691	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	380	836	0.454	382	398	0.7	1.1	8.238	A
			2	4	706	821	0.858	706	727	2.3	3.7	17.310	C
			3	1, 2	456	838	0.543	456	469	0.8	1.2	9.157	A
		2	1	(3, 4)	1100			1085	1133	0.9	5.8	11.705	B
			2	(1, 2)	456			456	470	0.0	0.0	0.375	A
	Exit	1	1		1242			1242	1284	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	273	714	0.381	275	293	0.5	0.4	8.233	A
			2	1	211	727	0.290	210	209	0.3	0.3	6.588	A
			3	2, 3	300	721	0.416	299	316	0.6	0.7	8.721	A
		2	1	(1, 4)	484			484	502	0.0	0.0	0.063	A
			2	(2, 3)	300			300	316	0.0	0.0	0.083	A
	Exit	1	1		1012			1012	1051	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	383	982	0.390	385	396	0.3	0.6	4.872	A
			2	2, 3, 4	532	982	0.541	538	553	0.6	0.9	6.467	A
		2	1	(1, 2, 3, 4)	915			915	951	0.0	0.0	0.000	A
	Exit	1	1		1023			1023	1062	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	452	622	0.724	462	446	0.7	2.2	19.289	C
			2	1, 3, 4	432	616	0.701	429	446	1.3	2.7	17.868	C
		2	1	(1, 2, 3, 4)	890			884	904	0.0	0.9	1.383	A
	Exit	1	1		816			816	847	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	424	802	0.529	430	444	1.1	1.2	11.209	B
			2	4	783	779	1.003	775	817	3.7	5.3	22.654	C
			3	1, 2	549	794	0.691	548	568	1.2	2.0	12.464	B
		2	1	(3, 4)	1319			1207	1268	5.8	34.7	62.091	F
			2	(1, 2)	553			549	572	0.0	0.5	1.328	A
	Exit	1	1		1564			1564	1590	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	337	659	0.512	338	349	0.4	0.8	10.728	B
			2	1	254	674	0.378	256	264	0.3	0.7	8.452	A
			3	2, 3	381	672	0.566	381	397	0.7	1.6	12.474	B
		2	1	(1, 4)	590			591	616	0.0	0.0	0.437	A
			2	(2, 3)	381			381	400	0.0	0.1	0.804	A
	Exit	1	1		1195			1195	1233	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	486	903	0.537	489	504	0.6	0.8	6.629	A
			2	2, 3, 4	630	905	0.697	631	656	0.9	1.7	8.985	A
		2	1	(1, 2, 3, 4)	1116			1116	1164	0.0	0.0	0.000	A
	Exit	1	1		1163			1163	1220	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	413	612	0.674	416	443	2.2	1.9	19.185	C
			2	1, 3, 4	438	613	0.715	440	456	2.7	2.5	20.534	C
		2	1	(1, 2, 3, 4)	851			851	897	0.9	0.2	1.627	A
	Exit	1	1		852			852	862	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	418	796	0.524	415	428	1.2	1.2	11.874	B
			2	4	771	783	0.982	771	812	5.3	5.4	24.650	C
			3	1, 2	571	792	0.720	575	584	2.0	1.8	13.195	B
		2	1	(3, 4)	1330			1188	1239	34.7	70.1	162.001	F
			2	(1, 2)	570			571	583	0.5	0.3	2.420	A
	Exit	1	1		1564			1564	1624	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	323	659	0.490	324	342	0.8	0.8	10.542	B
			2	1	254	671	0.379	256	261	0.7	0.6	8.552	A
			3	2, 3	381	668	0.571	387	405	1.6	1.1	12.753	B
		2	1	(1, 4)	576			577	603	0.0	0.0	0.253	A
			2	(2, 3)	381			381	403	0.1	0.0	0.815	A
	Exit	1	1		1182			1182	1230	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	513	893	0.575	513	525	0.8	0.8	7.221	A
			2	2, 3, 4	650	900	0.723	649	670	1.7	1.8	9.640	A
		2	1	(1, 2, 3, 4)	1163			1163	1195	0.0	0.0	0.000	A
	Exit	1	1		1147			1147	1209	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	351	710	0.496	350	357	1.9	1.0	10.895	B
			2	1, 3, 4	361	701	0.514	362	379	2.5	1.0	11.208	B
		2	1	(1, 2, 3, 4)	712			712	727	0.2	0.0	0.112	A
	Exit	1	1		682			682	704	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	437	832	0.524	442	455	1.2	0.8	11.167	B
			2	4	772	819	0.943	775	823	5.4	4.4	22.659	C
			3	1, 2	463	834	0.554	462	477	1.8	1.1	9.796	A
		2	1	(3, 4)	1102			1209	1274	70.1	41.2	164.265	F
			2	(1, 2)	463			463	474	0.3	0.0	0.523	A
	Exit	1	1		1261			1261	1299	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	285	690	0.412	287	282	0.8	0.6	8.580	A
			2	1	207	703	0.295	207	214	0.6	0.4	7.029	A
			3	2, 3	304	698	0.435	305	324	1.1	0.6	8.419	A
		2	1	(1, 4)	492			492	495	0.0	0.0	0.042	A
			2	(2, 3)	304			304	322	0.0	0.0	0.080	A
	Exit	1	1		1076			1076	1117	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	385	982	0.393	386	393	0.8	0.5	5.160	A
			2	2, 3, 4	546	976	0.559	545	563	1.8	1.1	6.420	A
		2	1	(1, 2, 3, 4)	931			931	952	0.0	0.0	0.000	A
	Exit	1	1		1103			1103	1148	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	309	762	0.405	311	317	1.0	0.6	8.590	A
			2	1, 3, 4	295	760	0.389	295	314	1.0	0.7	8.032	A
		2	1	(1, 2, 3, 4)	603			603	628	0.0	0.0	0.011	A
	Exit	1	1		558			558	590	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	354	861	0.411	357	391	0.8	0.5	8.472	A
			2	4	639	854	0.748	649	724	4.4	2.4	17.439	C
			3	1, 2	376	870	0.433	381	404	1.1	0.6	7.548	A
		2	1	(3, 4)	910			993	1105	41.2	5.3	55.222	F
			2	(1, 2)	376			376	402	0.0	0.0	0.088	A
	Exit	1	1		1074			1074	1102	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	227	757	0.301	226	236	0.6	0.5	7.399	A
			2	1	166	766	0.217	166	174	0.4	0.3	6.360	A
			3	2, 3	255	759	0.335	263	268	0.6	0.4	7.747	A
		2	1	(1, 4)	393			393	408	0.0	0.0	0.038	A
			2	(2, 3)	255			255	267	0.0	0.0	0.109	A
	Exit	1	1		882			882	945	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	301	1034	0.291	301	317	0.5	0.3	4.318	A
			2	2, 3, 4	473	1039	0.455	474	490	1.1	0.5	5.110	A
		2	1	(1, 2, 3, 4)	773			773	803	0.0	0.0	0.000	A
	Exit	1	1		911			911	998	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	286	71	1112	767	0.373	288	297	0.0	0.5	7.491	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	258	65	1112	765	0.338	256	266	0.0	0.6	7.232	A
				4	37	9	1112	778	0.047	37	38	0.0	0.0	7.331	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	286	71	-	-	-	286	299	0.0	0.0	0.000	A
				3	258	65	-	-	-	258	268	0.0	0.0	0.000	A
				4	37	9	-	-	-	37	39	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	333	83	1051	872	0.382	335	338	0.0	0.7	6.562	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	606	152	1051	852	0.711	604	615	0.0	2.3	12.017	B
			3	1	374	94	1051	868	0.431	380	388	0.0	0.8	7.545	A
				2	0.43	0.11	169	146	0.003	0.43	0.71	0.0	0.0	8.632	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	334	84	-	-	-	333	341	0.0	0.3	2.394	A
				4	606	151	-	-	-	606	624	0.0	0.6	2.709	A
			2	1	373	93	-	-	-	374	392	0.0	0.0	0.187	A
				2	0.43	0.11	-	-	-	0.43	0.71	0.0	0.0	0.823	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	229	57	1106	763	0.301	228	235	0.0	0.5	6.726	A
			2	1	174	44	1106	768	0.227	176	177	0.0	0.3	5.901	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	258	65	1106	764	0.338	257	270	0.0	0.6	7.328	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	174	44	-	-	-	174	178	0.0	0.0	0.003	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	229	57	-	-	-	229	237	0.0	0.0	0.008	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	258	64	-	-	-	258	272	0.0	0.0	0.030	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	11	3	1281	930	0.012	11	11	0.0	0.0	5.121	A
				2	296	74	1354	1028	0.288	295	308	0.0	0.3	4.105	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	204	51	1354	1044	0.196	206	206	0.0	0.2	4.187	A
				3	268	67	1354	1034	0.260	267	278	0.0	0.4	5.845	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	11	3	-	-	-	11	11	0.0	0.0	0.000	A
				2	500	125	-	-	-	500	516	0.0	0.0	0.000	A
				3	268	67	-	-	-	268	280	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	346	87	1112	711	0.488	355	361	0.5	0.7	9.646	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	316	79	1112	701	0.450	310	325	0.6	1.2	10.847	B
				4	41	10	1112	691	0.060	41	42	0.6	0.1	10.696	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	346	87	-	-	-	346	362	0.0	0.0	0.006	A
				3	316	79	-	-	-	316	328	0.0	0.0	0.012	A
				4	41	10	-	-	-	41	42	0.0	0.0	0.002	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	380	95	1051	836	0.453	382	398	0.7	1.1	8.238	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	706	176	1051	822	0.858	706	727	2.3	3.7	17.310	C
			3	1	455	114	1051	839	0.542	455	467	0.8	1.1	9.142	A
				2	1	0.32	281	233	0.006	1	1	0.0	0.0	14.461	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	385	96	-	-	-	380	400	0.9	2.1	11.460	B
				4	715	179	-	-	-	706	733	0.9	3.7	11.841	B
			2	1	455	114	-	-	-	455	469	0.0	0.0	0.375	A
				2	1	0.32	-	-	-	1	1	0.0	0.0	0.094	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	273	68	1106	717	0.380	275	293	0.5	0.4	8.233	A
			2	1	211	53	1106	727	0.290	210	209	0.3	0.3	6.588	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	300	75	1106	721	0.416	299	316	0.6	0.7	8.721	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	211	53	-	-	-	211	209	0.0	0.0	0.038	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	273	68	-	-	-	273	293	0.0	0.0	0.080	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	300	75	-	-	-	300	316	0.0	0.0	0.083	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	15	4	1257	852	0.017	15	15	0.3	0.1	5.395	A
				2	368	92	1354	984	0.373	370	381	0.3	0.6	4.853	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	214	54	1354	983	0.218	217	226	0.6	0.3	5.000	A
				3	317	79	1354	978	0.324	321	327	0.6	0.6	7.483	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	15	4	-	-	-	15	15	0.0	0.0	0.000	A
				2	583	146	-	-	-	583	608	0.0	0.0	0.000	A
				3	317	79	-	-	-	317	328	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	452	113	1112	623	0.724	462	446	0.7	2.2	19.289	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	381	95	1112	615	0.618	379	392	1.3	2.3	17.856	C
				4	51	13	1112	617	0.084	50	54	1.3	0.4	17.951	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	455	114	-	-	-	452	452	0.0	0.4	1.377	A
				3	383	96	-	-	-	381	397	0.0	0.3	1.409	A
				4	52	13	-	-	-	51	55	0.0	0.1	1.247	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	424	106	1051	802	0.529	430	444	1.1	1.2	11.209	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	783	196	1051	779	1.003	775	817	3.7	5.3	22.654	C
			3	1	548	137	1051	794	0.690	547	567	1.2	2.0	12.466	B
				2	1	0.27	281	223	0.005	1	1	1.2	0.0	11.657	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	463	116	-	-	-	424	445	5.8	12.0	60.750	F
				4	856	214	-	-	-	783	823	5.8	22.7	62.829	F
			2	1	552	138	-	-	-	548	571	0.0	0.5	1.328	A
				2	1	0.27	-	-	-	1	1	0.0	0.0	1.176	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	337	84	1106	658	0.513	338	349	0.4	0.8	10.728	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	254	63	1106	673	0.378	256	264	0.3	0.7	8.452	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	381	95	1106	671	0.567	381	397	0.7	1.6	12.474	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	254	63	-	-	-	254	265	0.0	0.0	0.387	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	336	84	-	-	-	337	351	0.0	0.0	0.476	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	381	95	-	-	-	381	400	0.0	0.1	0.804	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	14	3	1330	843	0.017	14	17	0.6	0.0	7.805	A
				2	472	118	1354	904	0.520	475	487	0.6	0.8	6.592	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	241	60	1354	907	0.266	245	259	0.9	0.4	6.758	A
				3	389	97	1354	901	0.432	386	397	0.9	1.3	10.441	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	14	3	-	-	-	14	16	0.0	0.0	0.000	A
				2	713	178	-	-	-	713	748	0.0	0.0	0.000	A
				3	389	97	-	-	-	389	400	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	413	103	1112	612	0.674	416	443	2.2	1.9	19.185	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	386	96	1112	614	0.628	387	401	2.7	2.3	20.466	C
				4	53	13	1112	603	0.087	53	55	2.7	0.2	21.049	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	413	103	-	-	-	413	442	0.9	0.1	1.679	A
				3	385	96	-	-	-	386	401	0.9	0.1	1.575	A
				4	53	13	-	-	-	53	54	0.9	0.0	1.593	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	418	104	1051	794	0.525	415	428	1.2	1.2	11.874	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	771	193	1051	783	0.982	771	812	5.3	5.4	24.650	C
			3	1	570	143	1051	791	0.719	575	583	2.0	1.8	13.194	B
				2	0.64	0.16	206	162	0.004	0.64	0.86	0.0	0.0	13.763	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	477	119	-	-	-	418	427	34.7	25.6	162.220	F
				4	853	213	-	-	-	771	812	34.7	44.5	161.881	F
			2	1	570	142	-	-	-	570	582	0.5	0.3	2.424	A
				2	0.64	0.16	-	-	-	0.64	0.86	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	323	81	1106	661	0.489	324	342	0.8	0.8	10.542	B
			2	1	254	64	1106	673	0.377	256	261	0.7	0.6	8.552	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	381	95	1106	669	0.570	387	405	1.6	1.1	12.753	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	254	63	-	-	-	254	261	0.0	0.0	0.192	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	323	81	-	-	-	323	342	0.0	0.0	0.300	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	381	95	-	-	-	381	403	0.1	0.0	0.815	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	21	5	1354	893	0.023	21	17	0.8	0.0	8.224	A
				2	492	123	1354	895	0.551	492	508	0.8	0.8	7.188	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	272	68	1354	901	0.302	269	269	1.7	0.7	7.216	A
				3	378	95	1354	902	0.420	380	401	1.7	1.1	11.273	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	21	5	-	-	-	21	17	0.0	0.0	0.000	A
				2	764	191	-	-	-	764	778	0.0	0.0	0.000	A
				3	378	95	-	-	-	378	400	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	351	88	1112	711	0.495	350	357	1.9	1.0	10.895	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	320	80	1112	698	0.457	322	336	2.5	0.9	11.337	B
				4	40	10	1112	712	0.057	41	43	2.5	0.1	10.221	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	351	88	-	-	-	351	354	0.2	0.0	0.107	A
				3	320	80	-	-	-	320	330	0.2	0.0	0.128	A
				4	40	10	-	-	-	40	43	0.0	0.0	0.032	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	437	109	1051	830	0.526	442	455	1.2	0.8	11.167	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	772	193	1051	819	0.943	775	823	5.4	4.4	22.659	C
			3	1	462	116	1051	834	0.553	462	476	1.8	1.1	9.796	A
				2	0.43	0.11	169	136	0.003	0.43	0.71	0.0	0.0	10.034	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	392	98	-	-	-	437	454	70.1	14.7	165.143	F
				4	710	177	-	-	-	772	820	70.1	26.5	163.773	F
			2	1	462	116	-	-	-	462	473	0.3	0.0	0.521	A
				2	0.43	0.11	-	-	-	0.43	0.71	0.0	0.0	1.783	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	285	71	1106	691	0.412	287	282	0.8	0.6	8.580	A
			2	1	207	52	1106	702	0.296	207	214	0.6	0.4	7.029	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	304	76	1106	698	0.435	305	324	1.1	0.6	8.419	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	207	52	-	-	-	207	213	0.0	0.0	0.036	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	285	71	-	-	-	285	281	0.0	0.0	0.046	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	304	76	-	-	-	304	322	0.0	0.0	0.080	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	13	3	1306	848	0.016	13	14	0.8	0.0	5.574	A
				2	372	93	1354	983	0.378	373	379	0.8	0.5	5.146	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	234	58	1354	977	0.239	232	238	1.8	0.4	5.085	A
				3	313	78	1354	978	0.320	313	325	1.8	0.8	7.398	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	13	3	-	-	-	13	14	0.0	0.0	0.000	A
				2	606	151	-	-	-	606	615	0.0	0.0	0.000	A
				3	313	78	-	-	-	313	323	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	309	77	1112	763	0.405	311	317	1.0	0.6	8.590	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	258	65	1112	764	0.339	260	276	1.0	0.6	8.128	A
				4	36	9	1112	738	0.049	35	38	1.0	0.1	7.340	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	309	77	-	-	-	309	315	0.0	0.0	0.016	A
				3	258	65	-	-	-	258	275	0.0	0.0	0.007	A
				4	36	9	-	-	-	36	38	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	354	88	1051	861	0.411	357	391	0.8	0.5	8.472	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	639	160	1051	854	0.748	649	724	4.4	2.4	17.439	C
			3	1	375	94	1051	870	0.431	380	404	1.1	0.6	7.550	A
				2	0.64	0.16	150	126	0.005	0.64	0.64	0.0	0.0	5.826	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	324	81	-	-	-	354	390	41.2	1.8	54.304	F
				4	586	147	-	-	-	639	715	41.2	3.6	55.729	F
			2	1	375	94	-	-	-	375	402	0.0	0.0	0.088	A
				2	0.64	0.16	-	-	-	0.64	0.64	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	227	57	1106	756	0.301	226	236	0.6	0.5	7.399	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	166	42	1106	766	0.217	166	174	0.4	0.3	6.360	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	255	64	1106	759	0.336	263	268	0.6	0.4	7.747	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	166	42	-	-	-	166	173	0.0	0.0	0.026	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	227	57	-	-	-	227	235	0.0	0.0	0.047	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	255	64	-	-	-	255	267	0.0	0.0	0.109	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	11	3	1306	984	0.011	11	12	0.5	0.0	4.581	A
				2	290	72	1354	1036	0.280	290	305	0.5	0.3	4.308	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	209	52	1354	1039	0.201	209	212	1.1	0.2	4.276	A
				3	264	66	1354	1039	0.254	264	278	1.1	0.3	5.749	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	11	3	-	-	-	11	12	0.0	0.0	0.000	A
				2	498	125	-	-	-	498	515	0.0	0.0	0.000	A
				3	264	66	-	-	-	264	276	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026 + Committed Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A1079 (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J17 - Dunswell Roundabout	Standard Roundabout		1, 2, 3, 4	84.68	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	84.68	F

Traffic Demand

Demand Set 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 2026 + Committed Development	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1174 (N)		ONE HOUR	✓	817	100.000
2 - A1033 (E)		ONE HOUR	✓	1661	100.000
3 - A1079 (S)		ONE HOUR	✓	1284	100.000
4 - A1079 (W)		ONE HOUR	✓	1022	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	461	317	39
	2 - A1033 (E)	419	1	432	809
	3 - A1079 (S)	253	669	0	362
	4 - A1079 (W)	9	761	252	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	1	1	0
	2 - A1033 (E)	2	0	1	5
	3 - A1079 (S)	3	1	0	4
	4 - A1079 (W)	11	3	5	0

Cyclist %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	0	0	0
	2 - A1033 (E)	0	0	0	0
	3 - A1079 (S)	0	0	0	0
	4 - A1079 (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1174 (N)	94.84	30.6	F	749	1123
2 - A1033 (E)	144.28	76.1	F	1533	2299
3 - A1079 (S)	61.25	26.9	F	1182	1773
4 - A1079 (W)	9.41	3.6	A	945	1417

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	618	154	1273	610	624	532	0.0	1.6	8.306	A
2 - A1033 (E)	1260	315	465	1253	1267	1418	0.0	4.1	10.406	B
3 - A1079 (S)	985	246	954	998	987	763	0.0	1.7	8.555	A
4 - A1079 (W)	764	191	1043	763	791	908	0.0	1.2	4.881	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	713	178	1509	724	734	626	1.6	3.0	14.014	B
2 - A1033 (E)	1492	373	552	1466	1512	1679	4.1	10.9	17.744	C
3 - A1079 (S)	1132	283	1127	1136	1159	891	1.7	4.4	13.466	B
4 - A1079 (W)	939	235	1195	940	957	1069	1.2	2.2	5.920	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	860	215	1810	833	853	758	3.0	15.9	47.324	E
2 - A1033 (E)	1864	466	636	1701	1725	2007	10.9	49.0	67.715	F
3 - A1079 (S)	1424	356	1313	1389	1382	1024	4.4	18.5	33.612	D
4 - A1079 (W)	1143	286	1448	1121	1172	1255	2.2	3.6	8.807	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	941	235	1793	877	862	758	15.9	30.6	94.839	F
2 - A1033 (E)	1839	460	649	1775	1782	2021	49.0	75.6	140.868	F
3 - A1079 (S)	1419	355	1379	1383	1396	1045	18.5	27.1	61.247	F
4 - A1079 (W)	1114	278	1452	1099	1162	1310	3.6	3.5	9.408	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	738	184	1543	771	836	635	30.6	6.7	52.773	F
2 - A1033 (E)	1526	381	550	1632	1641	1764	75.6	53.0	144.279	F
3 - A1079 (S)	1154	288	1227	1167	1252	956	27.1	9.4	42.803	E
4 - A1079 (W)	943	236	1238	940	983	1155	3.5	1.6	7.049	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	625	156	1282	623	648	522	6.7	1.4	13.700	B
2 - A1033 (E)	1225	306	468	1338	1480	1436	53.0	6.2	54.041	F
3 - A1079 (S)	978	244	1014	988	1038	792	9.4	2.9	13.384	B
4 - A1079 (W)	772	193	1031	772	808	971	1.6	1.4	5.381	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

15:45 - 16:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	340	713	0.477	335	346	0.0	0.9	8.443	A
			2	1, 3, 4	278	712	0.391	276	278	0.0	0.7	8.135	A
		2	1	(1, 2, 3, 4)	618			618	631	0.0	0.0	0.000	A
	Exit	1	1		532			532	533	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	332	918	0.361	329	318	0.0	0.6	6.223	A
			2	4	603	882	0.684	597	626	0.0	2.4	11.999	B
			3	1, 2	325	898	0.362	327	323	0.0	0.5	5.781	A
		2	1	(3, 4)	935			935	956	0.0	0.7	1.986	A
			2	(1, 2)	325			325	325	0.0	0.0	0.003	A
	Exit	1	1		1418			1418	1430	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	276	792	0.351	283	286	0.0	0.4	6.864	A
			2	1	197	785	0.251	200	204	0.0	0.1	6.025	A
			3	2, 3	512	818	0.626	516	497	0.0	1.2	10.111	B
		2	1	(1, 4)	474			474	492	0.0	0.0	0.002	A
			2	(2, 3)	511			512	502	0.0	0.0	0.384	A
	Exit	1	1		763			763	765	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	328	969	0.337	325	344	0.0	0.5	4.403	A
			2	2, 3, 4	436	960	0.456	438	447	0.0	0.6	5.251	A
		2	1	(1, 2, 3, 4)	764			764	796	0.0	0.0	0.000	A
	Exit	1	1		908			908	943	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	390	633	0.615	392	405	0.9	2.0	14.990	B
			2	1, 3, 4	323	637	0.508	332	329	0.7	1.0	12.102	B
		2	1	(1, 2, 3, 4)	713			713	740	0.0	0.0	0.316	A
	Exit	1	1		626			626	638	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	365	890	0.408	372	376	0.6	0.7	7.350	A
			2	4	705	860	0.820	701	741	2.4	3.9	14.915	B
			3	1, 2	393	880	0.447	394	395	0.5	0.8	7.546	A
		2	1	(3, 4)	1102			1069	1124	0.7	5.5	8.929	A
			2	(1, 2)	392			393	396	0.0	0.0	0.057	A
	Exit	1	1		1679			1679	1709	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	337	745	0.452	335	339	0.4	0.8	8.180	A
			2	1	227	760	0.298	226	237	0.1	0.5	6.402	A
			3	2, 3	575	765	0.752	576	583	1.2	2.5	15.213	C
		2	1	(1, 4)	564			564	579	0.0	0.0	0.004	A
			2	(2, 3)	568			575	589	0.0	0.5	3.981	A
	Exit	1	1		891			891	900	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	427	898	0.474	432	432	0.5	0.7	5.259	A
			2	2, 3, 4	512	908	0.563	509	525	0.6	1.5	6.462	A
		2	1	(1, 2, 3, 4)	939			939	961	0.0	0.0	0.000	A
	Exit	1	1		1069			1069	1114	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	459	544	0.846	468	475	2.0	5.8	37.729	E
			2	1, 3, 4	373	540	0.691	365	377	1.0	2.6	20.717	C
		2	1	(1, 2, 3, 4)	860			832	875	0.0	7.5	16.255	C
	Exit	1	1		758			758	760	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	418	862	0.485	426	429	0.7	0.7	9.197	A
			2	4	807	822	0.980	808	834	3.9	5.2	22.328	C
			3	1, 2	471	856	0.551	467	462	0.8	1.0	8.805	A
		2	1	(3, 4)	1392			1225	1269	5.5	42.0	69.246	F
			2	(1, 2)	472			471	462	0.0	0.1	0.456	A
	Exit	1	1		2007			2007	2028	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	406	688	0.592	409	413	0.8	1.4	11.654	B
			2	1	285	698	0.408	285	286	0.5	0.5	8.234	A
			3	2, 3	696	709	0.983	696	683	2.5	5.2	24.253	C
		2	1	(1, 4)	692			691	702	0.0	0.0	0.301	A
			2	(2, 3)	731			696	693	0.5	11.3	30.589	D
	Exit	1	1		1024			1024	1059	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	511	817	0.625	503	530	0.7	1.4	8.230	A
			2	2, 3, 4	632	825	0.766	618	642	1.5	2.2	9.287	A
		2	1	(1, 2, 3, 4)	1143			1143	1178	0.0	0.0	0.000	A
	Exit	1	1		1255			1255	1285	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	516	548	0.939	505	490	5.8	8.5	51.685	F
			2	1, 3, 4	374	549	0.681	372	372	2.6	3.2	25.348	D
		2	1	(1, 2, 3, 4)	941			890	876	7.5	18.8	54.570	F
	Exit	1	1		758			758	770	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	432	864	0.502	433	434	0.7	1.2	9.616	A
			2	4	866	832	1.041	867	871	5.2	5.4	23.210	C
			3	1, 2	470	855	0.551	475	476	1.0	1.0	9.080	A
		2	1	(3, 4)	1366			1298	1309	42.0	68.1	167.117	F
			2	(1, 2)	471			470	476	0.1	0.0	0.195	A
	Exit	1	1		2021			2021	2065	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	411	674	0.611	405	404	1.4	2.0	11.679	B
			2	1	273	672	0.405	273	283	0.5	0.8	8.552	A
			3	2, 3	696	693	1.004	704	708	5.2	4.9	28.484	D
		2	1	(1, 4)	684			684	690	0.0	0.2	0.271	A
			2	(2, 3)	734			696	708	11.3	19.3	78.300	F
	Exit	1	1		1045			1045	1053	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	516	819	0.627	507	540	1.4	1.6	8.357	A
			2	2, 3, 4	599	827	0.724	592	622	2.2	1.9	10.324	B
		2	1	(1, 2, 3, 4)	1114			1114	1161	0.0	0.0	0.000	A
	Exit	1	1		1310			1310	1314	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	429	625	0.687	443	473	8.5	3.2	35.912	E
			2	1, 3, 4	333	625	0.534	327	363	3.2	1.5	19.375	C
		2	1	(1, 2, 3, 4)	738			762	808	18.8	1.9	25.522	D
	Exit	1	1		635			635	621	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	429	879	0.488	436	418	1.2	0.6	9.526	A
			2	4	816	849	0.960	822	851	5.4	4.9	23.020	C
			3	1, 2	376	889	0.424	374	373	1.0	0.6	7.335	A
		2	1	(3, 4)	1150			1245	1263	68.1	47.0	170.198	F
			2	(1, 2)	376			376	371	0.0	0.0	0.116	A
	Exit	1	1		1764			1764	1878	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	309	718	0.430	302	341	2.0	1.3	9.780	A
			2	1	249	723	0.344	250	240	0.8	0.3	6.770	A
			3	2, 3	614	732	0.840	614	671	4.9	3.8	23.480	C
		2	1	(1, 4)	558			558	577	0.2	0.0	0.262	A
			2	(2, 3)	597			614	667	19.3	3.9	51.969	F
	Exit	1	1		956			956	987	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	424	894	0.475	422	437	1.6	0.6	6.499	A
			2	2, 3, 4	519	888	0.583	517	546	1.9	1.0	7.486	A
		2	1	(1, 2, 3, 4)	943			943	976	0.0	0.0	0.000	A
	Exit	1	1		1155			1155	1228	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	338	709	0.477	339	366	3.2	0.7	14.317	B
			2	1, 3, 4	286	703	0.408	284	283	1.5	0.8	10.193	B
		2	1	(1, 2, 3, 4)	625			625	635	1.9	0.0	1.633	A
	Exit	1	1		522			522	532	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	347	915	0.379	353	394	0.6	0.4	9.269	A
			2	4	652	885	0.737	656	761	4.9	1.9	16.724	C
			3	1, 2	329	908	0.362	329	325	0.6	0.4	5.922	A
		2	1	(3, 4)	897			999	1143	47.0	3.4	57.131	F
			2	(1, 2)	329			329	324	0.0	0.0	0.014	A
	Exit	1	1		1436			1436	1512	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	285	765	0.371	286	293	1.3	0.7	8.398	A
			2	1	188	782	0.238	188	200	0.3	0.4	5.878	A
			3	2, 3	511	801	0.638	514	545	3.8	1.7	13.337	B
		2	1	(1, 4)	471			471	491	0.0	0.0	0.100	A
			2	(2, 3)	506			511	536	3.9	0.0	5.875	A
	Exit	1	1		792			792	846	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	337	961	0.351	339	352	0.6	0.4	4.956	A
			2	2, 3, 4	433	962	0.453	433	455	1.0	1.0	5.710	A
		2	1	(1, 2, 3, 4)	772			772	807	0.0	0.0	0.000	A
	Exit	1	1		971			971	1083	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

15:45 - 16:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	340	85	1112	712	0.477	335	346	0.0	0.9	8.443	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	248	62	1112	711	0.349	245	247	0.0	0.7	8.173	A
				4	30	7	1112	710	0.042	31	31	0.0	0.0	7.837	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	340	85	-	-	-	340	350	0.0	0.0	0.000	A
				3	248	62	-	-	-	248	250	0.0	0.0	0.000	A
				4	30	7	-	-	-	30	31	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	332	83	1051	917	0.361	329	318	0.0	0.6	6.223	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	603	151	1051	881	0.685	597	626	0.0	2.4	11.999	B
			3	1	324	81	1051	899	0.362	326	323	0.0	0.5	5.784	A
				2	0.48	0.12	126	115	0.004	0.48	0.48	0.0	0.0	3.638	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	330	83	-	-	-	332	320	0.0	0.2	1.752	A
				4	604	151	-	-	-	603	636	0.0	0.5	2.110	A
			2	1	324	81	-	-	-	324	325	0.0	0.0	0.003	A
				2	0.48	0.12	-	-	-	0.48	0.48	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	276	69	1106	793	0.351	283	286	0.0	0.4	6.864	A
			2	1	197	49	1106	785	0.251	200	204	0.0	0.1	6.025	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	512	128	1106	819	0.626	516	497	0.0	1.2	10.111	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	197	49	-	-	-	197	205	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	276	69	-	-	-	276	288	0.0	0.0	0.003	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	511	128	-	-	-	512	502	0.0	0.0	0.384	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	6	1	975	720	0.008	6	6	0.0	0.0	4.765	A
				2	321	80	1354	968	0.332	319	338	0.0	0.5	4.398	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	252	63	1354	964	0.263	249	248	0.0	0.5	4.466	A
				3	184	46	1354	958	0.192	189	199	0.0	0.2	6.253	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	6	1	-	-	-	6	6	0.0	0.0	0.000	A
				2	574	143	-	-	-	574	590	0.0	0.0	0.000	A
				3	184	46	-	-	-	184	200	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	390	98	1112	632	0.615	392	405	0.9	2.0	14.990	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	291	73	1112	636	0.458	299	294	0.7	1.0	12.283	B
				4	32	8	1112	637	0.050	33	35	0.7	0.0	10.584	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	390	98	-	-	-	390	410	0.0	0.0	0.326	A
				3	291	73	-	-	-	291	296	0.0	0.0	0.314	A
				4	32	8	-	-	-	32	35	0.0	0.0	0.227	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	365	91	1051	890	0.408	372	376	0.6	0.7	7.350	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	705	176	1051	860	0.820	701	741	2.4	3.9	14.915	B
			3	1	391	98	1051	880	0.446	392	394	0.5	0.8	7.539	A
				2	1	0.36	252	215	0.007	1	0.96	0.0	0.0	10.209	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	376	94	-	-	-	365	377	0.7	1.7	7.905	A
				4	724	181	-	-	-	705	747	0.7	3.8	9.464	A
			2	1	390	98	-	-	-	391	395	0.0	0.0	0.056	A
				2	1	0.36	-	-	-	1	0.96	0.0	0.0	0.267	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	337	84	1106	745	0.452	335	339	0.4	0.8	8.180	A
			2	1	227	57	1106	760	0.298	226	237	0.1	0.5	6.402	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	575	144	1106	765	0.752	576	583	1.2	2.5	15.213	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	227	57	-	-	-	227	238	0.0	0.0	0.002	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	337	84	-	-	-	337	341	0.0	0.0	0.006	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	568	142	-	-	-	575	589	0.0	0.5	3.981	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	9	2	1191	703	0.012	9	8	0.0	0.0	6.125	A
				2	418	105	1354	899	0.464	423	424	0.5	0.7	5.244	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	287	72	1354	909	0.315	289	296	0.6	0.4	5.312	A
				3	225	56	1354	899	0.250	220	230	0.6	1.1	7.932	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	9	2	-	-	-	9	8	0.0	0.0	0.000	A
				2	705	176	-	-	-	705	720	0.0	0.0	0.000	A
				3	225	56	-	-	-	225	234	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	459	115	1112	544	0.847	468	475	2.0	5.8	37.729	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	335	84	1112	541	0.619	326	340	1.0	2.4	20.489	C
				4	38	9	1112	551	0.069	38	38	1.0	0.2	22.745	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	476	119	-	-	-	459	491	0.0	4.5	17.125	C
				3	347	87	-	-	-	335	345	0.0	2.7	15.150	C
				4	37	9	-	-	-	38	38	0.0	0.3	14.993	B
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	418	105	1051	860	0.486	426	429	0.7	0.7	9.197	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	807	202	1051	822	0.980	808	834	3.9	5.2	22.328	C
			3	1	469	117	1051	855	0.549	465	460	0.8	1.0	8.790	A
				2	1	0.36	336	281	0.005	1	2	0.0	0.0	13.017	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	492	123	-	-	-	418	429	5.5	15.4	68.804	F
				4	901	225	-	-	-	807	840	5.5	26.7	69.485	F
			2	1	470	118	-	-	-	469	461	0.0	0.1	0.451	A
				2	1	0.36	-	-	-	1	2	0.0	0.0	1.787	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	406	102	1106	689	0.590	409	413	0.8	1.4	11.654	B
			2	1	285	71	1106	701	0.407	285	286	0.5	0.5	8.234	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	696	174	1106	709	0.983	696	683	2.5	5.2	24.253	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	285	71	-	-	-	285	287	0.0	0.0	0.223	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	407	102	-	-	-	406	415	0.0	0.0	0.356	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	731	183	-	-	-	696	693	0.5	11.3	30.589	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	8	2	1246	607	0.013	9	13	0.0	0.0	8.629	A
				2	503	126	1354	820	0.613	494	517	0.7	1.4	8.221	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	350	88	1354	830	0.422	347	352	1.5	0.8	8.091	A
				3	281	70	1354	818	0.345	271	290	1.5	1.4	10.765	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	8	2	-	-	-	8	13	0.0	0.0	0.000	A
				2	853	213	-	-	-	853	873	0.0	0.0	0.000	A
				3	281	70	-	-	-	281	292	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	516	129	1112	548	0.938	505	490	5.8	8.5	51.685	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	342	85	1112	549	0.621	334	334	2.6	2.9	25.318	D
				4	33	8	1112	561	0.058	37	38	2.6	0.3	25.610	D
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	540	135	-	-	-	516	501	7.5	10.5	54.137	F
				3	369	92	-	-	-	342	336	7.5	7.8	55.593	F
				4	32	8	-	-	-	33	39	7.5	0.5	51.159	F
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	432	108	1051	866	0.501	433	434	0.7	1.2	9.616	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	866	217	1051	832	1.041	867	871	5.2	5.4	23.210	C
			3	1	469	117	1051	856	0.549	473	475	1.0	1.0	9.070	A
				2	1	0.36	294	249	0.006	1	1	0.0	0.0	12.208	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	439	110	-	-	-	432	437	42.0	22.2	167.347	F
				4	926	232	-	-	-	866	872	42.0	45.8	167.001	F
			2	1	469	117	-	-	-	469	474	0.1	0.0	0.195	A
				2	1	0.36	-	-	-	1	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	411	103	1106	675	0.611	405	404	1.4	2.0	11.679	B
			2	1	273	68	1106	672	0.405	273	283	0.5	0.8	8.552	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	696	174	1106	693	1.004	704	708	5.2	4.9	28.484	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	273	68	-	-	-	273	284	0.0	0.0	0.272	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	412	103	-	-	-	411	406	0.0	0.1	0.270	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	734	184	-	-	-	696	708	11.3	19.3	78.300	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	12	3	1191	724	0.016	12	12	0.0	0.0	9.620	A
				2	504	126	1354	819	0.613	495	527	1.4	1.6	8.329	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	319	80	1354	830	0.384	314	337	2.2	0.9	8.879	A
				3	279	70	1354	824	0.339	278	285	2.2	1.0	12.082	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	12	3	-	-	-	12	12	0.0	0.0	0.000	A
				2	823	206	-	-	-	823	866	0.0	0.0	0.000	A
				3	279	70	-	-	-	279	282	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	429	107	1112	625	0.687	443	473	8.5	3.2	35.912	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	304	76	1112	625	0.487	297	328	3.2	1.4	19.268	C
				4	29	7	1112	619	0.047	31	36	3.2	0.1	20.367	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	418	105	-	-	-	429	452	18.8	1.2	26.595	D
				3	291	73	-	-	-	304	322	18.8	0.6	24.572	C
				4	29	7	-	-	-	29	35	18.8	0.1	20.484	C
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	429	107	1051	881	0.487	436	418	1.2	0.6	9.526	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	816	204	1051	849	0.960	822	851	5.4	4.9	23.020	C
			3	1	376	94	1051	890	0.423	374	372	1.0	0.6	7.322	A
				2	0	0	42	33	0.000	0	0.32	0.0	0.0	22.608	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	395	99	-	-	-	429	415	68.1	16.4	172.368	F
				4	754	189	-	-	-	816	849	68.1	30.6	169.074	F
			2	1	376	94	-	-	-	376	371	0.0	0.0	0.111	A
				2	0	0	-	-	-	0	0.32	0.0	0.0	5.924	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	309	77	1106	718	0.430	302	341	2.0	1.3	9.780	A
			2	1	249	62	1106	724	0.343	250	240	0.8	0.3	6.770	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	614	153	1106	732	0.839	614	671	4.9	3.8	23.480	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	249	62	-	-	-	249	238	0.2	0.0	0.214	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	309	77	-	-	-	309	339	0.2	0.0	0.296	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	597	149	-	-	-	614	667	19.3	3.9	51.969	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	11	3	1191	714	0.015	11	8	0.0	0.0	8.874	A
				2	414	103	1354	896	0.462	412	428	1.6	0.6	6.453	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	297	74	1354	891	0.332	295	305	1.9	0.5	6.273	A
				3	223	56	1354	885	0.251	223	241	1.9	0.6	9.052	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	11	3	-	-	-	11	8	0.0	0.0	0.000	A
				2	710	177	-	-	-	710	728	0.0	0.0	0.000	A
				3	223	56	-	-	-	223	239	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	338	84	1112	706	0.479	339	366	3.2	0.7	14.317	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	256	64	1112	700	0.367	254	253	1.5	0.6	10.013	B
				4	30	8	1112	707	0.043	29	29	1.5	0.1	11.714	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	338	84	-	-	-	338	355	1.9	0.0	1.704	A
				3	256	64	-	-	-	256	250	1.9	0.0	1.578	A
				4	30	8	-	-	-	30	29	1.9	0.0	1.246	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	347	87	1051	916	0.379	353	394	0.6	0.4	9.269	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	652	163	1051	885	0.737	656	761	4.9	1.9	16.724	C
			3	1	327	82	1051	908	0.360	327	324	0.6	0.4	5.912	A
				2	1	0.36	210	184	0.008	1	0.80	0.0	0.0	9.827	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	315	79	-	-	-	347	394	47.0	1.2	58.454	F
				4	582	145	-	-	-	652	749	47.0	2.2	56.408	F
			2	1	327	82	-	-	-	327	323	0.0	0.0	0.014	A
				2	1	0.36	-	-	-	1	0.80	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	285	71	1106	766	0.370	286	293	1.3	0.7	8.398	A
			2	1	188	47	1106	781	0.238	188	200	0.3	0.4	5.878	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	511	128	1106	801	0.637	514	545	3.8	1.7	13.337	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	188	47	-	-	-	188	200	0.0	0.0	0.088	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	285	71	-	-	-	285	290	0.0	0.0	0.108	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	506	127	-	-	-	511	536	3.9	0.0	5.875	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	6	1	1137	705	0.008	6	8	0.0	0.0	5.403	A
				2	332	83	1354	962	0.344	334	344	0.6	0.4	4.946	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	248	62	1354	973	0.254	248	257	1.0	0.4	5.024	A
				3	187	47	1354	946	0.198	185	198	1.0	0.6	6.615	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	6	1	-	-	-	6	8	0.0	0.0	0.000	A
				2	579	145	-	-	-	579	600	0.0	0.0	0.000	A
				3	187	47	-	-	-	187	198	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Base 2026 + Committed Development + Isolation Scenario, AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - A1033 (E)	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	4 - A1079 (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J17 - Dunswell Roundabout	Standard Roundabout		1, 2, 3, 4	104.81	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	104.81	F

Traffic Demand

Demand Set 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 2026 + Committed Development + Isolation Scenario	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1174 (N)		ONE HOUR	✓	788	100.000
2 - A1033 (E)		ONE HOUR	✓	1797	100.000
3 - A1079 (S)		ONE HOUR	✓	878	100.000
4 - A1079 (W)		ONE HOUR	✓	1086	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	391	349	48
	2 - A1033 (E)	520	1	490	786
	3 - A1079 (S)	231	344	0	303
	4 - A1079 (W)	15	705	352	14

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	3	4	4
	2 - A1033 (E)	3	0	3	10
	3 - A1079 (S)	3	4	0	5
	4 - A1079 (W)	7	8	3	3

Cyclist %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	0	0	0
	2 - A1033 (E)	0	0	0	0
	3 - A1079 (S)	0	0	0	0
	4 - A1079 (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1174 (N)	30.04	7.3	D	729	1094
2 - A1033 (E)	237.76	123.3	F	1658	2486
3 - A1079 (S)	11.57	3.4	B	792	1188
4 - A1079 (W)	9.97	3.5	A	994	1491

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	616	154	1048	619	610	591	0.0	1.0	7.645	A
2 - A1033 (E)	1366	342	578	1385	1416	1089	0.0	4.4	13.033	B
3 - A1079 (S)	650	163	1044	647	670	920	0.0	1.6	6.713	A
4 - A1079 (W)	810	202	834	805	853	857	0.0	1.4	5.029	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	705	176	1266	701	725	700	1.0	2.5	10.756	B
2 - A1033 (E)	1624	406	669	1595	1689	1297	4.4	16.6	27.849	D
3 - A1079 (S)	809	202	1244	813	829	1020	1.6	1.9	8.806	A
4 - A1079 (W)	957	239	1005	960	1032	1051	1.4	1.3	6.483	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	872	218	1555	868	873	842	2.5	6.6	22.451	C
2 - A1033 (E)	1984	496	857	1751	1847	1566	16.6	74.1	99.992	F
3 - A1079 (S)	939	235	1376	952	989	1232	1.9	2.4	10.956	B
4 - A1079 (W)	1197	299	1192	1204	1268	1136	1.3	3.3	9.706	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	867	217	1539	857	881	845	6.6	7.3	30.037	D
2 - A1033 (E)	1967	492	845	1739	1880	1551	74.1	121.4	208.810	F
3 - A1079 (S)	945	236	1354	943	1003	1229	2.4	3.4	11.567	B
4 - A1079 (W)	1197	299	1187	1197	1261	1110	3.3	3.5	9.966	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	716	179	1257	704	761	689	7.3	3.0	13.794	B
2 - A1033 (E)	1628	407	678	1741	1804	1283	121.4	103.5	237.757	F
3 - A1079 (S)	768	192	1298	764	820	1121	3.4	1.8	9.085	A
4 - A1079 (W)	984	246	965	981	1043	1098	3.5	1.9	6.926	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	601	150	1071	596	619	573	3.0	1.5	8.213	A
2 - A1033 (E)	1371	343	580	1573	1739	1086	103.5	35.6	128.101	F
3 - A1079 (S)	642	160	1168	641	688	987	1.8	1.5	7.758	A
4 - A1079 (W)	823	206	818	825	868	991	1.9	0.9	5.192	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	318	761	0.419	320	302	0.0	0.4	7.326	A
			2	1, 3, 4	297	742	0.401	299	308	0.0	0.5	7.960	A
		2	1	(1, 2, 3, 4)	616			616	614	0.0	0.0	0.001	A
	Exit	1	1		591			591	594	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	380	856	0.444	385	371	0.0	0.6	7.368	A
			2	4	587	809	0.726	592	636	0.0	2.0	13.470	B
			3	1, 2	413	856	0.482	407	409	0.0	1.1	8.067	A
		2	1	(3, 4)	953			968	1019	0.0	0.7	3.920	A
			2	(1, 2)	413			413	413	0.0	0.0	0.140	A
	Exit	1	1		1089			1089	1125	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	221	751	0.295	220	232	0.0	0.4	6.395	A
			2	1	171	772	0.221	169	175	0.0	0.4	6.024	A
			3	2, 3	258	761	0.338	257	263	0.0	0.7	7.428	A
		2	1	(1, 4)	393			393	411	0.0	0.0	0.001	A
			2	(2, 3)	258			258	266	0.0	0.0	0.025	A
	Exit	1	1		920			920	914	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	327	979	0.335	324	348	0.0	0.6	4.330	A
			2	2, 3, 4	483	1012	0.478	480	505	0.0	0.8	5.499	A
		2	1	(1, 2, 3, 4)	810			810	859	0.0	0.0	0.000	A
	Exit	1	1		857			857	916	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	356	679	0.525	353	364	0.4	1.4	10.811	B
			2	1, 3, 4	348	673	0.519	349	361	0.5	1.2	10.696	B
		2	1	(1, 2, 3, 4)	705			705	731	0.0	0.0	0.002	A
	Exit	1	1		700			700	724	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	405	836	0.483	405	429	0.6	1.4	9.200	A
			2	4	705	779	0.909	711	766	2.0	3.6	18.903	C
			3	1, 2	480	840	0.571	479	494	1.1	1.4	9.631	A
		2	1	(3, 4)	1145			1110	1206	0.7	10.2	19.929	C
			2	(1, 2)	479			480	495	0.0	0.0	0.310	A
	Exit	1	1		1297			1297	1371	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	288	698	0.414	286	285	0.4	0.7	8.534	A
			2	1	205	699	0.294	205	216	0.4	0.4	7.434	A
			3	2, 3	316	700	0.451	321	329	0.7	0.8	9.529	A
		2	1	(1, 4)	494			494	502	0.0	0.0	0.179	A
			2	(2, 3)	315			316	329	0.0	0.0	0.142	A
	Exit	1	1		1020			1020	1073	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	395	913	0.433	397	430	0.6	0.3	5.741	A
			2	2, 3, 4	562	948	0.593	563	602	0.8	1.0	6.996	A
		2	1	(1, 2, 3, 4)	957			957	1032	0.0	0.0	0.000	A
	Exit	1	1		1051			1051	1107	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	416	589	0.705	417	426	1.4	2.4	19.456	C
			2	1, 3, 4	452	587	0.770	450	447	1.2	3.2	22.560	C
		2	1	(1, 2, 3, 4)	872			868	886	0.0	0.9	1.336	A
	Exit	1	1		842			842	860	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	446	787	0.567	443	457	1.4	1.7	12.513	B
			2	4	731	735	0.992	735	804	3.6	4.7	23.698	C
			3	1, 2	576	792	0.727	573	585	1.4	2.5	13.689	B
		2	1	(3, 4)	1406			1177	1267	10.2	64.6	115.162	F
			2	(1, 2)	579			576	590	0.0	0.7	2.366	A
	Exit	1	1		1566			1566	1646	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	328	660	0.497	333	344	0.7	0.7	10.539	B
			2	1	251	673	0.372	253	257	0.4	0.5	8.542	A
			3	2, 3	363	659	0.550	367	387	0.8	1.1	11.855	B
		2	1	(1, 4)	577			579	602	0.0	0.0	0.377	A
			2	(2, 3)	363			363	389	0.0	0.0	0.502	A
	Exit	1	1		1232			1232	1253	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	506	864	0.585	512	554	0.3	1.3	8.637	A
			2	2, 3, 4	691	893	0.774	693	714	1.0	2.0	10.497	B
		2	1	(1, 2, 3, 4)	1197			1197	1276	0.0	0.0	0.008	A
	Exit	1	1		1136			1136	1218	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	427	601	0.711	424	428	2.4	2.6	20.968	C
			2	1, 3, 4	438	586	0.744	433	453	3.2	3.2	24.704	C
		2	1	(1, 2, 3, 4)	867			865	882	0.9	1.6	7.087	A
	Exit	1	1		845			845	863	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	451	783	0.575	453	491	1.7	1.7	12.913	B
			2	4	709	738	0.963	711	808	4.7	4.9	24.601	C
			3	1, 2	578	783	0.738	574	582	2.5	2.6	13.377	B
		2	1	(3, 4)	1389			1160	1299	64.6	111.8	266.350	F
			2	(1, 2)	578			578	582	0.7	0.5	2.200	A
	Exit	1	1		1551			1551	1649	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	330	656	0.502	330	349	0.7	1.2	10.965	B
			2	1	256	670	0.382	259	264	0.5	0.5	9.357	A
			3	2, 3	356	666	0.533	354	389	1.1	1.4	12.352	B
		2	1	(1, 4)	589			586	616	0.0	0.3	0.297	A
			2	(2, 3)	357			356	390	0.0	0.1	0.760	A
	Exit	1	1		1229			1229	1281	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	515	860	0.597	517	560	1.3	1.3	8.480	A
			2	2, 3, 4	682	888	0.767	679	701	2.0	2.2	11.075	B
		2	1	(1, 2, 3, 4)	1197			1197	1261	0.0	0.0	0.023	A
	Exit	1	1		1110			1110	1232	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	360	683	0.527	352	376	2.6	1.7	12.339	B
			2	1, 3, 4	356	677	0.527	353	386	3.2	1.4	14.057	B
		2	1	(1, 2, 3, 4)	716			716	750	1.6	0.0	0.844	A
	Exit	1	1		689			689	716	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	493	834	0.593	494	489	1.7	1.3	12.811	B
			2	4	780	786	1.001	785	827	4.9	4.7	23.448	C
			3	1, 2	462	838	0.551	464	489	2.6	1.1	10.279	B
		2	1	(3, 4)	1164			1273	1315	111.8	96.2	310.418	F
			2	(1, 2)	464			462	483	0.5	0.1	0.436	A
	Exit	1	1		1283			1283	1389	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	263	679	0.386	263	287	1.2	0.6	9.502	A
			2	1	212	685	0.309	212	213	0.5	0.4	7.673	A
			3	2, 3	293	675	0.435	289	320	1.4	0.8	9.498	A
		2	1	(1, 4)	475			475	498	0.3	0.0	0.081	A
			2	(2, 3)	293			293	318	0.1	0.0	0.117	A
	Exit	1	1		1121			1121	1150	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	410	936	0.439	410	445	1.3	0.5	6.136	A
			2	2, 3, 4	574	963	0.595	571	598	2.2	1.3	7.499	A
		2	1	(1, 2, 3, 4)	984			984	1036	0.0	0.0	0.000	A
	Exit	1	1		1098			1098	1174	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	298	747	0.400	296	305	1.7	0.7	8.013	A
			2	1, 3, 4	303	737	0.411	300	314	1.4	0.8	8.409	A
		2	1	(1, 2, 3, 4)	601			601	612	0.0	0.0	0.000	A
	Exit	1	1		573			573	597	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	449	866	0.519	450	498	1.3	0.7	10.732	B
			2	4	724	804	0.897	724	833	4.7	4.3	21.309	C
			3	1, 2	402	861	0.466	399	408	1.1	0.8	8.395	A
		2	1	(3, 4)	969			1172	1324	96.2	29.7	163.369	F
			2	(1, 2)	402			402	407	0.1	0.0	0.192	A
	Exit	1	1		1086			1086	1148	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	223	716	0.312	222	238	0.6	0.7	8.046	A
			2	1	165	734	0.225	164	178	0.4	0.4	7.013	A
			3	2, 3	253	725	0.349	256	272	0.8	0.4	7.932	A
		2	1	(1, 4)	388			388	418	0.0	0.0	0.027	A
			2	(2, 3)	253			253	270	0.0	0.0	0.029	A
	Exit	1	1		987			987	1052	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	321	979	0.328	323	351	0.5	0.3	4.514	A
			2	2, 3, 4	502	1012	0.495	502	517	1.3	0.7	5.640	A
		2	1	(1, 2, 3, 4)	823			823	864	0.0	0.0	0.000	A
	Exit	1	1		991			991	1117	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	318	80	1112	761	0.419	320	302	0.0	0.4	7.326	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	260	65	1112	745	0.350	263	269	0.0	0.4	7.909	A
				4	37	9	1112	732	0.051	37	39	0.0	0.1	8.314	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	318	80	-	-	-	318	304	0.0	0.0	0.001	A
				3	260	65	-	-	-	260	271	0.0	0.0	0.002	A
				4	37	9	-	-	-	37	39	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	380	95	1051	855	0.445	385	371	0.0	0.6	7.368	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	587	147	1051	808	0.727	592	636	0.0	2.0	13.470	B
			3	1	412	103	1051	855	0.482	407	408	0.0	1.1	8.069	A
				2	0.28	0.07	122	103	0.003	0	0.37	0.0	0.0	6.603	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	376	94	-	-	-	380	374	0.0	0.3	3.665	A
				4	577	144	-	-	-	587	645	0.0	0.4	4.078	A
			2	1	413	103	-	-	-	412	413	0.0	0.0	0.140	A
				2	0.28	0.07	-	-	-	0.28	0.47	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	221	55	1106	753	0.294	220	232	0.0	0.4	6.395	A
			2	1	171	43	1106	774	0.220	169	175	0.0	0.4	6.024	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	258	64	1106	761	0.338	257	263	0.0	0.7	7.428	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	171	43	-	-	-	171	177	0.0	0.0	0.001	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	221	55	-	-	-	221	234	0.0	0.0	0.001	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	258	64	-	-	-	258	266	0.0	0.0	0.025	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	13	3	1322	967	0.014	14	11	0.0	0.0	4.615	A
				2	314	78	1354	980	0.320	311	336	0.0	0.6	4.320	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	201	50	1354	988	0.203	201	223	0.0	0.3	4.521	A
				3	274	68	1354	1031	0.265	272	274	0.0	0.5	6.225	A
				4	8	2	1165	854	0.009	8	9	0.0	0.0	6.391	A
		2	1	1	13	3	-	-	-	13	11	0.0	0.0	0.000	A
				2	515	129	-	-	-	515	563	0.0	0.0	0.000	A
				3	274	68	-	-	-	274	276	0.0	0.0	0.000	A
				4	8	2	-	-	-	8	9	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	356	89	1112	679	0.525	353	364	0.4	1.4	10.811	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	306	77	1112	673	0.455	306	319	0.5	1.0	10.766	B
				4	42	11	1112	665	0.064	42	42	0.5	0.1	10.154	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	356	89	-	-	-	356	368	0.0	0.0	0.002	A
				3	306	77	-	-	-	306	322	0.0	0.0	0.001	A
				4	42	11	-	-	-	42	42	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	405	101	1051	837	0.483	405	429	0.6	1.4	9.200	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	705	176	1051	779	0.909	711	766	2.0	3.6	18.903	C
			3	1	479	120	1051	839	0.571	478	493	1.1	1.4	9.631	A
				2	0.56	0.14	147	120	0.005	0.56	0.56	1.1	0.0	8.931	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	421	105	-	-	-	405	433	0.7	3.6	19.209	C
				4	724	181	-	-	-	705	773	0.7	6.6	20.360	C
			2	1	478	120	-	-	-	479	495	0.0	0.0	0.310	A
				2	0.56	0.14	-	-	-	0.56	0.47	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	288	72	1106	699	0.414	286	285	0.4	0.7	8.534	A
			2	1	205	51	1106	701	0.293	205	216	0.4	0.4	7.434	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	316	79	1106	701	0.450	321	329	0.7	0.8	9.529	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	205	51	-	-	-	205	216	0.0	0.0	0.173	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	288	72	-	-	-	288	286	0.0	0.0	0.184	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	315	79	-	-	-	316	329	0.0	0.0	0.142	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	16	4	1291	918	0.017	16	15	0.6	0.0	6.471	A
				2	379	95	1354	911	0.415	381	416	0.6	0.3	5.713	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	241	60	1354	921	0.263	241	262	0.8	0.3	5.558	A
				3	309	77	1354	969	0.319	309	324	0.8	0.6	8.056	A
				4	12	3	1354	981	0.012	12	15	0.0	0.0	7.696	A
		2	1	1	16	4	-	-	-	16	15	0.0	0.0	0.000	A
				2	620	155	-	-	-	620	677	0.0	0.0	0.000	A
				3	309	77	-	-	-	309	325	0.0	0.0	0.000	A
				4	12	3	-	-	-	12	15	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	416	104	1112	589	0.706	417	426	1.4	2.4	19.456	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	399	100	1112	587	0.678	397	394	1.2	2.9	22.598	C
				4	54	13	1112	566	0.095	53	54	1.2	0.3	22.279	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	418	104	-	-	-	416	430	0.0	0.4	1.224	A
				3	400	100	-	-	-	399	401	0.0	0.4	1.406	A
				4	54	13	-	-	-	54	55	0.0	0.1	1.717	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	446	111	1051	786	0.567	443	457	1.4	1.7	12.513	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	731	183	1051	735	0.993	735	804	3.6	4.7	23.698	C
			3	1	575	144	1051	791	0.726	572	584	1.4	2.5	13.702	B
				2	0.84	0.21	195	152	0.006	0.84	1	0.0	0.0	6.551	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	555	139	-	-	-	446	459	10.2	25.8	115.177	F
				4	851	213	-	-	-	731	808	10.2	38.8	115.153	F
			2	1	577	144	-	-	-	575	589	0.0	0.7	2.369	A
				2	0.84	0.21	-	-	-	0.84	1	0.0	0.0	0.348	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	328	82	1106	659	0.497	333	344	0.7	0.7	10.539	B
			2	1	251	63	1106	675	0.371	253	257	0.4	0.5	8.542	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	363	91	1106	659	0.550	367	387	0.8	1.1	11.855	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	249	62	-	-	-	251	258	0.0	0.0	0.340	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	327	82	-	-	-	328	344	0.0	0.0	0.405	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	363	91	-	-	-	363	389	0.0	0.0	0.502	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	17	4	1354	861	0.019	17	18	0.0	0.0	9.467	A
				2	489	122	1354	863	0.566	494	536	0.3	1.3	8.609	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	287	72	1354	873	0.328	286	297	1.0	0.7	8.107	A
				3	392	98	1354	907	0.432	392	402	1.0	1.3	12.125	B
				4	14	3	1354	939	0.015	14	15	1.0	0.0	11.766	B
		2	1	1	17	4	-	-	-	17	18	0.0	0.0	0.000	A
				2	775	194	-	-	-	775	838	0.0	0.0	0.009	A
				3	392	98	-	-	-	392	405	0.0	0.0	0.007	A
				4	14	3	-	-	-	14	15	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	427	107	1112	600	0.712	424	428	2.4	2.6	20.968	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	383	96	1112	588	0.649	382	395	3.2	2.7	24.582	C
				4	55	14	1112	579	0.095	51	58	3.2	0.5	25.533	D
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	429	107	-	-	-	427	429	0.9	0.8	6.795	A
				3	384	96	-	-	-	383	394	0.9	0.7	7.184	A
				4	54	13	-	-	-	55	59	0.9	0.1	8.637	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	451	113	1051	782	0.575	453	491	1.7	1.7	12.913	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	709	177	1051	738	0.963	711	808	4.7	4.9	24.601	C
			3	1	577	144	1051	782	0.737	573	581	2.5	2.6	13.386	B
				2	1	0.35	269	210	0.007	1	1	0.0	0.0	9.466	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	546	137	-	-	-	451	491	64.6	43.5	265.742	F
				4	843	211	-	-	-	709	809	64.6	68.3	266.740	F
			2	1	577	144	-	-	-	577	581	0.7	0.5	2.204	A
				2	1	0.35	-	-	-	1	1	0.0	0.0	0.231	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	330	83	1106	657	0.501	330	349	0.7	1.2	10.965	B
			2	1	256	64	1106	669	0.382	259	264	0.5	0.5	9.357	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	356	89	1106	665	0.534	354	389	1.1	1.4	12.352	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	256	64	-	-	-	256	264	0.0	0.1	0.275	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	333	83	-	-	-	330	351	0.0	0.2	0.314	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	357	89	-	-	-	356	390	0.0	0.1	0.760	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	14	3	1354	810	0.017	14	18	1.3	0.1	8.620	A
				2	501	125	1354	861	0.581	504	542	1.3	1.3	8.475	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	266	66	1354	872	0.305	267	289	2.0	0.7	8.706	A
				3	396	99	1354	900	0.440	393	395	2.0	1.4	12.683	B
				4	20	5	1354	903	0.022	19	17	0.0	0.1	12.176	B
		2	1	1	14	3	-	-	-	14	18	0.0	0.0	0.104	A
				2	767	192	-	-	-	767	830	0.0	0.0	0.026	A
				3	396	99	-	-	-	396	396	0.0	0.0	0.014	A
				4	20	5	-	-	-	20	17	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	360	90	1112	683	0.527	352	376	2.6	1.7	12.339	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	315	79	1112	679	0.465	311	339	3.2	1.2	14.046	B
				4	42	10	1112	674	0.061	42	47	3.2	0.2	14.142	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	360	90	-	-	-	360	372	1.6	0.0	0.783	A
				3	315	79	-	-	-	315	333	1.6	0.0	0.895	A
				4	42	10	-	-	-	42	46	1.6	0.0	0.967	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	493	123	1051	832	0.593	494	489	1.7	1.3	12.811	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	780	195	1051	786	1.001	785	827	4.9	4.7	23.448	C
			3	1	462	115	1051	839	0.550	464	488	2.6	1.1	10.275	B
				2	0.56	0.14	171	137	0.004	0.56	0.65	0.0	0.0	13.322	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	454	114	-	-	-	493	488	111.8	37.9	311.321	F
				4	710	178	-	-	-	780	827	111.8	58.3	309.847	F
			2	1	463	116	-	-	-	462	482	0.5	0.1	0.436	A
				2	0.56	0.14	-	-	-	0.56	0.65	0.0	0.0	0.276	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	263	66	1106	678	0.386	263	287	1.2	0.6	9.502	A
			2	1	212	53	1106	686	0.309	212	213	0.5	0.4	7.673	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	293	73	1106	676	0.435	289	320	1.4	0.8	9.498	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	212	53	-	-	-	212	213	0.3	0.0	0.074	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	263	66	-	-	-	263	285	0.3	0.0	0.085	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	293	73	-	-	-	293	318	0.1	0.0	0.117	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	14	3	1322	939	0.015	14	15	1.3	0.0	7.319	A
				2	397	99	1354	934	0.425	396	430	1.3	0.5	6.095	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	248	62	1354	942	0.263	246	263	2.2	0.4	5.923	A
				3	317	79	1354	983	0.321	317	323	2.2	0.9	8.663	A
				4	9	2	1259	911	0.009	9	12	2.2	0.0	9.170	A
		2	1	1	14	3	-	-	-	14	15	0.0	0.0	0.000	A
				2	645	161	-	-	-	645	689	0.0	0.0	0.000	A
				3	317	79	-	-	-	317	321	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	12	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	298	74	1112	747	0.400	296	305	1.7	0.7	8.013	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	268	67	1112	737	0.365	266	279	1.4	0.7	8.437	A
				4	35	9	1112	748	0.046	35	35	1.4	0.1	8.183	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	298	74	-	-	-	298	301	0.0	0.0	0.000	A
				3	268	67	-	-	-	268	277	0.0	0.0	0.000	A
				4	35	9	-	-	-	35	35	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	449	112	1051	867	0.518	450	498	1.3	0.7	10.732	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	724	181	1051	804	0.897	724	833	4.7	4.3	21.309	C
			3	1	400	100	1051	861	0.465	397	407	1.1	0.8	8.396	A
				2	1	0.35	269	228	0.006	1	1	0.0	0.0	7.833	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	369	92	-	-	-	449	495	96.2	11.2	164.480	F
				4	599	150	-	-	-	724	829	96.2	18.5	162.669	F
			2	1	400	100	-	-	-	400	406	0.1	0.0	0.193	A
				2	1	0.35	-	-	-	1	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	223	56	1106	716	0.313	222	238	0.6	0.7	8.046	A
			2	1	165	41	1106	733	0.225	164	178	0.4	0.4	7.013	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	253	63	1106	726	0.348	256	272	0.8	0.4	7.932	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	165	41	-	-	-	165	178	0.0	0.0	0.015	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	223	56	-	-	-	223	240	0.0	0.0	0.037	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	253	63	-	-	-	253	270	0.0	0.0	0.029	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	12	3	1291	847	0.014	12	11	0.0	0.0	5.047	A
				2	309	77	1354	981	0.315	311	339	0.5	0.3	4.496	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	222	55	1354	992	0.224	223	232	1.3	0.2	4.732	A
				3	270	67	1354	1032	0.262	270	275	1.3	0.4	6.374	A
				4	10	3	1228	960	0.011	10	11	1.3	0.0	5.697	A
		2	1	1	12	3	-	-	-	12	11	0.0	0.0	0.000	A
				2	531	133	-	-	-	531	569	0.0	0.0	0.000	A
				3	270	67	-	-	-	270	273	0.0	0.0	0.000	A
				4	10	3	-	-	-	10	11	0.0	0.0	0.000	A

Base 2026 + Committed Development + Isolation Scenario, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - A1033 (E)	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	4 - A1079 (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J17 - Dunswell Roundabout	Standard Roundabout		1, 2, 3, 4	132.90	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	132.90	F

Traffic Demand

Demand Set 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	Base 2026 + Committed Development + Isolation Scenario	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1174 (N)		ONE HOUR	✓	831	100.000
2 - A1033 (E)		ONE HOUR	✓	1726	100.000
3 - A1079 (S)		ONE HOUR	✓	1284	100.000
4 - A1079 (W)		ONE HOUR	✓	1088	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	474	317	40
	2 - A1033 (E)	433	1	432	860
	3 - A1079 (S)	253	669	0	362
	4 - A1079 (W)	10	812	252	14

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	1	1	0
	2 - A1033 (E)	2	0	1	9
	3 - A1079 (S)	3	1	0	4
	4 - A1079 (W)	10	8	5	18

Cyclist %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	0	0	0
	2 - A1033 (E)	0	0	0	0
	3 - A1079 (S)	0	0	0	0
	4 - A1079 (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1174 (N)	104.92	29.9	F	755	1133
2 - A1033 (E)	256.66	131.1	F	1581	2371
3 - A1079 (S)	86.65	34.7	F	1159	1739
4 - A1079 (W)	13.08	5.2	B	1007	1510

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	630	158	1302	623	626	502	0.0	2.3	10.182	B
2 - A1033 (E)	1280	320	455	1298	1343	1470	0.0	3.6	11.204	B
3 - A1079 (S)	910	227	1007	902	958	746	0.0	2.1	8.387	A
4 - A1079 (W)	838	210	962	841	882	946	0.0	1.1	5.536	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	739	185	1584	741	769	643	2.3	3.4	15.753	C
2 - A1033 (E)	1591	398	543	1526	1582	1782	3.6	14.6	25.333	D
3 - A1079 (S)	1126	281	1187	1140	1169	882	2.1	5.1	17.467	C
4 - A1079 (W)	988	247	1248	979	1031	1078	1.1	2.3	7.429	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	918	229	1837	888	873	768	3.4	18.4	49.840	E
2 - A1033 (E)	1885	471	664	1644	1726	2061	14.6	74.0	102.118	F
3 - A1079 (S)	1440	360	1305	1389	1385	1002	5.1	23.8	44.233	E
4 - A1079 (W)	1168	292	1444	1160	1273	1249	2.3	4.1	10.860	B

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	919	230	1920	883	872	779	18.4	30.0	104.922	F
2 - A1033 (E)	1916	479	700	1679	1769	2102	74.0	130.1	230.835	F
3 - A1079 (S)	1385	346	1327	1400	1407	1052	23.8	35.0	86.649	F
4 - A1079 (W)	1229	307	1473	1226	1291	1254	4.1	4.9	13.075	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	727	182	1634	794	842	615	30.0	8.2	78.155	F
2 - A1033 (E)	1522	381	582	1637	1710	1846	130.1	102.5	256.663	F
3 - A1079 (S)	1138	284	1250	1211	1254	970	35.0	16.0	70.673	F
4 - A1079 (W)	986	246	1269	980	1040	1192	4.9	2.5	7.667	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	602	151	1330	604	656	529	8.2	2.2	19.262	C
2 - A1033 (E)	1280	320	445	1544	1608	1489	102.5	44.2	154.737	F
3 - A1079 (S)	957	239	1184	981	1035	805	16.0	3.2	21.214	C
4 - A1079 (W)	830	208	1032	826	906	1132	2.5	1.3	6.012	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

15:45 - 16:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	**Entry**	**1**	**1**	2	365	683	0.535	360	357	0.0	1.5	11.242	B
			2	1, 3, 4	266	691	0.384	264	269	0.0	0.8	8.776	A
		2	**1**	(1, 2, 3, 4)	630			630	636	0.0	0.0	0.000	A
	Exit	**1**	**1**		502			502	522	0.0	0.0	0.000	A
2 - A1033 (E)	**Entry**	**1**	**1**	3	328	913	0.359	333	329	0.0	0.3	6.712	A
			2	4	636	849	0.749	640	683	0.0	2.4	12.941	B
			3	1, 2	323	907	0.355	325	331	0.0	0.4	6.256	A
		2	**1**	(3, 4)	958			964	1023	0.0	0.5	2.019	A
			2	(1, 2)	323			323	333	0.0	0.0	0.004	A
	Exit	**1**	**1**		1470			1470	1525	0.0	0.0	0.000	A
3 - A1079 (S)	**Entry**	**1**	**1**	4	266	767	0.346	264	279	0.0	0.7	6.807	A
			2	1	169	778	0.217	169	184	0.0	0.2	5.411	A
			3	2, 3	474	790	0.601	468	495	0.0	1.3	10.098	B
		2	**1**	(1, 4)	435			435	467	0.0	0.0	0.009	A
			2	(2, 3)	474			474	500	0.0	0.0	0.227	A
	Exit	**1**	**1**		746			746	758	0.0	0.0	0.000	A
4 - A1079 (W)	**Entry**	**1**	**1**	1, 2	363	941	0.385	366	388	0.0	0.3	5.145	A
			2	2, 3, 4	475	949	0.500	474	494	0.0	0.8	5.838	A
		2	**1**	(1, 2, 3, 4)	838			838	887	0.0	0.0	0.000	A
	Exit	**1**	**1**		946			946	1005	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	**Entry**	**1**	**1**	2	432	598	0.722	434	443	1.5	2.1	18.506	C
			2	1, 3, 4	307	600	0.512	307	326	0.8	1.3	11.136	B
		2	**1**	(1, 2, 3, 4)	739			739	773	0.0	0.0	0.373	A
	Exit	**1**	**1**		643			643	651	0.0	0.0	0.000	A
2 - A1033 (E)	**Entry**	**1**	**1**	3	386	891	0.433	384	376	0.3	0.7	7.747	A
			2	4	740	831	0.891	726	791	2.4	4.7	18.340	C
			3	1, 2	416	878	0.473	416	415	0.4	0.6	7.717	A
		2	**1**	(3, 4)	1176			1126	1179	0.5	8.6	16.712	C
			2	(1, 2)	416			416	416	0.0	0.0	0.050	A
	Exit	**1**	**1**		1782			1782	1819	0.0	0.0	0.000	A
3 - A1079 (S)	**Entry**	**1**	**1**	4	309	719	0.431	308	337	0.7	0.8	8.880	A
			2	1	226	730	0.309	221	228	0.2	0.6	7.208	A
			3	2, 3	608	740	0.820	611	604	1.3	3.3	18.351	C
		2	**1**	(1, 4)	535			535	567	0.0	0.0	0.054	A
			2	(2, 3)	591			608	613	0.0	0.4	7.329	A
	Exit	**1**	**1**		882			882	905	0.0	0.0	0.000	A
4 - A1079 (W)	**Entry**	**1**	**1**	1, 2	444	847	0.524	441	465	0.3	0.9	6.860	A
			2	2, 3, 4	544	853	0.639	538	566	0.8	1.4	7.894	A
		2	**1**	(1, 2, 3, 4)	988			988	1036	0.0	0.0	0.000	A
	Exit	**1**	**1**		1078			1078	1176	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	514	520	0.987	508	485	2.1	7.3	41.335	E
			2	1, 3, 4	376	523	0.719	379	388	1.3	3.4	26.447	D
		2	1	(1, 2, 3, 4)	918			890	902	0.0	7.7	14.398	B
	Exit	1	1		768			768	779	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	396	859	0.461	390	398	0.7	1.1	9.451	A
			2	4	786	795	0.990	788	848	4.7	5.3	24.016	C
			3	1, 2	460	848	0.542	465	480	0.6	1.2	9.163	A
		2	1	(3, 4)	1426			1181	1251	8.6	66.3	114.246	F
			2	(1, 2)	459			460	483	0.0	0.1	0.298	A
	Exit	1	1		2061			2061	2117	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	406	693	0.586	409	423	0.8	1.3	12.072	B
			2	1	293	692	0.425	295	287	0.6	0.6	8.800	A
			3	2, 3	692	704	0.983	685	674	3.3	5.9	26.533	D
		2	1	(1, 4)	698			699	713	0.0	0.0	0.392	A
			2	(2, 3)	741			692	685	0.4	16.0	48.187	E
	Exit	1	1		1002			1002	1032	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	536	790	0.677	528	591	0.9	1.8	10.190	B
			2	2, 3, 4	633	802	0.788	632	682	1.4	2.2	11.432	B
		2	1	(1, 2, 3, 4)	1168			1168	1281	0.0	0.0	0.000	A
	Exit	1	1		1249			1249	1329	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	491	494	0.993	483	489	7.3	8.7	59.121	F
			2	1, 3, 4	371	496	0.747	400	383	3.4	2.6	33.541	D
		2	1	(1, 2, 3, 4)	919			862	874	7.7	18.8	56.917	F
	Exit	1	1		779			779	792	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	406	846	0.481	407	406	1.1	1.3	10.249	B
			2	4	788	785	1.005	788	867	5.3	5.1	23.843	C
			3	1, 2	480	836	0.574	484	495	1.2	1.3	9.943	A
		2	1	(3, 4)	1436			1194	1274	66.3	122.3	286.714	F
			2	(1, 2)	480			480	495	0.1	0.0	0.369	A
	Exit	1	1		2102			2102	2150	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	410	678	0.604	411	428	1.3	1.0	13.141	B
			2	1	284	688	0.412	290	287	0.6	0.5	8.769	A
			3	2, 3	696	698	0.997	699	692	5.9	5.6	30.138	D
		2	1	(1, 4)	690			694	713	0.0	0.0	0.794	A
			2	(2, 3)	694			696	691	16.0	28.0	126.501	F
	Exit	1	1		1052			1052	1043	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	566	780	0.727	565	603	1.8	1.9	12.220	B
			2	2, 3, 4	664	791	0.839	660	688	2.2	3.0	13.806	B
		2	1	(1, 2, 3, 4)	1229			1229	1296	0.0	0.0	0.000	A
	Exit	1	1		1254			1254	1354	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	454	587	0.773	460	490	8.7	3.6	42.200	E
			2	1, 3, 4	318	591	0.538	334	352	2.6	1.0	21.292	C
		2	1	(1, 2, 3, 4)	727			772	815	18.8	3.6	46.208	E
	Exit	1	1		615			615	631	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	429	876	0.489	437	433	1.3	0.7	9.318	A
			2	4	813	815	0.999	812	878	5.1	5.3	23.147	C
			3	1, 2	383	876	0.437	388	399	1.3	0.5	7.859	A
		2	1	(3, 4)	1141			1242	1310	122.3	96.0	324.005	F
			2	(1, 2)	382			383	395	0.0	0.0	0.156	A
	Exit	1	1		1846			1846	1949	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	328	704	0.467	330	352	1.0	0.6	10.033	B
			2	1	222	696	0.319	219	224	0.5	0.9	7.871	A
			3	2, 3	655	719	0.911	662	677	5.6	4.1	27.079	D
		2	1	(1, 4)	551			551	577	0.0	0.0	0.192	A
			2	(2, 3)	588			655	672	28.0	10.3	101.573	F
	Exit	1	1		970			970	982	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	444	852	0.522	437	466	1.9	1.2	7.073	A
			2	2, 3, 4	542	868	0.625	543	574	3.0	1.4	8.142	A
		2	1	(1, 2, 3, 4)	986			986	1029	0.0	0.0	0.000	A
	Exit	1	1		1192			1192	1284	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	347	682	0.508	351	385	3.6	1.2	16.665	C
			2	1, 3, 4	256	683	0.375	253	271	1.0	0.9	10.720	B
		2	1	(1, 2, 3, 4)	602			603	646	3.6	0.0	5.947	A
	Exit	1	1		529			529	547	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	399	917	0.435	405	401	0.7	0.8	8.720	A
			2	4	806	854	0.944	813	867	5.3	4.2	22.106	C
			3	1, 2	323	906	0.357	326	340	0.5	0.4	6.484	A
		2	1	(3, 4)	958			1204	1264	96.0	38.9	194.392	F
			2	(1, 2)	323			323	339	0.0	0.0	0.023	A
	Exit	1	1		1489			1489	1615	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	273	711	0.381	274	293	0.6	0.7	8.177	A
			2	1	198	725	0.273	196	199	0.9	0.5	6.598	A
			3	2, 3	502	742	0.676	510	543	4.1	1.9	17.984	C
		2	1	(1, 4)	472			471	490	0.0	0.0	0.031	A
			2	(2, 3)	486			502	534	10.3	0.1	17.304	C
	Exit	1	1		805			805	840	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	367	912	0.401	364	402	1.2	0.6	5.467	A
			2	2, 3, 4	464	929	0.500	462	504	1.4	0.7	6.443	A
		2	1	(1, 2, 3, 4)	830			830	900	0.0	0.0	0.000	A
	Exit	1	1		1132			1132	1203	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

15:45 - 16:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	365	91	1112	683	0.535	360	357	0.0	1.5	11.242	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	232	58	1112	693	0.335	231	238	0.0	0.7	8.745	A
				4	34	9	1112	700	0.049	33	31	0.0	0.1	9.006	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	365	91	-	-	-	365	363	0.0	0.0	0.000	A
				3	232	58	-	-	-	232	241	0.0	0.0	0.000	A
				4	34	9	-	-	-	34	32	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	328	82	1051	913	0.359	333	329	0.0	0.3	6.712	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	636	159	1051	850	0.749	640	683	0.0	2.4	12.941	B
			3	1	322	80	1051	908	0.354	324	330	0.0	0.4	6.255	A
				2	1	0.30	210	185	0.006	1	0.93	0.0	0.0	6.440	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	327	82	-	-	-	328	330	0.0	0.1	1.959	A
				4	631	158	-	-	-	636	693	0.0	0.3	2.050	A
			2	1	322	80	-	-	-	322	332	0.0	0.0	0.004	A
				2	1	0.30	-	-	-	1	0.93	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	266	66	1106	766	0.347	264	279	0.0	0.7	6.807	A
			2	1	169	42	1106	780	0.216	169	184	0.0	0.2	5.411	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	474	119	1106	790	0.601	468	495	0.0	1.3	10.098	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	169	42	-	-	-	169	185	0.0	0.0	0.005	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	266	66	-	-	-	266	282	0.0	0.0	0.012	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	474	119	-	-	-	474	500	0.0	0.0	0.227	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	10	2	1173	838	0.011	9	8	0.0	0.1	6.951	A
				2	353	88	1354	940	0.376	357	380	0.0	0.2	5.106	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	284	71	1354	945	0.300	284	292	0.0	0.4	5.221	A
				3	182	46	1354	963	0.189	182	191	0.0	0.4	6.675	A
				4	9	2	1218	743	0.012	9	11	0.0	0.0	7.511	A
		2	1	1	10	2	-	-	-	10	8	0.0	0.0	0.000	A
				2	637	159	-	-	-	637	675	0.0	0.0	0.000	A
				3	182	46	-	-	-	182	193	0.0	0.0	0.000	A
				4	9	2	-	-	-	9	11	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	432	108	1112	598	0.723	434	443	1.5	2.1	18.506	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	274	68	1112	598	0.458	274	292	0.8	1.1	11.209	B
				4	33	8	1112	605	0.055	33	34	0.8	0.2	10.522	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	432	108	-	-	-	432	445	0.0	0.0	0.419	A
				3	274	68	-	-	-	274	294	0.0	0.0	0.308	A
				4	33	8	-	-	-	33	34	0.0	0.0	0.323	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	386	97	1051	891	0.433	384	376	0.3	0.7	7.747	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	740	185	1051	831	0.891	726	791	2.4	4.7	18.340	C
			3	1	414	104	1051	878	0.472	414	413	0.4	0.6	7.717	A
				2	2	0.40	350	295	0.005	2	2	0.0	0.0	7.697	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	404	101	-	-	-	386	377	0.5	3.0	16.173	C
				4	771	193	-	-	-	740	801	0.5	5.6	16.986	C
			2	1	414	104	-	-	-	414	414	0.0	0.0	0.050	A
				2	2	0.40	-	-	-	2	2	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	309	77	1106	719	0.431	308	337	0.7	0.8	8.880	A
			2	1	226	56	1106	730	0.309	221	228	0.2	0.6	7.208	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	608	152	1106	740	0.820	611	604	1.3	3.3	18.351	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	226	56	-	-	-	226	229	0.0	0.0	0.055	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	309	77	-	-	-	309	338	0.0	0.0	0.054	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	591	148	-	-	-	608	613	0.0	0.4	7.329	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	8	2	1218	766	0.010	8	10	0.3	0.0	7.413	A
				2	437	109	1354	848	0.515	433	455	0.3	0.9	6.848	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	301	75	1354	838	0.360	302	315	0.8	0.5	6.872	A
				3	231	58	1354	875	0.265	224	237	0.8	0.9	9.156	A
				4	11	3	1354	776	0.015	12	14	0.0	0.0	8.960	A
		2	1	1	8	2	-	-	-	8	10	0.0	0.0	0.000	A
				2	738	184	-	-	-	738	773	0.0	0.0	0.000	A
				3	231	58	-	-	-	231	239	0.0	0.0	0.000	A
				4	11	3	-	-	-	11	14	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	514	128	1112	521	0.986	508	485	2.1	7.3	41.335	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	339	85	1112	524	0.649	345	347	1.3	2.9	26.504	D
				4	37	9	1112	531	0.069	35	41	1.3	0.5	25.976	D
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	533	133	-	-	-	514	505	0.0	4.7	15.372	C
				3	345	86	-	-	-	339	355	0.0	2.7	13.142	B
				4	40	10	-	-	-	37	42	0.0	0.3	13.225	B
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	396	99	1051	859	0.461	390	398	0.7	1.1	9.451	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	786	196	1051	795	0.990	788	848	4.7	5.3	24.016	C
			3	1	460	115	1051	849	0.541	464	479	0.6	1.2	9.164	A
				2	0.40	0.10	280	231	0.002	0.40	1	0.0	0.0	8.802	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	473	118	-	-	-	396	400	8.6	22.2	113.496	F
				4	955	239	-	-	-	786	851	8.6	44.2	114.626	F
			2	1	459	115	-	-	-	460	482	0.0	0.1	0.299	A
				2	0.40	0.10	-	-	-	0.40	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	406	101	1106	694	0.585	409	423	0.8	1.3	12.072	B
			2	1	293	73	1106	692	0.425	295	287	0.6	0.6	8.800	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	692	173	1106	704	0.983	685	674	3.3	5.9	26.533	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	293	73	-	-	-	293	287	0.0	0.0	0.252	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	406	101	-	-	-	406	425	0.0	0.0	0.488	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	741	185	-	-	-	692	685	0.4	16.0	48.187	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	10	3	1309	788	0.013	9	12	0.0	0.1	12.584	B
				2	525	131	1354	789	0.665	519	578	0.9	1.7	10.138	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	350	88	1354	794	0.440	348	379	1.4	1.2	9.967	A
				3	266	67	1354	819	0.324	268	287	1.4	1.0	13.110	B
				4	16	4	1354	748	0.022	16	17	0.0	0.0	15.414	C
		2	1	1	10	3	-	-	-	10	13	0.0	0.0	0.000	A
				2	875	219	-	-	-	875	963	0.0	0.0	0.000	A
				3	266	67	-	-	-	266	287	0.0	0.0	0.000	A
				4	16	4	-	-	-	16	18	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	491	123	1112	494	0.993	483	489	7.3	8.7	59.121	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	330	83	1112	496	0.666	360	343	3.4	2.2	33.598	D
				4	40	10	1112	502	0.080	40	41	3.4	0.4	33.057	D
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	538	135	-	-	-	491	495	7.7	11.3	57.035	F
				3	334	84	-	-	-	330	340	7.7	6.5	57.160	F
				4	46	12	-	-	-	40	40	7.7	1.0	53.503	F
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	406	102	1051	845	0.481	407	406	1.1	1.3	10.249	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	788	197	1051	785	1.005	788	867	5.3	5.1	23.843	C
			3	1	478	120	1051	836	0.572	482	494	1.2	1.3	9.945	A
				2	2	0.50	350	290	0.007	2	2	0.0	0.0	9.330	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	490	122	-	-	-	406	407	66.3	41.8	286.481	F
				4	946	237	-	-	-	788	867	66.3	80.5	286.833	F
			2	1	478	120	-	-	-	478	494	0.1	0.0	0.370	A
				2	2	0.50	-	-	-	2	2	0.0	0.0	0.191	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	410	102	1106	679	0.604	411	428	1.3	1.0	13.141	B
			2	1	284	71	1106	687	0.413	290	287	0.6	0.5	8.769	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	696	174	1106	698	0.997	699	692	5.9	5.6	30.138	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	283	71	-	-	-	284	286	0.0	0.0	0.645	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	408	102	-	-	-	410	426	0.0	0.0	0.895	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	694	174	-	-	-	696	691	16.0	28.0	126.501	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	7	2	1128	663	0.010	7	11	1.8	0.0	14.774	B
				2	559	140	1354	780	0.718	558	592	1.8	1.9	12.175	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	363	91	1354	788	0.461	360	375	2.2	1.4	11.895	B
				3	286	71	1354	800	0.359	286	294	2.2	1.6	16.023	C
				4	15	4	1309	689	0.021	15	19	2.2	0.0	16.329	C
		2	1	1	7	2	-	-	-	7	11	0.0	0.0	0.000	A
				2	922	231	-	-	-	922	969	0.0	0.0	0.000	A
				3	286	71	-	-	-	286	297	0.0	0.0	0.000	A
				4	15	4	-	-	-	15	19	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	454	113	1112	588	0.772	460	490	8.7	3.6	42.200	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	283	71	1112	589	0.480	299	312	2.6	0.8	21.064	C
				4	35	9	1112	589	0.060	36	40	2.6	0.2	23.038	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	433	108	-	-	-	454	470	18.8	2.3	47.105	E
				3	261	65	-	-	-	283	306	18.8	1.1	45.176	E
				4	32	8	-	-	-	35	40	18.8	0.2	43.677	E
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	429	107	1051	876	0.489	437	433	1.3	0.7	9.318	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	813	203	1051	815	0.999	812	878	5.1	5.3	23.147	C
			3	1	382	96	1051	877	0.436	387	398	1.3	0.5	7.862	A
				2	0.80	0.20	210	178	0.004	0.80	0.93	0.0	0.0	6.542	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	394	98	-	-	-	429	431	122.3	33.3	324.056	F
				4	747	187	-	-	-	813	879	122.3	62.7	323.978	F
			2	1	381	95	-	-	-	382	394	0.0	0.0	0.156	A
				2	0.80	0.20	-	-	-	0.80	0.93	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	328	82	1106	702	0.468	330	352	1.0	0.6	10.033	B
			2	1	222	56	1106	694	0.320	219	224	0.5	0.9	7.871	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	655	164	1106	719	0.912	662	677	5.6	4.1	27.079	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	222	56	-	-	-	222	226	0.0	0.0	0.122	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	328	82	-	-	-	328	351	0.0	0.0	0.238	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	588	147	-	-	-	655	672	28.0	10.3	101.573	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	8	2	1218	778	0.011	8	9	1.9	0.0	9.284	A
				2	436	109	1354	851	0.512	429	457	1.9	1.2	7.030	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	298	75	1354	864	0.348	295	324	3.0	0.7	6.825	A
				3	230	57	1354	877	0.261	234	237	3.0	0.6	9.763	A
				4	14	3	1264	766	0.017	14	14	3.0	0.0	11.143	B
		2	1	1	8	2	-	-	-	8	9	0.0	0.0	0.000	A
				2	735	184	-	-	-	735	774	0.0	0.0	0.000	A
				3	230	57	-	-	-	230	233	0.0	0.0	0.000	A
				4	14	3	-	-	-	14	13	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	347	87	1112	683	0.507	351	385	3.6	1.2	16.665	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	223	56	1112	681	0.327	221	240	1.0	0.9	10.704	B
				4	33	8	1112	689	0.048	32	31	1.0	0.1	10.838	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	347	87	-	-	-	347	375	3.6	0.0	5.741	A
				3	223	56	-	-	-	223	241	3.6	0.0	6.057	A
				4	32	8	-	-	-	33	31	3.6	0.0	7.594	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	399	100	1051	917	0.435	405	401	0.7	0.8	8.720	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	806	201	1051	854	0.944	813	867	5.3	4.2	22.106	C
			3	1	323	81	1051	908	0.356	326	340	0.5	0.4	6.479	A
				2	0	0	35	30	0.000	0	0.13	0.0	0.0	18.733	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	322	81	-	-	-	399	402	96.0	12.8	191.406	F
				4	635	159	-	-	-	806	862	96.0	26.0	195.871	F
			2	1	323	81	-	-	-	323	339	0.0	0.0	0.023	A
				2	0	0	-	-	-	0	0.13	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	273	68	1106	713	0.381	274	293	0.6	0.7	8.177	A
			2	1	198	50	1106	725	0.273	196	199	0.9	0.5	6.598	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	502	125	1106	741	0.677	510	543	4.1	1.9	17.984	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	198	50	-	-	-	198	197	0.0	0.0	0.033	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	273	68	-	-	-	273	293	0.0	0.0	0.030	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	486	121	-	-	-	502	534	10.3	0.1	17.304	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	6	2	1218	780	0.008	6	9	0.0	0.0	7.706	A
				2	360	90	1354	912	0.394	357	394	1.2	0.6	5.419	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	270	67	1354	911	0.296	270	293	1.3	0.2	5.589	A
				3	181	45	1354	956	0.188	179	198	1.4	0.5	7.563	A
				4	13	3	1173	762	0.017	13	13	0.0	0.0	8.328	A
		2	1	1	6	2	-	-	-	6	9	0.0	0.0	0.000	A
				2	628	157	-	-	-	628	681	0.0	0.0	0.000	A
				3	181	45	-	-	-	181	197	0.0	0.0	0.000	A
				4	13	3	-	-	-	13	13	0.0	0.0	0.000	A

Base 2026 + Committed Development + Concurrent Scenario, AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - A1033 (E)	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	4 - A1079 (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J17 - Dunswell Roundabout	Standard Roundabout		1, 2, 3, 4	157.33	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	157.33	F

Traffic Demand

Demand Set 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	Base 2026 + Committed Development + Concurrent Scenario	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1174 (N)		ONE HOUR	✓	788	100.000
2 - A1033 (E)		ONE HOUR	✓	1807	100.000
3 - A1079 (S)		ONE HOUR	✓	878	100.000
4 - A1079 (W)		ONE HOUR	✓	1094	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	391	349	48
	2 - A1033 (E)	521	1	439	846
	3 - A1079 (S)	231	344	0	303
	4 - A1079 (W)	15	713	352	14

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	3	4	4
	2 - A1033 (E)	3	0	3	10
	3 - A1079 (S)	3	4	0	5
	4 - A1079 (W)	7	10	3	18

Cyclist %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	0	0	0
	2 - A1033 (E)	0	0	0	0
	3 - A1079 (S)	0	0	0	0
	4 - A1079 (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1174 (N)	29.89	8.4	D	715	1073
2 - A1033 (E)	368.91	179.5	F	1666	2499
3 - A1079 (S)	12.66	3.3	B	812	1218
4 - A1079 (W)	11.05	4.0	B	1005	1507

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	579	145	1062	584	615	565	0.0	0.9	7.922	A
2 - A1033 (E)	1367	342	583	1342	1404	1062	0.0	8.0	16.739	C
3 - A1079 (S)	673	168	1072	665	697	852	0.0	1.9	6.869	A
4 - A1079 (W)	820	205	809	816	879	927	0.0	1.5	5.526	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	710	177	1323	699	741	719	0.9	2.5	10.989	B
2 - A1033 (E)	1617	404	684	1600	1678	1338	8.0	17.5	31.376	D
3 - A1079 (S)	822	206	1263	820	826	1024	1.9	2.7	8.600	A
4 - A1079 (W)	1009	252	1037	1006	1065	1045	1.5	2.3	6.454	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	876	219	1585	858	878	854	2.5	8.0	25.652	D
2 - A1033 (E)	1972	493	856	1722	1793	1589	17.5	96.1	137.961	F
3 - A1079 (S)	952	238	1385	957	1016	1192	2.7	2.9	11.774	B
4 - A1079 (W)	1209	302	1215	1224	1322	1127	2.3	3.1	11.049	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	854	213	1531	836	891	852	8.0	8.4	29.889	D
2 - A1033 (E)	2008	502	810	1628	1778	1556	96.1	177.5	313.276	F
3 - A1079 (S)	977	244	1345	971	1014	1093	2.9	3.2	12.665	B
4 - A1079 (W)	1197	299	1196	1187	1277	1120	3.1	4.0	9.819	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	710	177	1294	701	759	689	8.4	2.5	15.508	C
2 - A1033 (E)	1624	406	682	1721	1779	1312	177.5	167.2	368.907	F
3 - A1079 (S)	791	198	1354	792	822	1050	3.2	2.1	9.538	A
4 - A1079 (W)	978	244	995	988	1077	1151	4.0	1.3	6.969	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	562	140	1065	560	610	584	2.5	1.2	8.354	A
2 - A1033 (E)	1396	349	538	1634	1732	1088	167.2	104.3	248.368	F
3 - A1079 (S)	655	164	1251	651	700	920	2.1	1.7	7.712	A
4 - A1079 (W)	822	205	832	817	886	1070	1.3	1.4	5.225	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	288	742	0.387	290	302	0.0	0.5	7.907	A
			2	1, 3, 4	292	737	0.397	294	312	0.0	0.4	7.937	A
		2	1	(1, 2, 3, 4)	579			579	618	0.0	0.0	0.000	A
	Exit	1	1		565			565	583	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	326	866	0.378	326	334	0.0	0.8	7.216	A
			2	4	644	802	0.801	637	674	0.0	3.3	15.772	C
			3	1, 2	382	855	0.447	379	396	0.0	0.9	7.571	A
		2	1	(3, 4)	982			969	1026	0.0	2.9	7.499	A
			2	(1, 2)	383			382	400	0.0	0.1	0.082	A
	Exit	1	1		1062			1062	1149	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	238	740	0.321	234	251	0.0	0.8	6.779	A
			2	1	176	752	0.235	176	175	0.0	0.3	6.122	A
			3	2, 3	259	739	0.352	255	272	0.0	0.8	7.407	A
		2	1	(1, 4)	414			414	430	0.0	0.0	0.003	A
			2	(2, 3)	259			259	275	0.0	0.0	0.023	A
	Exit	1	1		852			852	884	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	314	970	0.325	312	356	0.0	0.6	4.919	A
			2	2, 3, 4	506	1008	0.502	504	523	0.0	0.9	5.927	A
		2	1	(1, 2, 3, 4)	820			820	886	0.0	0.0	0.000	A
	Exit	1	1		927			927	978	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	342	666	0.512	340	363	0.5	0.9	10.406	B
			2	1, 3, 4	368	656	0.560	359	378	0.4	1.6	11.493	B
		2	1	(1, 2, 3, 4)	710			710	747	0.0	0.0	0.030	A
	Exit	1	1		719			719	719	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	392	828	0.472	392	399	0.8	1.0	9.187	A
			2	4	727	777	0.937	724	785	3.3	4.6	19.759	C
			3	1, 2	484	823	0.588	485	494	0.9	0.9	9.964	A
		2	1	(3, 4)	1134			1119	1190	2.9	11.0	23.964	C
			2	(1, 2)	483			484	494	0.1	0.0	0.354	A
	Exit	1	1		1338			1338	1398	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	272	683	0.399	269	291	0.8	0.9	8.479	A
			2	1	223	703	0.318	224	211	0.3	0.5	6.874	A
			3	2, 3	325	693	0.468	327	323	0.8	1.1	9.597	A
		2	1	(1, 4)	497			496	504	0.0	0.2	0.065	A
			2	(2, 3)	325			325	324	0.0	0.0	0.141	A
	Exit	1	1		1024			1024	1059	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	417	894	0.466	418	452	0.6	0.7	5.658	A
			2	2, 3, 4	592	943	0.626	588	613	0.9	1.6	7.009	A
		2	1	(1, 2, 3, 4)	1009			1009	1067	0.0	0.0	0.000	A
	Exit	1	1		1045			1045	1132	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	449	576	0.778	440	430	0.9	3.7	22.384	C
			2	1, 3, 4	421	568	0.743	417	447	1.6	2.6	21.969	C
		2	1	(1, 2, 3, 4)	876			870	894	0.0	1.6	3.395	A
	Exit	1	1		854			854	880	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	391	791	0.495	393	391	1.0	0.9	10.171	B
			2	4	738	736	1.000	736	809	4.6	5.2	24.968	C
			3	1, 2	585	781	0.750	591	593	0.9	2.5	14.710	B
		2	1	(3, 4)	1397			1129	1202	11.0	86.9	167.206	F
			2	(1, 2)	576			585	600	0.0	0.2	2.964	A
	Exit	1	1		1589			1589	1683	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	327	649	0.503	333	357	0.9	0.6	11.209	B
			2	1	248	659	0.377	248	269	0.5	0.7	9.034	A
			3	2, 3	374	658	0.568	376	390	1.1	1.2	12.164	B
		2	1	(1, 4)	578			575	626	0.2	0.2	0.734	A
			2	(2, 3)	374			374	391	0.0	0.1	0.812	A
	Exit	1	1		1192			1192	1208	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	534	832	0.639	541	597	0.7	1.1	9.334	A
			2	2, 3, 4	675	873	0.772	682	725	1.6	2.0	12.401	B
		2	1	(1, 2, 3, 4)	1209			1209	1325	0.0	0.0	0.007	A
	Exit	1	1		1127			1127	1238	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	412	596	0.689	418	445	3.7	2.6	23.665	C
			2	1, 3, 4	422	592	0.718	417	446	2.6	3.4	25.030	D
		2	1	(1, 2, 3, 4)	854			833	889	1.6	2.3	5.432	A
	Exit	1	1		852			852	879	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	353	800	0.440	348	378	0.9	1.4	10.835	B
			2	4	715	742	0.962	712	809	5.2	5.1	25.689	D
			3	1, 2	573	797	0.717	568	591	2.5	2.7	15.018	C
		2	1	(3, 4)	1437			1068	1188	86.9	168.0	411.443	F
			2	(1, 2)	571			573	592	0.2	0.3	3.965	A
	Exit	1	1		1556			1556	1683	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	343	662	0.519	343	354	0.6	0.9	12.467	B
			2	1	272	678	0.402	266	269	0.7	1.0	9.460	A
			3	2, 3	361	662	0.547	362	391	1.2	1.2	13.012	B
		2	1	(1, 4)	615			615	625	0.2	0.0	0.599	A
			2	(2, 3)	362			361	391	0.1	0.1	1.134	A
	Exit	1	1		1093			1093	1167	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	530	850	0.621	523	570	1.1	1.5	8.602	A
			2	2, 3, 4	668	871	0.764	664	707	2.0	2.6	10.773	B
		2	1	(1, 2, 3, 4)	1197			1197	1281	0.0	0.0	0.000	A
	Exit	1	1		1120			1120	1230	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	356	668	0.533	352	371	2.6	1.2	13.080	B
			2	1, 3, 4	354	668	0.531	348	388	3.4	1.3	16.460	C
		2	1	(1, 2, 3, 4)	710			710	744	2.3	0.0	1.051	A
	Exit	1	1		689			689	728	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	422	843	0.502	424	418	1.4	1.2	11.139	B
			2	4	819	781	1.050	821	859	5.1	5.2	23.748	C
			3	1, 2	477	838	0.570	476	501	2.7	1.3	11.003	B
		2	1	(3, 4)	1146			1241	1277	168.0	159.5	499.221	F
			2	(1, 2)	476			477	496	0.3	0.1	0.729	A
	Exit	1	1		1312			1312	1413	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	273	656	0.415	273	284	0.9	0.7	9.955	A
			2	1	198	673	0.294	198	213	1.0	0.5	7.851	A
			3	2, 3	322	669	0.481	321	325	1.2	0.9	9.717	A
		2	1	(1, 4)	471			471	494	0.0	0.0	0.235	A
			2	(2, 3)	320			322	323	0.1	0.0	0.266	A
	Exit	1	1		1050			1050	1092	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	416	918	0.453	419	464	1.5	0.6	5.855	A
			2	2, 3, 4	562	963	0.585	569	613	2.6	0.7	7.786	A
		2	1	(1, 2, 3, 4)	978			978	1065	0.0	0.0	0.000	A
	Exit	1	1		1151			1151	1203	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	286	743	0.384	286	308	1.2	0.5	8.168	A
			2	1, 3, 4	276	738	0.375	274	301	1.3	0.7	8.547	A
		2	1	(1, 2, 3, 4)	562			562	605	0.0	0.0	0.000	A
	Exit	1	1		584			584	609	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	410	873	0.470	422	438	1.2	0.4	10.568	B
			2	4	808	821	0.986	810	883	5.2	5.1	22.651	C
			3	1, 2	396	872	0.453	402	412	1.3	0.4	7.521	A
		2	1	(3, 4)	1000			1219	1316	159.5	98.3	369.297	F
			2	(1, 2)	396			396	408	0.1	0.0	0.068	A
	Exit	1	1		1088			1088	1176	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	224	686	0.325	221	239	0.7	0.6	8.345	A
			2	1	172	694	0.248	172	186	0.5	0.3	6.241	A
			3	2, 3	258	702	0.367	257	275	0.9	0.7	8.106	A
		2	1	(1, 4)	396			396	423	0.0	0.0	0.032	A
			2	(2, 3)	258			258	275	0.0	0.0	0.016	A
	Exit	1	1		920			920	975	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	336	968	0.348	335	366	0.6	0.5	4.509	A
			2	2, 3, 4	486	994	0.489	482	520	0.7	0.9	5.711	A
		2	1	(1, 2, 3, 4)	822			822	886	0.0	0.0	0.000	A
	Exit	1	1		1070			1070	1167	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	288	72	1112	746	0.385	290	302	0.0	0.5	7.907	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	252	63	1112	736	0.342	251	271	0.0	0.4	7.864	A
				4	41	10	1112	736	0.055	43	41	0.0	0.0	8.417	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	288	72	-	-	-	288	304	0.0	0.0	0.000	A
				3	252	63	-	-	-	252	273	0.0	0.0	0.000	A
				4	41	10	-	-	-	41	41	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	326	82	1051	866	0.379	326	334	0.0	0.8	7.216	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	644	161	1051	801	0.802	637	674	0.0	3.3	15.772	C
			3	1	382	95	1051	854	0.447	379	395	0.0	0.9	7.575	A
				2	0.40	0.10	140	120	0.003	0.40	0.53	0.0	0.0	4.854	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	331	83	-	-	-	326	337	0.0	1.1	7.233	A
				4	652	163	-	-	-	644	688	0.0	1.8	7.639	A
			2	1	382	96	-	-	-	382	399	0.0	0.1	0.082	A
				2	0.40	0.10	-	-	-	0.40	0.53	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	238	59	1106	739	0.321	234	251	0.0	0.8	6.779	A
			2	1	176	44	1106	750	0.235	176	175	0.0	0.3	6.122	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	259	65	1106	739	0.352	255	272	0.0	0.8	7.407	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	176	44	-	-	-	176	176	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	238	59	-	-	-	238	254	0.0	0.0	0.005	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	259	65	-	-	-	259	275	0.0	0.0	0.023	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	10	3	1218	923	0.011	10	12	0.0	0.0	5.643	A
				2	303	76	1354	972	0.313	302	344	0.0	0.6	4.893	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	214	53	1354	990	0.216	214	231	0.0	0.3	4.655	A
				3	279	70	1354	1034	0.270	276	279	0.0	0.6	6.822	A
				4	13	3	1173	719	0.018	13	13	0.0	0.0	8.314	A
		2	1	1	10	3	-	-	-	10	12	0.0	0.0	0.000	A
				2	518	129	-	-	-	518	579	0.0	0.0	0.000	A
				3	279	70	-	-	-	279	282	0.0	0.0	0.000	A
				4	13	3	-	-	-	13	13	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	342	85	1112	667	0.511	340	363	0.5	0.9	10.406	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	327	82	1112	658	0.496	321	336	0.4	1.2	11.464	B
				4	41	10	1112	649	0.063	38	42	0.0	0.4	11.717	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	342	85	-	-	-	342	364	0.0	0.0	0.043	A
				3	327	82	-	-	-	327	339	0.0	0.0	0.020	A
				4	41	10	-	-	-	41	44	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	392	98	1051	828	0.472	392	399	0.8	1.0	9.187	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	727	182	1051	777	0.937	724	785	3.3	4.6	19.759	C
			3	1	483	121	1051	823	0.588	484	493	0.9	0.9	9.966	A
				2	0.40	0.10	245	195	0.002	0.40	0.93	0.0	0.0	9.367	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	398	99	-	-	-	392	400	2.9	3.6	23.697	C
				4	736	184	-	-	-	727	791	2.9	7.3	24.108	C
			2	1	483	121	-	-	-	483	493	0.1	0.0	0.355	A
				2	0.40	0.10	-	-	-	0.40	0.93	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	272	68	1106	686	0.397	269	291	0.8	0.9	8.479	A
			2	1	223	56	1106	705	0.317	224	211	0.3	0.5	6.874	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	325	81	1106	692	0.468	327	323	0.8	1.1	9.597	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	224	56	-	-	-	223	212	0.0	0.1	0.071	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	274	68	-	-	-	272	292	0.0	0.1	0.061	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	325	81	-	-	-	325	324	0.0	0.0	0.141	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	11	3	1264	843	0.013	10	15	0.0	0.0	6.330	A
				2	407	102	1354	895	0.454	407	437	0.6	0.7	5.636	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	265	66	1354	922	0.286	264	274	0.9	0.5	5.611	A
				3	313	78	1354	976	0.321	310	325	0.9	1.1	8.024	A
				4	14	3	1218	748	0.018	14	14	0.9	0.0	9.490	A
		2	1	1	11	3	-	-	-	11	15	0.0	0.0	0.000	A
				2	672	168	-	-	-	672	712	0.0	0.0	0.000	A
				3	313	78	-	-	-	313	327	0.0	0.0	0.000	A
				4	14	3	-	-	-	14	14	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	449	112	1112	576	0.778	440	430	0.9	3.7	22.384	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	378	94	1112	567	0.667	373	394	1.6	2.5	21.850	C
				4	44	11	1112	568	0.077	44	53	1.6	0.2	22.869	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	453	113	-	-	-	449	442	0.0	0.8	3.559	A
				3	380	95	-	-	-	378	400	0.0	0.7	3.259	A
				4	44	11	-	-	-	44	53	0.0	0.1	3.034	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	391	98	1051	788	0.496	393	391	1.0	0.9	10.171	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	738	185	1051	736	1.000	736	809	4.6	5.2	24.968	C
			3	1	585	146	1051	780	0.751	591	593	0.9	2.5	14.720	B
				2	0	0	140	109	0.000	0	0.53	0.0	0.0	2.980	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	475	119	-	-	-	391	390	11.0	29.3	165.692	F
				4	921	230	-	-	-	738	812	11.0	57.6	167.981	F
			2	1	576	144	-	-	-	585	599	0.0	0.2	2.967	A
				2	0	0	-	-	-	0	0.53	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	327	82	1106	649	0.503	333	357	0.9	0.6	11.209	B
			2	1	248	62	1106	657	0.378	248	269	0.5	0.7	9.034	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	374	93	1106	658	0.568	376	390	1.1	1.2	12.164	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	249	62	-	-	-	248	270	0.2	0.1	0.821	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	328	82	-	-	-	327	356	0.2	0.1	0.668	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	374	94	-	-	-	374	391	0.0	0.1	0.812	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	14	4	1354	857	0.017	14	19	0.7	0.0	11.278	B
				2	520	130	1354	832	0.623	528	577	0.7	1.1	9.267	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	238	59	1354	838	0.283	242	284	1.6	0.6	9.803	A
				3	423	106	1354	896	0.472	426	423	1.6	1.4	13.940	B
				4	14	3	1309	695	0.021	13	18	0.0	0.0	14.854	B
		2	1	1	14	4	-	-	-	14	19	0.0	0.0	0.000	A
				2	758	189	-	-	-	758	864	0.0	0.0	0.006	A
				3	423	106	-	-	-	423	424	0.0	0.0	0.009	A
				4	14	3	-	-	-	14	18	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	412	103	1112	596	0.689	418	445	3.7	2.6	23.665	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	372	93	1112	591	0.632	367	396	2.6	3.0	24.910	C
				4	51	13	1112	602	0.085	50	49	2.6	0.5	25.972	D
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	420	105	-	-	-	412	441	1.6	1.2	5.163	A
				3	382	96	-	-	-	372	398	1.6	1.0	5.702	A
				4	51	13	-	-	-	51	51	1.6	0.1	5.672	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	353	88	1051	800	0.440	348	378	0.9	1.4	10.835	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	715	179	1051	742	0.962	712	809	5.2	5.1	25.689	D
			3	1	573	143	1051	797	0.718	568	590	2.5	2.7	15.019	C
				2	0	0	210	163	0.000	0	1	0.0	0.0	14.456	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	492	123	-	-	-	353	380	86.9	57.8	411.777	F
				4	946	236	-	-	-	715	808	86.9	110.2	411.272	F
			2	1	571	143	-	-	-	573	591	0.2	0.3	3.970	A
				2	0	0	-	-	-	0	1	0.0	0.0	1.292	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	343	86	1106	662	0.519	343	354	0.6	0.9	12.467	B
			2	1	272	68	1106	677	0.402	266	269	0.7	1.0	9.460	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	361	90	1106	661	0.548	362	391	1.2	1.2	13.012	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	272	68	-	-	-	272	270	0.2	0.0	0.527	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	343	86	-	-	-	343	355	0.2	0.0	0.655	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	362	90	-	-	-	361	391	0.1	0.1	1.134	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	18	5	1354	848	0.022	18	20	1.1	0.1	10.938	B
				2	511	128	1354	850	0.599	505	551	1.1	1.4	8.519	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	274	69	1354	835	0.327	271	296	2.0	0.8	8.630	A
				3	378	94	1354	902	0.419	378	393	2.0	1.7	12.282	B
				4	15	4	1354	757	0.020	16	18	2.0	0.1	10.745	B
		2	1	1	18	5	-	-	-	18	20	0.0	0.0	0.000	A
				2	786	196	-	-	-	786	848	0.0	0.0	0.000	A
				3	378	94	-	-	-	378	394	0.0	0.0	0.000	A
				4	15	4	-	-	-	15	19	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	356	89	1112	669	0.532	352	371	2.6	1.2	13.080	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	314	79	1112	669	0.469	308	343	3.4	1.2	16.575	C
				4	41	10	1112	668	0.060	40	45	3.4	0.1	15.580	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	356	89	-	-	-	356	366	2.3	0.0	1.110	A
				3	314	79	-	-	-	314	335	2.3	0.0	1.024	A
				4	41	10	-	-	-	41	43	2.3	0.0	0.769	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	422	105	1051	842	0.502	424	418	1.4	1.2	11.139	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	819	205	1051	781	1.050	821	859	5.1	5.2	23.748	C
			3	1	477	119	1051	838	0.570	476	500	2.7	1.3	11.010	B
				2	0.40	0.10	175	144	0.003	0.40	0.80	0.0	0.0	6.830	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	407	102	-	-	-	422	418	168.0	55.5	497.005	F
				4	739	185	-	-	-	819	860	168.0	104.0	500.380	F
			2	1	476	119	-	-	-	477	495	0.3	0.1	0.730	A
				2	0.40	0.10	-	-	-	0.40	0.80	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	273	68	1106	656	0.415	273	284	0.9	0.7	9.955	A
			2	1	198	50	1106	672	0.294	198	213	1.0	0.5	7.851	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	322	80	1106	668	0.482	321	325	1.2	0.9	9.717	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	198	50	-	-	-	198	211	0.0	0.0	0.314	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	273	68	-	-	-	273	283	0.0	0.0	0.174	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	320	80	-	-	-	322	323	0.1	0.0	0.266	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	16	4	1309	934	0.017	16	14	1.5	0.0	5.686	A
				2	400	100	1354	916	0.437	403	449	1.5	0.5	5.861	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	237	59	1354	937	0.253	235	267	2.6	0.4	6.084	A
				3	309	77	1354	986	0.315	317	331	2.6	0.3	9.014	A
				4	16	4	1354	963	0.016	17	15	2.6	0.0	9.619	A
		2	1	1	16	4	-	-	-	16	14	0.0	0.0	0.000	A
				2	637	159	-	-	-	637	711	0.0	0.0	0.000	A
				3	309	77	-	-	-	309	325	0.0	0.0	0.000	A
				4	16	4	-	-	-	16	15	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	286	72	1112	740	0.385	286	308	1.2	0.5	8.168	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	245	61	1112	734	0.333	243	268	1.3	0.6	8.499	A
				4	31	8	1112	769	0.041	30	34	1.3	0.1	8.913	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	286	72	-	-	-	286	305	0.0	0.0	0.000	A
				3	245	61	-	-	-	245	265	0.0	0.0	0.000	A
				4	31	8	-	-	-	31	34	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	410	103	1051	874	0.470	422	438	1.2	0.4	10.568	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	808	202	1051	821	0.986	810	883	5.2	5.1	22.651	C
			3	1	394	99	1051	872	0.452	400	411	1.3	0.4	7.497	A
				2	2	0.40	245	210	0.008	2	1	0.0	0.0	16.442	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	353	88	-	-	-	410	434	159.5	34.0	365.575	F
				4	646	162	-	-	-	808	882	159.5	64.3	371.159	F
			2	1	394	99	-	-	-	394	407	0.1	0.0	0.068	A
				2	2	0.40	-	-	-	2	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	224	56	1106	685	0.325	221	239	0.7	0.6	8.345	A
			2	1	172	43	1106	697	0.247	172	186	0.5	0.3	6.241	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	258	65	1106	701	0.368	257	275	0.9	0.7	8.106	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	172	43	-	-	-	172	185	0.0	0.0	0.026	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	224	56	-	-	-	224	238	0.0	0.0	0.036	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	258	65	-	-	-	258	275	0.0	0.0	0.016	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	11	3	1309	893	0.011	10	13	0.6	0.1	4.915	A
				2	326	82	1354	970	0.336	325	353	0.6	0.4	4.495	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	220	55	1354	961	0.230	218	238	0.7	0.3	4.774	A
				3	256	64	1354	1031	0.247	254	270	0.7	0.5	6.422	A
				4	10	2	1218	810	0.012	9	12	0.7	0.1	7.332	A
		2	1	1	11	3	-	-	-	11	13	0.0	0.0	0.000	A
				2	546	136	-	-	-	546	591	0.0	0.0	0.000	A
				3	256	64	-	-	-	256	271	0.0	0.0	0.000	A
				4	10	2	-	-	-	10	12	0.0	0.0	0.000	A

Base 2026 + Committed Development + Concurrent Scenario, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - A1033 (E)	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	4 - A1079 (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J17 - Dunswell Roundabout	Standard Roundabout		1, 2, 3, 4	157.37	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	157.37	F

Traffic Demand

Demand Set 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	Base 2026 + Committed Development + Concurrent Scenario	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1174 (N)		ONE HOUR	✓	831	100.000
2 - A1033 (E)		ONE HOUR	✓	1707	100.000
3 - A1079 (S)		ONE HOUR	✓	1284	100.000
4 - A1079 (W)		ONE HOUR	✓	1086	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	475	317	39
	2 - A1033 (E)	419	1	432	855
	3 - A1079 (S)	253	669	0	362
	4 - A1079 (W)	10	821	252	3

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	1	1	0
	2 - A1033 (E)	2	0	1	10
	3 - A1079 (S)	3	1	0	4
	4 - A1079 (W)	10	9	5	100

Cyclist %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	0	0	0
	2 - A1033 (E)	0	0	0	0
	3 - A1079 (S)	0	0	0	0
	4 - A1079 (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1174 (N)	104.49	31.3	F	750	1124
2 - A1033 (E)	325.52	149.0	F	1583	2375
3 - A1079 (S)	85.99	38.2	F	1184	1776
4 - A1079 (W)	14.16	7.3	B	997	1496

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	631	158	1311	637	630	509	0.0	1.7	10.072	B
2 - A1033 (E)	1306	327	456	1291	1327	1493	0.0	6.3	12.248	B
3 - A1079 (S)	984	246	994	976	983	753	0.0	2.9	10.056	B
4 - A1079 (W)	809	202	1014	806	870	955	0.0	1.3	5.480	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	732	183	1579	749	734	614	1.7	3.3	17.272	C
2 - A1033 (E)	1509	377	560	1479	1588	1768	6.3	17.1	31.908	D
3 - A1079 (S)	1169	292	1150	1180	1186	890	2.9	5.7	19.032	C
4 - A1079 (W)	960	240	1234	958	1036	1095	1.3	2.2	6.721	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	902	225	1896	869	877	772	3.3	15.9	49.919	E
2 - A1033 (E)	1900	475	678	1641	1731	2087	17.1	82.6	125.047	F
3 - A1079 (S)	1422	355	1317	1387	1387	1002	5.7	24.0	46.336	E
4 - A1079 (W)	1244	311	1447	1220	1293	1256	2.2	6.9	14.163	B

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	898	224	1867	839	852	741	15.9	31.1	104.489	F
2 - A1033 (E)	1902	475	645	1625	1703	2062	82.6	147.0	277.323	F
3 - A1079 (S)	1442	361	1269	1392	1411	1000	24.0	38.8	85.993	F
4 - A1079 (W)	1170	293	1436	1172	1300	1224	6.9	3.8	12.885	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	711	178	1609	796	843	581	31.1	7.7	77.053	F
2 - A1033 (E)	1529	382	557	1569	1644	1848	147.0	138.4	325.515	F
3 - A1079 (S)	1135	284	1215	1191	1261	911	38.8	19.1	78.589	F
4 - A1079 (W)	968	242	1224	966	1057	1183	3.8	2.5	8.550	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	621	155	1312	625	665	521	7.7	1.7	13.602	B
2 - A1033 (E)	1334	333	464	1514	1611	1473	138.4	85.8	219.981	F
3 - A1079 (S)	953	238	1140	971	1044	838	19.1	3.7	23.224	C
4 - A1079 (W)	825	206	1014	819	879	1097	2.5	1.6	6.025	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

15:45 - 16:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	370	684	0.541	376	360	0.0	1.0	10.813	B
			2	1, 3, 4	260	690	0.378	261	270	0.0	0.8	9.086	A
		2	1	(1, 2, 3, 4)	631			631	637	0.0	0.0	0.001	A
	Exit	1	1		509			509	517	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	328	916	0.358	332	327	0.0	0.6	6.458	A
			2	4	657	845	0.781	650	685	0.0	3.1	13.044	B
			3	1, 2	310	909	0.341	311	315	0.0	0.5	6.400	A
		2	1	(3, 4)	996			985	1029	0.0	2.1	3.256	A
			2	(1, 2)	310			310	317	0.0	0.0	0.033	A
	Exit	1	1		1493			1493	1535	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	274	765	0.360	272	279	0.0	0.6	7.215	A
			2	1	197	775	0.255	196	198	0.0	0.3	5.315	A
			3	2, 3	509	797	0.640	507	507	0.0	1.6	11.516	B
		2	1	(1, 4)	472			472	480	0.0	0.0	0.037	A
			2	(2, 3)	511			509	513	0.0	0.4	1.716	A
	Exit	1	1		753			753	760	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	357	925	0.386	354	388	0.0	0.6	5.000	A
			2	2, 3, 4	453	926	0.489	453	482	0.0	0.7	5.861	A
		2	1	(1, 2, 3, 4)	809			809	876	0.0	0.0	0.000	A
	Exit	1	1		955			955	998	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	419	596	0.702	428	416	1.0	2.3	19.893	C
			2	1, 3, 4	320	604	0.530	321	318	0.8	0.8	11.878	B
		2	1	(1, 2, 3, 4)	732			739	739	0.0	0.2	0.796	A
	Exit	1	1		614			614	626	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	367	887	0.414	370	386	0.6	0.9	7.539	A
			2	4	725	806	0.899	730	816	3.1	3.6	18.406	C
			3	1, 2	381	879	0.433	379	386	0.5	0.8	7.345	A
		2	1	(3, 4)	1128			1092	1204	2.1	11.8	25.033	D
			2	(1, 2)	381			381	387	0.0	0.0	0.030	A
	Exit	1	1		1768			1768	1799	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	317	728	0.435	325	354	0.6	0.3	9.739	A
			2	1	226	734	0.308	223	230	0.3	0.4	6.869	A
			3	2, 3	627	750	0.837	631	603	1.6	3.2	18.724	C
		2	1	(1, 4)	543			543	583	0.0	0.0	0.126	A
			2	(2, 3)	626			627	610	0.4	1.7	9.828	A
	Exit	1	1		890			890	908	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	438	846	0.519	434	464	0.6	1.2	6.246	A
			2	2, 3, 4	522	853	0.610	524	572	0.7	1.0	7.108	A
		2	1	(1, 2, 3, 4)	960			960	1040	0.0	0.0	0.000	A
	Exit	1	1		1095			1095	1212	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	493	504	0.981	490	493	2.3	6.6	42.060	E
			2	1, 3, 4	385	505	0.763	379	385	0.8	3.1	25.857	D
		2	1	(1, 2, 3, 4)	902			878	904	0.2	6.1	14.614	B
	Exit	1	1		772			772	790	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	378	856	0.441	377	385	0.9	0.7	9.309	A
			2	4	798	786	1.018	799	863	3.6	5.2	23.188	C
			3	1, 2	464	846	0.549	465	483	0.8	0.9	9.548	A
		2	1	(3, 4)	1440			1176	1255	11.8	75.6	144.640	F
			2	(1, 2)	462			464	484	0.0	0.0	0.254	A
	Exit	1	1		2087			2087	2165	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	401	680	0.592	404	410	0.3	1.4	11.319	B
			2	1	290	689	0.423	293	294	0.4	0.6	8.455	A
			3	2, 3	688	698	0.982	689	683	3.2	5.6	27.244	D
		2	1	(1, 4)	692			691	711	0.0	0.1	0.540	A
			2	(2, 3)	730			688	692	1.7	16.2	51.571	F
	Exit	1	1		1002			1002	1014	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	585	793	0.743	575	608	1.2	3.0	13.349	B
			2	2, 3, 4	658	793	0.834	645	684	1.0	3.8	14.608	B
		2	1	(1, 2, 3, 4)	1244			1244	1314	0.0	0.1	0.140	A
	Exit	1	1		1256			1256	1319	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	474	509	0.934	472	482	6.6	8.0	58.636	F
			2	1, 3, 4	366	509	0.718	367	370	3.1	3.5	30.885	D
		2	1	(1, 2, 3, 4)	898			840	859	6.1	19.6	57.256	F
	Exit	1	1		741			741	773	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	392	860	0.455	391	379	0.7	1.3	9.491	A
			2	4	790	786	1.004	784	858	5.2	5.3	24.081	C
			3	1, 2	450	850	0.529	449	466	0.9	0.8	8.794	A
		2	1	(3, 4)	1453			1182	1239	75.6	139.7	344.628	F
			2	(1, 2)	449			450	466	0.0	0.0	0.267	A
	Exit	1	1		2062			2062	2164	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	409	687	0.591	406	417	1.4	1.4	12.891	B
			2	1	280	702	0.399	285	297	0.6	0.4	8.848	A
			3	2, 3	698	711	0.982	702	697	5.6	5.7	29.929	D
		2	1	(1, 4)	686			689	712	0.1	0.1	0.897	A
			2	(2, 3)	757			698	697	16.2	31.1	123.976	F
	Exit	1	1		1000			1000	1010	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	555	785	0.704	552	617	3.0	1.9	11.727	B
			2	2, 3, 4	615	793	0.779	622	683	3.8	1.9	13.933	B
		2	1	(1, 2, 3, 4)	1170			1170	1285	0.1	0.0	0.001	A
	Exit	1	1		1224			1224	1318	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	440	589	0.749	466	484	8.0	3.5	44.859	E
			2	1, 3, 4	334	587	0.571	330	359	3.5	2.2	22.142	C
		2	1	(1, 2, 3, 4)	711			773	819	19.6	2.0	43.794	E
	Exit	1	1		581			581	629	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	390	883	0.442	389	390	1.3	0.9	9.281	A
			2	4	810	817	0.995	813	865	5.3	5.0	23.582	C
			3	1, 2	368	879	0.419	367	390	0.8	0.8	7.168	A
		2	1	(3, 4)	1161			1199	1253	139.7	131.7	413.840	F
			2	(1, 2)	368			368	390	0.0	0.0	0.033	A
	Exit	1	1		1848			1848	1982	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	343	705	0.486	334	343	1.4	1.5	10.888	B
			2	1	202	710	0.285	205	231	0.4	0.4	7.328	A
			3	2, 3	641	729	0.881	652	687	5.7	4.2	26.936	D
		2	1	(1, 4)	546			546	574	0.1	0.0	0.331	A
			2	(2, 3)	590			641	681	31.1	13.0	115.178	F
	Exit	1	1		911			911	947	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	443	834	0.530	440	483	1.9	1.2	7.862	A
			2	2, 3, 4	523	856	0.610	526	575	1.9	1.3	9.119	A
		2	1	(1, 2, 3, 4)	968			968	1052	0.0	0.0	0.000	A
	Exit	1	1		1183			1183	1249	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	355	682	0.521	356	381	3.5	1.1	14.020	B
			2	1, 3, 4	266	682	0.390	269	283	2.2	0.6	11.239	B
		2	1	(1, 2, 3, 4)	621			621	648	2.0	0.0	1.300	A
	Exit	1	1		521			521	538	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	402	907	0.443	404	398	0.9	1.0	8.913	A
			2	4	789	841	0.939	792	889	5.0	4.9	22.332	C
			3	1, 2	319	902	0.354	318	323	0.8	0.5	6.096	A
		2	1	(3, 4)	1014			1191	1287	131.7	79.4	288.027	F
			2	(1, 2)	319			319	322	0.0	0.0	0.011	A
	Exit	1	1		1473			1473	1598	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	276	726	0.381	275	284	1.5	0.6	7.661	A
			2	1	195	722	0.271	197	207	0.4	0.3	6.532	A
			3	2, 3	493	750	0.657	499	553	4.2	1.8	18.248	C
		2	1	(1, 4)	471			471	486	0.0	0.0	0.003	A
			2	(2, 3)	482			493	543	13.0	1.0	21.509	C
	Exit	1	1		838			838	854	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	362	903	0.401	358	386	1.2	0.7	5.527	A
			2	2, 3, 4	463	928	0.500	461	493	1.3	0.9	6.411	A
		2	1	(1, 2, 3, 4)	825			825	875	0.0	0.0	0.000	A
	Exit	1	1		1097			1097	1209	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

15:45 - 16:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	370	93	1112	681	0.544	376	360	0.0	1.0	10.813	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	230	58	1112	688	0.335	231	240	0.0	0.7	9.230	A
				4	30	8	1112	690	0.044	30	30	0.0	0.1	7.926	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	370	93	-	-	-	370	364	0.0	0.0	0.001	A
				3	230	58	-	-	-	230	243	0.0	0.0	0.000	A
				4	30	8	-	-	-	30	30	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	328	82	1051	918	0.357	332	327	0.0	0.6	6.458	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	657	164	1051	845	0.781	650	685	0.0	3.1	13.044	B
			3	1	310	77	1051	909	0.340	310	314	0.0	0.5	6.407	A
				2	0.41	0.10	145	133	0.003	0.41	0.55	0.0	0.0	2.948	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	333	83	-	-	-	328	330	0.0	0.7	2.858	A
				4	663	166	-	-	-	657	700	0.0	1.4	3.461	A
			2	1	310	77	-	-	-	310	316	0.0	0.0	0.033	A
				2	0.41	0.10	-	-	-	0.41	0.55	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	274	69	1106	766	0.359	272	279	0.0	0.6	7.215	A
			2	1	197	49	1106	777	0.254	196	198	0.0	0.3	5.315	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	509	127	1106	796	0.640	507	507	0.0	1.6	11.516	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	197	49	-	-	-	197	199	0.0	0.0	0.008	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	274	69	-	-	-	274	282	0.0	0.0	0.058	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	511	128	-	-	-	509	513	0.0	0.4	1.716	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	3	0.72	980	733	0.004	3	5	0.0	0.0	4.619	A
				2	354	88	1354	923	0.384	351	383	0.0	0.6	5.005	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	262	65	1354	913	0.287	259	284	0.0	0.4	5.008	A
				3	187	47	1354	959	0.195	190	193	0.0	0.3	7.017	A
				4	4	1	607	225	0.017	4	5	0.0	0.0	9.329	A
		2	1	1	3	0.72	-	-	-	3	5	0.0	0.0	0.000	A
				2	615	154	-	-	-	615	672	0.0	0.0	0.000	A
				3	187	47	-	-	-	187	194	0.0	0.0	0.000	A
				4	4	1	-	-	-	4	5	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	419	105	1112	597	0.701	428	416	1.0	2.3	19.893	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	283	71	1112	601	0.470	285	283	0.8	0.7	11.751	B
				4	37	9	1112	614	0.061	36	35	0.8	0.1	12.897	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	416	104	-	-	-	419	421	0.0	0.2	0.843	A
				3	280	70	-	-	-	283	283	0.0	0.0	0.674	A
				4	36	9	-	-	-	37	35	0.0	0.0	1.227	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	367	92	1051	890	0.413	370	386	0.6	0.9	7.539	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	725	181	1051	807	0.898	730	816	3.1	3.6	18.406	C
			3	1	381	95	1051	880	0.432	379	386	0.5	0.8	7.350	A
				2	0.41	0.10	181	155	0.003	0.41	0.69	0.0	0.0	4.578	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	379	95	-	-	-	367	387	2.1	3.9	24.169	C
				4	749	187	-	-	-	725	817	2.1	7.9	25.476	D
			2	1	381	95	-	-	-	381	387	0.0	0.0	0.030	A
				2	0.41	0.10	-	-	-	0.41	0.69	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	317	79	1106	725	0.437	325	354	0.6	0.3	9.739	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	226	56	1106	731	0.309	223	230	0.3	0.4	6.869	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	627	157	1106	749	0.838	631	603	1.6	3.2	18.724	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	226	56	-	-	-	226	231	0.0	0.0	0.061	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	317	79	-	-	-	317	352	0.0	0.0	0.169	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	626	156	-	-	-	627	610	0.4	1.7	9.828	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	10	2	1261	804	0.012	11	10	0.0	0.0	7.233	A
				2	428	107	1354	846	0.508	423	454	0.6	1.2	6.223	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	287	72	1354	858	0.334	285	326	0.7	0.6	6.043	A
				3	232	58	1354	857	0.268	235	239	0.7	0.4	8.430	A
				4	4	1	794	277	0.015	5	7	0.0	0.0	13.506	B
		2	1	1	10	2	-	-	-	10	10	0.0	0.0	0.000	A
				2	715	179	-	-	-	715	783	0.0	0.0	0.000	A
				3	232	58	-	-	-	232	239	0.0	0.0	0.000	A
				4	4	1	-	-	-	4	7	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	493	123	1112	503	0.981	490	493	2.3	6.6	42.060	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	333	83	1112	504	0.662	328	341	0.8	2.8	25.957	D
				4	51	13	1112	501	0.102	51	43	0.8	0.3	25.067	D
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	509	127	-	-	-	493	510	0.2	3.4	14.679	B
				3	342	85	-	-	-	333	350	0.0	2.5	14.569	B
				4	50	13	-	-	-	51	44	0.0	0.2	14.221	B
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	378	94	1051	856	0.441	377	385	0.9	0.7	9.309	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	798	200	1051	786	1.018	799	863	3.6	5.2	23.188	C
			3	1	463	116	1051	846	0.548	464	482	0.8	0.9	9.544	A
				2	0.83	0.21	326	271	0.003	0.83	1	0.0	0.0	11.162	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	467	117	-	-	-	378	384	11.8	24.9	143.996	F
				4	972	243	-	-	-	798	870	11.8	50.7	144.954	F
			2	1	461	115	-	-	-	463	482	0.0	0.0	0.254	A
				2	0.83	0.21	-	-	-	0.83	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	401	100	1106	679	0.592	404	410	0.3	1.4	11.319	B
			2	1	290	73	1106	694	0.420	293	294	0.4	0.6	8.455	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	688	172	1106	698	0.982	689	683	3.2	5.6	27.244	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	291	73	-	-	-	290	295	0.0	0.1	0.425	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	401	100	-	-	-	401	416	0.0	0.0	0.624	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	730	182	-	-	-	688	692	1.7	16.2	51.571	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	14	4	1307	769	0.018	14	14	0.0	0.1	15.614	C
				2	572	143	1354	793	0.725	561	594	1.2	2.9	13.296	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	355	89	1354	781	0.458	346	393	1.0	2.0	13.321	B
				3	301	75	1354	808	0.374	297	288	1.0	1.8	16.277	C
				4	2	1	467	152	0.014	2	3	0.0	0.0	14.976	B
		2	1	1	14	4	-	-	-	14	15	0.0	0.0	0.155	A
				2	927	232	-	-	-	927	1002	0.0	0.1	0.130	A
				3	301	75	-	-	-	301	294	0.0	0.0	0.173	A
				4	2	1	-	-	-	2	3	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	474	118	1112	508	0.934	472	482	6.6	8.0	58.636	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	330	83	1112	509	0.648	334	333	3.1	2.9	30.741	D
				4	36	9	1112	518	0.069	33	37	3.1	0.6	32.128	D
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	505	126	-	-	-	474	488	6.1	10.6	56.861	F
				3	352	88	-	-	-	330	333	6.1	8.0	57.475	F
				4	40	10	-	-	-	36	38	6.1	1.1	60.244	F
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	392	98	1051	860	0.455	391	379	0.7	1.3	9.491	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	790	197	1051	786	1.004	784	858	5.2	5.3	24.081	C
			3	1	448	112	1051	851	0.527	448	465	0.9	0.8	8.798	A
				2	1	0.31	254	214	0.006	1	1	0.0	0.0	7.430	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	482	120	-	-	-	392	381	75.6	45.8	343.398	F
				4	972	243	-	-	-	790	858	75.6	93.9	345.229	F
			2	1	448	112	-	-	-	448	464	0.0	0.0	0.267	A
				2	1	0.31	-	-	-	1	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	409	102	1106	688	0.590	406	417	1.4	1.4	12.891	B
			2	1	280	70	1106	702	0.399	285	297	0.6	0.4	8.848	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	698	175	1106	710	0.983	702	697	5.6	5.7	29.929	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	279	70	-	-	-	280	296	0.1	0.0	0.810	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	406	102	-	-	-	409	416	0.1	0.1	0.960	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	757	189	-	-	-	698	697	16.2	31.1	123.976	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	7	2	1307	706	0.010	8	12	3.0	0.0	13.615	B
				2	548	137	1354	785	0.698	544	605	3.0	1.8	11.692	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	339	85	1354	771	0.439	342	380	3.8	0.8	12.350	B
				3	273	68	1354	814	0.337	275	298	3.8	1.1	15.835	C
				4	2	1	607	193	0.013	2	5	0.0	0.0	16.349	C
		2	1	1	7	2	-	-	-	7	12	0.0	0.0	0.000	A
				2	888	222	-	-	-	888	973	0.1	0.0	0.001	A
				3	273	68	-	-	-	273	295	0.0	0.0	0.001	A
				4	2	1	-	-	-	2	5	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	440	110	1112	588	0.750	466	484	8.0	3.5	44.859	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	300	75	1112	586	0.514	297	322	3.5	1.9	22.095	C
				4	34	8	1112	599	0.057	33	37	3.5	0.3	22.557	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	405	101	-	-	-	440	465	19.6	1.1	45.029	E
				3	276	69	-	-	-	300	318	19.6	0.9	42.437	E
				4	30	8	-	-	-	34	36	19.6	0.0	39.568	E
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	390	98	1051	882	0.442	389	390	1.3	0.9	9.281	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	810	203	1051	817	0.995	813	865	5.3	5.0	23.582	C
			3	1	367	92	1051	878	0.418	366	389	0.8	0.8	7.163	A
				2	0.83	0.21	145	124	0.007	0.83	0.97	0.0	0.0	9.104	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	383	96	-	-	-	390	389	139.7	42.3	415.144	F
				4	778	194	-	-	-	810	864	139.7	89.3	413.212	F
			2	1	367	92	-	-	-	367	389	0.0	0.0	0.033	A
				2	0.83	0.21	-	-	-	0.83	0.97	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	343	86	1106	702	0.488	334	343	1.4	1.5	10.888	B
			2	1	202	50	1106	713	0.284	205	231	0.4	0.4	7.328	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	641	160	1106	729	0.881	652	687	5.7	4.2	26.936	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	202	50	-	-	-	202	231	0.1	0.0	0.231	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	343	86	-	-	-	343	343	0.1	0.0	0.399	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	590	147	-	-	-	641	681	31.1	13.0	115.178	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	10	2	1214	736	0.013	10	9	1.9	0.0	10.120	B
				2	434	108	1354	834	0.519	431	474	1.9	1.1	7.819	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	297	74	1354	839	0.354	298	336	1.9	0.8	7.805	A
				3	224	56	1354	890	0.253	225	235	1.9	0.6	10.920	B
				4	2	1	560	190	0.011	3	4	0.0	0.0	11.728	B
		2	1	1	10	2	-	-	-	10	9	0.0	0.0	0.000	A
				2	730	183	-	-	-	730	807	0.0	0.0	0.000	A
				3	224	56	-	-	-	224	232	0.0	0.0	0.000	A
				4	2	1	-	-	-	2	4	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	355	89	1112	682	0.521	356	381	3.5	1.1	14.020	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	240	60	1112	680	0.352	242	252	2.2	0.5	11.258	B
				4	26	7	1112	688	0.039	27	32	2.2	0.0	11.100	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	355	89	-	-	-	355	372	2.0	0.0	1.353	A
				3	240	60	-	-	-	240	246	2.0	0.0	1.203	A
				4	26	7	-	-	-	26	31	0.0	0.0	1.428	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	402	101	1051	906	0.443	404	398	0.9	1.0	8.913	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	789	197	1051	841	0.939	792	889	5.0	4.9	22.332	C
			3	1	319	80	1051	905	0.353	318	323	0.8	0.5	6.097	A
				2	0.41	0.10	36	31	0.013	0.41	0.14	0.0	0.0	4.214	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	336	84	-	-	-	402	399	131.7	26.1	291.046	F
				4	678	170	-	-	-	789	888	131.7	53.3	286.556	F
			2	1	319	80	-	-	-	319	322	0.0	0.0	0.011	A
				2	0.41	0.10	-	-	-	0.41	0.14	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	276	69	1106	726	0.381	275	284	1.5	0.6	7.661	A
			2	1	195	49	1106	721	0.271	197	207	0.4	0.3	6.532	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	493	123	1106	749	0.658	499	553	4.2	1.8	18.248	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	195	49	-	-	-	195	206	0.0	0.0	0.002	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	276	69	-	-	-	276	280	0.0	0.0	0.004	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	482	120	-	-	-	493	543	13.0	1.0	21.509	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	7	2	1307	803	0.009	7	8	1.2	0.0	6.598	A
				2	355	89	1354	907	0.392	351	378	1.2	0.7	5.505	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	267	67	1354	923	0.289	266	285	1.3	0.4	5.603	A
				3	192	48	1354	944	0.203	192	203	1.3	0.4	7.477	A
				4	4	1	654	236	0.018	3	5	0.0	0.1	8.894	A
		2	1	1	7	2	-	-	-	7	8	0.0	0.0	0.000	A
				2	623	156	-	-	-	623	659	0.0	0.0	0.000	A
				3	192	48	-	-	-	192	203	0.0	0.0	0.000	A
				4	4	1	-	-	-	4	5	0.0	0.0	0.000	A

2023 Survey, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A1079 (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J17 - Dunswell Roundabout	Standard Roundabout		1, 2, 3, 4	60.92	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	60.92	F

Traffic Demand

Demand Set 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 Survey	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1174 (N)		ONE HOUR	✓	773	100.000
2 - A1033 (E)		ONE HOUR	✓	1701	100.000
3 - A1079 (S)		ONE HOUR	✓	863	100.000
4 - A1079 (W)		ONE HOUR	✓	1016	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	384	343	46
	2 - A1033 (E)	497	1	431	772
	3 - A1079 (S)	227	338	0	298
	4 - A1079 (W)	15	655	346	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	3	4	4
	2 - A1033 (E)	3	0	3	5
	3 - A1079 (S)	4	4	0	5
	4 - A1079 (W)	7	3	3	0

Cyclist %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	0	0	0
	2 - A1033 (E)	0	0	0	0
	3 - A1079 (S)	0	0	0	0
	4 - A1079 (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1174 (N)	21.21	5.1	C	712	1069
2 - A1033 (E)	136.35	68.8	F	1538	2307
3 - A1079 (S)	11.49	3.5	B	790	1186
4 - A1079 (W)	7.81	2.7	A	923	1384

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	588	147	985	584	596	542	0.0	1.5	7.188	A
2 - A1033 (E)	1271	318	559	1271	1315	1011	0.0	3.8	9.816	A
3 - A1079 (S)	650	162	983	646	672	847	0.0	1.2	6.539	A
4 - A1079 (W)	733	183	791	736	787	838	0.0	0.9	4.716	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	710	177	1194	711	730	657	1.5	1.9	10.213	B
2 - A1033 (E)	1510	378	667	1511	1560	1238	3.8	10.4	18.808	C
3 - A1079 (S)	790	197	1189	781	813	988	1.2	2.6	8.052	A
4 - A1079 (W)	889	222	960	890	930	1010	0.9	0.9	5.513	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	822	205	1491	814	849	795	1.9	4.4	16.604	C
2 - A1033 (E)	1871	468	796	1716	1787	1508	10.4	52.4	74.140	F
3 - A1079 (S)	939	235	1344	937	988	1169	2.6	2.8	10.711	B
4 - A1079 (W)	1133	283	1152	1134	1145	1129	0.9	2.2	7.808	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	855	214	1447	848	884	799	4.4	5.1	21.213	C
2 - A1033 (E)	1788	447	796	1824	1859	1499	52.4	68.6	136.345	F
3 - A1079 (S)	952	238	1389	953	970	1232	2.8	3.3	11.490	B
4 - A1079 (W)	1092	273	1160	1086	1143	1179	2.2	2.7	7.623	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	714	178	1208	700	734	659	5.1	2.9	12.395	B
2 - A1033 (E)	1521	380	667	1615	1719	1241	68.6	37.5	104.219	F
3 - A1079 (S)	775	194	1243	778	817	1040	3.3	1.9	8.620	A
4 - A1079 (W)	911	228	953	913	940	1067	2.7	1.2	6.168	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	588	147	1016	589	615	543	2.9	0.9	7.610	A
2 - A1033 (E)	1260	315	582	1321	1451	1023	37.5	5.4	34.361	D
3 - A1079 (S)	632	158	1003	635	672	900	1.9	0.9	7.211	A
4 - A1079 (W)	779	195	781	778	797	857	1.2	0.8	4.603	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:15 - 07:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	290	784	0.370	286	298	0.0	0.9	7.119	A
			2	1, 3, 4	298	768	0.388	299	299	0.0	0.6	7.258	A
		2	1	(1, 2, 3, 4)	588			588	603	0.0	0.0	0.000	A
	Exit	1	1		542			542	563	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	327	865	0.379	327	336	0.0	0.6	6.997	A
			2	4	575	852	0.679	575	605	0.0	1.8	11.072	B
			3	1, 2	367	873	0.420	368	373	0.0	0.9	7.195	A
		2	1	(3, 4)	904			902	952	0.0	0.6	1.235	A
			2	(1, 2)	367			367	377	0.0	0.0	0.027	A
	Exit	1	1		1011			1011	1061	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	222	776	0.286	223	234	0.0	0.3	6.847	A
			2	1	168	785	0.214	165	179	0.0	0.5	5.960	A
			3	2, 3	259	788	0.329	258	259	0.0	0.4	6.585	A
		2	1	(1, 4)	390			391	416	0.0	0.0	0.049	A
			2	(2, 3)	259			259	261	0.0	0.0	0.004	A
	Exit	1	1		847			847	870	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	290	1023	0.283	290	310	0.0	0.4	4.218	A
			2	2, 3, 4	443	1034	0.429	447	477	0.0	0.5	5.037	A
		2	1	(1, 2, 3, 4)	733			733	790	0.0	0.0	0.000	A
	Exit	1	1		838			838	875	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	341	716	0.478	347	358	0.9	0.6	9.562	A
			2	1, 3, 4	368	711	0.517	364	372	0.6	1.3	10.508	B
		2	1	(1, 2, 3, 4)	710			710	732	0.0	0.0	0.170	A
	Exit	1	1		657			657	689	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	364	831	0.439	368	390	0.6	0.9	8.864	A
			2	4	695	820	0.850	697	712	1.8	3.5	17.154	C
			3	1, 2	442	841	0.525	446	458	0.9	1.0	8.312	A
		2	1	(3, 4)	1069			1057	1111	0.6	4.8	8.715	A
			2	(1, 2)	441			442	459	0.0	0.1	0.327	A
	Exit	1	1		1238			1238	1271	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	273	708	0.389	267	280	0.3	1.1	8.524	A
			2	1	202	723	0.279	201	218	0.5	0.4	6.583	A
			3	2, 3	314	723	0.433	313	315	0.4	0.8	8.265	A
		2	1	(1, 4)	477			475	502	0.0	0.2	0.115	A
			2	(2, 3)	314			314	317	0.0	0.0	0.148	A
	Exit	1	1		988			988	1032	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	354	996	0.356	354	376	0.4	0.4	4.791	A
			2	2, 3, 4	535	987	0.541	537	554	0.5	0.6	6.005	A
		2	1	(1, 2, 3, 4)	889			889	930	0.0	0.0	0.000	A
	Exit	1	1		1010			1010	1040	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	412	623	0.659	415	420	0.6	2.0	16.793	C
			2	1, 3, 4	408	618	0.660	398	429	1.3	2.3	15.640	C
		2	1	(1, 2, 3, 4)	822			820	859	0.0	0.1	0.354	A
	Exit	1	1		795			795	847	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	422	805	0.524	418	435	0.9	1.6	11.587	B
			2	4	770	788	0.977	768	790	3.5	5.1	23.103	C
			3	1, 2	534	802	0.667	530	562	1.0	2.0	12.357	B
		2	1	(3, 4)	1332			1192	1234	4.8	43.1	79.910	F
			2	(1, 2)	539			534	566	0.1	0.4	1.275	A
	Exit	1	1		1508			1508	1535	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	318	677	0.471	314	340	1.1	1.3	10.921	B
			2	1	246	682	0.360	245	266	0.4	0.8	8.009	A
			3	2, 3	374	680	0.551	378	383	0.8	0.7	11.281	B
		2	1	(1, 4)	564			564	607	0.2	0.0	0.215	A
			2	(2, 3)	374			374	382	0.0	0.0	0.827	A
	Exit	1	1		1169			1169	1205	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	490	916	0.535	489	492	0.4	0.9	6.783	A
			2	2, 3, 4	643	920	0.698	646	654	0.6	1.3	8.574	A
		2	1	(1, 2, 3, 4)	1133			1133	1151	0.0	0.0	0.000	A
	Exit	1	1		1129			1129	1183	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	443	635	0.698	428	437	2.0	2.6	18.154	C
			2	1, 3, 4	415	634	0.654	420	447	2.3	2.0	20.171	C
		2	1	(1, 2, 3, 4)	855			858	885	0.1	0.6	2.037	A
	Exit	1	1		799			799	837	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	478	807	0.591	479	466	1.6	1.8	12.473	B
			2	4	803	786	1.021	802	825	5.1	5.0	23.702	C
			3	1, 2	536	801	0.667	543	568	2.0	1.9	13.956	B
		2	1	(3, 4)	1260			1280	1290	43.1	59.6	166.917	F
			2	(1, 2)	527			536	567	0.4	0.2	3.174	A
	Exit	1	1		1499			1499	1544	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	334	660	0.506	336	344	1.3	1.1	11.530	B
			2	1	240	664	0.361	242	253	0.8	0.5	8.744	A
			3	2, 3	378	667	0.567	375	372	0.7	1.6	11.999	B
		2	1	(1, 4)	573			574	596	0.0	0.0	0.525	A
			2	(2, 3)	379			378	376	0.0	0.1	0.471	A
	Exit	1	1		1232			1232	1256	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	468	916	0.512	464	492	0.9	1.1	6.408	A
			2	2, 3, 4	624	917	0.682	623	652	1.3	1.6	8.536	A
		2	1	(1, 2, 3, 4)	1092			1092	1145	0.0	0.0	0.000	A
	Exit	1	1		1179			1179	1219	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	349	716	0.488	344	359	2.6	1.2	11.569	B
			2	1, 3, 4	365	705	0.517	356	376	2.0	1.6	12.611	B
		2	1	(1, 2, 3, 4)	714			714	727	0.6	0.0	0.369	A
	Exit	1	1		659			659	708	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	409	840	0.486	419	428	1.8	0.9	11.020	B
			2	4	743	821	0.907	747	815	5.0	4.5	21.762	C
			3	1, 2	443	837	0.529	449	476	1.9	0.9	9.891	A
		2	1	(3, 4)	1078			1153	1237	59.6	31.1	126.036	F
			2	(1, 2)	443			443	472	0.2	0.0	0.469	A
	Exit	1	1		1241			1241	1280	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	274	706	0.387	274	281	1.1	0.6	8.691	A
			2	1	198	716	0.278	200	218	0.5	0.4	7.631	A
			3	2, 3	304	707	0.431	304	318	1.6	0.8	8.860	A
		2	1	(1, 4)	470			472	496	0.0	0.0	0.190	A
			2	(2, 3)	304			304	315	0.1	0.0	0.078	A
	Exit	1	1		1040			1040	1082	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	375	986	0.381	377	385	1.1	0.3	5.305	A
			2	2, 3, 4	536	985	0.543	537	555	1.6	0.9	6.765	A
		2	1	(1, 2, 3, 4)	911			911	934	0.0	0.0	0.000	A
	Exit	1	1		1067			1067	1141	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	284	763	0.373	284	296	1.2	0.5	7.433	A
			2	1, 3, 4	304	764	0.398	304	320	1.6	0.5	7.759	A
		2	1	(1, 2, 3, 4)	588			588	608	0.0	0.0	0.008	A
	Exit	1	1		543			543	576	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	344	867	0.397	346	378	0.9	0.8	8.725	A
			2	4	598	840	0.710	604	684	4.5	2.2	16.632	C
			3	1, 2	376	867	0.433	371	388	0.9	1.2	7.187	A
		2	1	(3, 4)	884			942	1053	31.1	1.1	32.751	D
			2	(1, 2)	376			376	389	0.0	0.0	0.139	A
	Exit	1	1		1023			1023	1068	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	221	790	0.281	225	230	0.6	0.2	6.996	A
			2	1	161	765	0.212	161	177	0.4	0.2	6.782	A
			3	2, 3	250	781	0.320	250	265	0.8	0.5	7.554	A
		2	1	(1, 4)	383			383	405	0.0	0.0	0.073	A
			2	(2, 3)	250			250	263	0.0	0.0	0.025	A
	Exit	1	1		900			900	941	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	294	1051	0.281	293	310	0.3	0.2	4.218	A
			2	2, 3, 4	484	1046	0.463	485	487	0.9	0.6	4.848	A
		2	1	(1, 2, 3, 4)	779			779	795	0.0	0.0	0.000	A
	Exit	1	1		857			857	949	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:15 - 07:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	290	72	1112	787	0.369	286	298	0.0	0.9	7.119	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	259	65	1112	774	0.334	259	262	0.0	0.5	7.173	A
				4	39	10	1112	735	0.054	39	36	0.0	0.1	7.878	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	290	72	-	-	-	290	301	0.0	0.0	0.000	A
				3	259	65	-	-	-	259	264	0.0	0.0	0.000	A
				4	39	10	-	-	-	39	37	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	327	82	1051	865	0.379	327	336	0.0	0.6	6.997	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	575	144	1051	852	0.679	575	605	0.0	1.8	11.072	B
			3	1	365	91	1051	871	0.418	366	372	0.0	0.9	7.183	A
				2	2	0.44	309	263	0.007	2	1	0.0	0.0	10.385	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	326	82	-	-	-	327	339	0.0	0.2	1.246	A
				4	578	144	-	-	-	575	613	0.0	0.4	1.229	A
			2	1	365	91	-	-	-	365	376	0.0	0.0	0.027	A
				2	2	0.44	-	-	-	2	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	222	56	1106	774	0.287	223	234	0.0	0.3	6.847	A
			2	1	168	42	1106	786	0.214	165	179	0.0	0.5	5.960	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	259	65	1106	788	0.329	258	259	0.0	0.4	6.585	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	168	42	-	-	-	168	180	0.0	0.0	0.009	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	222	55	-	-	-	222	235	0.0	0.0	0.079	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	259	65	-	-	-	259	261	0.0	0.0	0.004	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	11	3	1314	920	0.012	11	12	0.0	0.0	5.128	A
				2	280	70	1354	1029	0.272	279	297	0.0	0.3	4.183	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	185	46	1354	1037	0.179	186	206	0.0	0.2	4.112	A
				3	258	64	1354	1037	0.249	260	271	0.0	0.3	5.738	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	11	3	-	-	-	11	12	0.0	0.0	0.000	A
				2	465	116	-	-	-	465	506	0.0	0.0	0.000	A
				3	258	64	-	-	-	258	272	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	341	85	1112	714	0.479	347	358	0.9	0.6	9.562	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	321	80	1112	708	0.453	318	324	0.6	1.1	10.601	B
				4	47	12	1112	722	0.065	46	48	0.6	0.2	9.874	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	341	85	-	-	-	341	357	0.0	0.0	0.123	A
				3	321	80	-	-	-	321	327	0.0	0.0	0.214	A
				4	47	12	-	-	-	47	48	0.0	0.0	0.218	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	364	91	1051	831	0.439	368	390	0.6	0.9	8.864	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	695	174	1051	820	0.850	697	712	1.8	3.5	17.154	C
			3	1	440	110	1051	842	0.524	445	456	0.9	1.0	8.303	A
				2	1	0.26	278	226	0.005	1	1	0.0	0.0	11.666	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	370	92	-	-	-	364	391	0.6	1.9	8.886	A
				4	700	175	-	-	-	695	720	0.6	3.0	8.621	A
			2	1	440	110	-	-	-	440	457	0.0	0.1	0.328	A
				2	1	0.26	-	-	-	1	1	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	273	68	1106	707	0.389	267	280	0.3	1.1	8.524	A
				4	202	50	1106	723	0.279	201	218	0.5	0.4	6.583	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	314	79	1106	723	0.433	313	315	0.4	0.8	8.265	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	203	51	-	-	-	202	218	0.0	0.1	0.058	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	275	69	-	-	-	273	284	0.0	0.1	0.160	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	314	78	-	-	-	314	317	0.0	0.0	0.148	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	12	3	1354	986	0.012	12	15	0.4	0.1	6.792	A
				2	342	85	1354	995	0.343	342	361	0.4	0.3	4.708	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	233	58	1354	988	0.236	234	236	0.5	0.2	4.653	A
				3	302	75	1354	987	0.306	303	318	0.5	0.4	7.007	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	12	3	-	-	-	12	15	0.0	0.0	0.000	A
				2	575	144	-	-	-	575	597	0.0	0.0	0.000	A
				3	302	75	-	-	-	302	318	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	412	103	1112	623	0.658	415	420	0.6	2.0	16.793	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	358	90	1112	620	0.577	352	377	1.3	1.9	15.582	C
				4	50	12	1112	598	0.083	46	53	1.3	0.4	16.052	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	413	103	-	-	-	412	426	0.0	0.1	0.367	A
				3	359	90	-	-	-	358	380	0.0	0.0	0.343	A
				4	50	12	-	-	-	50	54	0.0	0.0	0.334	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	422	105	1051	805	0.524	418	435	0.9	1.6	11.587	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	770	192	1051	788	0.977	768	790	3.5	5.1	23.103	C
			3	1	534	133	1051	802	0.667	529	561	1.0	2.0	12.357	B
				2	0.35	0.09	216	167	0.002	0.35	0.82	0.0	0.0	12.489	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	480	120	-	-	-	422	437	4.8	15.6	79.319	F
				4	852	213	-	-	-	770	797	4.8	27.6	80.241	F
			2	1	539	135	-	-	-	534	565	0.1	0.4	1.274	A
				2	0.35	0.09	-	-	-	0.35	0.82	0.0	0.0	1.835	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	318	79	1106	677	0.471	314	340	1.1	1.3	10.921	B
			2	1	246	62	1106	681	0.360	245	266	0.4	0.8	8.009	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	374	94	1106	680	0.551	378	383	0.8	0.7	11.281	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	246	62	-	-	-	246	267	0.2	0.0	0.174	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	318	79	-	-	-	318	340	0.2	0.0	0.247	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	374	94	-	-	-	374	382	0.0	0.0	0.827	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	21	5	1354	852	0.024	21	20	0.4	0.0	8.874	A
				2	468	117	1354	918	0.511	467	472	0.4	0.9	6.699	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	248	62	1354	921	0.270	248	260	0.6	0.4	6.777	A
				3	395	99	1354	917	0.429	398	393	0.6	0.9	9.765	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	21	5	-	-	-	21	20	0.0	0.0	0.000	A
				2	717	179	-	-	-	717	735	0.0	0.0	0.000	A
				3	395	99	-	-	-	395	396	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	443	111	1112	635	0.698	428	437	2.0	2.6	18.154	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	371	93	1112	633	0.584	377	397	2.3	1.7	20.219	C
				4	44	11	1112	648	0.069	43	50	2.3	0.3	19.790	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	441	110	-	-	-	443	440	0.1	0.3	1.832	A
				3	369	92	-	-	-	371	396	0.1	0.2	2.169	A
				4	45	11	-	-	-	44	50	0.0	0.1	2.805	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	478	119	1051	808	0.591	479	466	1.6	1.8	12.473	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	803	201	1051	786	1.021	802	825	5.1	5.0	23.702	C
			3	1	533	133	1051	802	0.664	541	566	2.0	1.9	13.960	B
				2	2	0.62	371	291	0.008	2	2	0.0	0.0	12.299	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	461	115	-	-	-	478	467	43.1	20.5	162.547	F
				4	800	200	-	-	-	803	824	43.1	39.1	169.419	F
			2	1	525	131	-	-	-	533	566	0.4	0.2	3.180	A
				2	2	0.62	-	-	-	2	2	0.0	0.0	0.909	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	334	83	1106	660	0.506	336	344	1.3	1.1	11.530	B
			2	1	240	60	1106	663	0.361	242	253	0.8	0.5	8.744	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	378	94	1106	668	0.567	375	372	0.7	1.6	11.999	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	240	60	-	-	-	240	253	0.0	0.0	0.413	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	333	83	-	-	-	334	344	0.0	0.0	0.608	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	379	95	-	-	-	378	376	0.0	0.1	0.471	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	16	4	1314	833	0.019	16	18	0.0	0.1	6.779	A
				2	452	113	1354	919	0.492	448	474	0.9	1.1	6.395	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	248	62	1354	915	0.271	245	258	1.3	0.7	6.522	A
				3	376	94	1354	915	0.411	377	393	1.3	0.9	9.868	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	16	4	-	-	-	16	18	0.0	0.0	0.000	A
				2	700	175	-	-	-	700	734	0.0	0.0	0.000	A
				3	376	94	-	-	-	376	393	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	349	87	1112	715	0.488	344	359	2.6	1.2	11.569	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	316	79	1112	703	0.450	311	331	2.0	1.4	12.504	B
				4	48	12	1112	714	0.068	46	45	2.0	0.2	13.397	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	349	87	-	-	-	349	353	0.6	0.0	0.344	A
				3	316	79	-	-	-	316	330	0.6	0.0	0.400	A
				4	48	12	-	-	-	48	44	0.6	0.0	0.349	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	409	102	1051	841	0.486	419	428	1.8	0.9	11.020	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	743	186	1051	820	0.907	747	815	5.0	4.5	21.762	C
			3	1	441	110	1051	838	0.526	448	475	1.9	0.9	9.894	A
				2	2	0.44	309	251	0.007	2	1	0.0	0.0	9.160	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	379	95	-	-	-	409	424	59.6	11.3	126.710	F
				4	699	175	-	-	-	743	813	59.6	19.9	125.672	F
			2	1	441	110	-	-	-	441	471	0.2	0.0	0.465	A
				2	2	0.44	-	-	-	2	1	0.0	0.0	1.933	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	274	68	1106	705	0.388	274	281	1.1	0.6	8.691	A
			2	1	198	49	1106	717	0.277	200	218	0.5	0.4	7.631	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	304	76	1106	705	0.432	304	318	1.6	0.8	8.860	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	197	49	-	-	-	198	217	0.0	0.0	0.251	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	274	68	-	-	-	274	279	0.0	0.0	0.142	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	304	76	-	-	-	304	315	0.1	0.0	0.078	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	11	3	1274	844	0.013	11	15	1.1	0.0	5.772	A
				2	363	91	1354	987	0.370	366	370	1.1	0.3	5.286	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	228	57	1354	981	0.232	226	232	1.6	0.3	5.028	A
				3	307	77	1354	988	0.311	311	323	1.6	0.6	8.006	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	11	3	-	-	-	11	15	0.0	0.0	0.000	A
				2	593	148	-	-	-	593	597	0.0	0.0	0.000	A
				3	307	77	-	-	-	307	322	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	284	71	1112	761	0.373	284	296	1.2	0.5	7.433	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	276	69	1112	764	0.361	276	285	1.6	0.4	7.696	A
				4	28	7	1112	771	0.037	28	34	1.6	0.0	8.277	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	284	71	-	-	-	284	293	0.0	0.0	0.005	A
				3	276	69	-	-	-	276	282	0.0	0.0	0.007	A
				4	28	7	-	-	-	28	34	0.0	0.0	0.049	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	344	86	1051	868	0.396	346	378	0.9	0.8	8.725	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	598	149	1051	841	0.710	604	684	4.5	2.2	16.632	C
			3	1	376	94	1051	868	0.433	371	387	0.9	1.2	7.178	A
				2	0	0	93	75	0.000	0	0.47	0.0	0.0	14.411	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	320	80	-	-	-	344	378	31.1	0.3	33.958	D
				4	564	141	-	-	-	598	675	31.1	0.8	32.062	D
			2	1	376	94	-	-	-	376	388	0.0	0.0	0.139	A
				2	0	0	-	-	-	0	0.47	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	221	55	1106	790	0.281	225	230	0.6	0.2	6.996	A
			2	1	161	40	1106	765	0.211	161	177	0.4	0.2	6.782	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	250	62	1106	782	0.320	250	265	0.8	0.5	7.554	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	161	40	-	-	-	161	176	0.0	0.0	0.075	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	221	55	-	-	-	221	229	0.0	0.0	0.072	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	250	62	-	-	-	250	263	0.0	0.0	0.025	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	11	3	1274	1008	0.011	11	12	0.0	0.0	4.062	A
				2	283	71	1354	1048	0.271	282	298	0.3	0.2	4.224	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	207	52	1354	1044	0.199	206	209	0.9	0.2	3.949	A
				3	277	69	1354	1045	0.265	278	277	0.9	0.4	5.524	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	11	3	-	-	-	11	12	0.0	0.0	0.000	A
				2	491	123	-	-	-	491	507	0.0	0.0	0.000	A
				3	277	69	-	-	-	277	277	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2023 Survey, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A1079 (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J17 - Dunswell Roundabout	Standard Roundabout		1, 2, 3, 4	61.86	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	61.86	F

Traffic Demand

Demand Set 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 Survey	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A1174 (N)		ONE HOUR	✓	803	100.000
2 - A1033 (E)		ONE HOUR	✓	1634	100.000
3 - A1079 (S)		ONE HOUR	✓	1263	100.000
4 - A1079 (W)		ONE HOUR	✓	1005	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	453	312	38
	2 - A1033 (E)	412	1	425	796
	3 - A1079 (S)	249	658	0	356
	4 - A1079 (W)	9	748	248	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	1	1	0
	2 - A1033 (E)	2	0	1	5
	3 - A1079 (S)	3	1	0	4
	4 - A1079 (W)	11	3	5	0

Cyclist %

		To			
		1 - A1174 (N)	2 - A1033 (E)	3 - A1079 (S)	4 - A1079 (W)
From	1 - A1174 (N)	0	0	0	0
	2 - A1033 (E)	0	0	0	0
	3 - A1079 (S)	0	0	0	0
	4 - A1079 (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A1174 (N)	53.33	12.8	F	738	1107
2 - A1033 (E)	99.78	60.2	F	1499	2249
3 - A1079 (S)	60.43	25.7	F	1147	1720
4 - A1079 (W)	8.92	3.0	A	926	1389

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	609	152	1263	609	611	496	0.0	1.7	8.448	A
2 - A1033 (E)	1226	307	457	1223	1251	1415	0.0	4.0	10.585	B
3 - A1079 (S)	938	235	941	934	950	739	0.0	2.3	8.301	A
4 - A1079 (W)	789	197	975	784	781	899	0.0	1.6	4.872	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	719	180	1500	713	723	603	1.7	3.2	13.256	B
2 - A1033 (E)	1470	368	527	1477	1493	1686	4.0	7.2	17.606	C
3 - A1079 (S)	1132	283	1123	1150	1151	881	2.3	4.1	14.631	B
4 - A1079 (W)	892	223	1210	894	944	1063	1.6	1.6	5.974	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	872	218	1781	853	855	737	3.2	11.7	38.981	E
2 - A1033 (E)	1795	449	635	1751	1764	1999	7.2	31.7	48.108	E
3 - A1079 (S)	1358	340	1347	1322	1360	1039	4.1	19.1	37.949	E
4 - A1079 (W)	1118	279	1403	1114	1121	1266	1.6	3.0	8.753	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	886	221	1797	897	887	733	11.7	12.6	53.332	F
2 - A1033 (E)	1815	454	665	1709	1757	2029	31.7	59.8	99.783	F
3 - A1079 (S)	1385	346	1302	1350	1387	1071	19.1	26.0	60.430	F
4 - A1079 (W)	1111	278	1422	1107	1155	1230	3.0	2.7	8.918	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	719	180	1525	742	775	602	12.6	2.5	25.969	D
2 - A1033 (E)	1461	365	539	1613	1658	1729	59.8	25.4	91.345	F
3 - A1079 (S)	1134	283	1208	1174	1222	943	26.0	8.8	41.840	E
4 - A1079 (W)	912	228	1224	903	937	1158	2.7	2.4	6.865	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	619	155	1231	620	617	493	2.5	1.6	9.477	A
2 - A1033 (E)	1229	307	453	1274	1372	1398	25.4	2.8	24.795	C
3 - A1079 (S)	935	234	965	934	978	761	8.8	2.4	12.511	B
4 - A1079 (W)	732	183	989	735	795	911	2.4	0.9	5.349	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

15:45 - 16:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	339	712	0.476	338	343	0.0	1.2	9.012	A
			2	1, 3, 4	271	715	0.378	271	269	0.0	0.5	7.725	A
		2	1	(1, 2, 3, 4)	609			609	618	0.0	0.0	0.000	A
	Exit	1	1		496			496	508	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	314	914	0.344	313	319	0.0	0.8	6.085	A
			2	4	611	886	0.691	609	625	0.0	2.2	11.846	B
			3	1, 2	304	908	0.335	302	307	0.0	0.6	6.148	A
		2	1	(3, 4)	922			925	957	0.0	0.3	2.173	A
			2	(1, 2)	304			304	310	0.0	0.0	0.006	A
	Exit	1	1		1415			1415	1399	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	266	793	0.336	261	277	0.0	0.9	7.186	A
			2	1	186	799	0.233	189	193	0.0	0.1	5.942	A
			3	2, 3	486	821	0.592	484	479	0.0	1.2	9.576	A
		2	1	(1, 4)	452			452	475	0.0	0.0	0.046	A
			2	(2, 3)	487			486	484	0.0	0.1	0.217	A
	Exit	1	1		739			739	755	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	347	990	0.351	342	332	0.0	0.7	4.522	A
			2	2, 3, 4	443	977	0.453	441	449	0.0	0.8	5.133	A
		2	1	(1, 2, 3, 4)	789			789	788	0.0	0.0	0.000	A
	Exit	1	1		899			899	932	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	411	639	0.643	407	411	1.2	1.9	15.376	C
			2	1, 3, 4	307	641	0.479	306	313	0.5	1.2	10.355	B
		2	1	(1, 2, 3, 4)	719			718	729	0.0	0.1	0.032	A
	Exit	1	1		603			603	611	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	387	897	0.431	389	381	0.8	0.9	7.004	A
			2	4	707	859	0.822	704	735	2.2	3.2	15.445	C
			3	1, 2	386	885	0.437	384	377	0.6	0.7	7.005	A
		2	1	(3, 4)	1084			1094	1120	0.3	2.4	8.688	A
			2	(1, 2)	386			386	377	0.0	0.0	0.037	A
	Exit	1	1		1686			1686	1704	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	320	741	0.431	324	331	0.9	0.7	8.338	A
			2	1	212	751	0.283	212	226	0.1	0.5	6.219	A
			3	2, 3	605	767	0.790	614	594	1.2	2.2	15.986	C
		2	1	(1, 4)	532			532	557	0.0	0.0	0.031	A
			2	(2, 3)	600			605	599	0.1	0.7	5.035	A
	Exit	1	1		881			881	894	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	401	903	0.444	403	420	0.7	0.6	5.386	A
			2	2, 3, 4	491	905	0.543	491	524	0.8	0.9	6.449	A
		2	1	(1, 2, 3, 4)	892			892	944	0.0	0.0	0.000	A
	Exit	1	1		1063			1063	1102	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	505	552	0.915	495	491	1.9	6.1	34.279	D
			2	1, 3, 4	361	551	0.654	358	364	1.2	2.2	19.685	C
		2	1	(1, 2, 3, 4)	872			866	876	0.1	3.3	10.480	B
	Exit	1	1		737			737	758	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	441	864	0.510	440	435	0.9	1.3	9.063	A
			2	4	843	837	1.007	841	859	3.2	5.2	21.049	C
			3	1, 2	469	852	0.550	470	470	0.7	1.0	8.511	A
		2	1	(3, 4)	1326			1285	1303	2.4	24.3	44.538	E
			2	(1, 2)	469			469	471	0.0	0.0	0.151	A
	Exit	1	1		1999			1999	2003	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	393	680	0.577	389	404	0.7	1.3	10.990	B
			2	1	259	689	0.375	261	279	0.5	0.6	8.171	A
			3	2, 3	678	700	0.968	673	677	2.2	5.4	24.045	C
		2	1	(1, 4)	651			651	686	0.0	0.0	0.557	A
			2	(2, 3)	707			678	689	0.7	11.8	38.615	E
	Exit	1	1		1039			1039	1036	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	515	840	0.612	513	516	0.6	1.3	7.952	A
			2	2, 3, 4	604	836	0.723	601	605	0.9	1.7	9.438	A
		2	1	(1, 2, 3, 4)	1118			1118	1127	0.0	0.0	0.000	A
	Exit	1	1		1266			1266	1303	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	501	547	0.918	509	504	6.1	4.9	41.148	E
			2	1, 3, 4	390	547	0.716	388	383	2.2	2.9	23.823	C
		2	1	(1, 2, 3, 4)	886			891	885	3.3	4.8	19.663	C
	Exit	1	1		733			733	757	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	444	853	0.520	447	448	1.3	1.2	10.040	B
			2	4	814	823	0.988	812	846	5.2	5.4	23.407	C
			3	1, 2	452	847	0.533	450	462	1.0	1.3	8.876	A
		2	1	(3, 4)	1362			1258	1296	24.3	51.8	111.295	F
			2	(1, 2)	453			452	463	0.0	0.1	0.180	A
	Exit	1	1		2029			2029	2057	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	381	695	0.548	378	405	1.3	1.1	11.068	B
			2	1	273	703	0.388	274	287	0.6	0.6	8.359	A
			3	2, 3	699	713	0.980	698	696	5.4	5.7	28.181	D
		2	1	(1, 4)	653			654	691	0.0	0.0	0.293	A
			2	(2, 3)	732			699	697	11.8	18.6	79.029	F
	Exit	1	1		1071			1071	1081	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	514	836	0.616	512	528	1.3	1.2	8.161	A
			2	2, 3, 4	596	826	0.720	595	627	1.7	1.6	9.558	A
		2	1	(1, 2, 3, 4)	1111			1111	1154	0.0	0.0	0.001	A
	Exit	1	1		1230			1230	1291	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	406	632	0.643	418	437	4.9	1.7	24.845	C
			2	1, 3, 4	316	636	0.497	324	339	2.9	0.8	15.474	C
		2	1	(1, 2, 3, 4)	719			722	754	4.8	0.0	5.997	A
	Exit	1	1		602			602	613	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	434	892	0.486	438	434	1.2	0.8	9.431	A
			2	4	799	852	0.938	804	845	5.4	4.0	20.638	C
			3	1, 2	373	887	0.421	371	380	1.3	0.9	7.537	A
		2	1	(3, 4)	1088			1233	1270	51.8	19.7	103.231	F
			2	(1, 2)	373			373	379	0.1	0.0	0.122	A
	Exit	1	1		1729			1729	1805	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	318	718	0.444	321	332	1.1	0.6	9.684	A
			2	1	222	723	0.306	222	223	0.6	0.4	7.048	A
			3	2, 3	629	740	0.849	631	666	5.7	3.6	23.008	C
		2	1	(1, 4)	541			541	553	0.0	0.0	0.083	A
			2	(2, 3)	593			629	658	18.6	4.1	49.259	E
	Exit	1	1		943			943	962	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	404	900	0.448	399	419	1.2	1.0	6.417	A
			2	2, 3, 4	508	900	0.565	503	518	1.6	1.3	7.228	A
		2	1	(1, 2, 3, 4)	912			912	935	0.0	0.0	0.000	A
	Exit	1	1		1158			1158	1212	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	2	346	724	0.478	347	345	1.7	0.8	10.402	B
			2	1, 3, 4	274	724	0.378	272	273	0.8	0.8	8.315	A
		2	1	(1, 2, 3, 4)	619			619	613	0.0	0.0	0.000	A
	Exit	1	1		493			493	520	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	3	332	913	0.363	338	351	0.8	0.5	7.232	A
			2	4	614	882	0.698	623	693	4.0	1.6	14.351	B
			3	1, 2	316	908	0.348	313	327	0.9	0.6	6.199	A
		2	1	(3, 4)	913			946	1034	19.7	0.1	19.876	C
			2	(1, 2)	316			316	326	0.0	0.0	0.021	A
	Exit	1	1		1398			1398	1454	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	4	261	782	0.334	259	275	0.6	0.7	8.134	A
			2	1	171	798	0.214	174	186	0.4	0.2	5.794	A
			3	2, 3	503	809	0.621	502	517	3.6	1.4	13.264	B
		2	1	(1, 4)	432			432	460	0.0	0.0	0.026	A
			2	(2, 3)	503			503	508	4.1	0.1	4.610	A
	Exit	1	1		761			761	791	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1, 2	317	977	0.324	317	345	1.0	0.4	4.753	A
			2	2, 3, 4	415	978	0.426	418	450	1.3	0.6	5.810	A
		2	1	(1, 2, 3, 4)	732			732	790	0.0	0.0	0.000	A
	Exit	1	1		911			911	998	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

15:45 - 16:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	339	85	1112	713	0.476	338	343	0.0	1.2	9.012	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	241	60	1112	714	0.337	241	239	0.0	0.5	7.715	A
				4	30	7	1112	730	0.041	30	30	0.0	0.0	7.809	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	339	85	-	-	-	339	347	0.0	0.0	0.000	A
				3	241	60	-	-	-	241	241	0.0	0.0	0.000	A
				4	30	7	-	-	-	30	30	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	314	78	1051	913	0.344	313	319	0.0	0.8	6.085	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	611	153	1051	886	0.691	609	625	0.0	2.2	11.846	B
			3	1	303	76	1051	908	0.334	301	307	0.0	0.6	6.140	A
				2	0.80	0.20	93	81	0.010	0.80	0.44	0.0	0.0	11.391	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	312	78	-	-	-	314	322	0.0	0.1	1.825	A
				4	610	152	-	-	-	611	634	0.0	0.3	2.356	A
			2	1	303	76	-	-	-	303	309	0.0	0.0	0.006	A
				2	0.80	0.20	-	-	-	0.80	0.44	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	266	66	1106	794	0.335	261	277	0.0	0.9	7.186	A
			2	1	186	47	1106	799	0.233	189	193	0.0	0.1	5.942	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	486	121	1106	820	0.592	484	479	0.0	1.2	9.576	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	186	47	-	-	-	186	194	0.0	0.0	0.022	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	266	66	-	-	-	266	281	0.0	0.0	0.063	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	487	122	-	-	-	486	484	0.0	0.1	0.217	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	6	1	1113	764	0.008	6	8	0.0	0.0	4.761	A
				2	341	85	1354	989	0.345	336	324	0.0	0.7	4.517	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	257	64	1354	986	0.261	256	252	0.0	0.4	4.405	A
				3	186	46	1354	967	0.192	186	197	0.0	0.4	6.077	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	6	1	-	-	-	6	8	0.0	0.0	0.000	A
				2	598	149	-	-	-	598	581	0.0	0.0	0.000	A
				3	186	46	-	-	-	186	199	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	411	103	1112	641	0.641	407	411	1.2	1.9	15.376	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	274	68	1112	642	0.426	271	276	0.5	1.1	10.299	B
				4	34	8	1112	644	0.053	35	37	0.5	0.0	10.772	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	411	103	-	-	-	411	414	0.0	0.1	0.040	A
				3	274	68	-	-	-	274	279	0.0	0.0	0.017	A
				4	34	8	-	-	-	34	37	0.0	0.0	0.048	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	387	97	1051	896	0.431	389	381	0.8	0.9	7.004	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	707	177	1051	859	0.822	704	735	2.2	3.2	15.445	C
			3	1	385	96	1051	885	0.436	383	376	0.6	0.7	7.007	A
				2	1	0.27	187	161	0.007	1	0.80	0.0	0.0	6.028	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	388	97	-	-	-	387	381	0.3	1.0	8.377	A
				4	696	174	-	-	-	707	738	0.3	1.4	8.856	A
			2	1	385	96	-	-	-	385	376	0.0	0.0	0.037	A
				2	1	0.27	-	-	-	1	0.80	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	320	80	1106	740	0.432	324	331	0.9	0.7	8.338	A
			2	1	212	53	1106	751	0.283	212	226	0.1	0.5	6.219	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	605	151	1106	767	0.790	614	594	1.2	2.2	15.986	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	212	53	-	-	-	212	227	0.0	0.0	0.012	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	320	80	-	-	-	320	330	0.0	0.0	0.045	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	600	150	-	-	-	605	599	0.1	0.7	5.035	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	9	2	1143	730	0.012	9	9	0.0	0.0	5.838	A
				2	392	98	1354	904	0.434	394	411	0.7	0.6	5.377	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	269	67	1354	914	0.294	270	287	0.8	0.3	5.462	A
				3	223	56	1354	899	0.248	221	237	0.8	0.6	7.664	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	9	2	-	-	-	9	9	0.0	0.0	0.000	A
				2	661	165	-	-	-	661	697	0.0	0.0	0.000	A
				3	223	56	-	-	-	223	238	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	505	126	1112	552	0.914	495	491	1.9	6.1	34.279	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	322	80	1112	553	0.582	322	324	1.2	1.9	19.748	C
				4	39	10	1112	560	0.069	36	40	1.2	0.4	19.197	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	510	128	-	-	-	505	508	0.1	2.0	10.738	B
				3	323	81	-	-	-	322	327	0.1	1.2	10.235	B
				4	38	10	-	-	-	39	41	0.0	0.1	9.225	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	441	110	1051	864	0.510	440	435	0.9	1.3	9.063	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	843	211	1051	837	1.007	841	859	3.2	5.2	21.049	C
			3	1	468	117	1051	853	0.548	469	469	0.7	1.0	8.508	A
				2	1	0.33	257	215	0.006	1	1	0.0	0.0	9.654	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	458	115	-	-	-	441	437	2.4	8.4	43.674	E
				4	867	217	-	-	-	843	867	2.4	15.9	44.988	E
			2	1	468	117	-	-	-	468	470	0.0	0.0	0.149	A
				2	1	0.33	-	-	-	1	1	0.0	0.0	0.815	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	393	98	1106	680	0.578	389	404	0.7	1.3	10.990	B
			2	1	259	65	1106	690	0.375	261	279	0.5	0.6	8.171	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	678	169	1106	700	0.968	673	677	2.2	5.4	24.045	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	259	65	-	-	-	259	279	0.0	0.0	0.447	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	392	98	-	-	-	393	407	0.0	0.0	0.633	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	707	177	-	-	-	678	689	0.7	11.8	38.615	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	7	2	1143	684	0.010	7	10	0.6	0.0	10.691	B
				2	508	127	1354	840	0.604	506	506	0.6	1.3	7.906	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	324	81	1354	838	0.386	324	328	0.9	0.8	7.886	A
				3	280	70	1354	832	0.338	277	277	0.9	0.9	11.304	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	7	2	-	-	-	7	9	0.0	0.0	0.000	A
				2	832	208	-	-	-	832	839	0.0	0.0	0.000	A
				3	280	70	-	-	-	280	278	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	501	125	1112	546	0.919	509	504	6.1	4.9	41.148	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	349	87	1112	547	0.639	347	343	2.2	2.5	23.880	C
				4	42	10	1112	555	0.075	41	40	2.2	0.4	23.339	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	500	125	-	-	-	501	499	3.3	2.9	19.757	C
				3	344	86	-	-	-	349	346	3.3	1.8	19.545	C
				4	41	10	-	-	-	42	40	3.3	0.2	19.504	C
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	444	111	1051	853	0.520	447	448	1.3	1.2	10.040	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	814	203	1051	823	0.988	812	846	5.2	5.4	23.407	C
			3	1	450	113	1051	846	0.533	449	461	1.0	1.3	8.875	A
				2	1	0.27	257	212	0.005	1	1	1.0	0.0	9.090	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	483	121	-	-	-	444	448	24.3	18.2	110.587	F
				4	879	220	-	-	-	814	848	24.3	33.6	111.684	F
			2	1	451	113	-	-	-	450	462	0.0	0.1	0.180	A
				2	1	0.27	-	-	-	1	1	0.0	0.0	0.128	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	381	95	1106	695	0.548	378	405	1.3	1.1	11.068	B
			2	1	273	68	1106	701	0.389	274	287	0.6	0.6	8.359	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	699	175	1106	713	0.980	698	696	5.4	5.7	28.181	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	272	68	-	-	-	273	287	0.0	0.0	0.263	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	381	95	-	-	-	381	404	0.0	0.0	0.314	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	732	183	-	-	-	699	697	11.8	18.6	79.029	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	11	3	1234	688	0.016	10	10	0.0	0.1	9.262	A
				2	503	126	1354	836	0.602	501	519	1.3	1.1	8.142	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	319	80	1354	835	0.381	319	337	1.7	0.8	7.891	A
				3	277	69	1354	818	0.339	277	290	1.7	0.8	11.530	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	11	3	-	-	-	11	10	0.0	0.0	0.000	A
				2	823	206	-	-	-	823	855	0.0	0.0	0.001	A
				3	277	69	-	-	-	277	289	0.0	0.0	0.001	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	406	101	1112	632	0.643	418	437	4.9	1.7	24.845	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	282	71	1112	635	0.445	291	304	2.9	0.7	15.590	C
				4	33	8	1112	638	0.052	33	35	2.9	0.1	14.484	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	404	101	-	-	-	406	423	4.8	0.0	6.380	A
				3	282	70	-	-	-	282	296	4.8	0.0	5.701	A
				4	33	8	-	-	-	33	34	4.8	0.0	3.866	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	434	108	1051	892	0.486	438	434	1.2	0.8	9.431	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	799	200	1051	852	0.938	804	845	5.4	4.0	20.638	C
			3	1	372	93	1051	887	0.420	371	380	1.3	0.9	7.536	A
				2	0.53	0.13	140	117	0.005	0.80	0.62	0.0	0.0	7.808	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	378	95	-	-	-	434	432	51.8	6.5	102.032	F
				4	710	177	-	-	-	799	838	51.8	13.3	103.870	F
			2	1	372	93	-	-	-	372	378	0.1	0.0	0.122	A
				2	0.53	0.13	-	-	-	0.53	0.62	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	318	80	1106	720	0.443	321	332	1.1	0.6	9.684	A
			2	1	222	56	1106	723	0.306	222	223	0.6	0.4	7.048	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	629	157	1106	740	0.849	631	666	5.7	3.6	23.008	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	222	56	-	-	-	222	223	0.0	0.0	0.065	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	318	80	-	-	-	318	330	0.0	0.0	0.095	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	593	148	-	-	-	629	658	18.6	4.1	49.259	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	10	2	1173	697	0.014	10	10	1.2	0.0	7.457	A
				2	394	99	1354	903	0.436	390	409	1.2	1.0	6.395	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	291	73	1354	899	0.323	288	293	1.6	0.6	6.189	A
				3	218	54	1354	895	0.244	215	225	1.6	0.7	8.602	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	10	2	-	-	-	10	10	0.0	0.0	0.000	A
				2	685	171	-	-	-	685	701	0.0	0.0	0.000	A
				3	218	54	-	-	-	218	224	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A1174 (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	346	86	1112	725	0.477	347	345	1.7	0.8	10.402	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	244	61	1112	726	0.336	243	243	0.8	0.7	8.225	A
				4	29	7	1112	728	0.040	29	30	0.8	0.1	9.035	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	346	86	-	-	-	346	341	0.0	0.0	0.000	A
				3	244	61	-	-	-	244	242	0.0	0.0	0.000	A
				4	29	7	-	-	-	29	30	0.0	0.0	0.000	A
2 - A1033 (E)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	332	83	1051	914	0.363	338	351	0.8	0.5	7.232	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	614	154	1051	882	0.698	623	693	4.0	1.6	14.351	B
			3	1	316	79	1051	907	0.348	313	326	0.9	0.6	6.205	A
				2	0.53	0.13	210	184	0.003	0.53	0.80	0.0	0.0	4.075	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	317	79	-	-	-	332	350	19.7	0.1	19.021	C
				4	595	149	-	-	-	614	684	19.7	0.0	20.334	C
			2	1	316	79	-	-	-	316	325	0.0	0.0	0.021	A
				2	0.53	0.13	-	-	-	0.53	0.80	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - A1079 (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	261	65	1106	782	0.334	259	275	0.6	0.7	8.134	A
				4	171	43	1106	796	0.215	174	186	0.4	0.2	5.794	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	503	126	1106	809	0.622	502	517	3.6	1.4	13.264	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	171	43	-	-	-	171	185	0.0	0.0	0.006	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	261	65	-	-	-	261	275	0.0	0.0	0.039	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	503	126	-	-	-	503	508	4.1	0.1	4.610	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1079 (W)	Entry	1	1	1	7	2	1143	814	0.008	6	8	0.0	0.0	5.669	A
				2	310	78	1354	978	0.318	310	338	1.0	0.3	4.733	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	239	60	1354	984	0.243	238	253	1.3	0.4	4.887	A
				3	176	44	1354	964	0.183	180	196	1.3	0.2	7.036	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	7	2	-	-	-	7	8	0.0	0.0	0.000	A
				2	549	137	-	-	-	549	587	0.0	0.0	0.000	A
				3	176	44	-	-	-	176	195	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Dogger Bank South Offshore Wind Farms

Annex 20 Outline Access Designs

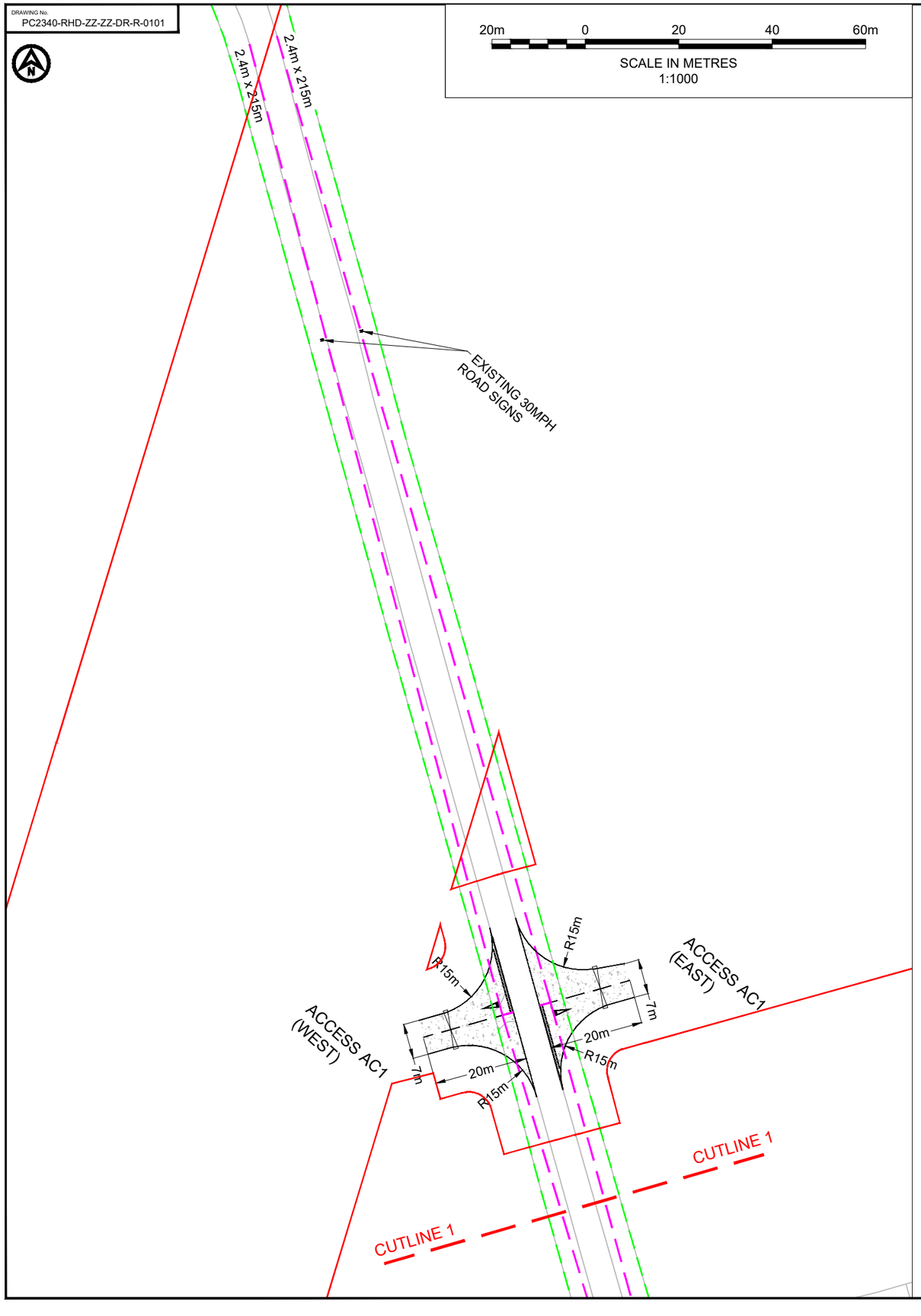
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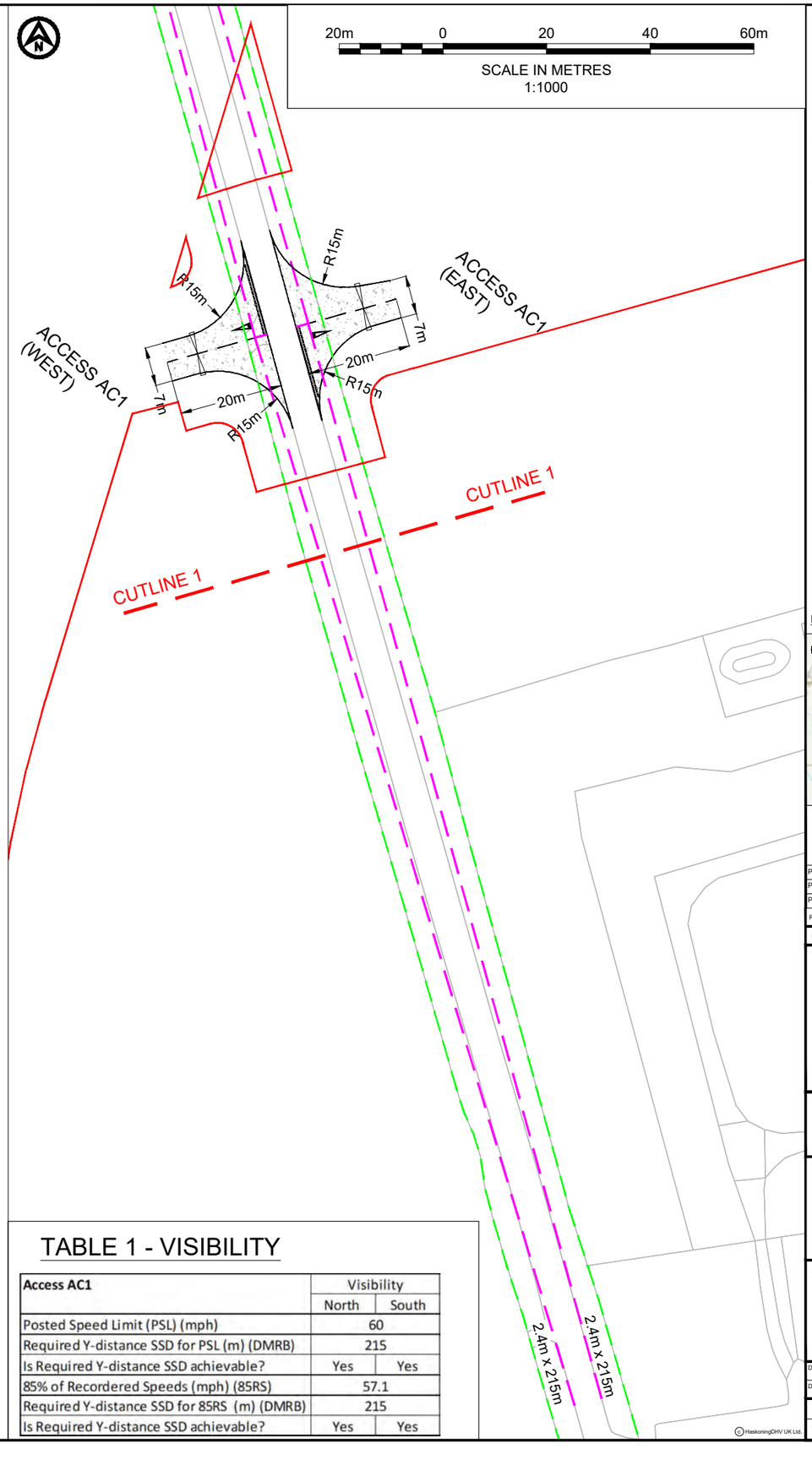
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SCALE IN METRES
1:1000



20m 0 20 40 60m

SCALE IN METRES
1:1000



NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- PROPOSED GATE
- EXISTING TRAFFIC SIGN
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN



TABLE 1 - VISIBILITY

Access AC1	Visibility	
	North	South
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	Yes	Yes
85% of Recordered Speeds (mph) (85RS)	57.1	
Required Y-distance SSD for 85RS (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	Yes	Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
P03	27.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC1 (WEST & EAST)
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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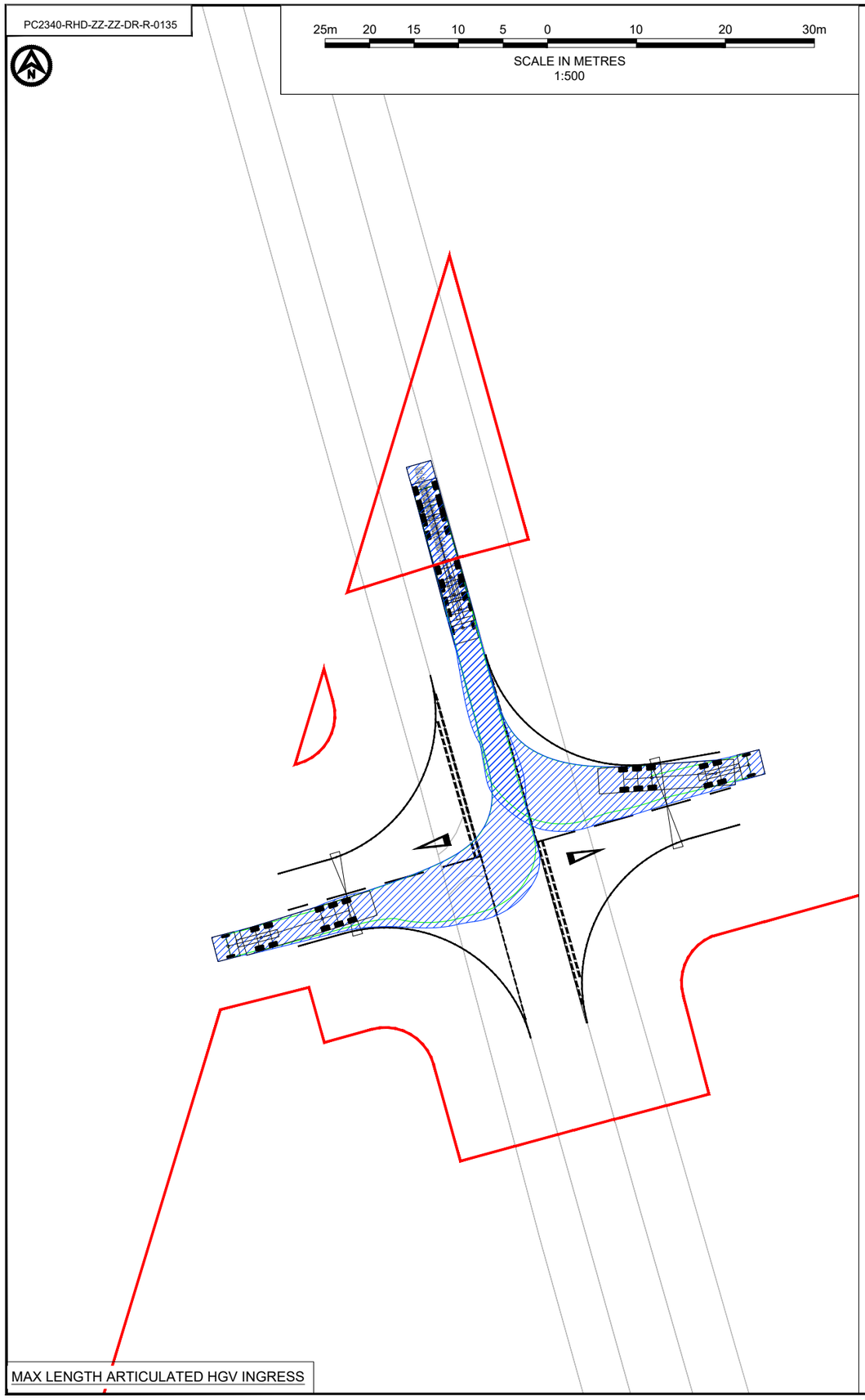
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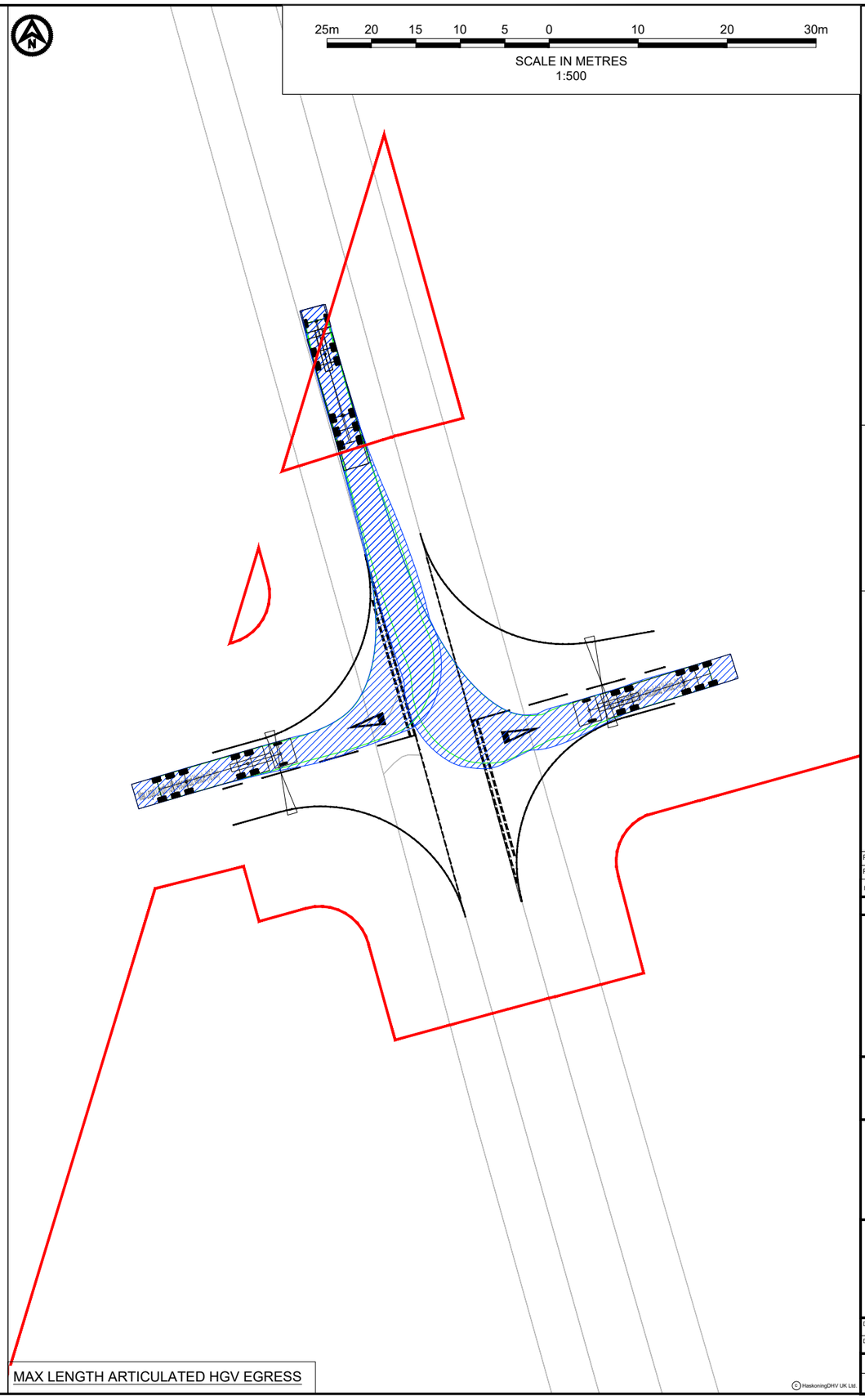
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MAX LENGTH ARTICULATED HGV INGRESS



MAX LENGTH ARTICULATED HGV EGRESS

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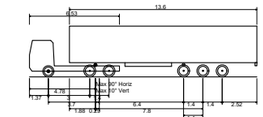
NOTES

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KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	30.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC1 (WEST & EAST)
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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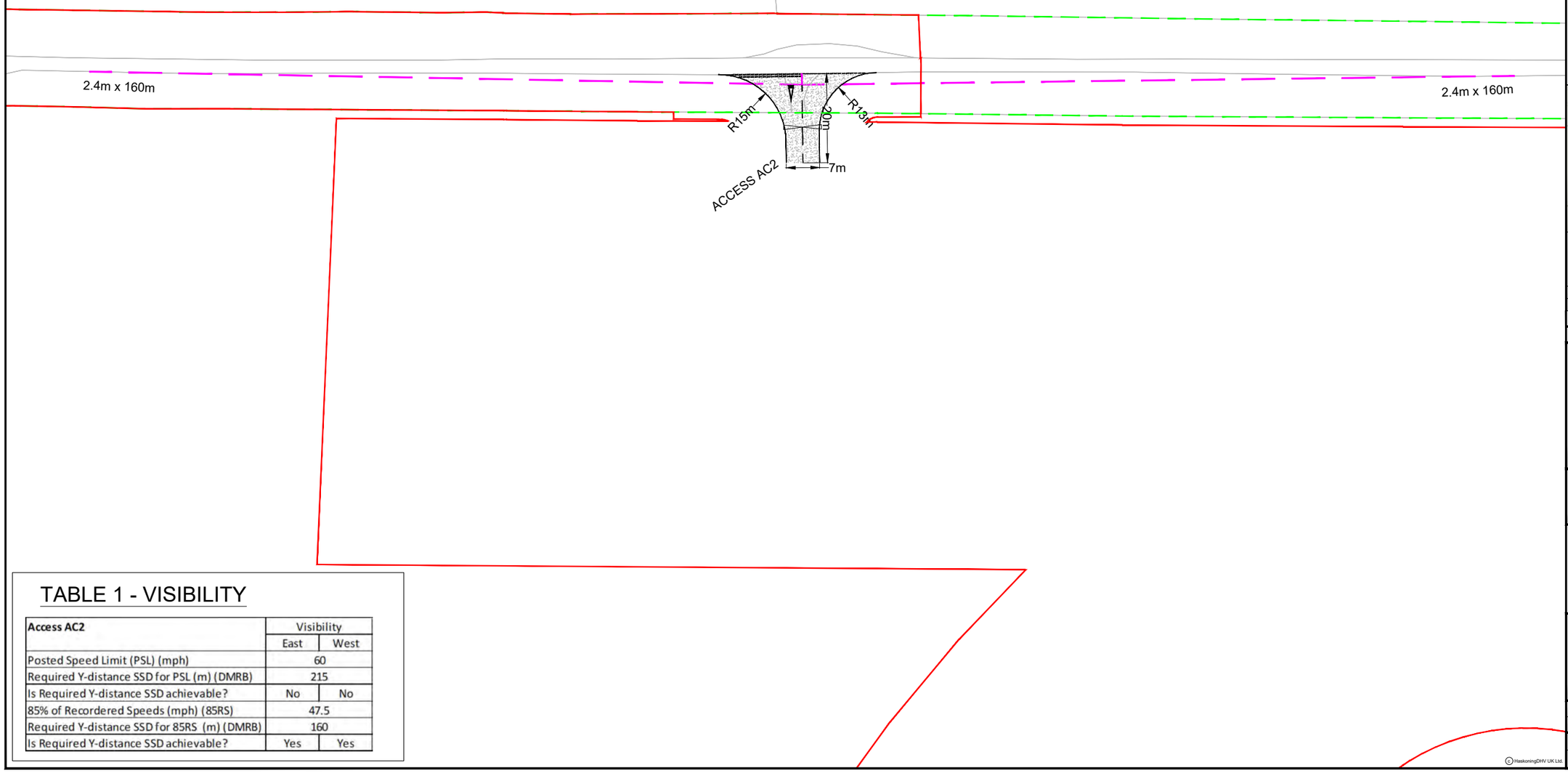
REVISION P02

CLIENT DWG No.

DRAWING No.
PC2340-RHD-ZZ-ZZ-DR-R-0103

20m 0 20 40 60m

SCALE IN METRES
1:1000



NOTES

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3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN



TABLE 1 - VISIBILITY

Access AC2	Visibility	
	East	West
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
85% of Recordered Speeds (mph) (85RS)	47.5	
Required Y-distance SSD for 85RS (m) (DMRB)	160	
Is Required Y-distance SSD achievable?	Yes	Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

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PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC2
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
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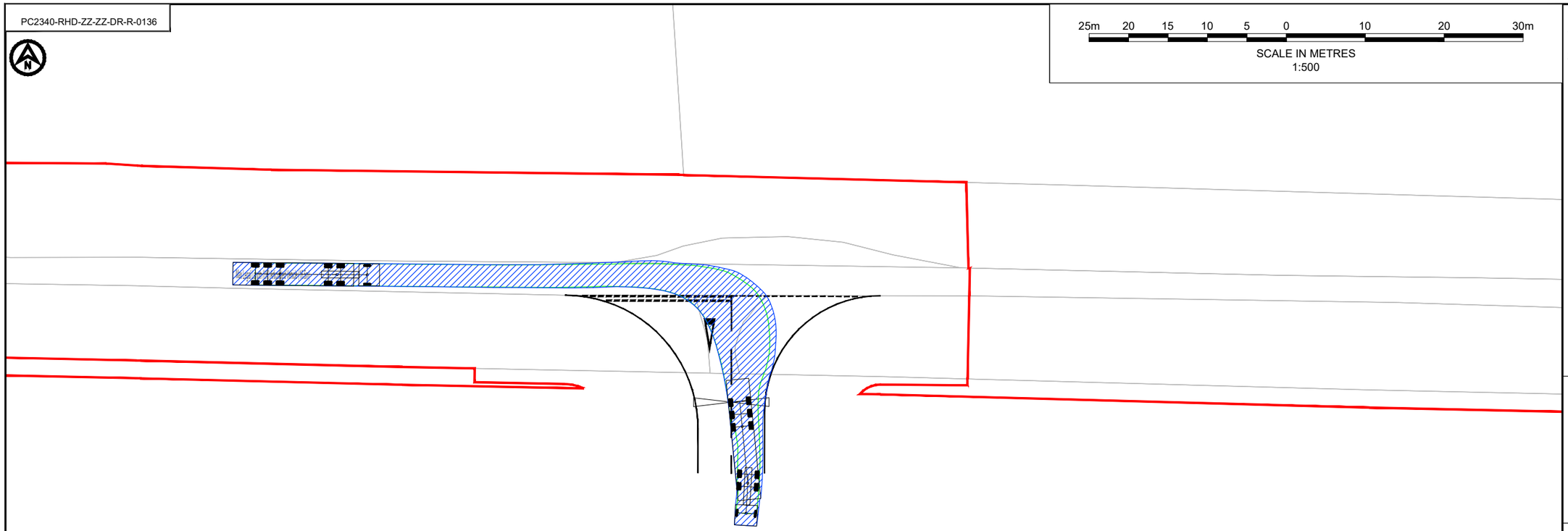
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AA	SKT	SKT
DATE 19.06.23	SCALE 1:1000	AUTOCAD REF.

DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0103
REVISION P02

CLIENT DWG No.

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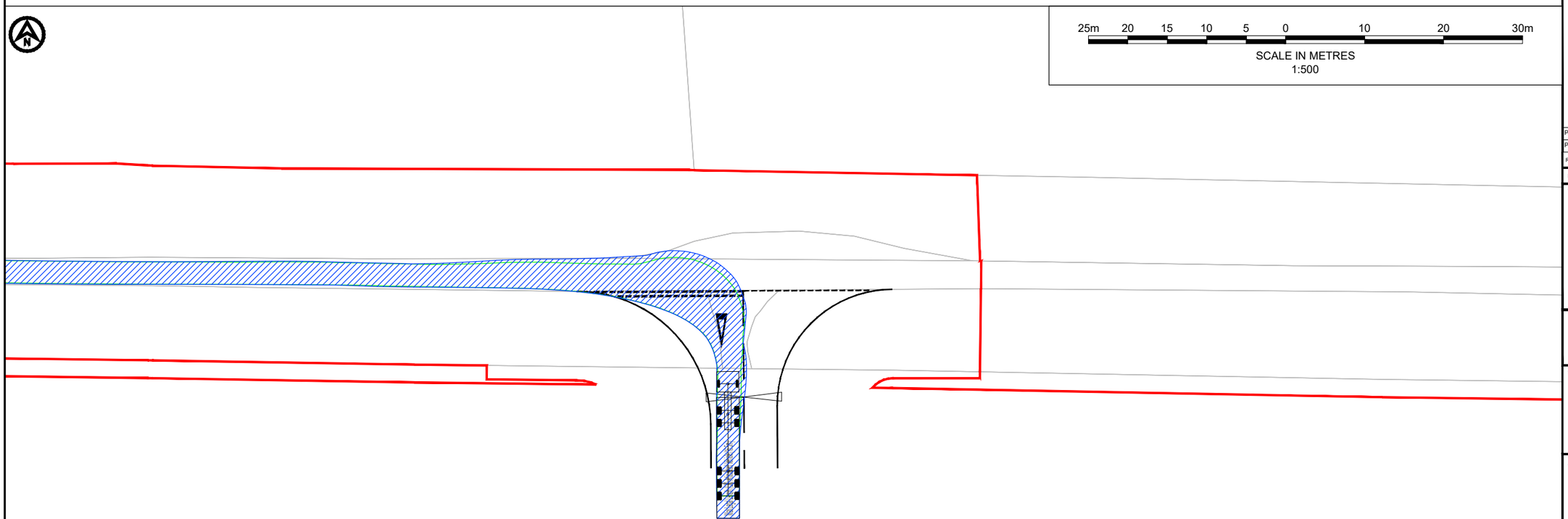
PC2340-RHD-ZZ-ZZ-DR-R-0136



25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500

MAX LENGTH ARTICULATED HGV INGRESS



25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500

MAX LENGTH ARTICULATED HGV EGRESS

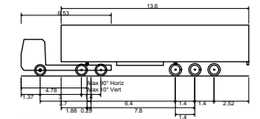
NOTES

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KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	30.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC2
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
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REVISION P02

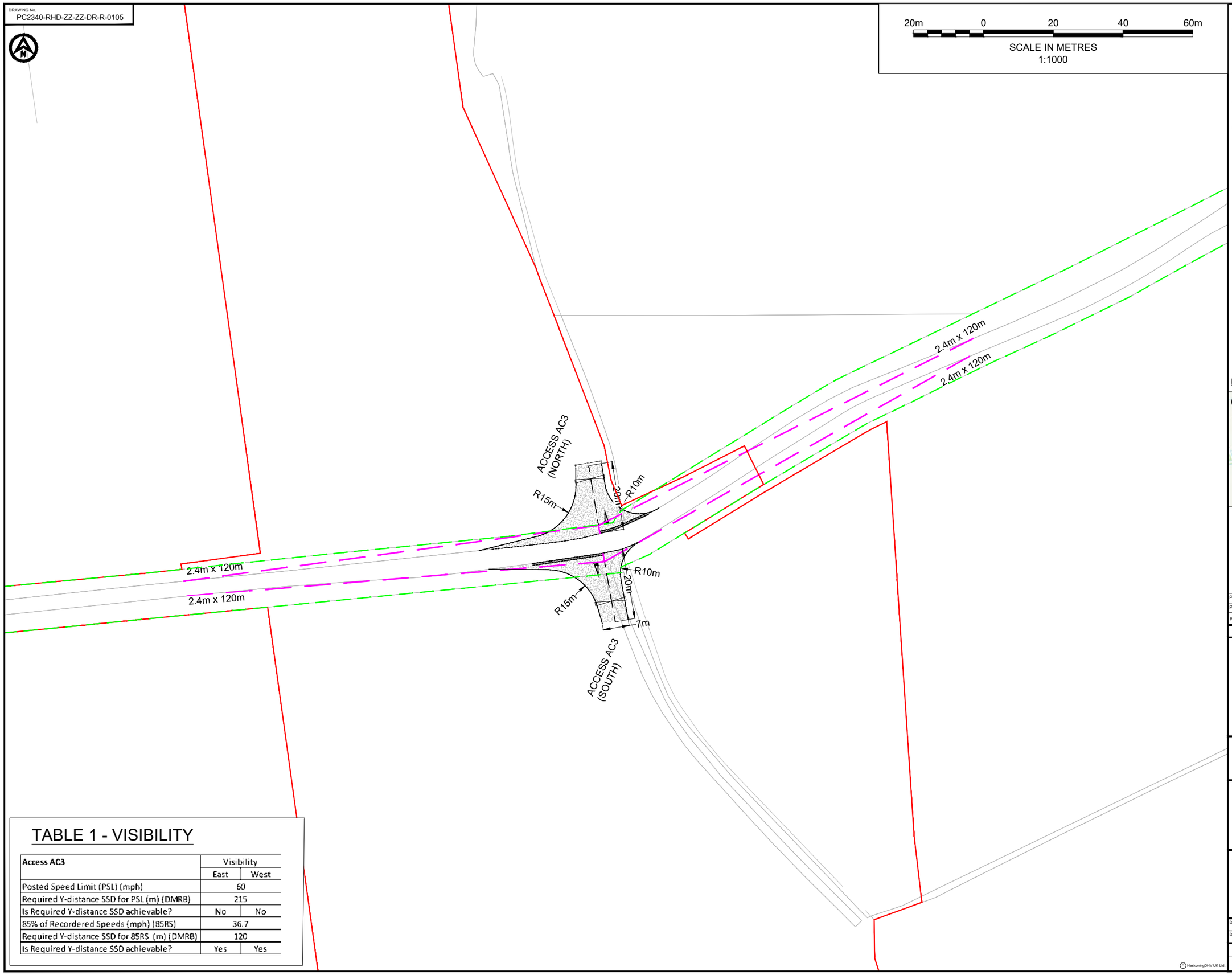
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PC2340-RHD-ZZ-ZZ-DR-R-0105

20m 0 20 40 60m

SCALE IN METRES
1:1000



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4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN



TABLE 1 - VISIBILITY

Access AC3	Visibility	
	East	West
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
85% of Recordered Speeds (mph) (85RS)	36.7	
Required Y-distance SSD for 85RS (m) (DMRB)	120	
Is Required Y-distance SSD achievable?	Yes	Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

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CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC3 (NORTH & SOUTH)
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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AA	SKT	SKT
DATE 19.06.23	SCALE 1:1000	AUTOCAD REF.

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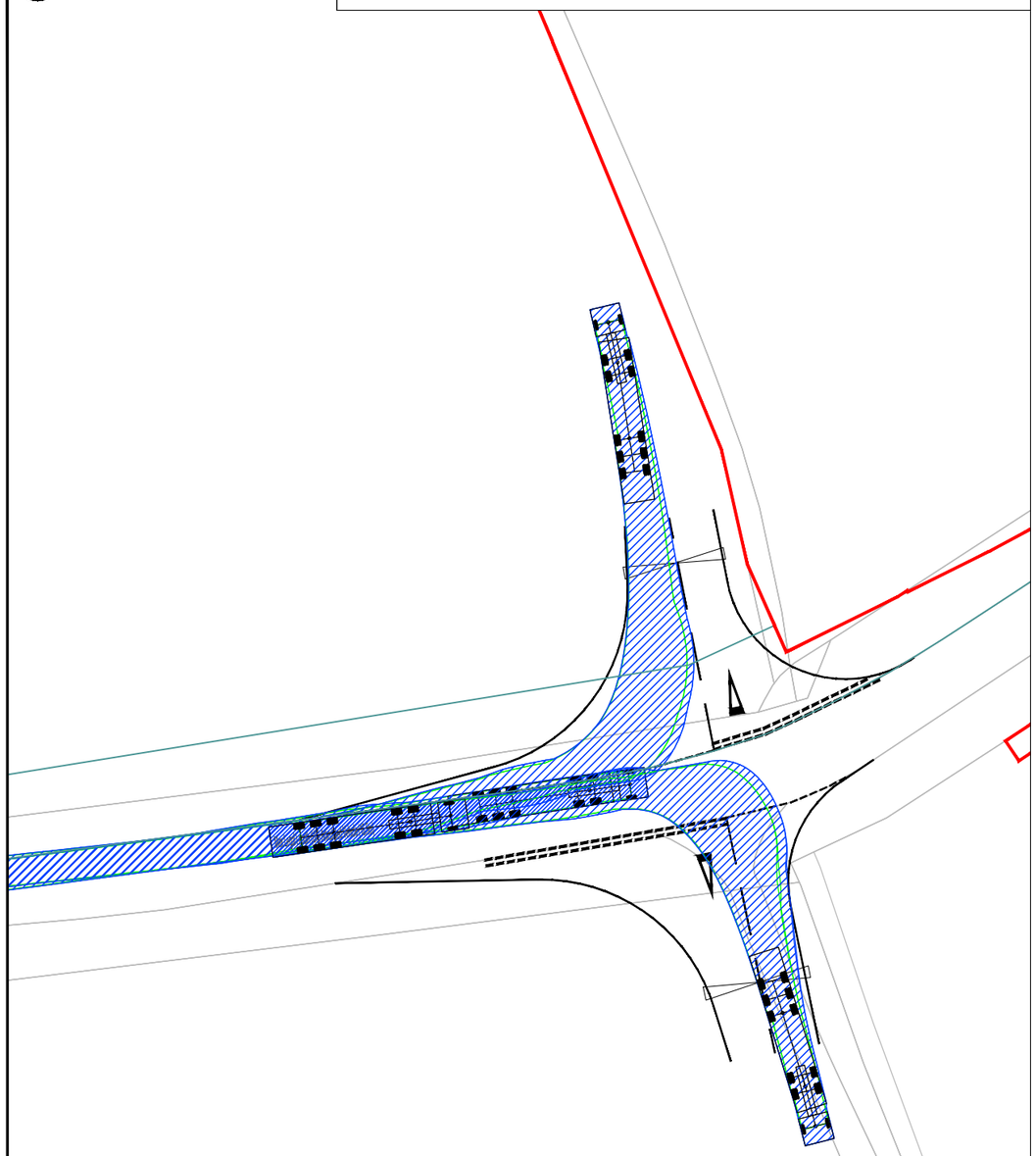
CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0129

25m 20 15 10 5 0 10 20 30m

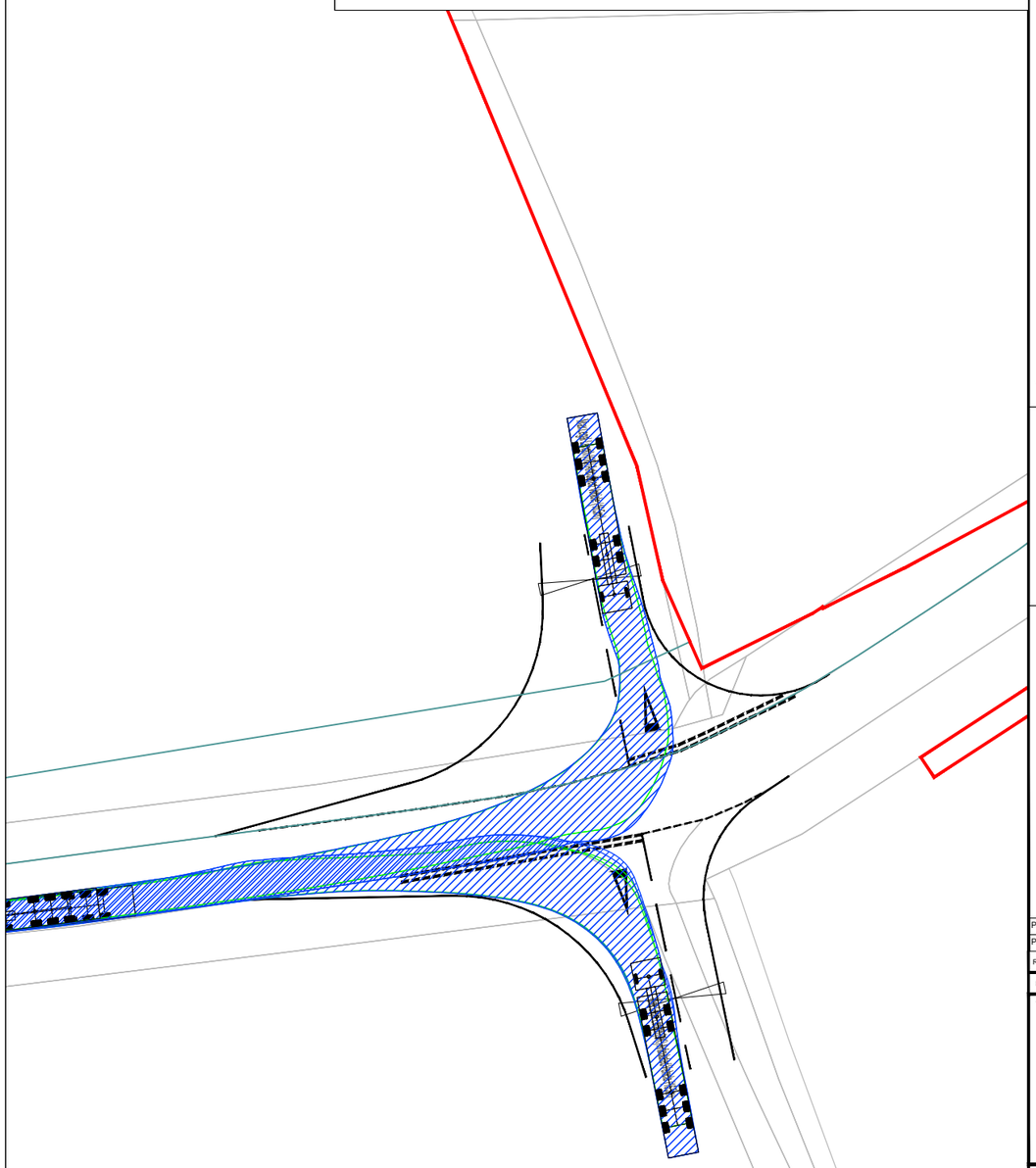
SCALE IN METRES
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MAX LENGTH ARTICULATED HGV INGRESS

25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV EGRESS

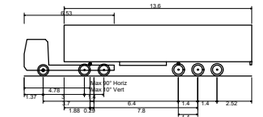
NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	18.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC3 (NORTH & SOUTH)
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1832 565656
www.royalhaskoningdhv.com

Royal HaskoningDHV
Enhancing Society Together

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AA	SKT	SKT

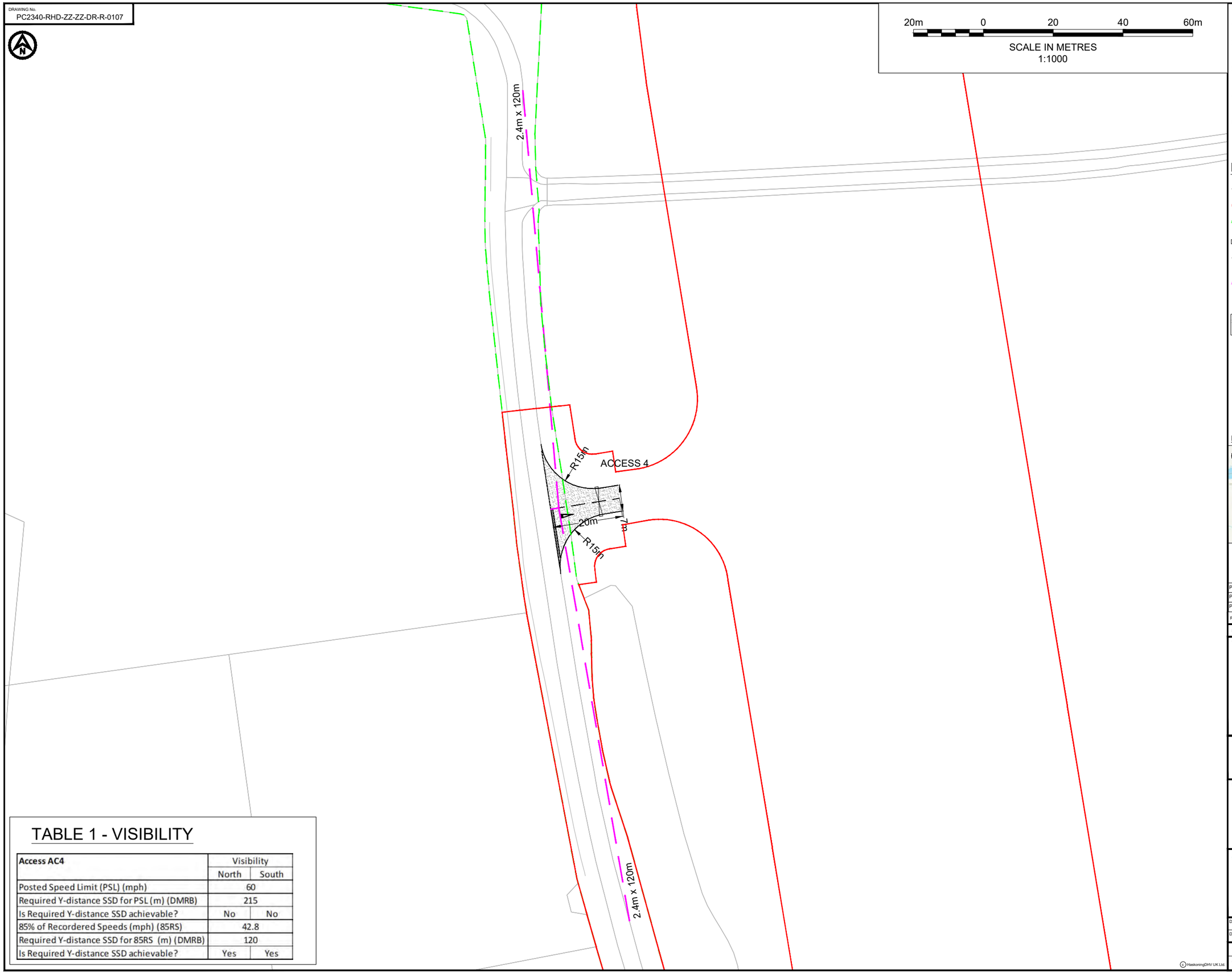
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0129 REVISION P02

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PC2340-RHD-ZZ-ZZ-DR-R-0107



NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN



TABLE 1 - VISIBILITY

Access AC4	Visibility	
	North	South
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
85% of Recordered Speeds (mph) (85RS)	42.8	
Required Y-distance SSD for 85RS (m) (DMRB)	120	
Is Required Y-distance SSD achievable?	Yes	Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
P03	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P02	12.07.23	UPDATED TO ADDRESS ERCC COMMENTS	AA	SKT	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC4
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 585605
www.royalhaskoningdhv.com

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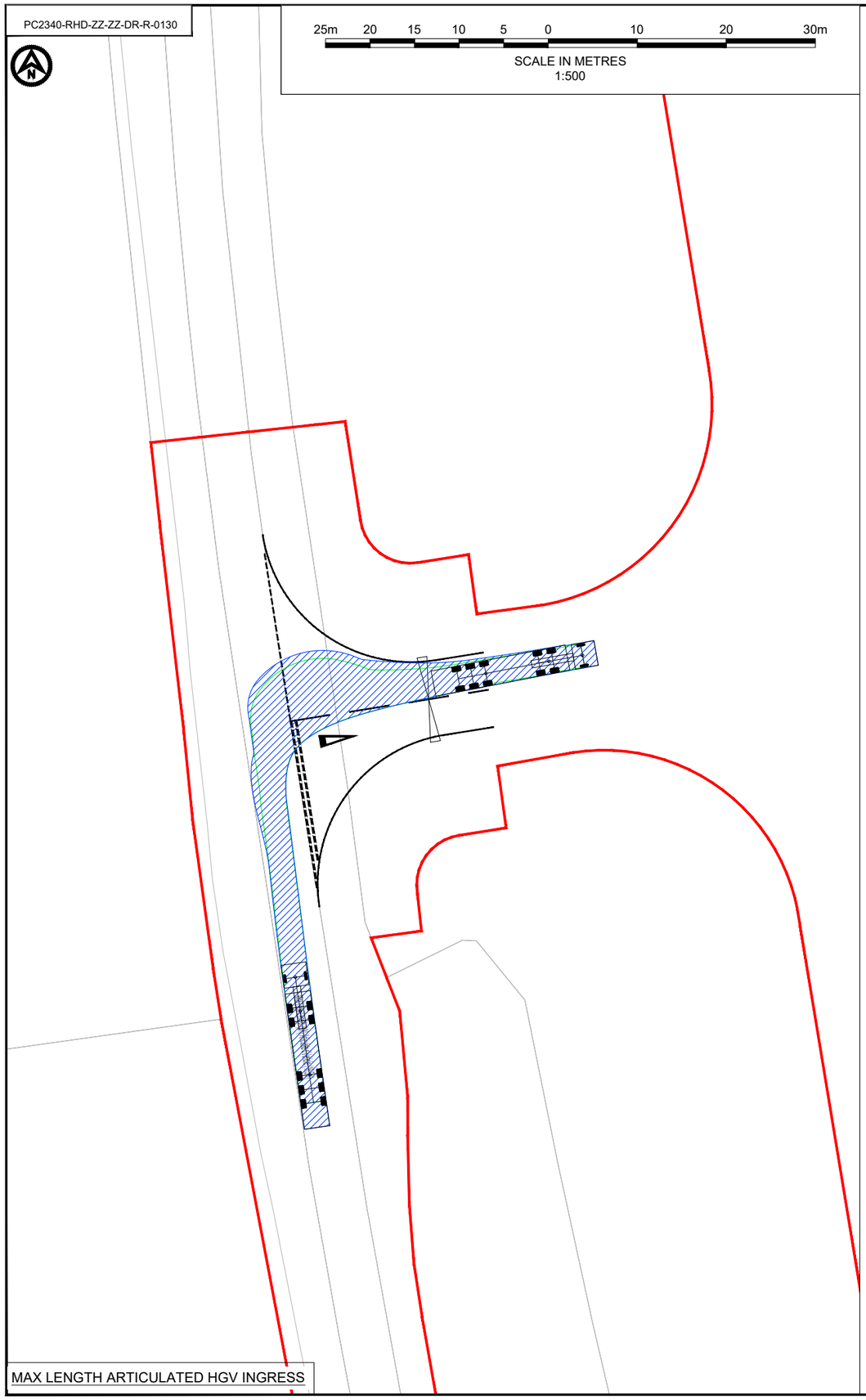
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AA	SKT	SKT
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0107 | REVISION P03

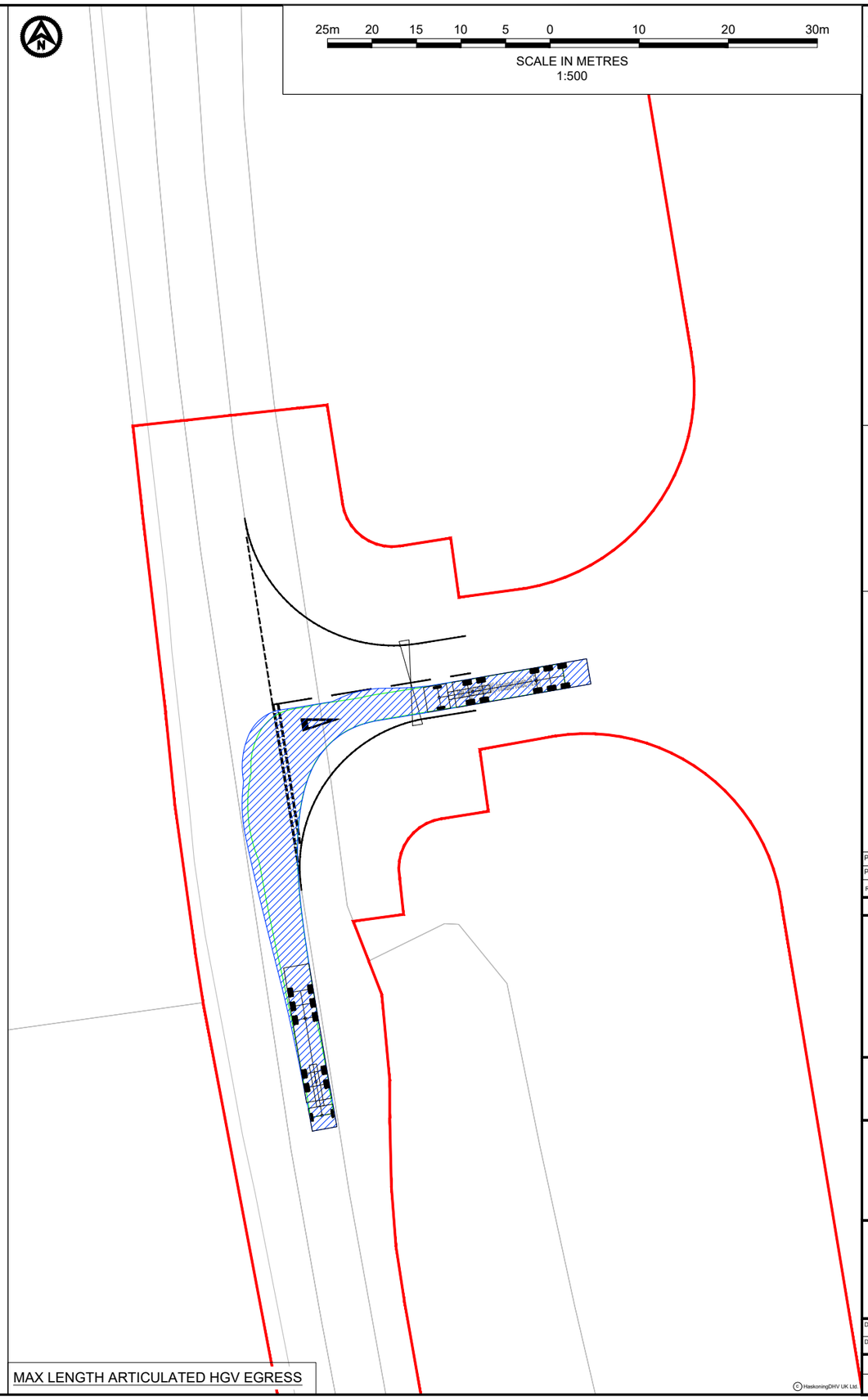
CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0130



MAX LENGTH ARTICULATED HGV INGRESS



MAX LENGTH ARTICULATED HGV EGRESS

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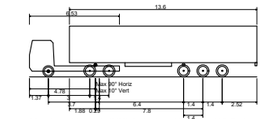
NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	18.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC4
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1832 595566
www.royalhaskoningdhv.com

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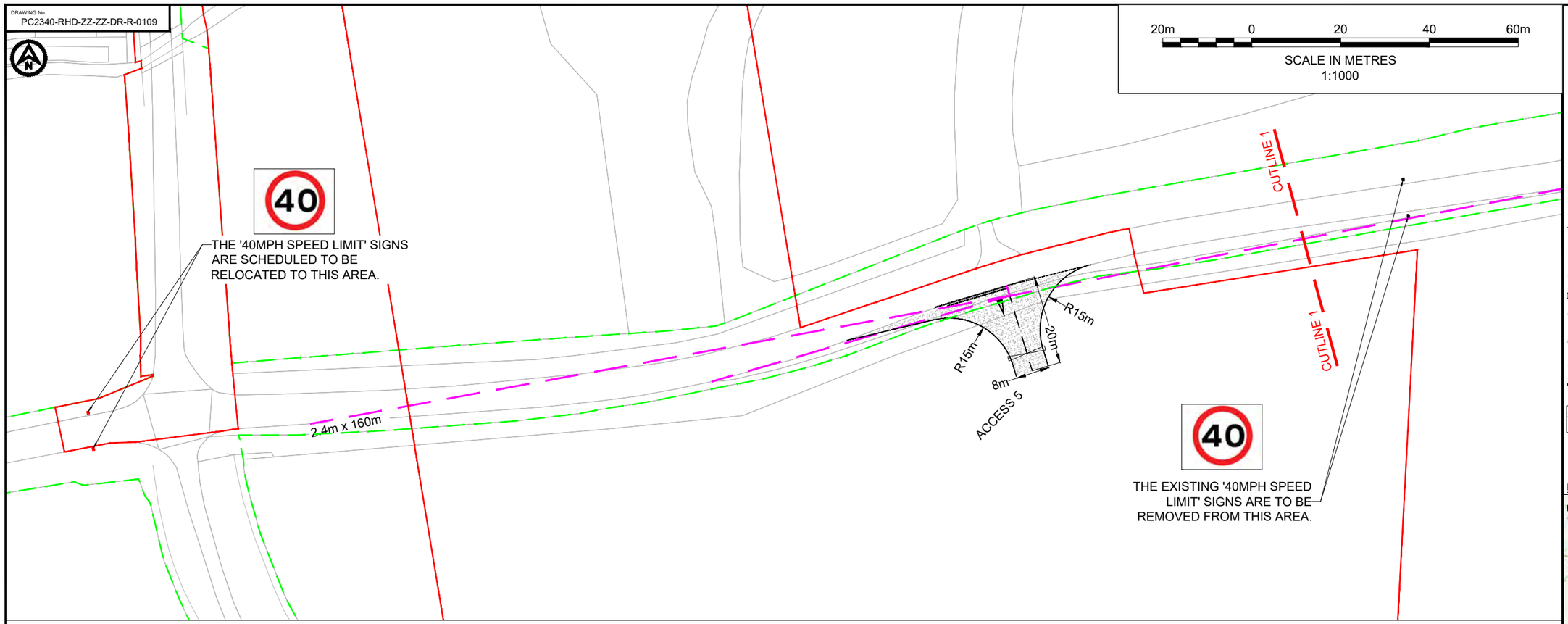
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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0130 — REVISION P02

CLIENT DWG No.

DRAWING No.
PC2340-RHD-ZZ-ZZ-DR-R-0109



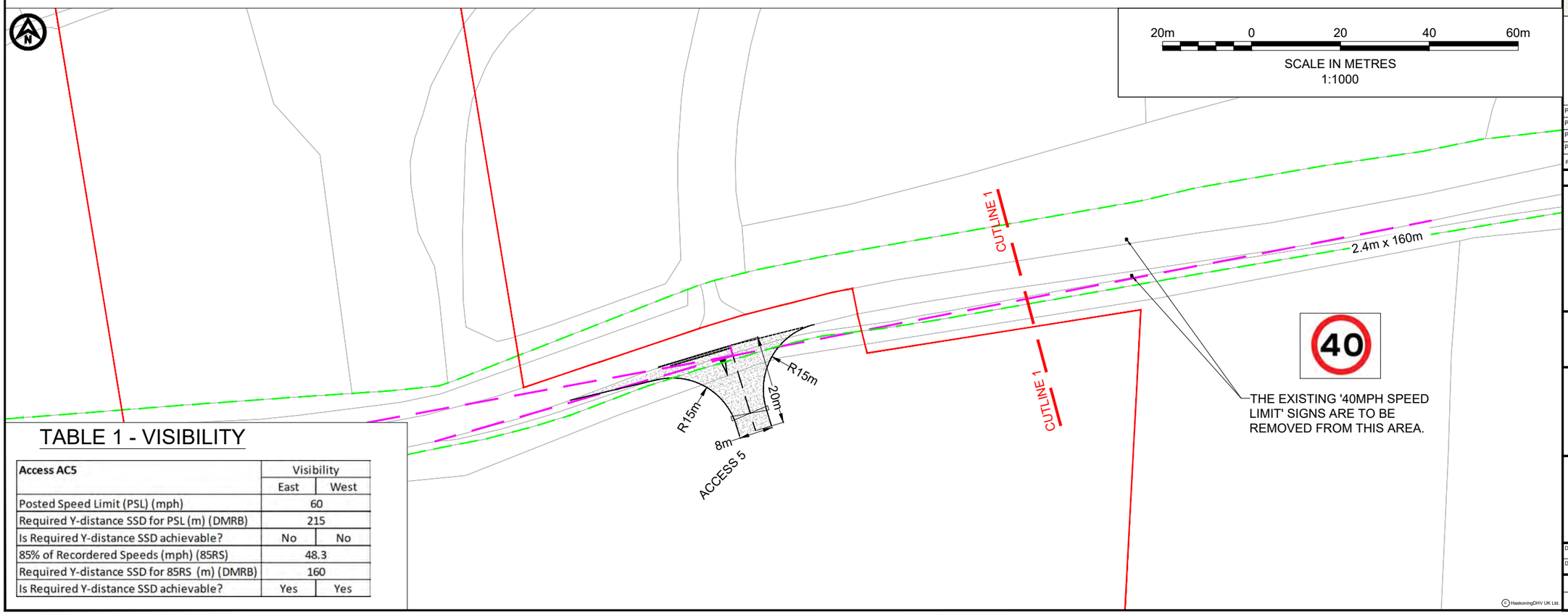


TABLE 1 - VISIBILITY

Access AC5	Visibility	
	East	West
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
85% of Recordered Speeds (mph) (85RS)	48.3	
Required Y-distance SSD for 85RS (m) (DMRB)	160	
Is Required Y-distance SSD achievable?	Yes	Yes

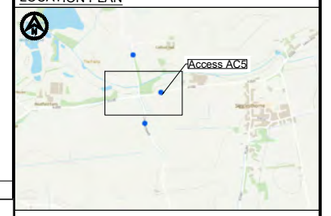
NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- PROPOSED TRAFFIC SIGN
- EXISTING TRAFFIC SIGN
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P04	29.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P03	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P02	12.07.23	UPDATED TO ADDRESS ERCC COMMENTS	AA	SKT	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

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PROJECT

DOGGER BANK SOUTH OFFSHORE WIND FARMS

TITLE

ACCESS AC5
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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AA	SKT	SKT

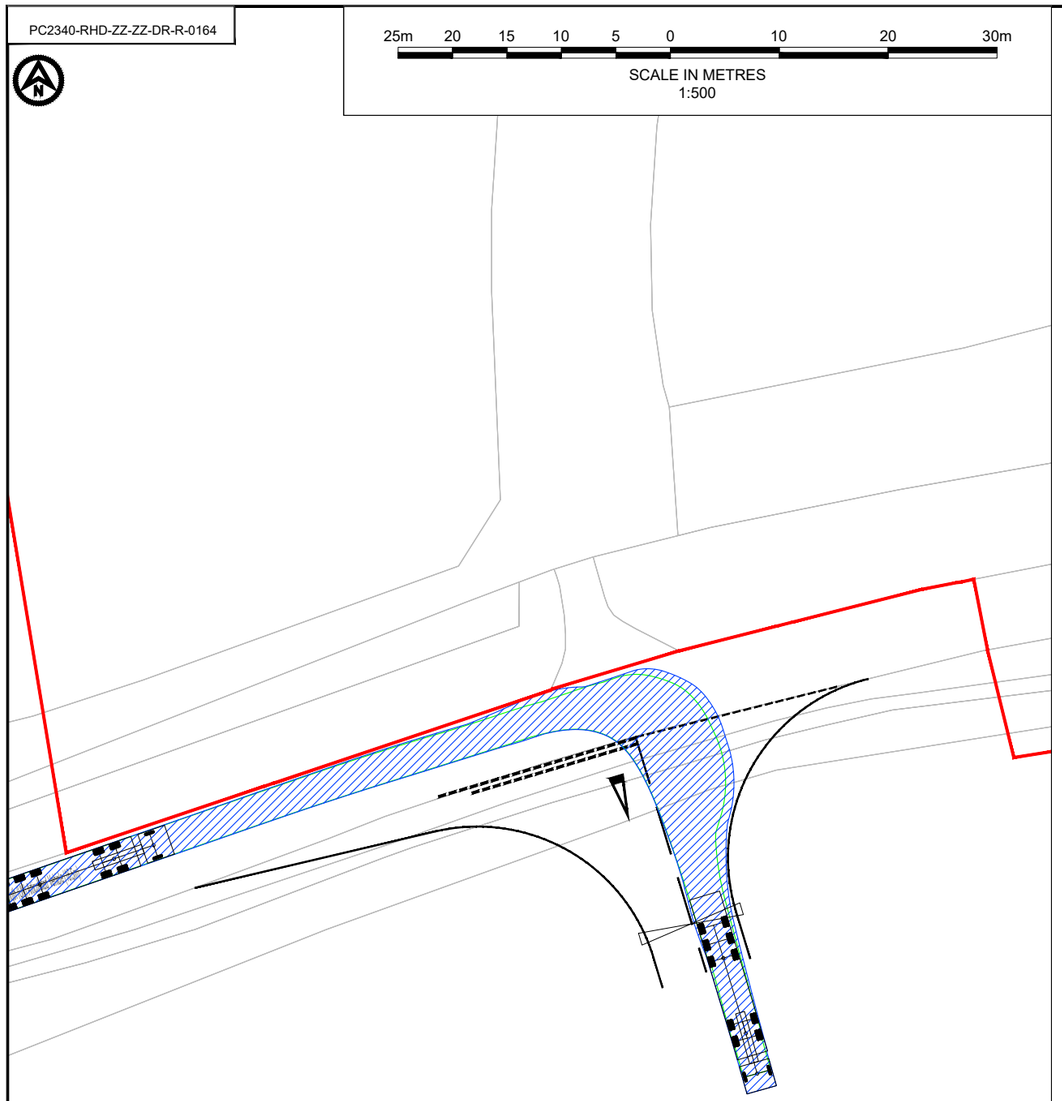
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0109
REVISION P04

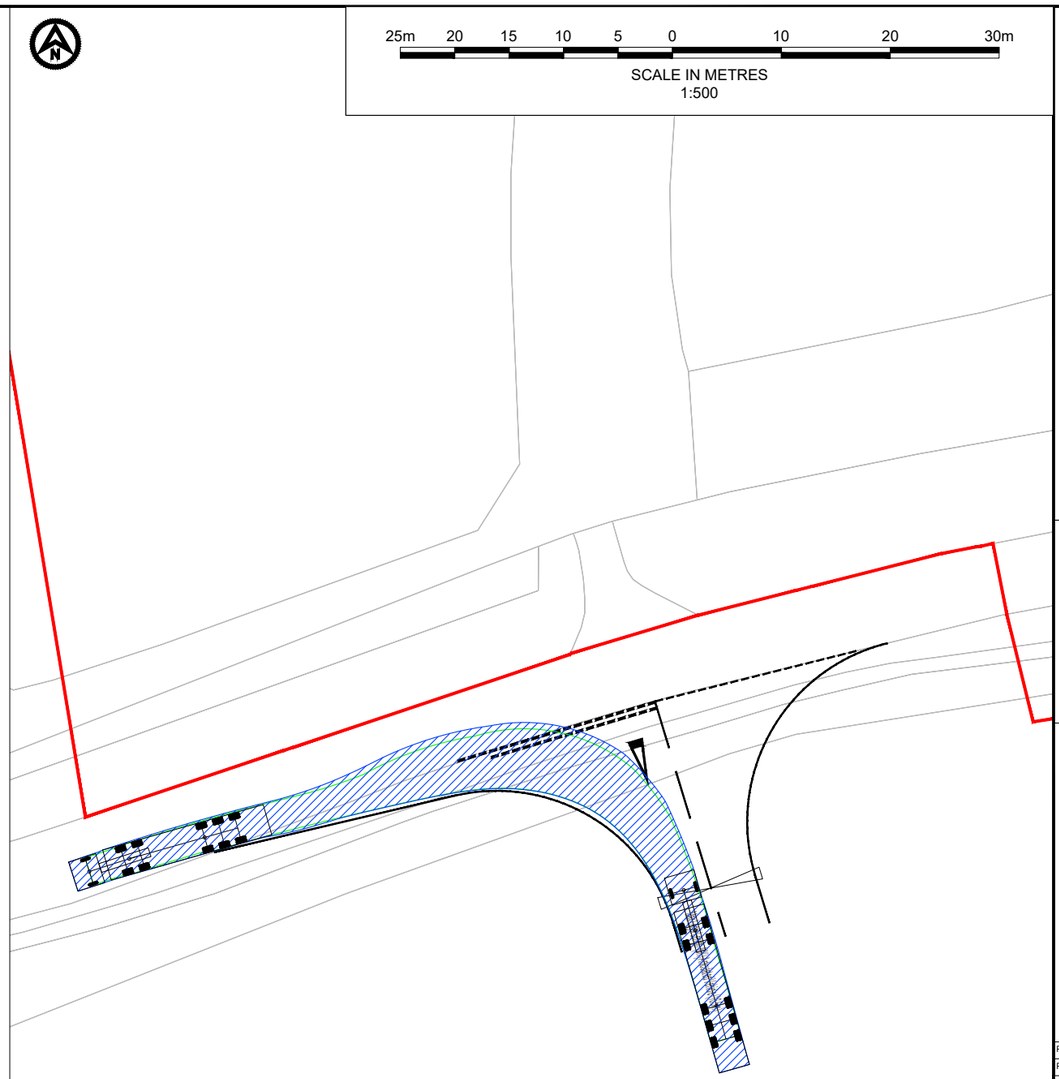
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PC2340-RHD-ZZ-ZZ-DR-R-0164



MAX LENGTH ARTICULATED HGV INGRESS



MAX LENGTH ARTICULATED HGV EGRESS

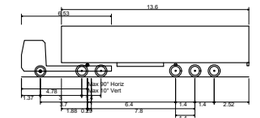
NOTES

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KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	18.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC5
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569568
www.royalhaskoningdhv.com

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DRAWN	CHECKED	APPROVED
AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
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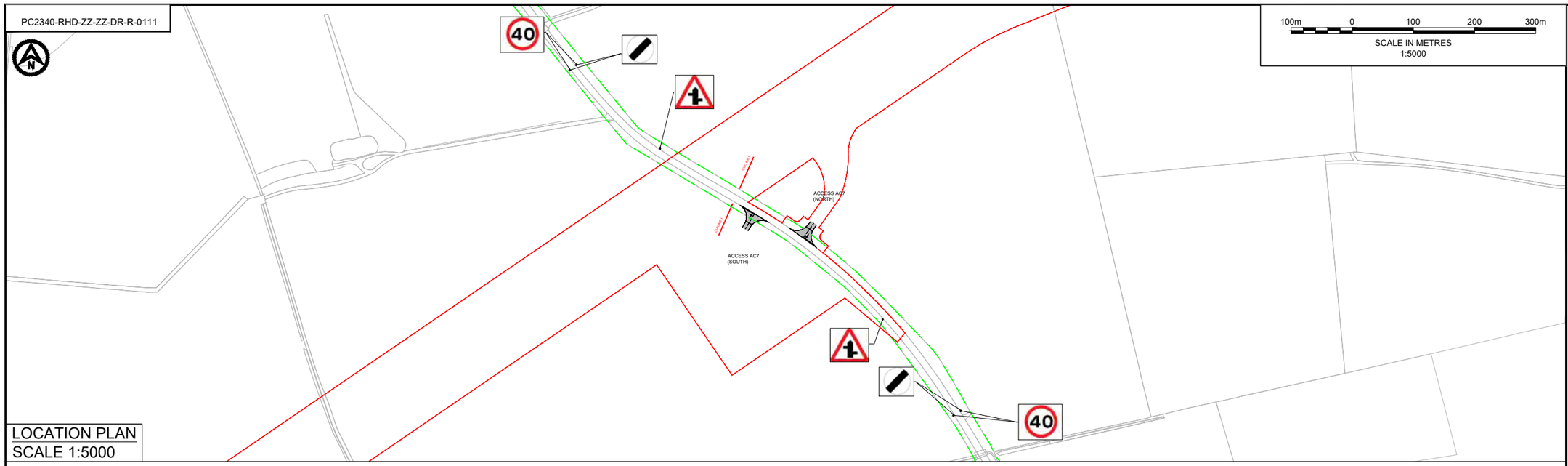
DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0164

REVISION P02

CLIENT DWG No.

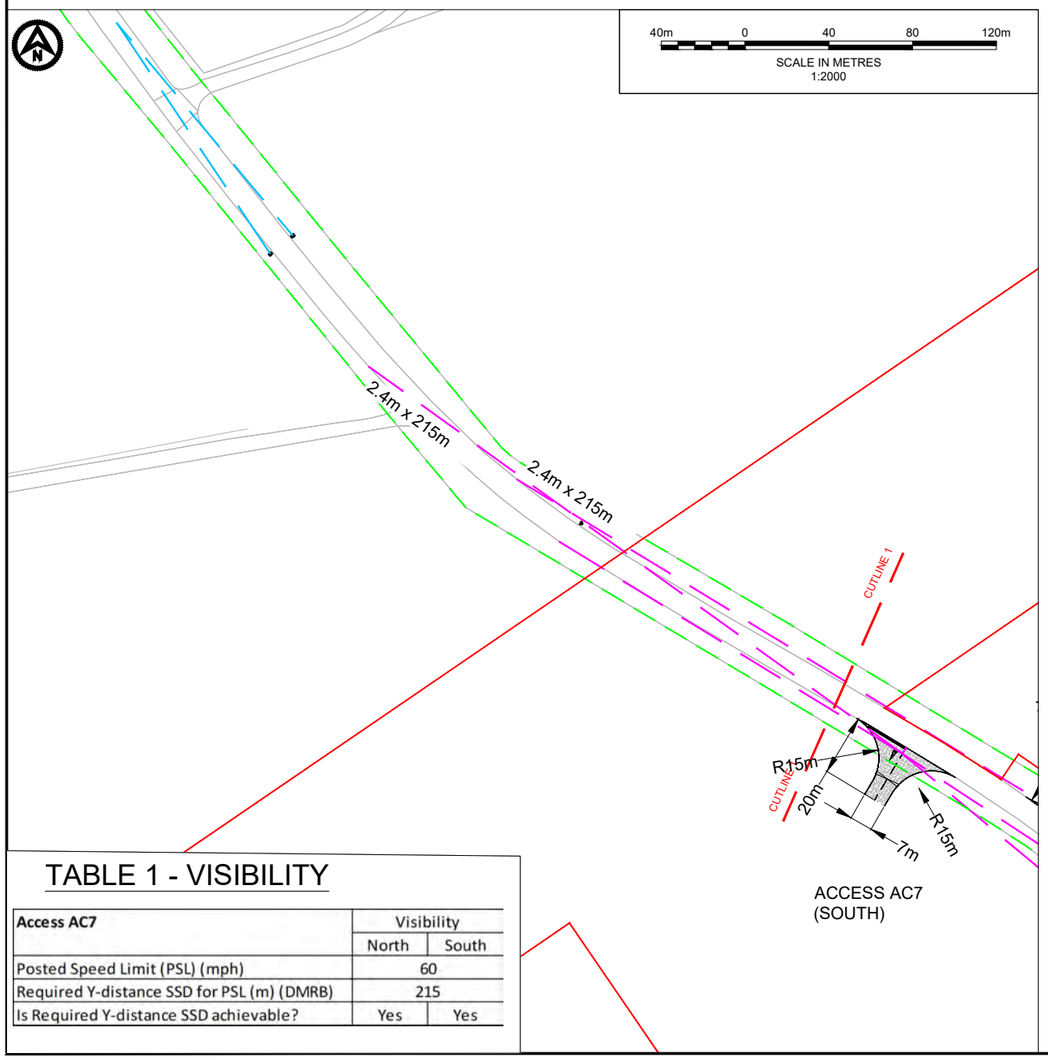
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PC2340-RHD-ZZ-ZZ-DR-R-0111

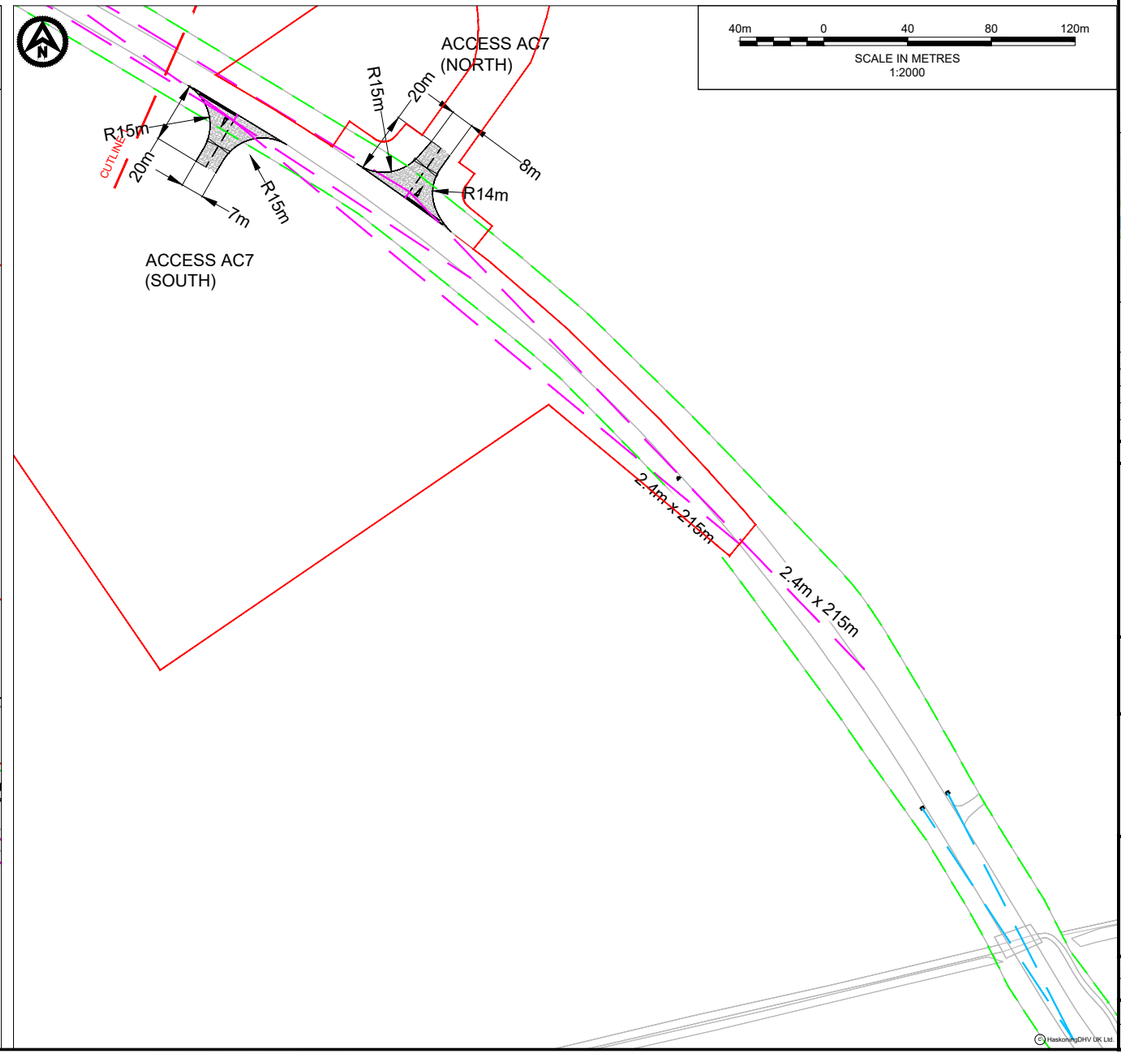


100m 0 100 200 300m
SCALE IN METRES
1:5000

LOCATION PLAN
SCALE 1:5000



40m 0 40 80 120m
SCALE IN METRES
1:2000



40m 0 40 80 120m
SCALE IN METRES
1:2000

TABLE 1 - VISIBILITY

Access AC7	Visibility	
	North	South
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	Yes	Yes

NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. The siting details and minimum clear visibility distance of the warning signs are in accordance with the guidelines outlined in 'Appendix - A, Traffic Signs Manual - Chapter 4'.
6. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- MINIMUM CLEAR VISIBILITY SPLAY OF THE WARNING SIGN - 90m (SEE NOTE 5)
- EXISTING TRAFFIC SIGN
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P04	30.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P03	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P02	10.07.23	ADDED SPEED LIMITS	AA	SKT	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

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PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC7 (NORTH & SOUTH)
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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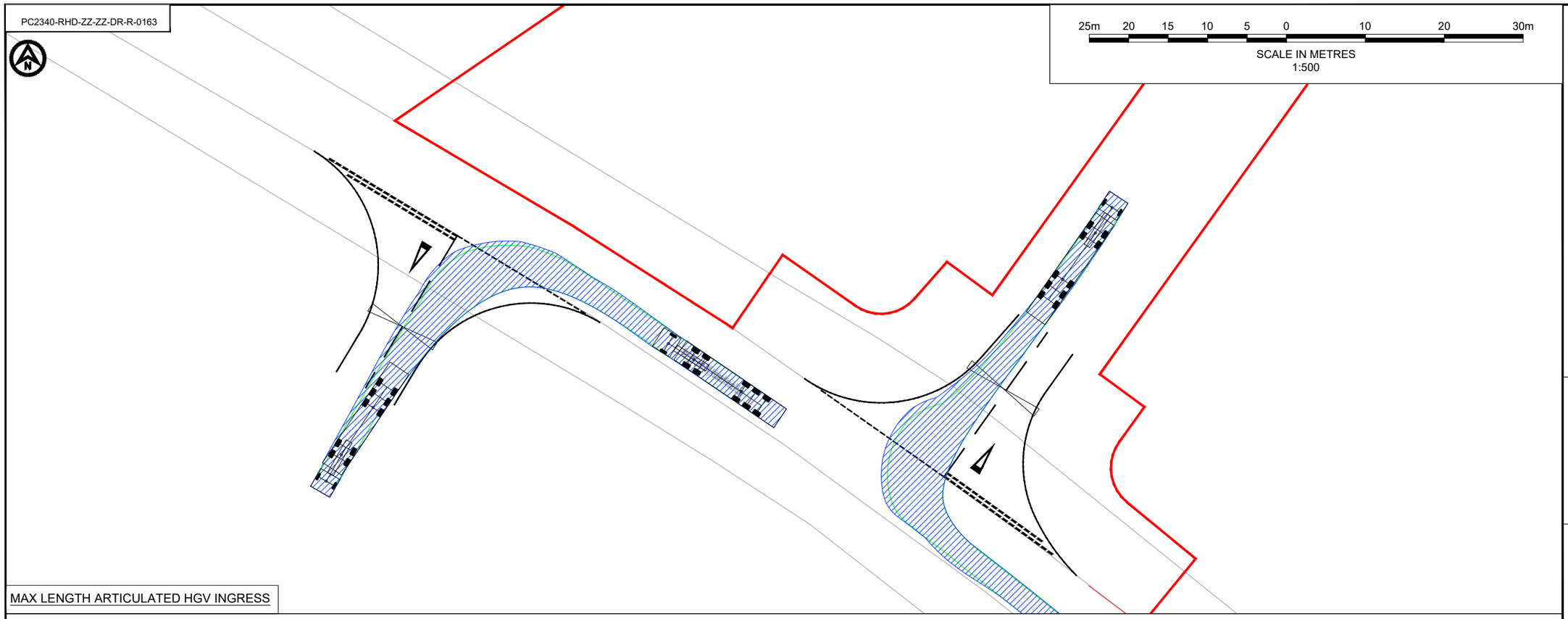
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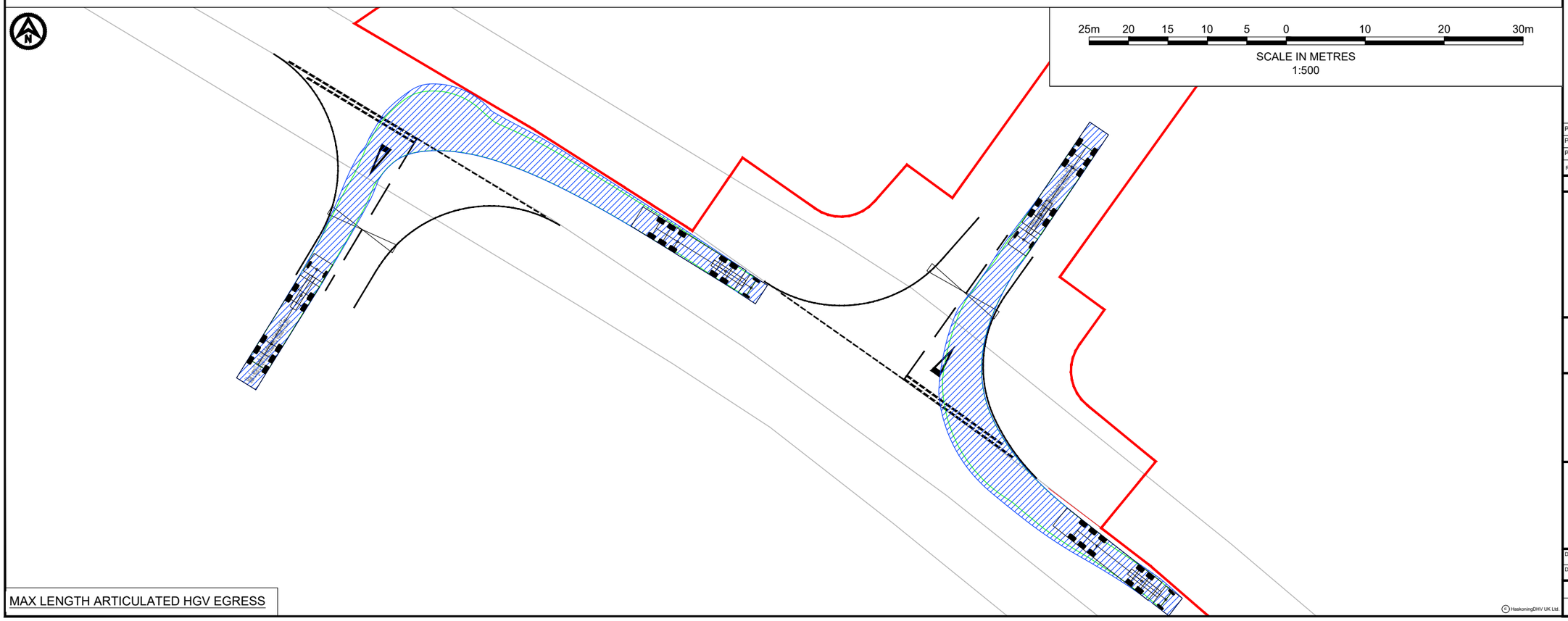
CLIENT DWG No.

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MAX LENGTH ARTICULATED HGV INGRESS



MAX LENGTH ARTICULATED HGV EGRESS

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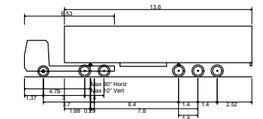
NOTES

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KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P03	30.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	18.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC7 (NORTH & SOUTH)
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 595685
www.royalhaskoningdhv.com

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DRAWN	CHECKED	APPROVED
AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
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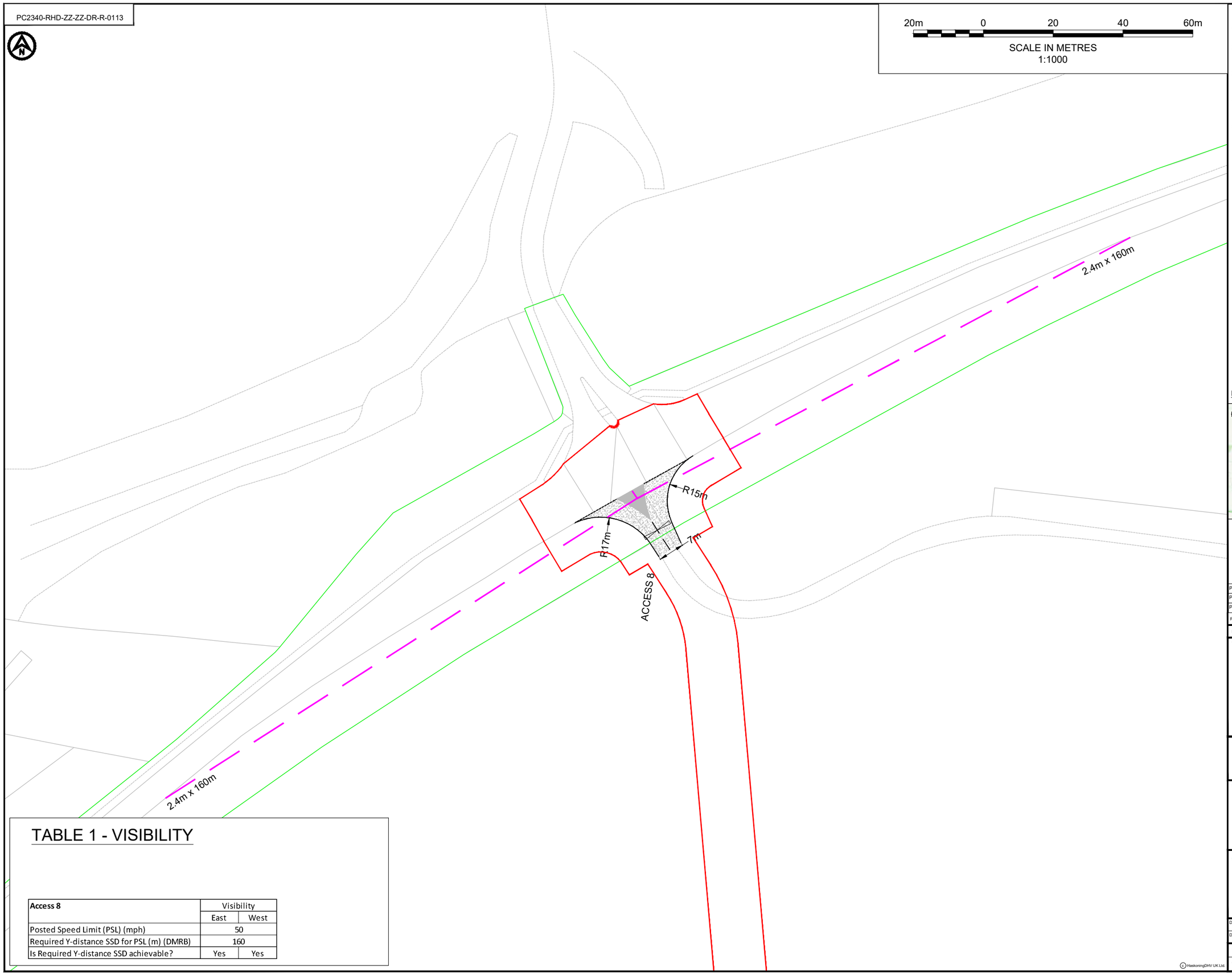
REVISION P03

CLIENT DWG No.

PC2340-RHD-ZZ-ZZ-DR-R-0113

20m 0 20 40 60m

SCALE IN METRES
1:1000



NOTES

1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN



TABLE 1 - VISIBILITY

Access 8	Visibility	
	East	West
Posted Speed Limit (PSL) (mph)	50	
Required Y-distance SSD for PSL (m) (DMRB)	160	
Is Required Y-distance SSD achievable?	Yes	Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
P03	29.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC8
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
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REVISION P03

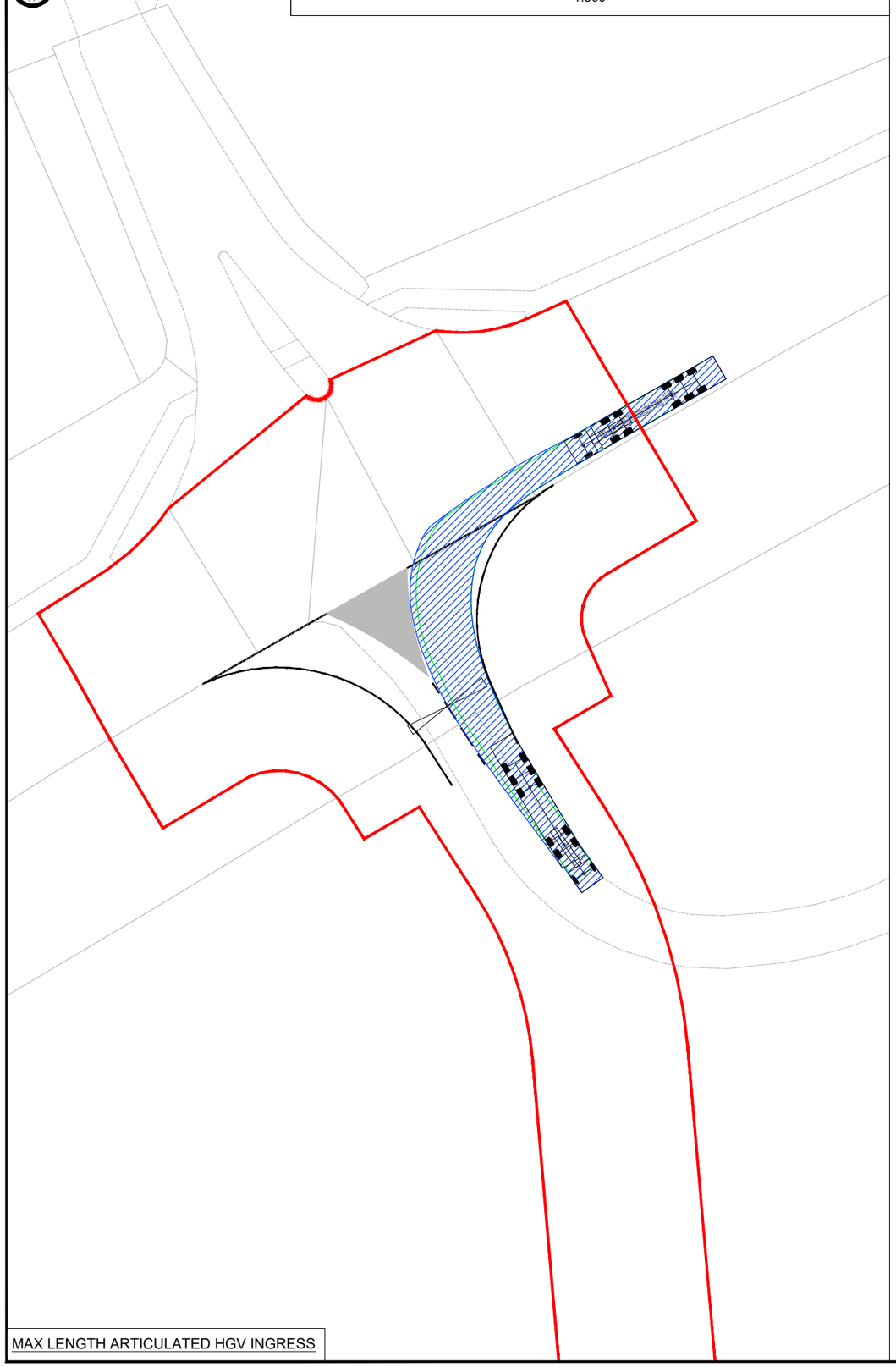
CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0163

25m 20 15 10 5 0 10 20 30m

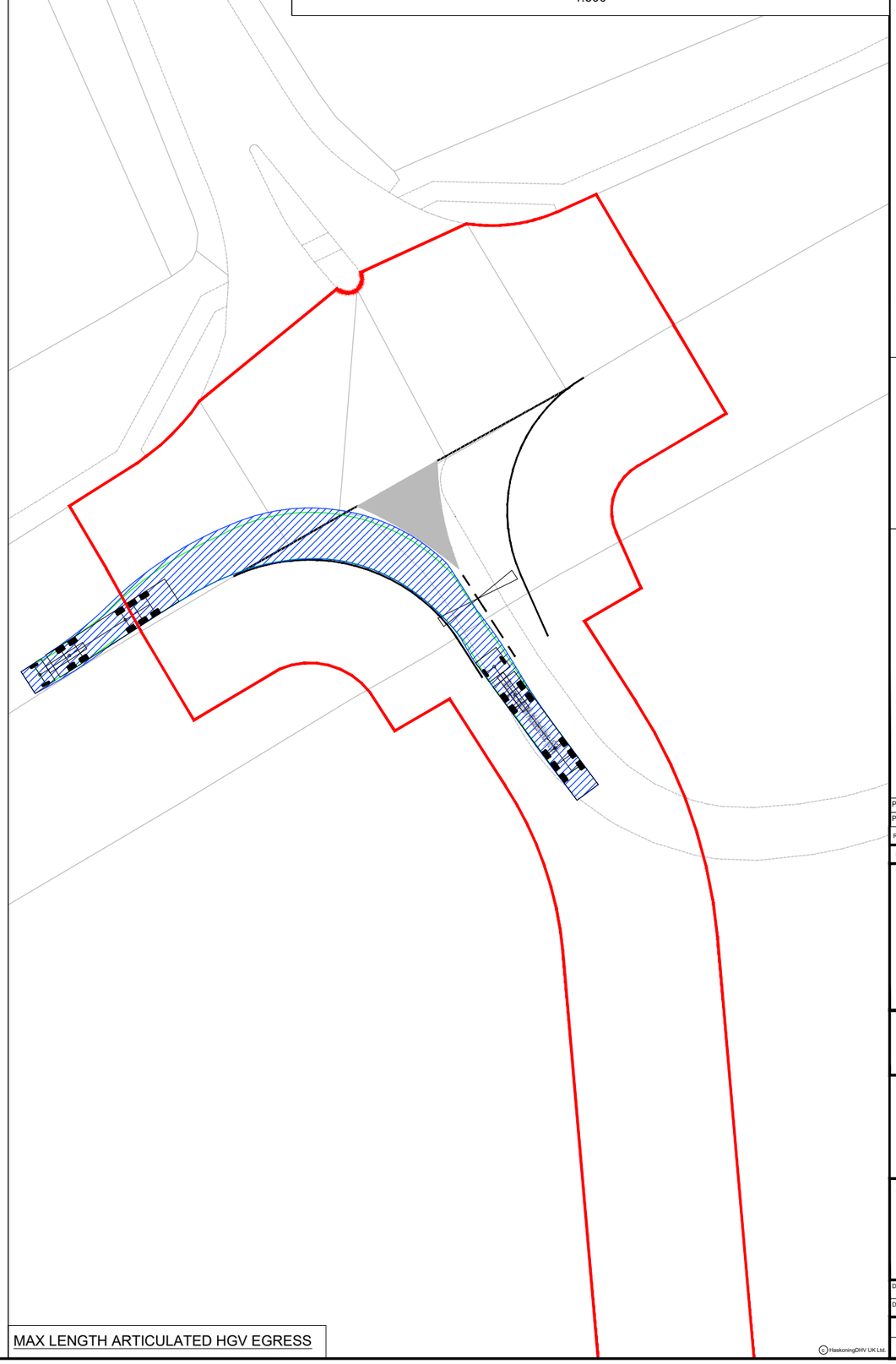
SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV INGRESS

25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV EGRESS

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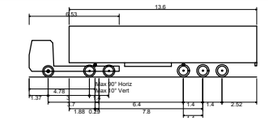
NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	18.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC8
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1832 565566
www.royalhaskoningdhv.com

Royal HaskoningDHV
Enhancing Society Together

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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
18.07.23	1:500	

DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0163

REVISION P02

CLIENT DWG No.

PC2340-RHD-ZZ-ZZ-DR-R-0115

20m 0 20 40 60m

SCALE IN METRES
1:1000

2.4m x 160m

2.4m x 160m

ACCESS AC9 (NORTH)

ACCESS AC9 (SOUTH)

2.4m x 160m

2.4m x 160m

NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- SHARED CYCLE/FOOTWAY WITH TACTILE PAVING TO BE INSTALLED AT CROSSINGS
- CARRIAGEWAY WIDENING - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN

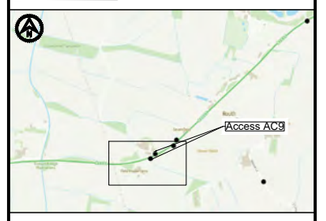


TABLE 1 - VISIBILITY

Access AC9	Visibility	
	East	West
Posted Speed Limit (PSL) (mph)	50	
Required Y-distance SSD for PSL (m) (DMRB)	160	
Is Required Y-distance SSD achievable?	Yes	Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
P03	29.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC9 (NORTH & SOUTH)
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1832 595566
www.royalhaskoningdhv.com

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AA	SKT	SKT

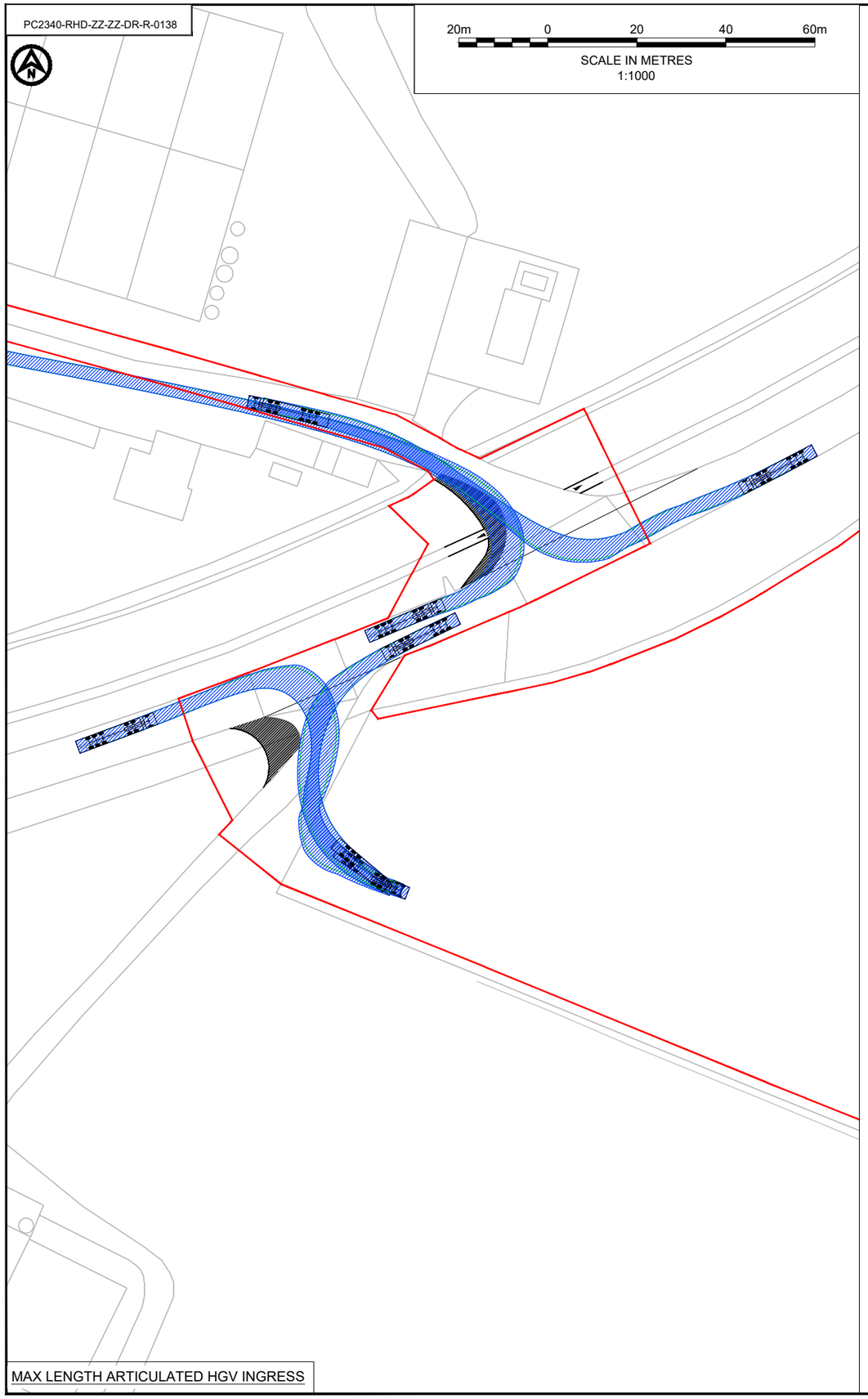
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0115 REVISION P03

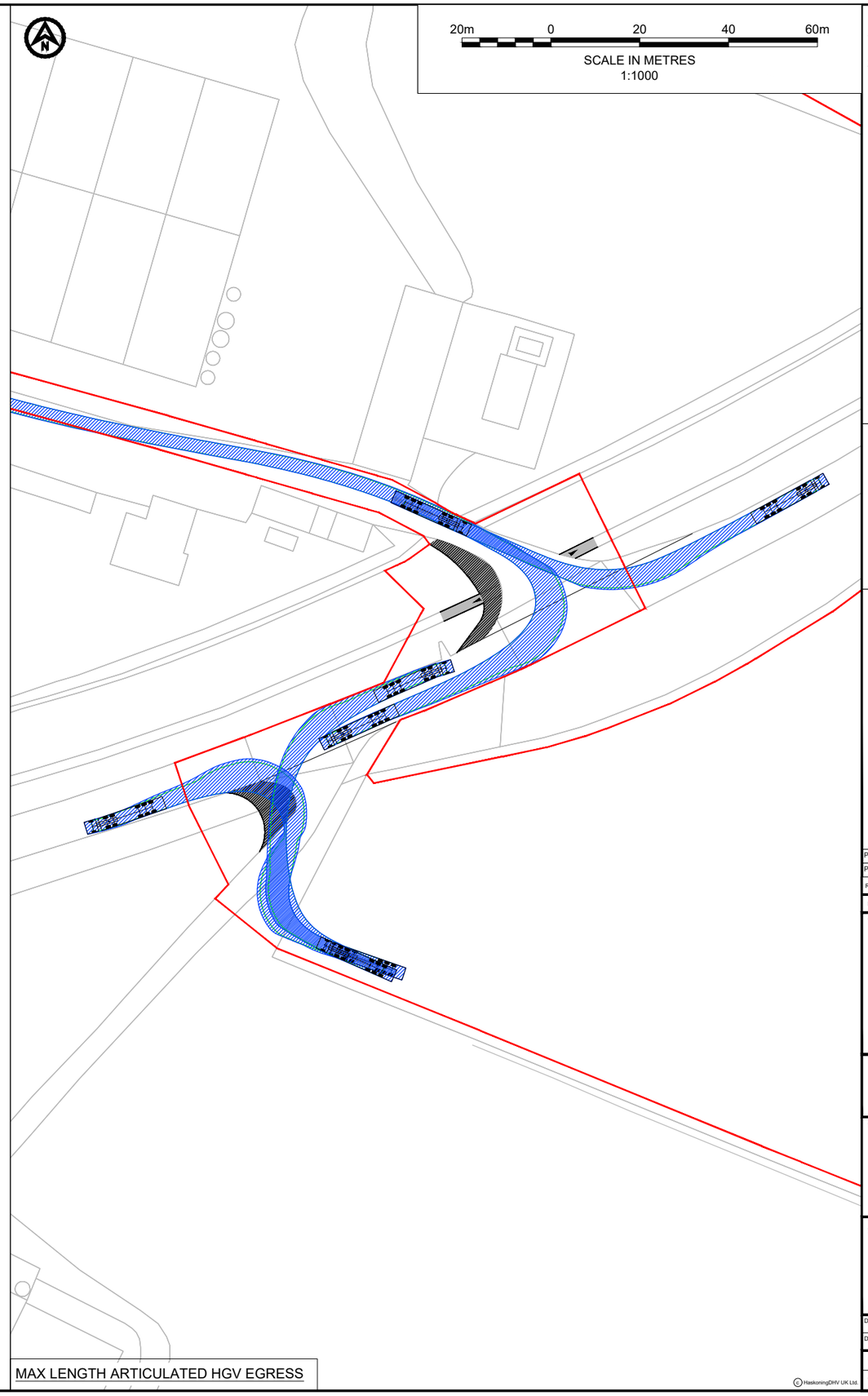
CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0138



MAX LENGTH ARTICULATED HGV INGRESS



MAX LENGTH ARTICULATED HGV EGRESS

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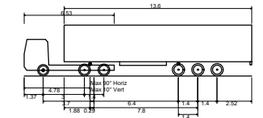
NOTES

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KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	18.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC9 (NORTH & SOUTH)
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1832 565656
www.royalhaskoningdhv.com

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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0138

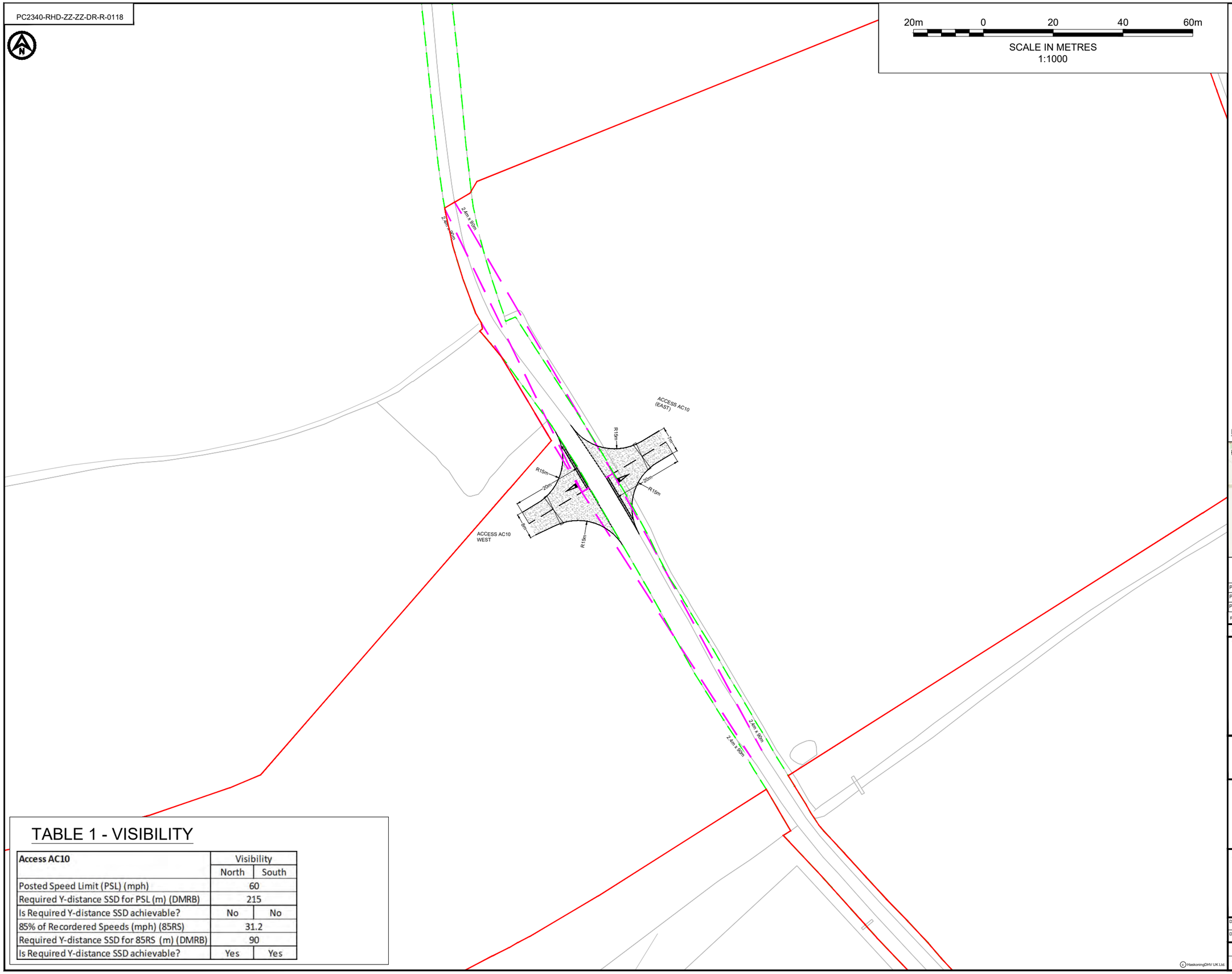
REVISION P02

CLIENT DWG No.

PC2340-RHD-ZZ-ZZ-DR-R-0118

20m 0 20 40 60m

SCALE IN METRES
1:1000



NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN



TABLE 1 - VISIBILITY

Access AC10	Visibility	
	North	South
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
85% of Recordered Speeds (mph) (85RS)	31.2	
Required Y-distance SSD for 85RS (m) (DMRB)	90	
Is Required Y-distance SSD achievable?	Yes	Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
P03	29.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC10 (EAST & WEST)
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1832 595566
www.royalhaskoningdhv.com

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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
19.06.23	1:1000	

DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0118 REVISION P03

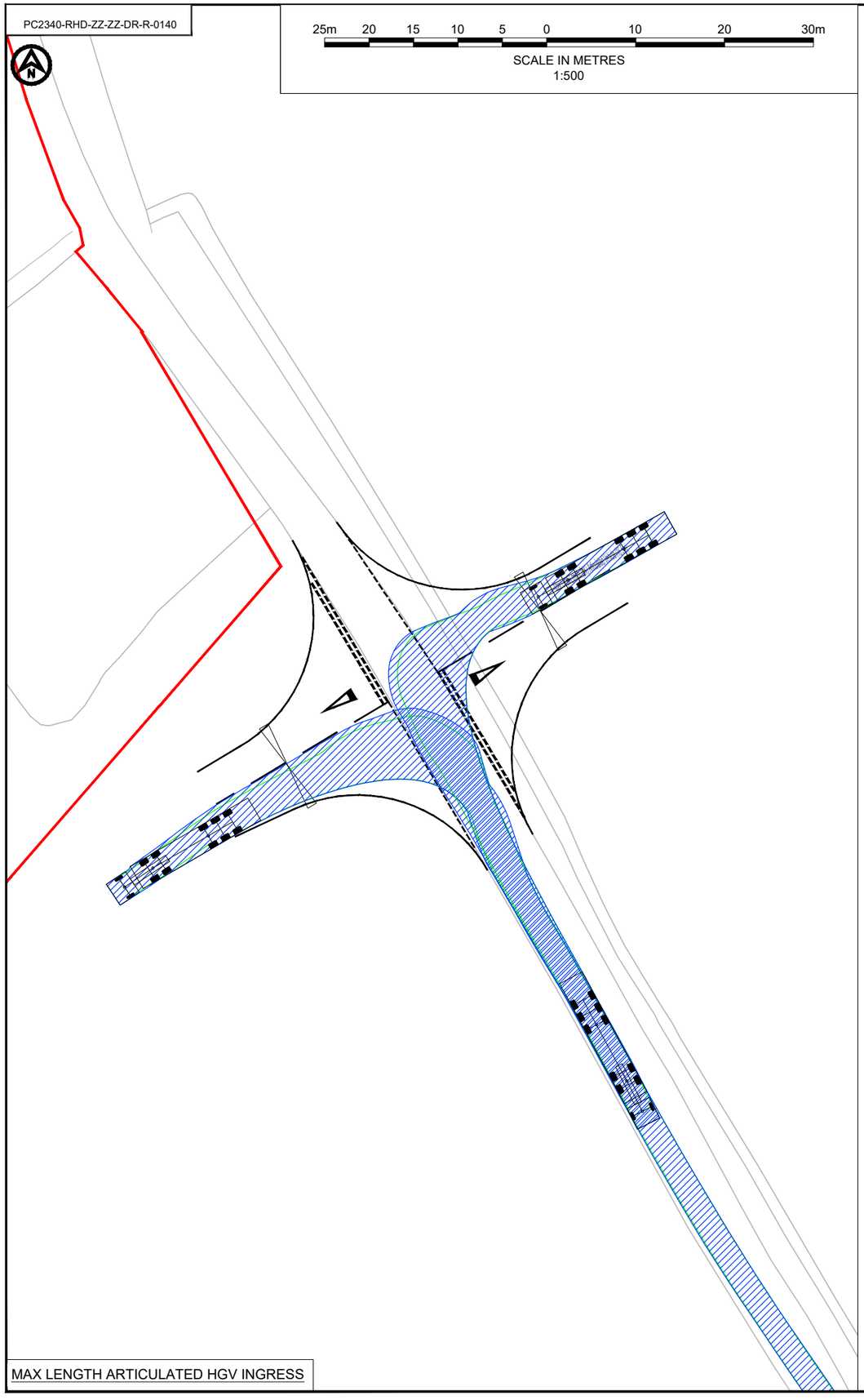
CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0140

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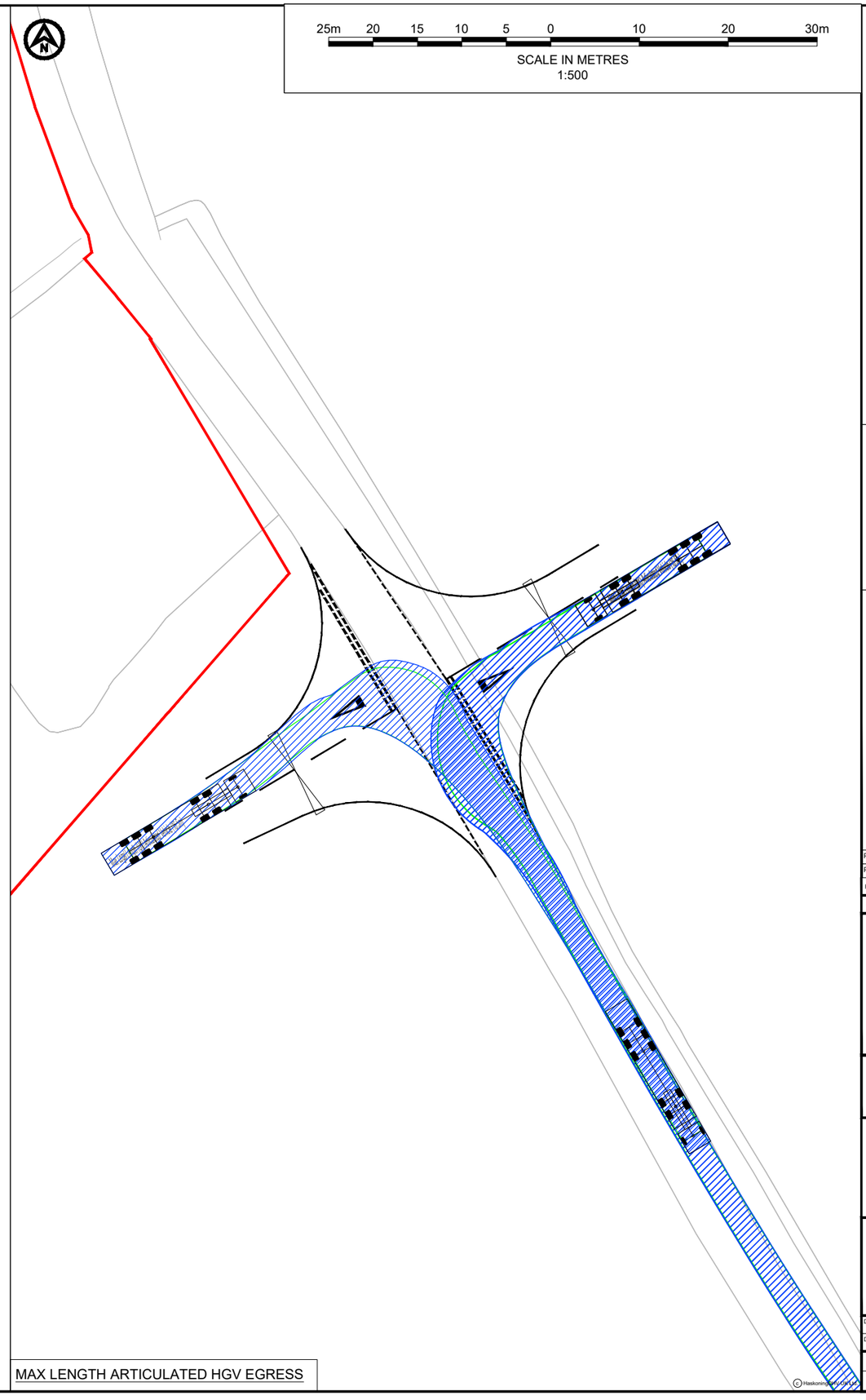
SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV INGRESS

25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV EGRESS

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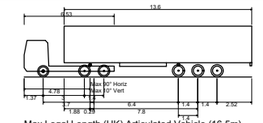
NOTES

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KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	23.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC10 (EAST & WEST)
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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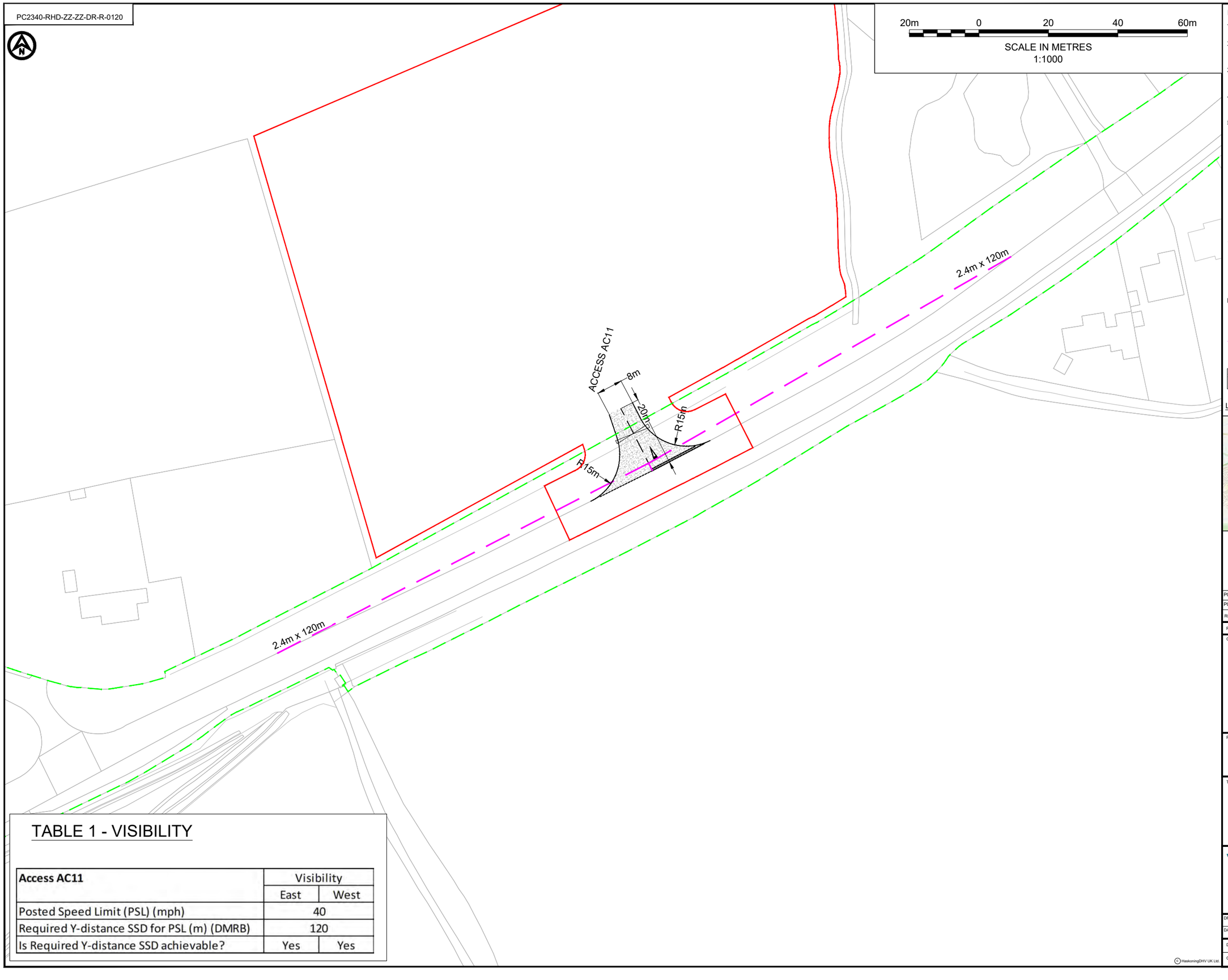
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0140

REVISION P02

CLIENT DWG No.

PC2340-RHD-ZZ-ZZ-DR-R-0120



NOTES

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3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN



TABLE 1 - VISIBILITY

Access AC11	Visibility	
	East	West
Posted Speed Limit (PSL) (mph)	40	
Required Y-distance SSD for PSL (m) (DMRB)	120	
Is Required Y-distance SSD achievable?	Yes	Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

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PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC11
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
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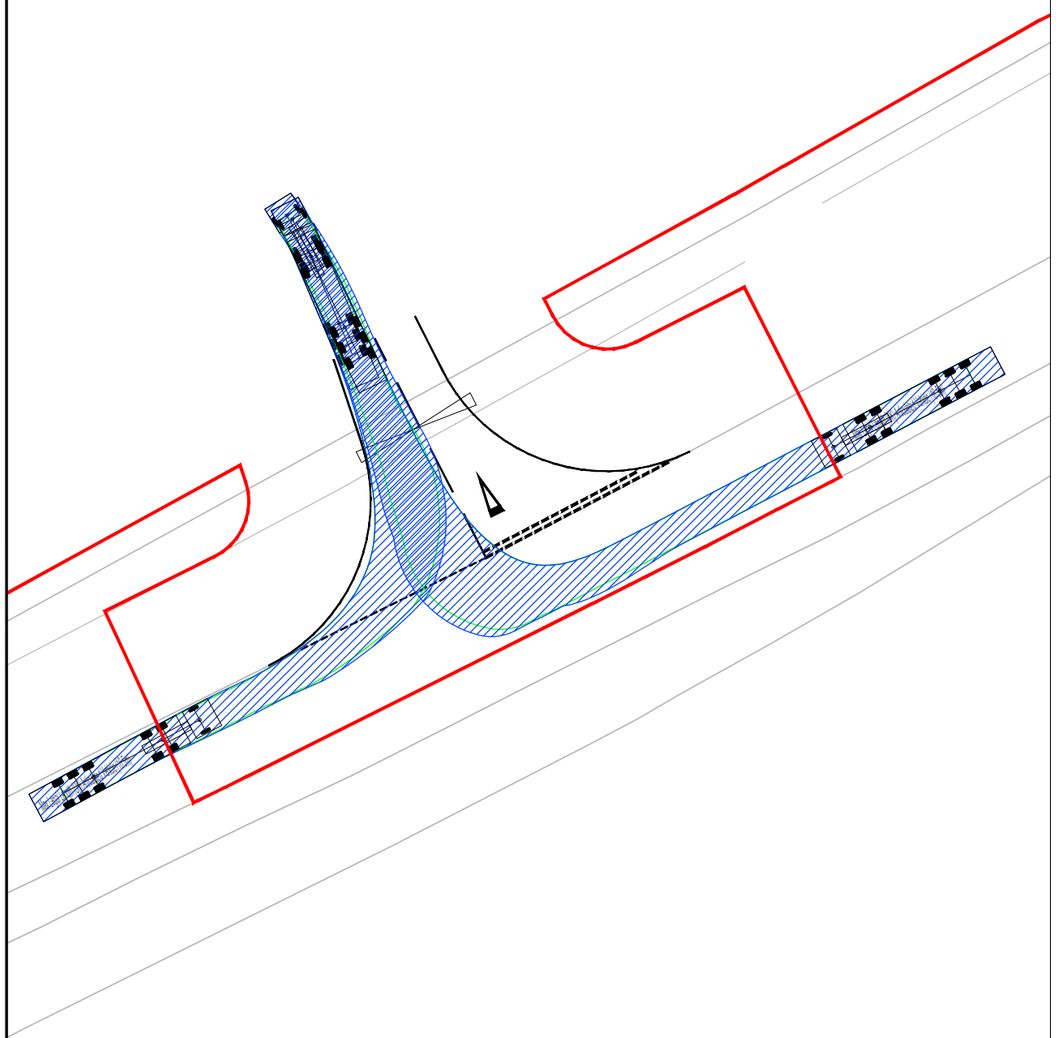
CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0141

25m 20 15 10 5 0 10 20 30m

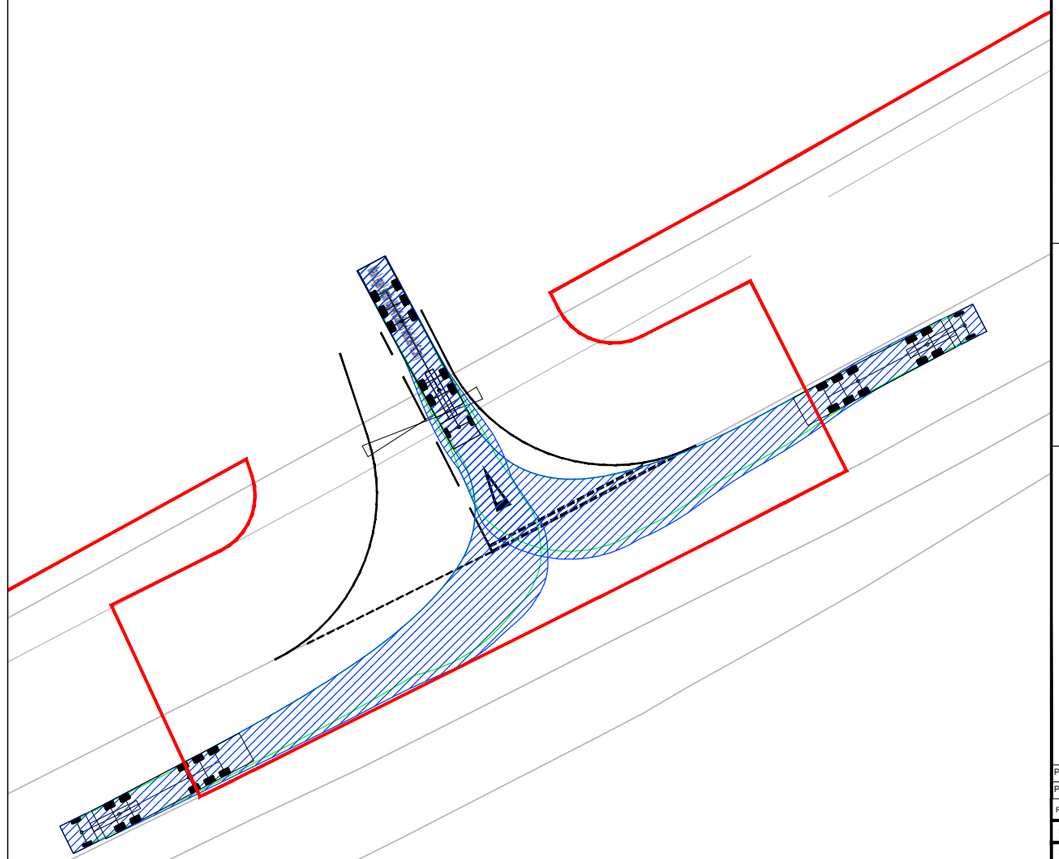
SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV INGRESS

25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV EGRESS

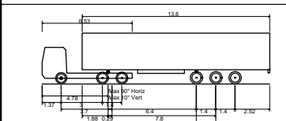
NOTES

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KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	23.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC11
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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AA	SKT	SKT

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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0141

REVISION P02

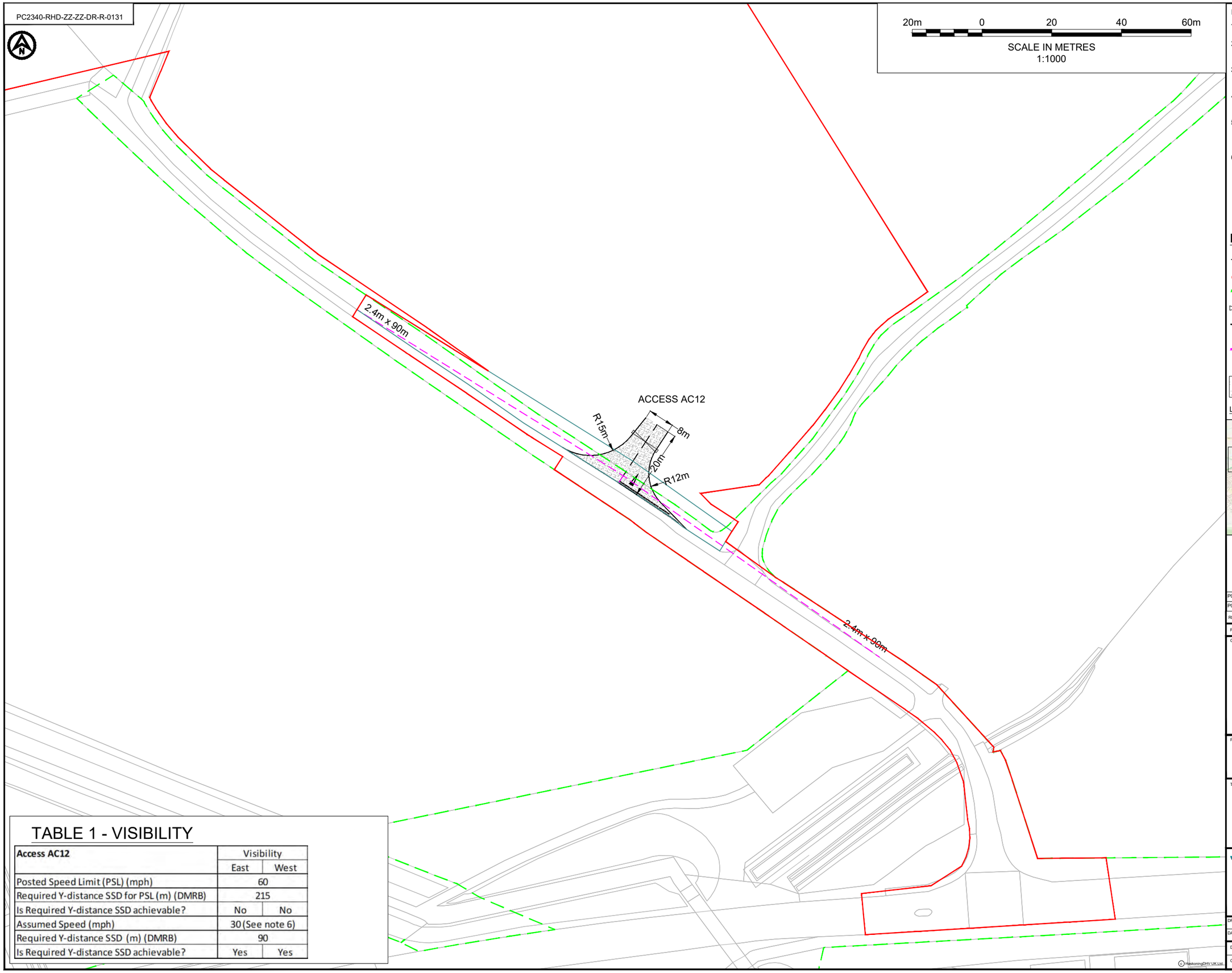
CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0131

20m 0 20 40 60m

SCALE IN METRES
1:1000



NOTES

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3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Reduced speed limit has been taken into account considering the geometry of the existing road.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN

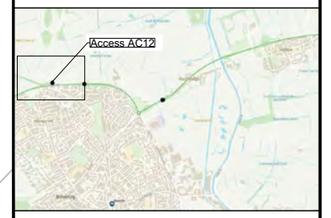


TABLE 1 - VISIBILITY

Access AC12	Visibility	
	East	West
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
Assumed Speed (mph)	30 (See note 6)	
Required Y-distance SSD (m) (DMRB)	90	
Is Required Y-distance SSD achievable?	Yes	Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	04.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC12
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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DRAWN	CHECKED	APPROVED
AA	SKT	SKT
DATE 04.07.23	SCALE 1:1000	AUTOCAD REF.

DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0131 REVISION P02

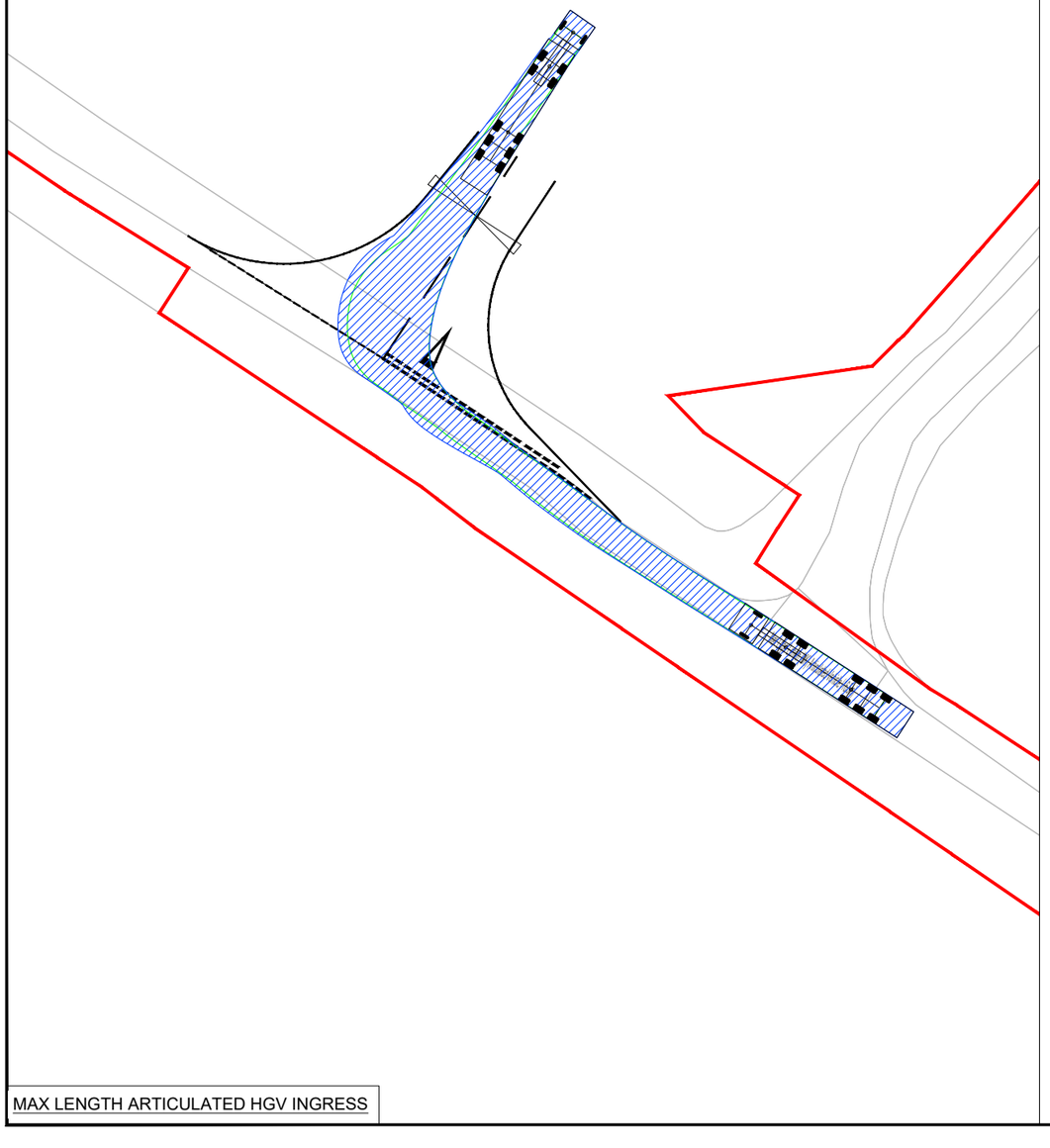
CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0132

25m 20 15 10 5 0 10 20 30m

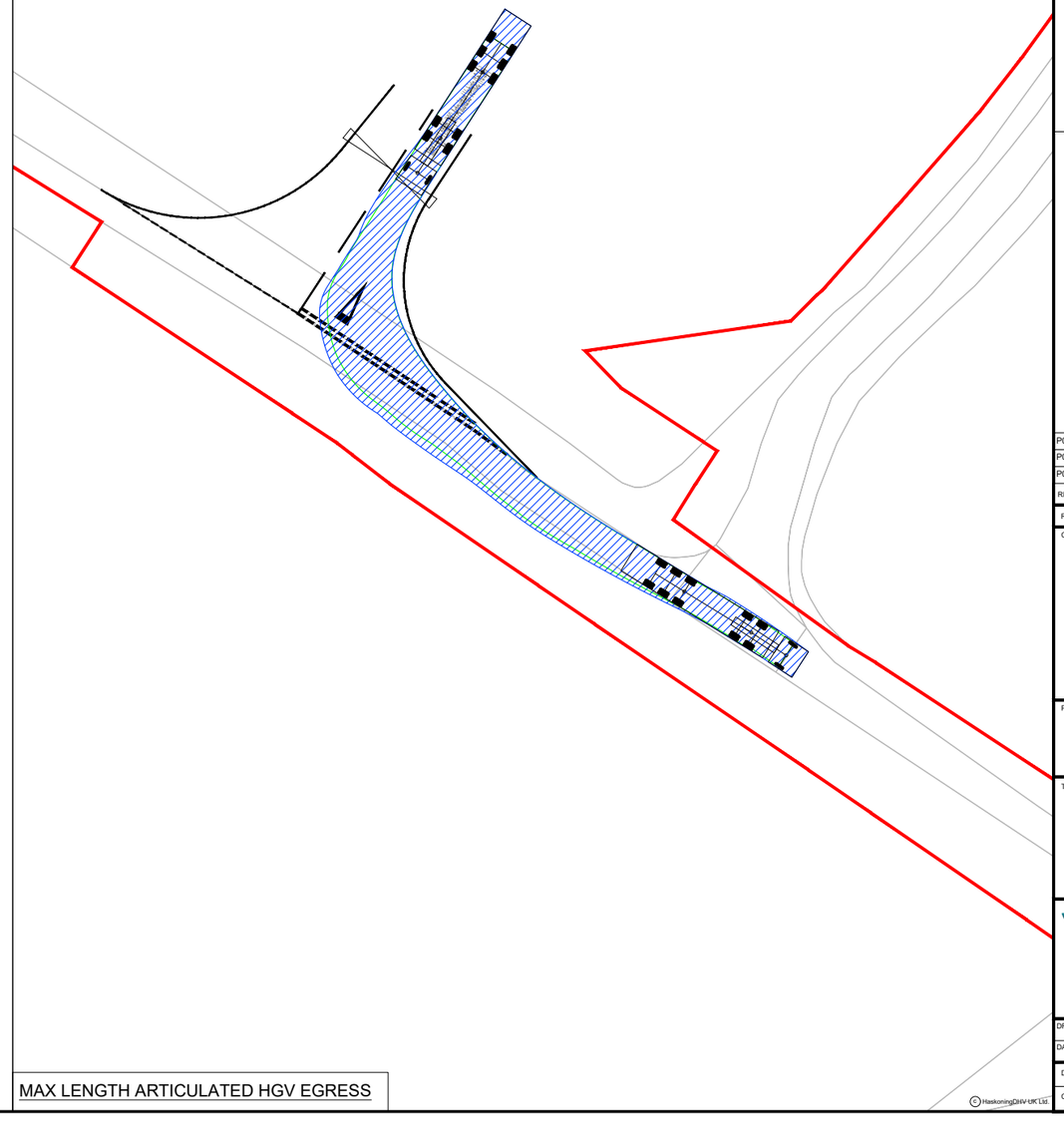
SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV INGRESS

25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV EGRESS

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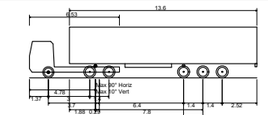
NOTES

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KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P03	04.10.24	UPDATED VEHICLE TRACKING	AA	SKT	SKT
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	04.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC12
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
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Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
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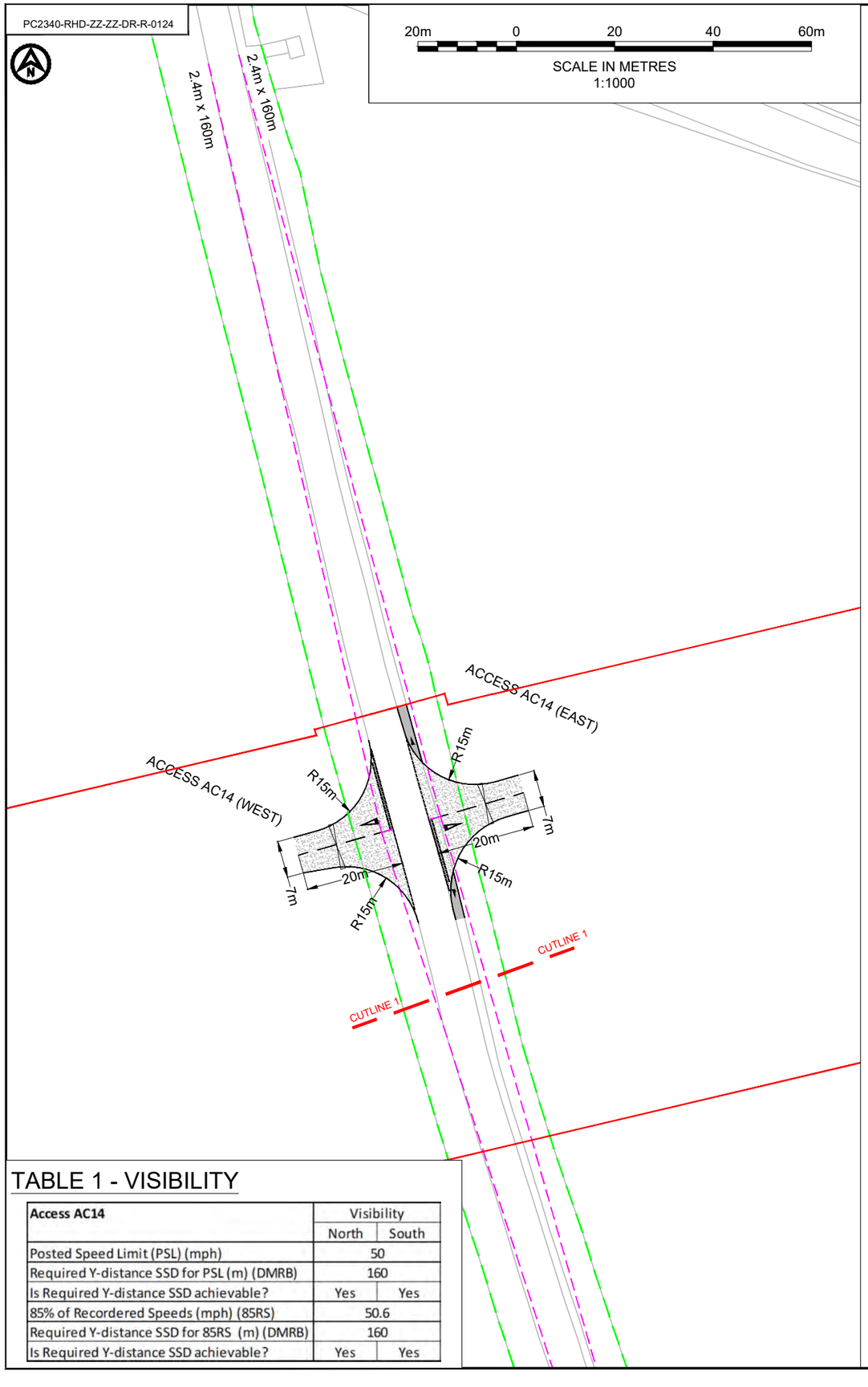
DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0132 | REVISION P03

CLIENT DWG No.

PC2340-RHD-ZZ-ZZ-DR-R-0124

20m 0 20 40 60m

SCALE IN METRES
1:1000



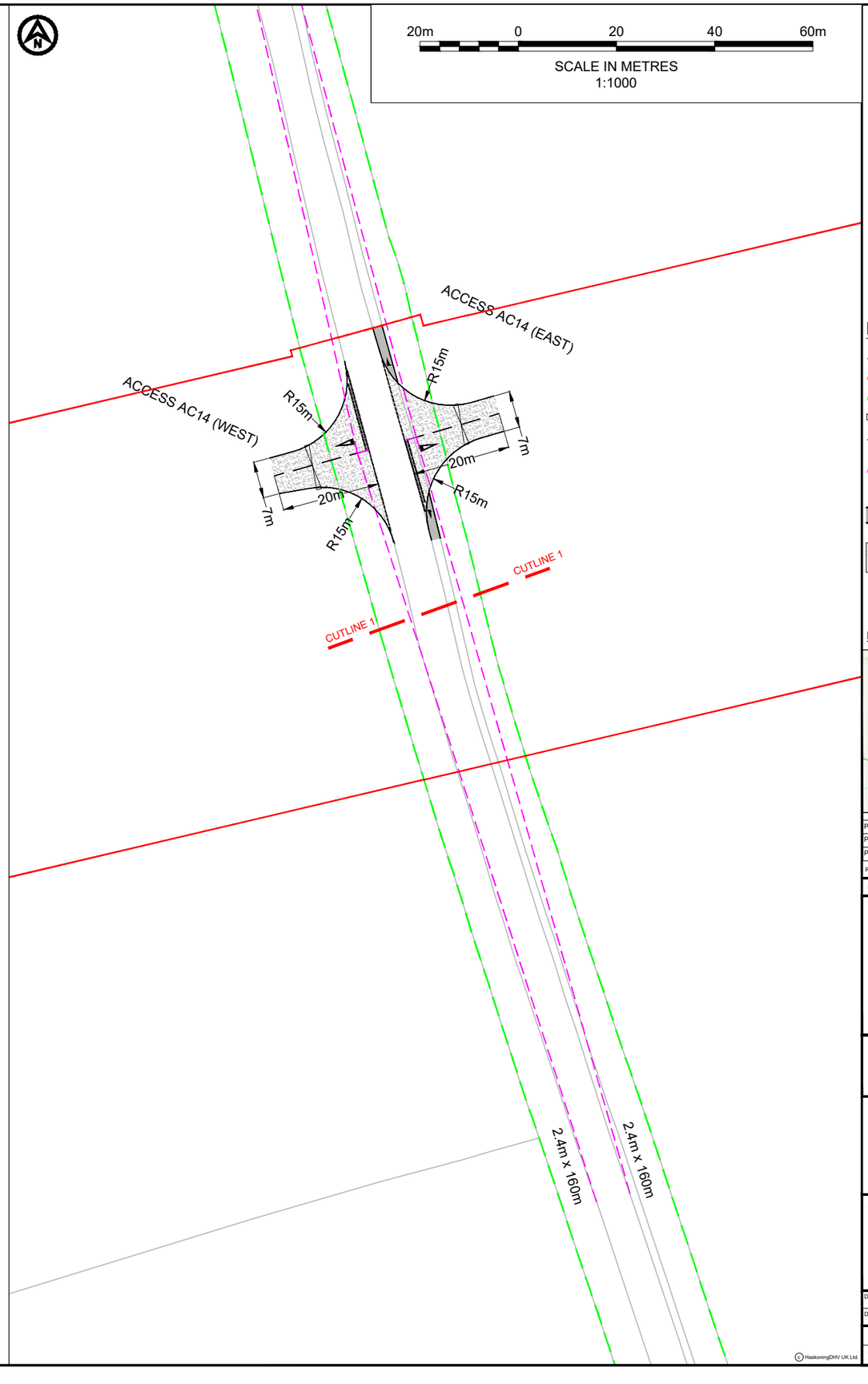


TABLE 1 - VISIBILITY

Access AC14	Visibility	
	North	South
Posted Speed Limit (PSL) (mph)	50	
Required Y-distance SSD for PSL (m) (DMRB)	160	
Is Required Y-distance SSD achievable?	Yes	Yes
85% of Recordered Speeds (mph) (85RS)	50.6	
Required Y-distance SSD for 85RS (m) (DMRB)	160	
Is Required Y-distance SSD achievable?	Yes	Yes

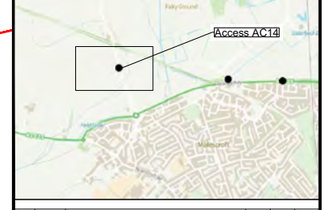
NOTES

1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- SHARED CYCLE/FOOTWAY WITH TACTILE PAVING TO BE INSTALLED AT CROSSINGS
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P03	30.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

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PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC14 (EAST & WEST)
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Par
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1832 595566
www.royalhaskoningdhv.com

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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
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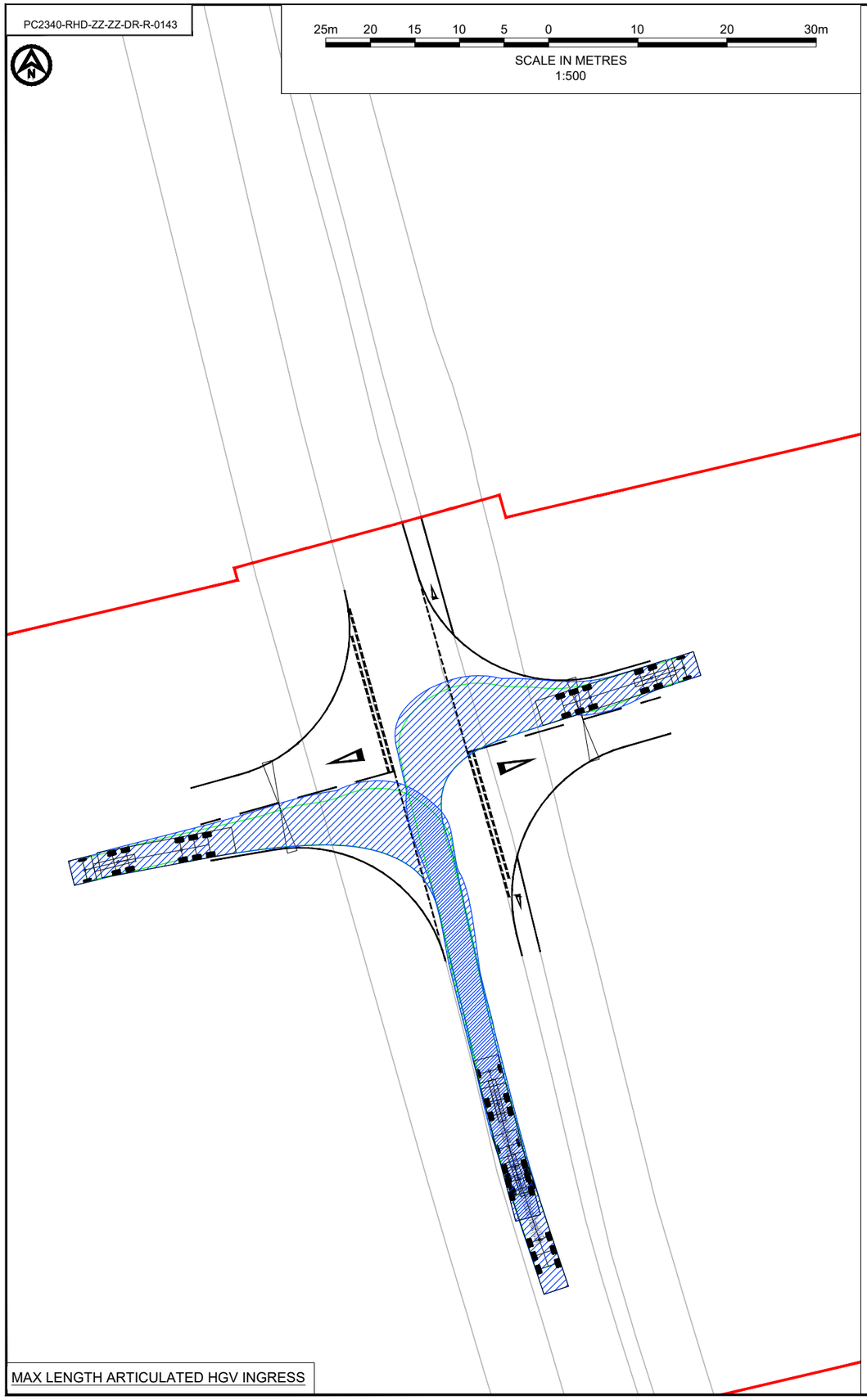
DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0124

REVISION P03

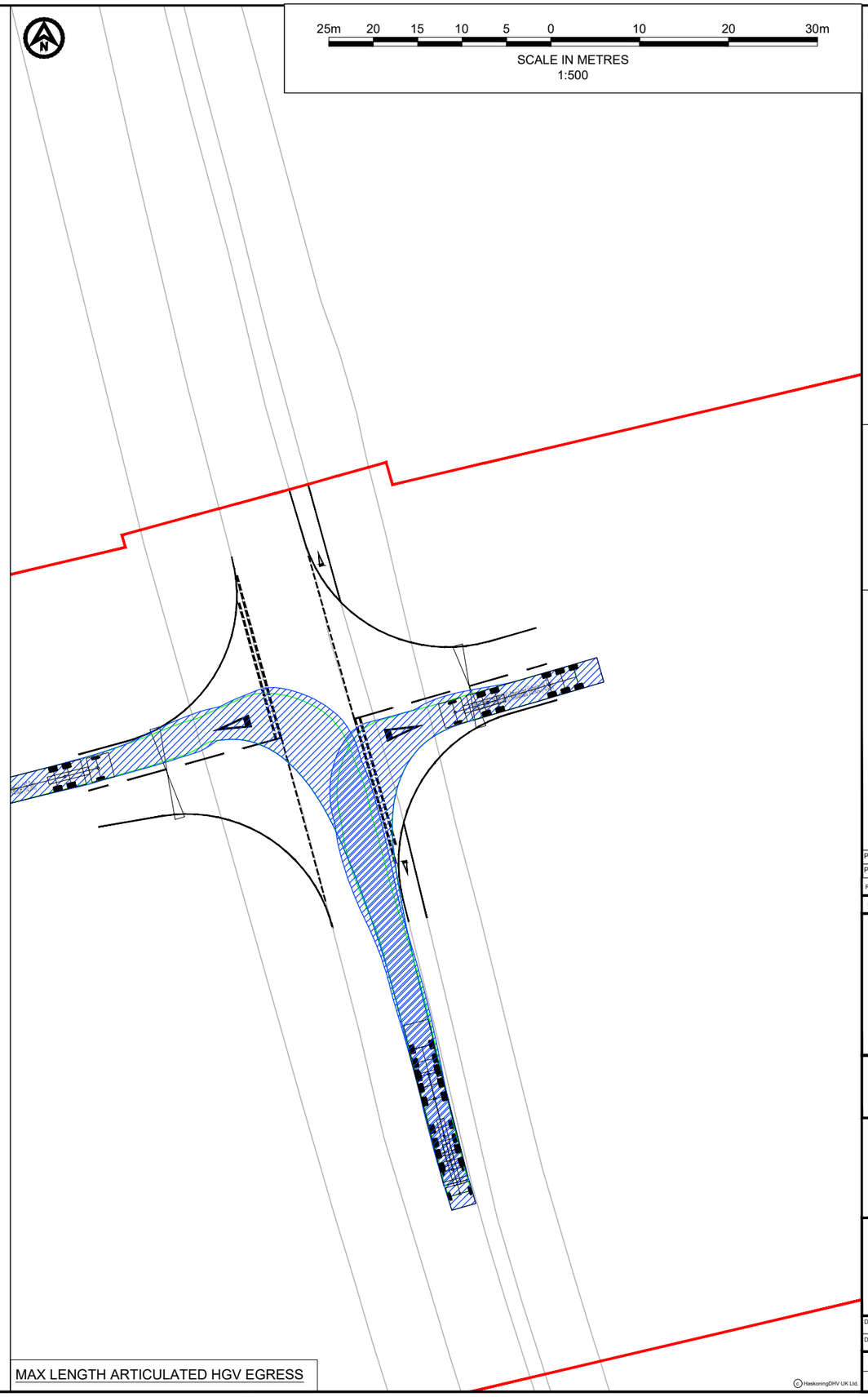
CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0143



MAX LENGTH ARTICULATED HGV INGRESS



MAX LENGTH ARTICULATED HGV EGRESS

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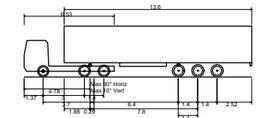
NOTES

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KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	23.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC14 (EAST & WEST)
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
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Tel +44(0)1932 569566
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AA	SKT	SKT
DATE 23.07.23	SCALE 1:500	AUTOCAD REF.

DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0143

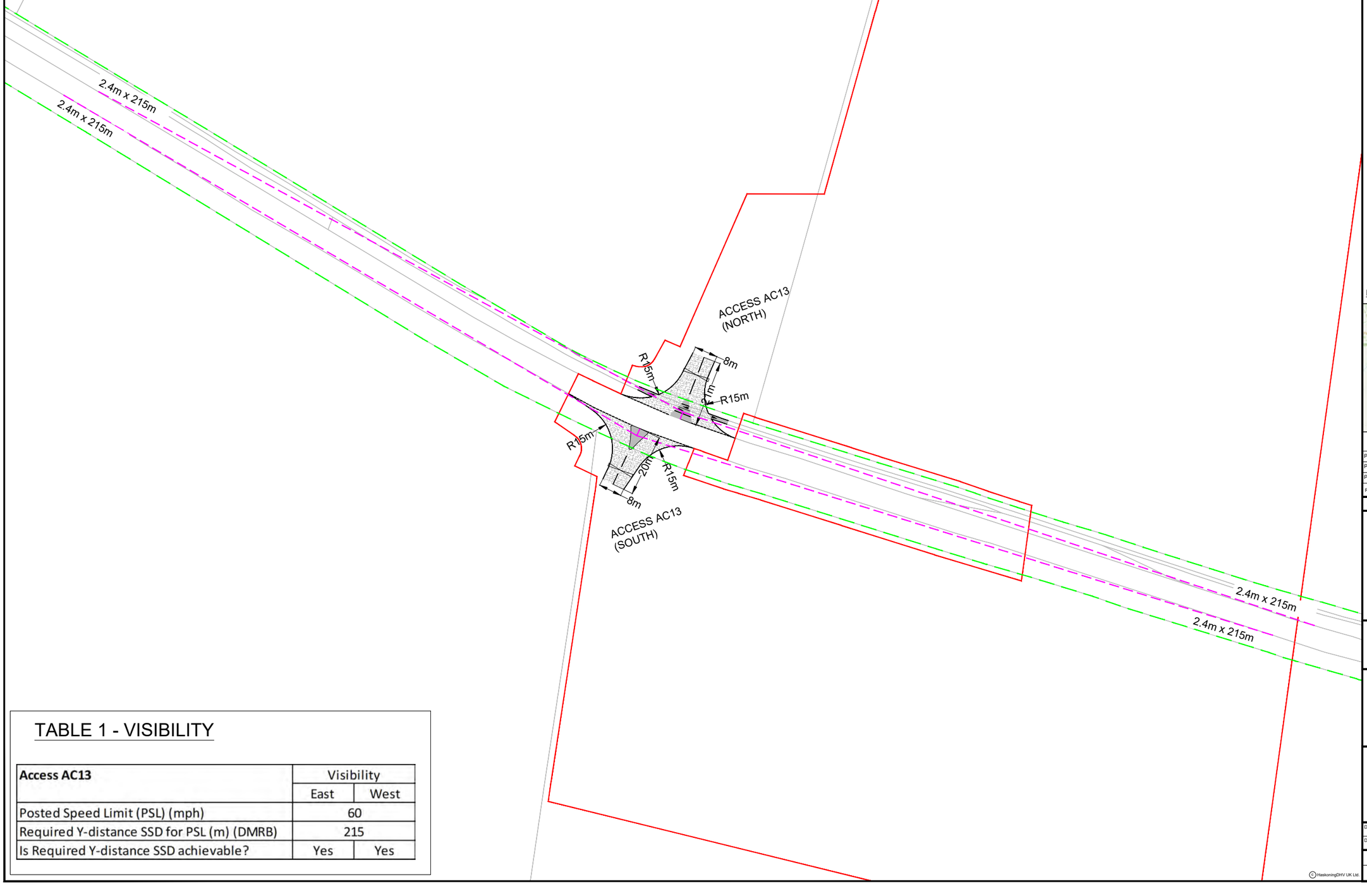
REVISION P02

CLIENT DWG No.

PC2340-RHD-ZZ-ZZ-DR-R-0123

25m 0 25 50 75 100m

SCALE IN METRES
1:1250



NOTES

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3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- SHARED CYCLE/FOOTWAY WITH TACTILE PAVING TO BE INSTALLED AT CROSSINGS
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- SPLITTER ISLAND TO BE INSTALLED

LOCATION PLAN



TABLE 1 - VISIBILITY

Access AC13	Visibility	
	East	West
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	Yes	Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
P03	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P02	08.09.23	UPDATED ACCESS LOCATION	AA	SKT	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

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PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC13 (NORTH & SOUTH)
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
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www.royalhaskoningdhv.com

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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0123 REVISION P03

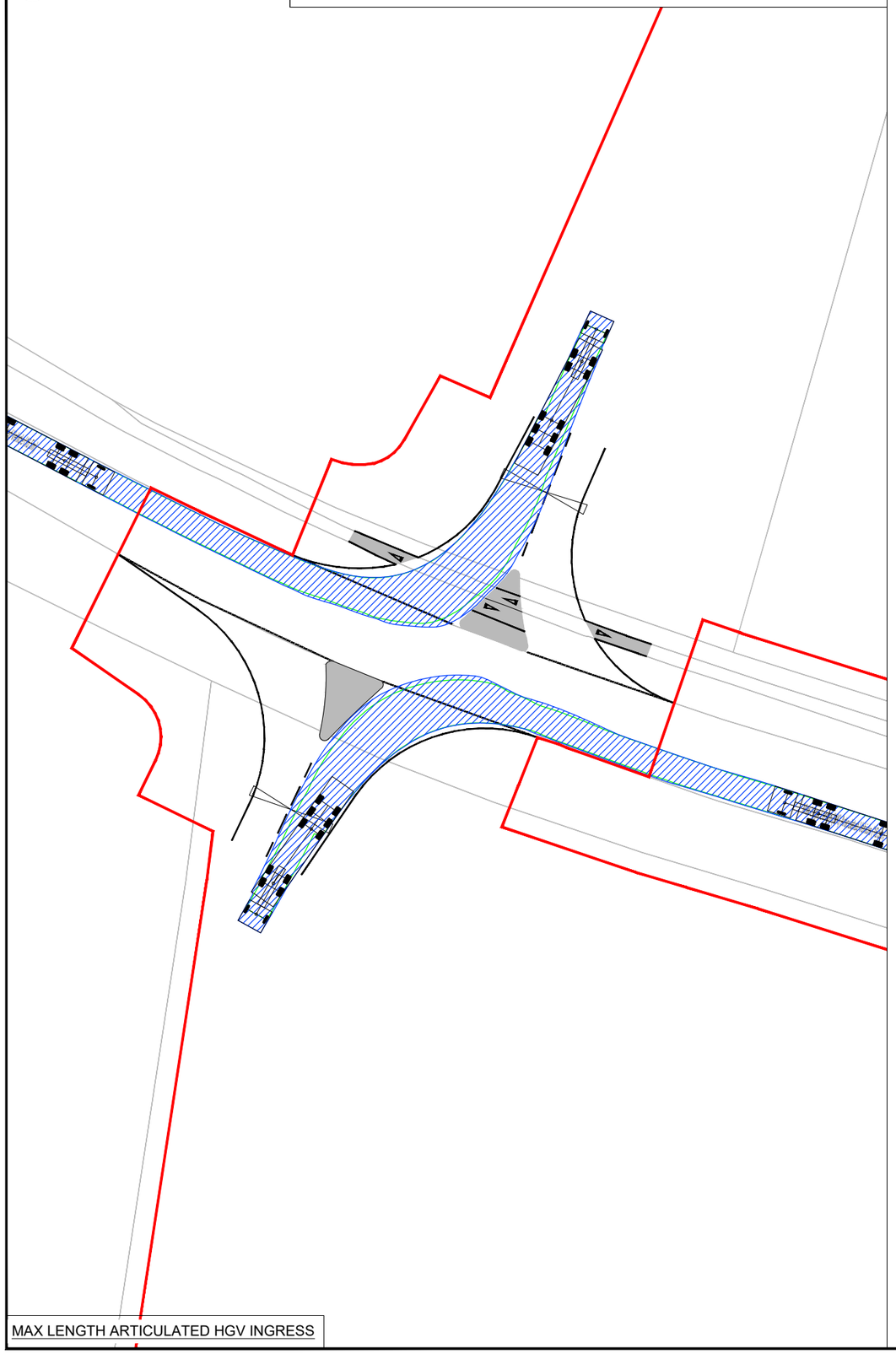
CLIENT DWG No.

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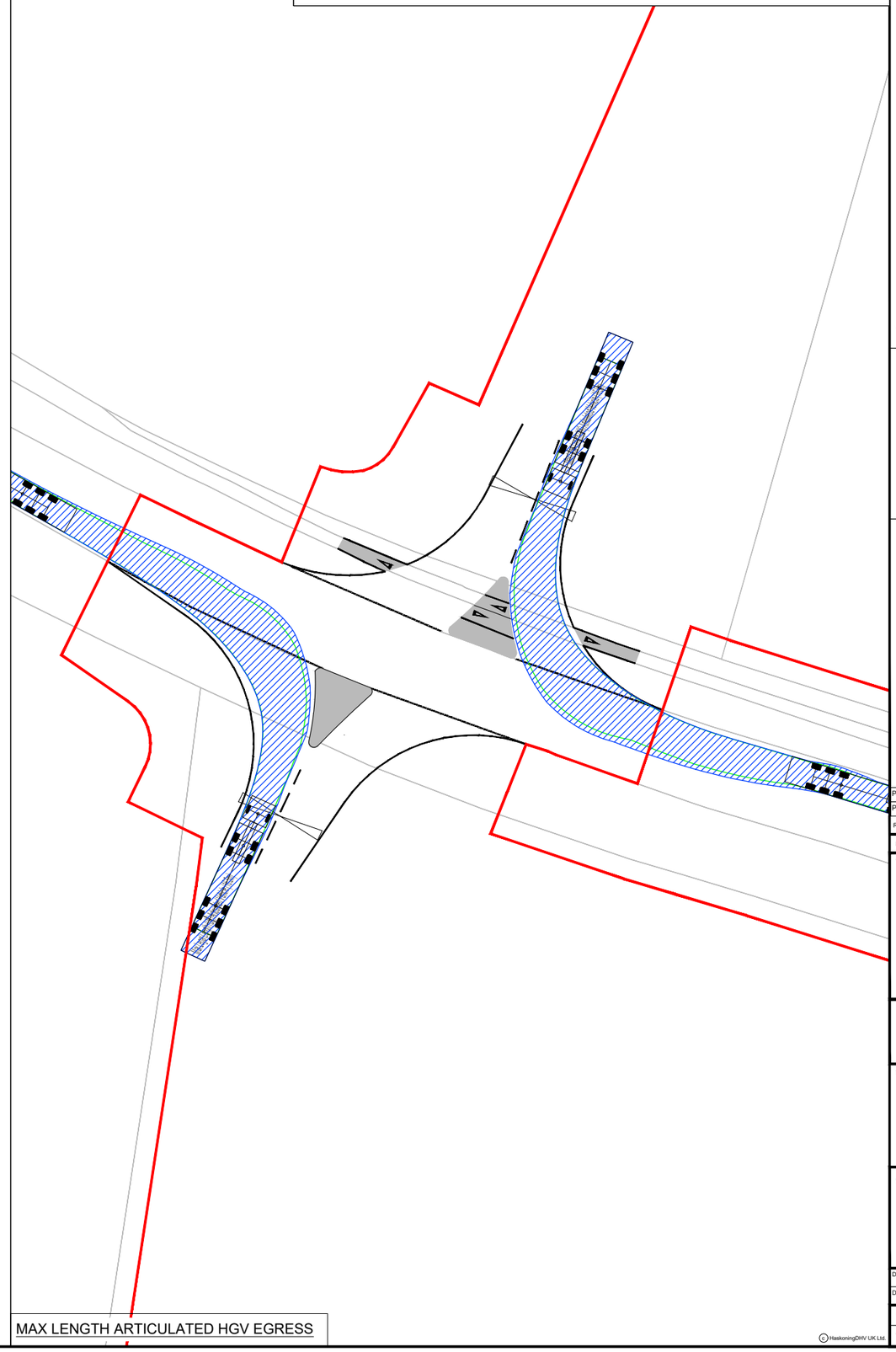
PC2340-RHD-ZZ-ZZ-DR-R-0144

25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV INGRESS



MAX LENGTH ARTICULATED HGV EGRESS

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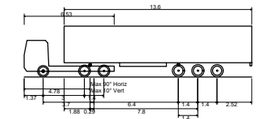
NOTES

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KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	23.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC13 (NORTH & SOUTH)
SWEPT PATH ANALYSIS

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Peterborough PE2 6FZ
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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
23.07.23	1:500	

DRAWING No.	REVISION
PC2340-RHD-ZZ-ZZ-DR-R-0144	P02
CLIENT DWG No.	

PC2340-RHD-ZZ-ZZ-DR-R-0125

20m 0 20 40 60m

SCALE IN METRES
1:1000

ACCESS AC15
(NORTH)

8m
27m
R10m
R18m
2.4m x 160m
2.4m x 160m
R15m
R15m
20m
7m
ACCESS AC15
(SOUTH)
2.4m x 160m
2.4m x 160m

NOTES

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3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- SHARED CYCLE/FOOTWAY WITH TACTILE PAVING TO BE INSTALLED AT CROSSINGS
- CARRIAGEWAY WIDENING - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN



TABLE 1 - VISIBILITY

Access AC15	Visibility	
	East	West
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
85% of Recordered Speeds (mph) (85RS)	49	
Required Y-distance SSD for 85RS (m) (DMRB)	160	
Is Required Y-distance SSD achievable?	Yes	Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

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PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC15 (NORTH & SOUTH)
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0125 REVISION P02

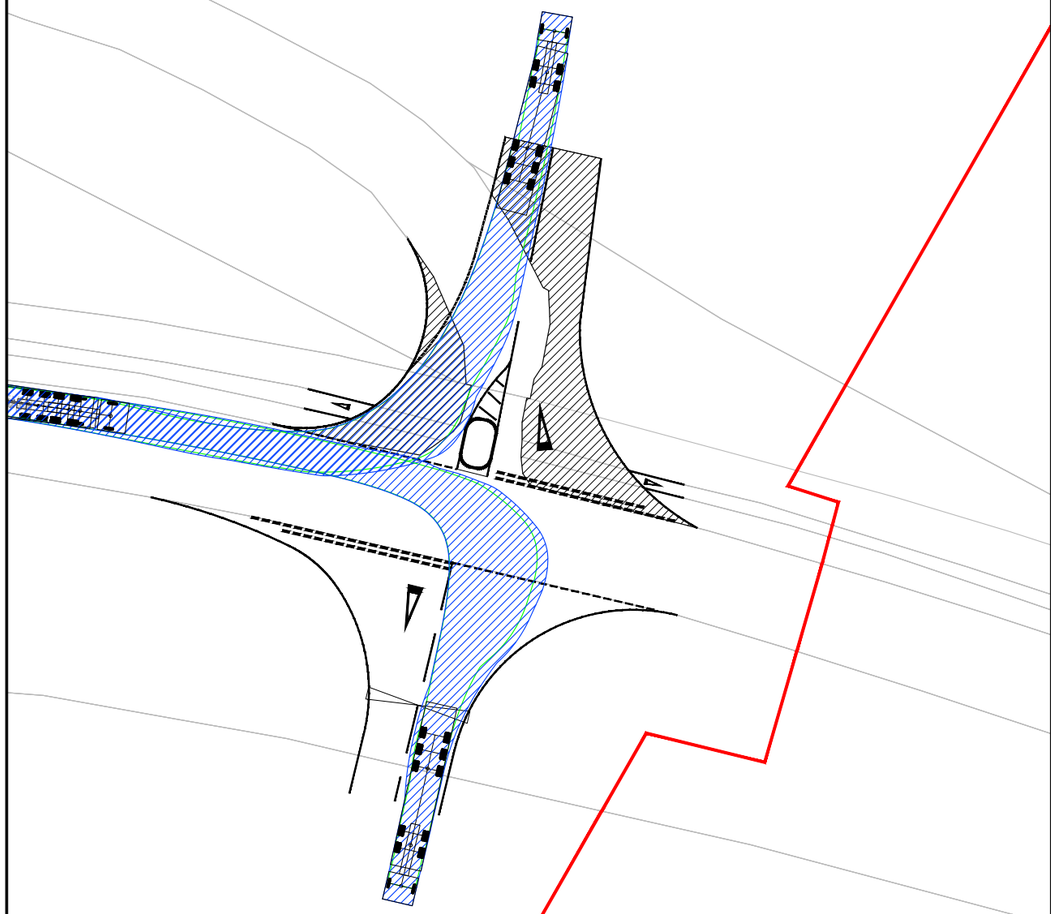
CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0145

25m 20 15 10 5 0 10 20 30m

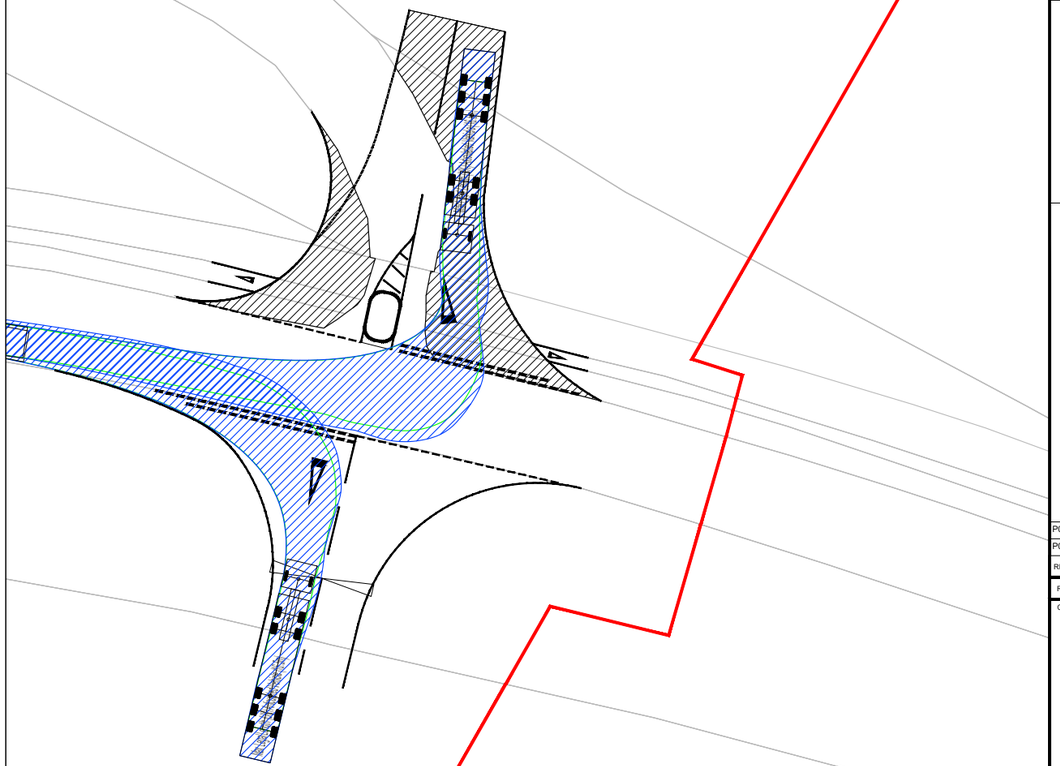
SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV INGRESS

25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV EGRESS

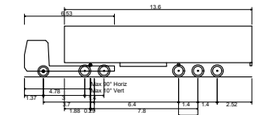
NOTES

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KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	23.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

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PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC15 (NORTH & SOUTH)
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0145

REVISION P02

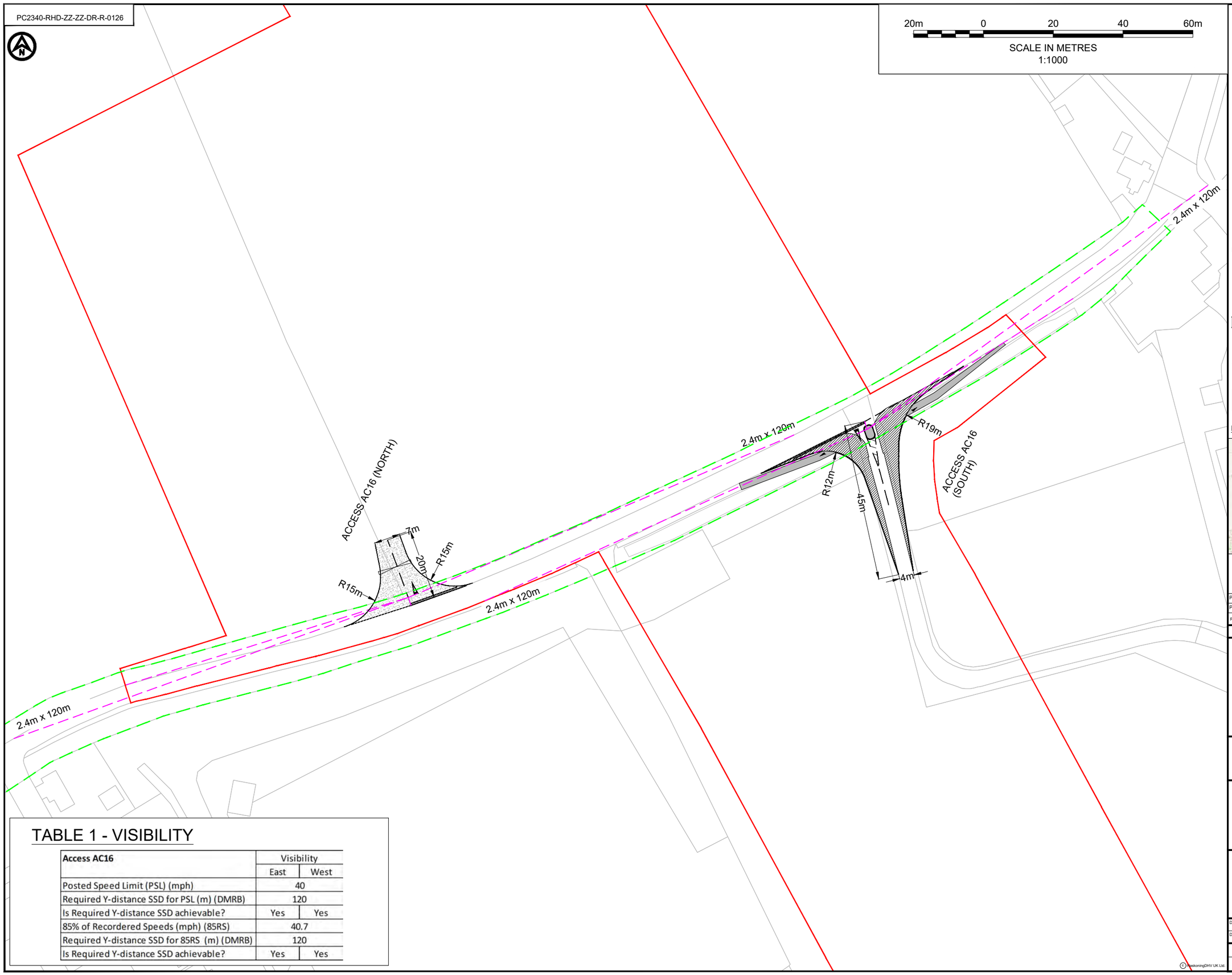
CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0126

20m 0 20 40 60m

SCALE IN METRES
1:1000



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3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- SHARED CYCLE/FOOTWAY WITH TACTILE PAVING TO BE INSTALLED AT CROSSINGS
- CARRIAGEWAY WIDENING - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN

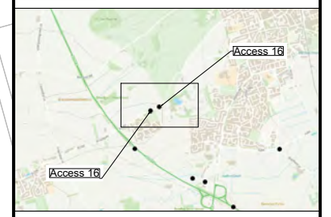


TABLE 1 - VISIBILITY

Access AC16	Visibility	
	East	West
Posted Speed Limit (PSL) (mph)	40	
Required Y-distance SSD for PSL (m) (DMRB)	120	
Is Required Y-distance SSD achievable?	Yes	Yes
85% of Recordered Speeds (mph) (85RS)	40.7	
Required Y-distance SSD for 85RS (m) (DMRB)	120	
Is Required Y-distance SSD achievable?	Yes	Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC16 (NORTH & SOUTH)
GENERAL ARRANGEMENT

Westport, Peterborough Business Park,
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Peterborough PE2 6FZ
Tel +44(0)1832 589595
www.royalhaskoningdhv.com

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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
19.06.23	1:1000	

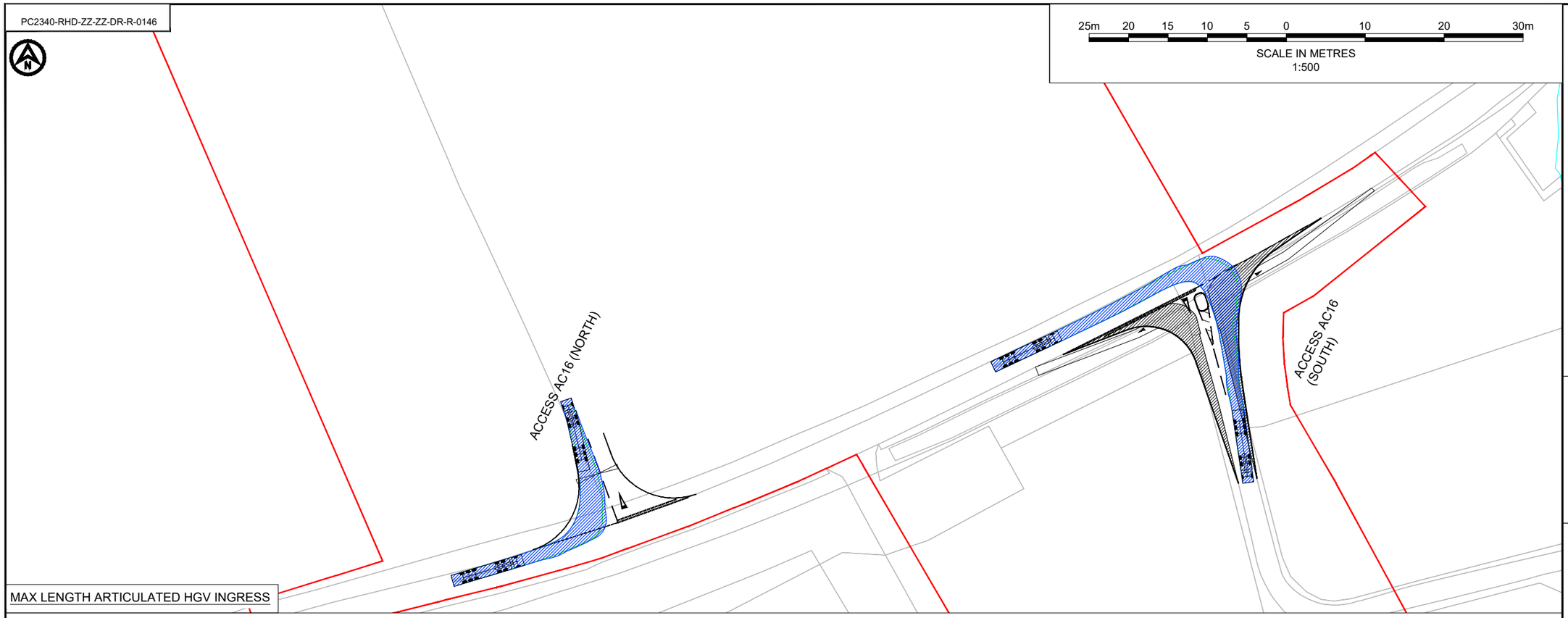
DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0126

REVISION P02

CLIENT DWG No.

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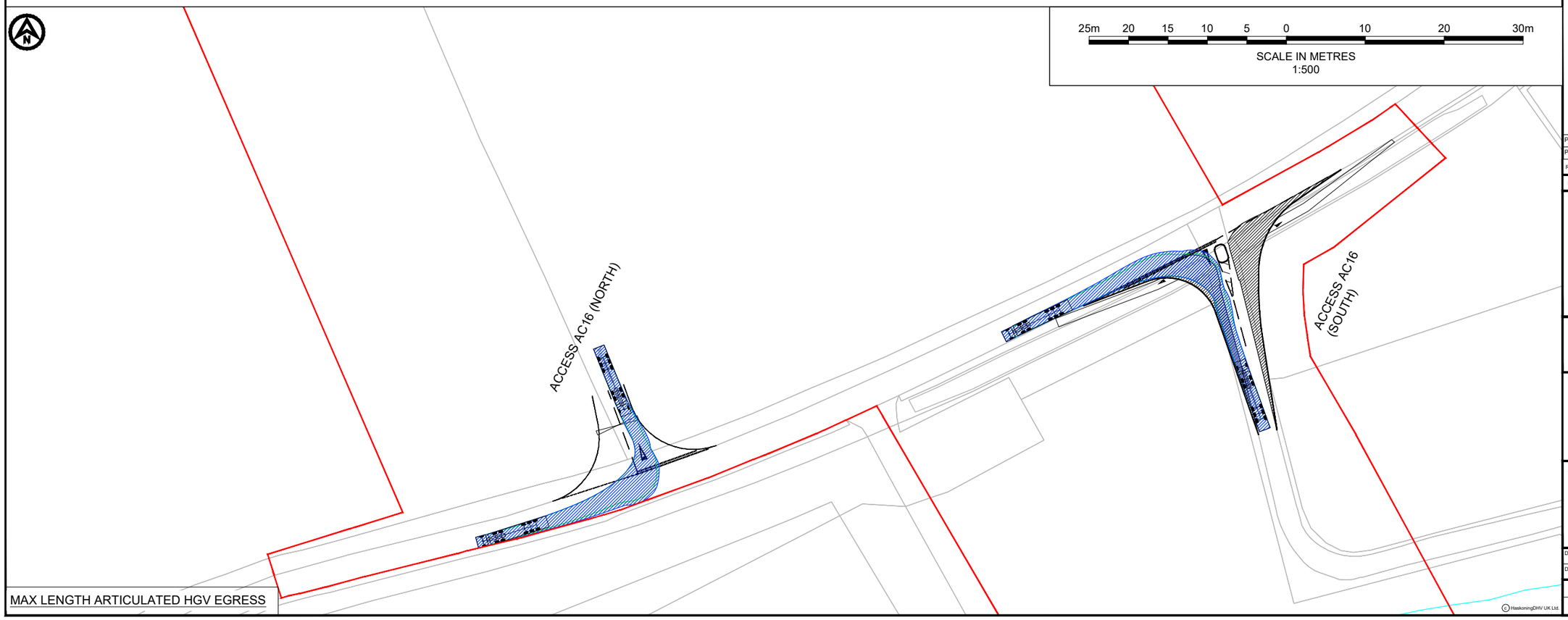
PC2340-RHD-ZZ-ZZ-DR-R-0146



25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500

MAX LENGTH ARTICULATED HGV INGRESS



25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500

MAX LENGTH ARTICULATED HGV EGRESS

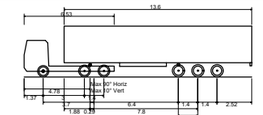
NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	23.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC16 (NORTH & SOUTH)
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
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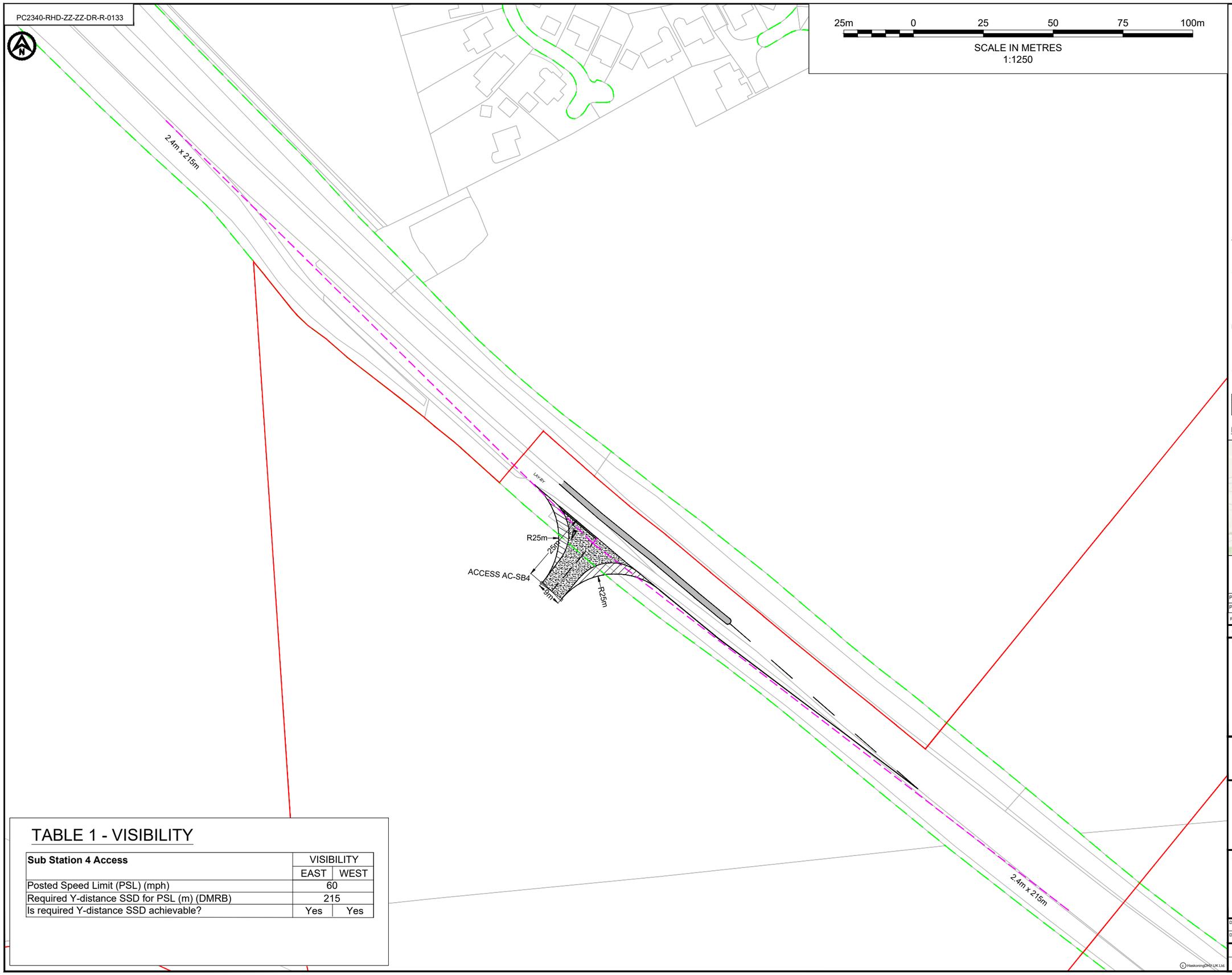
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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
23.07.23	1:500	

DRAWING No.	REVISION
PC2340-RHD-ZZ-ZZ-DR-R-0146	P02
CLIENT DWG No.	

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PC2340-RHD-ZZ-ZZ-DR-R-0133



NOTES

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3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- HIGHWAY BOUNDARY
- ONSHORE CABLE CORRIDOR
- SUBSTATION ZONE C
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN



TABLE 1 - VISIBILITY

Sub Station 4 Access	VISIBILITY	
	EAST	WEST
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is required Y-distance SSD achievable?	Yes	Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC-SB4
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569
www.royalhaskoningdhv.com

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AA	SKT	SKT
DATE: 19.06.23	SCALE: 1:1250	AUTOCAD REF.

DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0133

REVISION P02

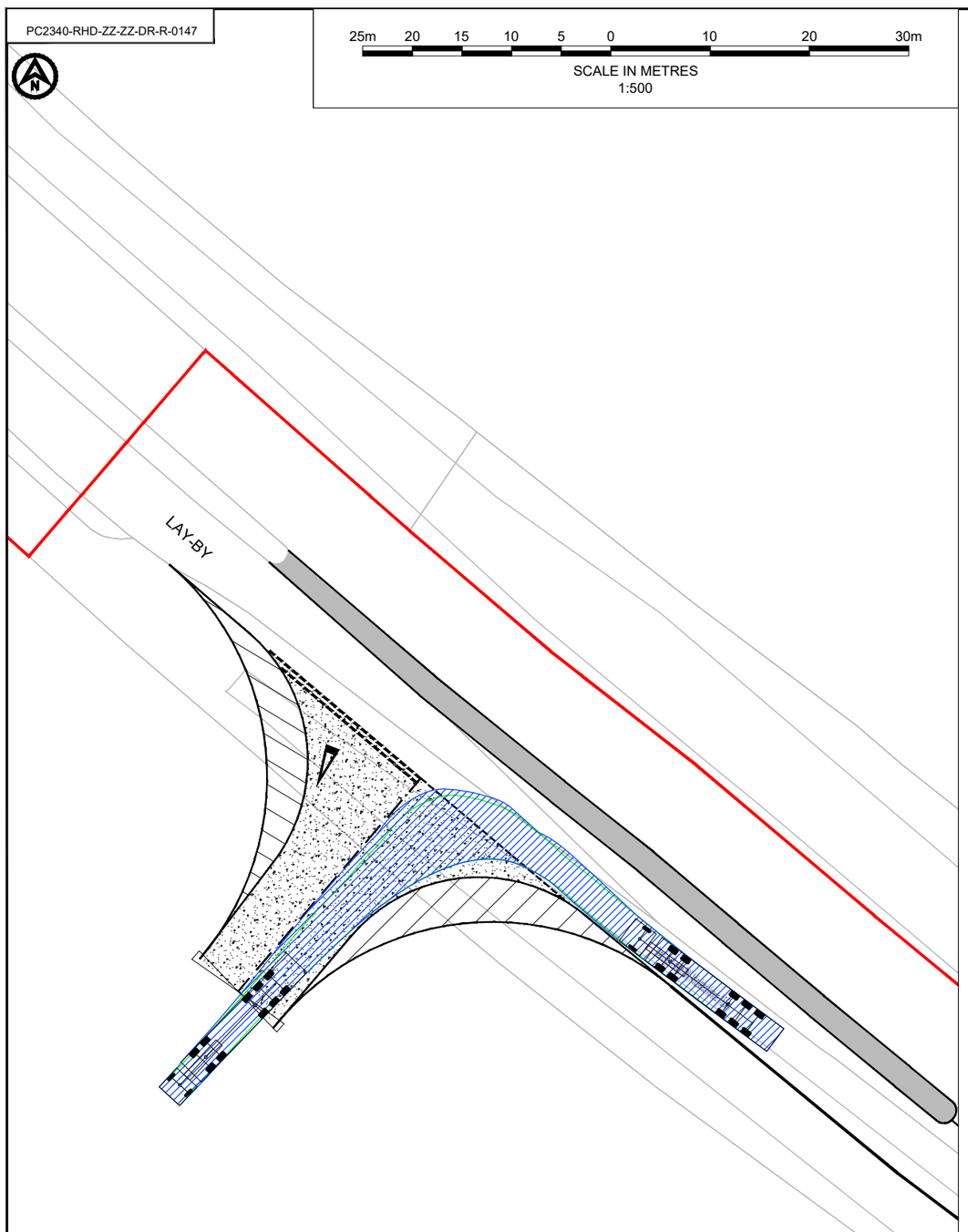
CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0147

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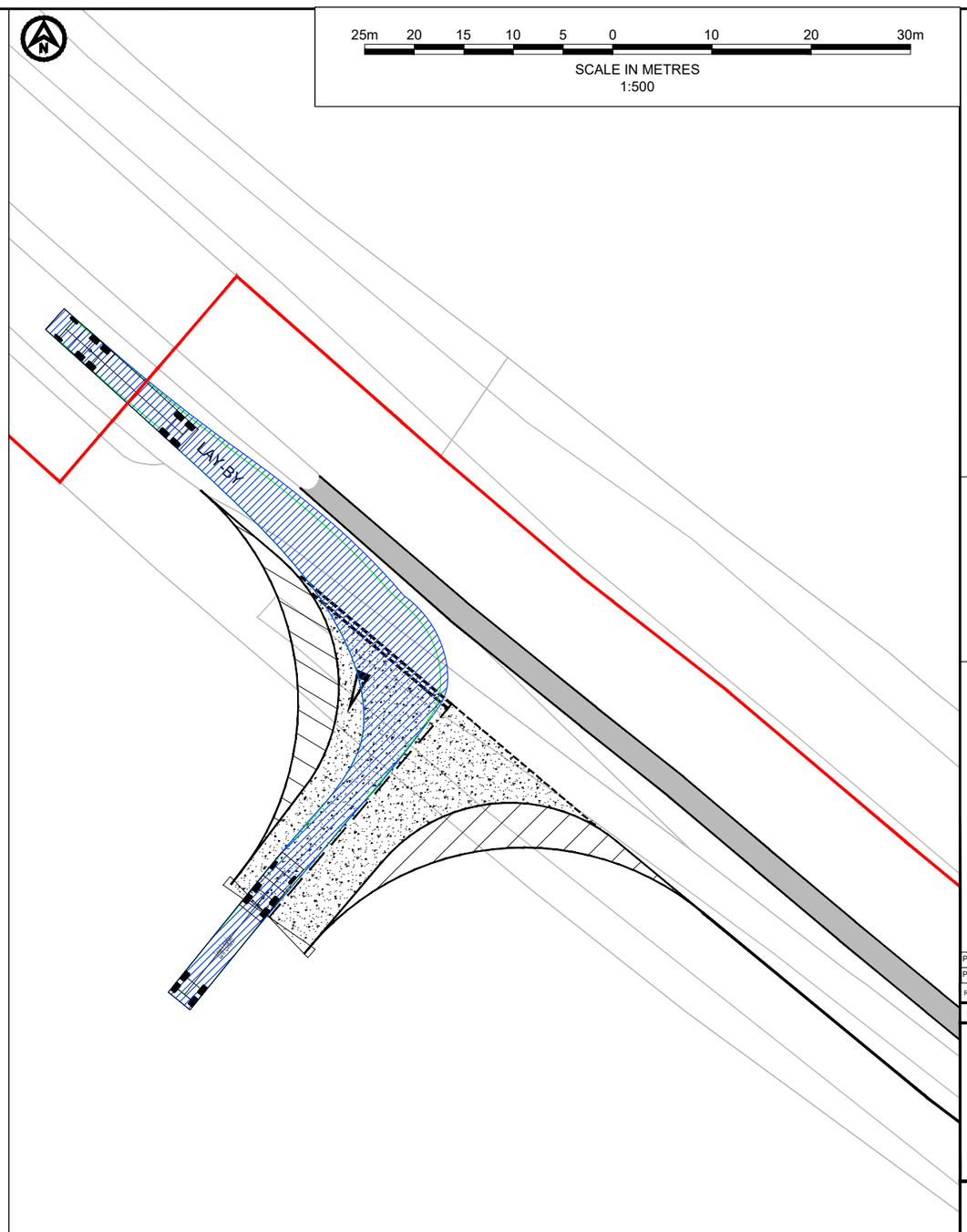
SCALE IN METRES
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MAX LENGTH ARTICULATED HGV INGRESS

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SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV EGRESS

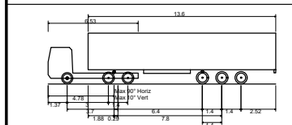
NOTES

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KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	23.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC-SB4
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0162

25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500

ACCESS AC18

R10m

R24m

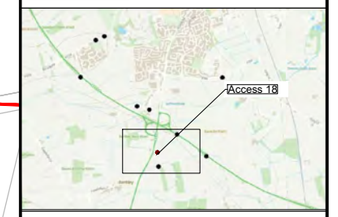
NOTES

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3. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- CARRIAGEWAY WIDENING - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	08.09.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC18
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
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Tel +44(0)1932 569566
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DATE	SCALE	AUTOCAD REF.
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0162

REVISION P02

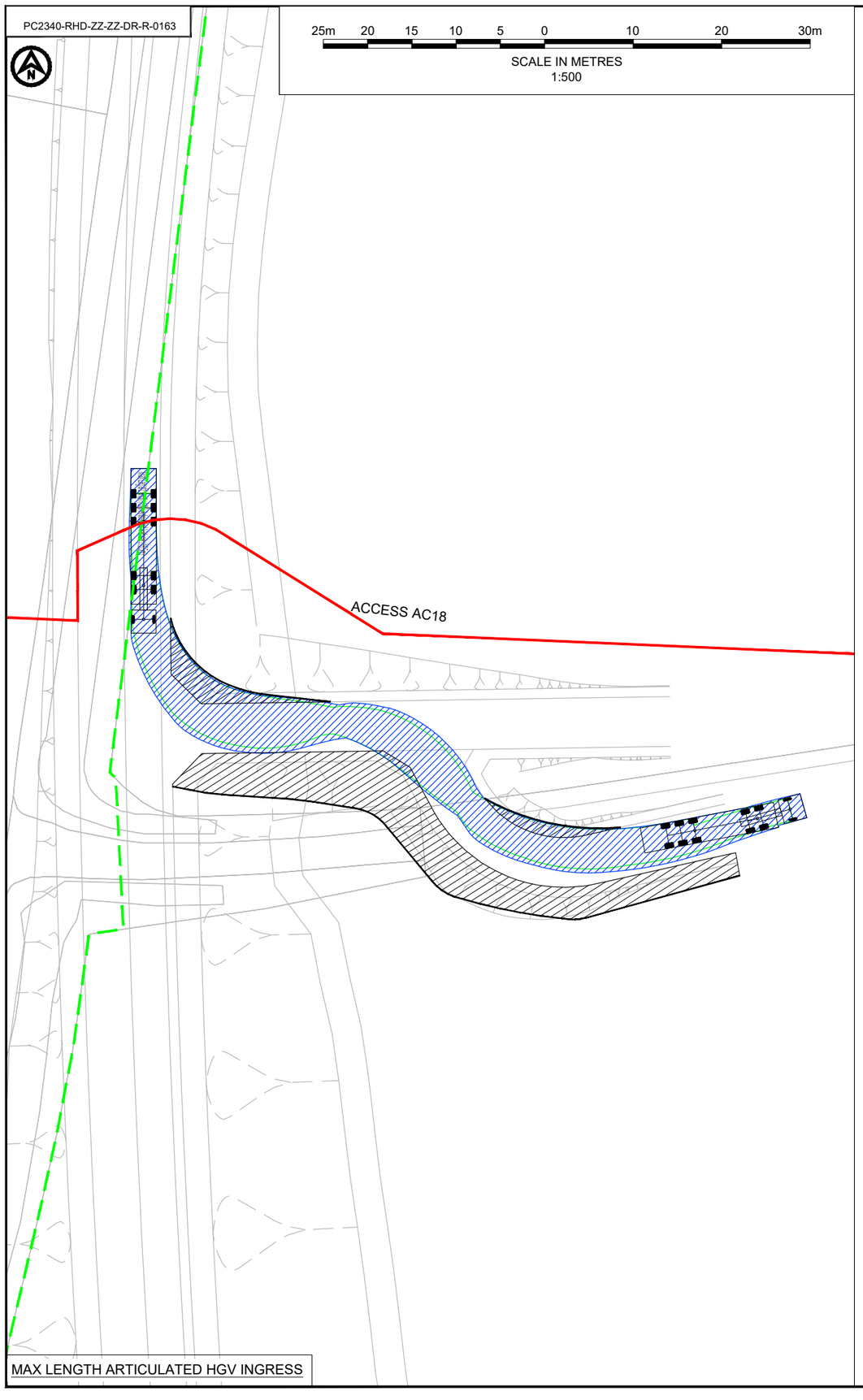
CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0163

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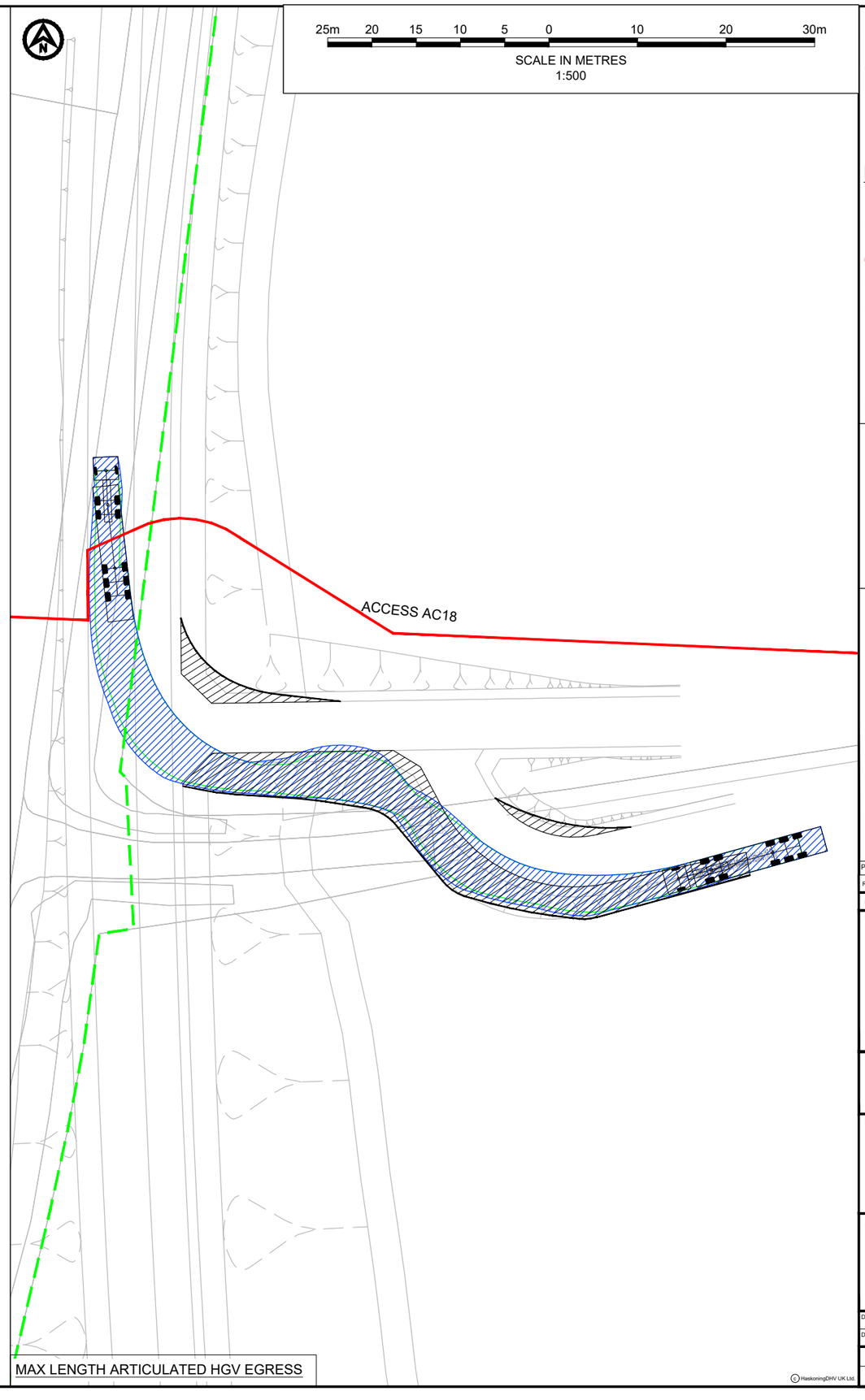
SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV INGRESS

25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV EGRESS

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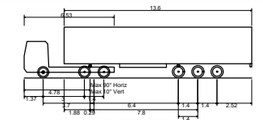
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KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- CARRIAGEWAY WIDENING - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	01.10.24	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC18
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569568
www.royalhaskoningdhv.com

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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
01.10.24	1:500	

DRAWING No.	REVISION
PC2340-RHD-ZZ-ZZ-DR-R-0163	P01
CLIENT DWG No.	

PC2340-RHD-ZZ-ZZ-DR-R-0127

20m 0 20 40 60m

SCALE IN METRES
1:1000

LAY-BY

R15m

8m

25m

R15m

ACCESS
AC17 (SOUTH)

2.4m x 295m

NOTES

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4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

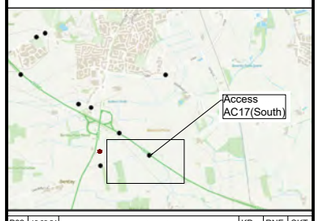
KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

TABLE 1 - VISIBILITY

Access AC17	Visibility	
	East	West
Posted Speed Limit (PSL) (mph)	70	
Required Y-distance SSD for PSL (m) (DMRB)	295	
Is Required Y-distance SSD achievable?	Yes	Yes

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

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PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC17 (SOUTH)
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0127 REVISION P02

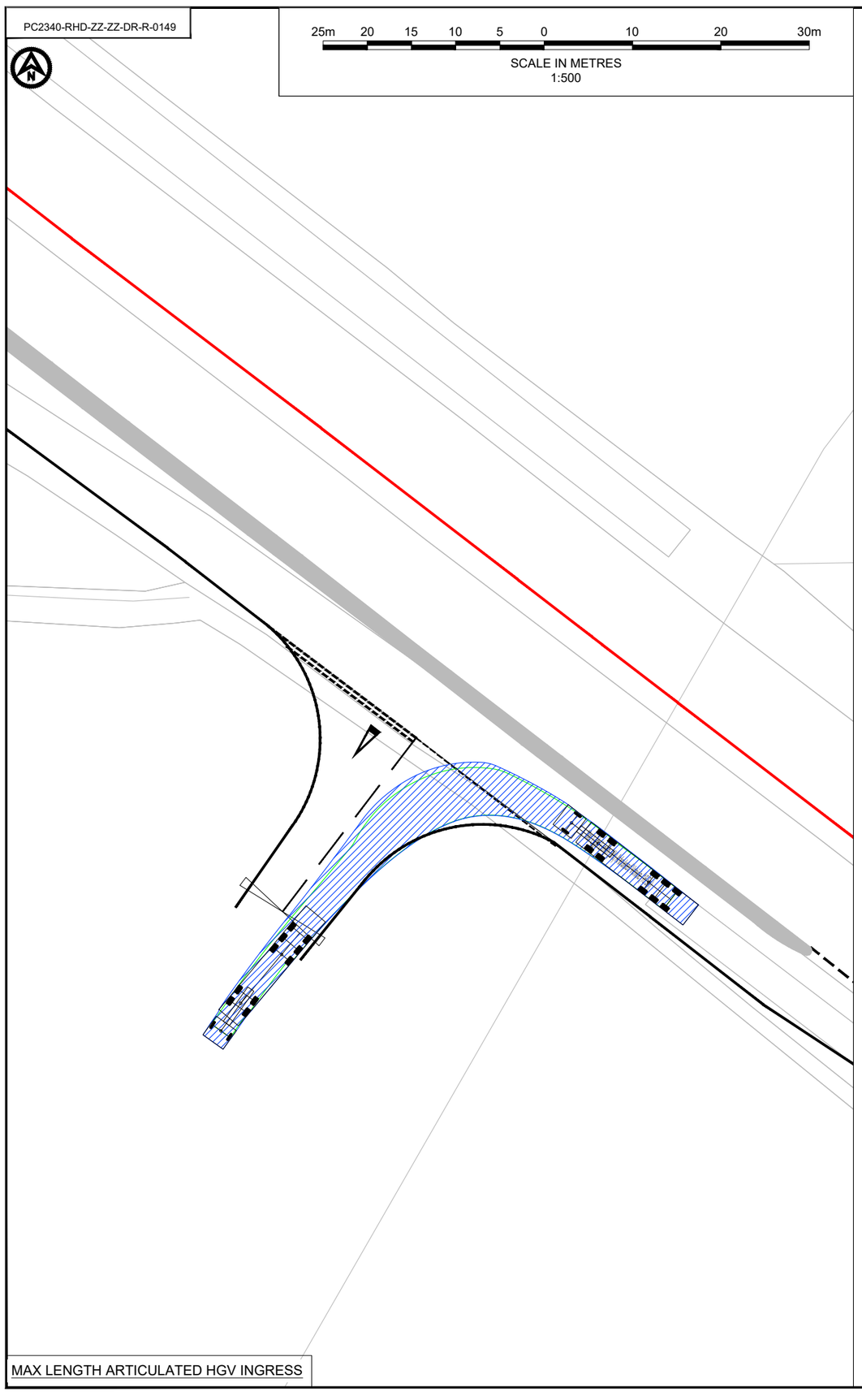
CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0149

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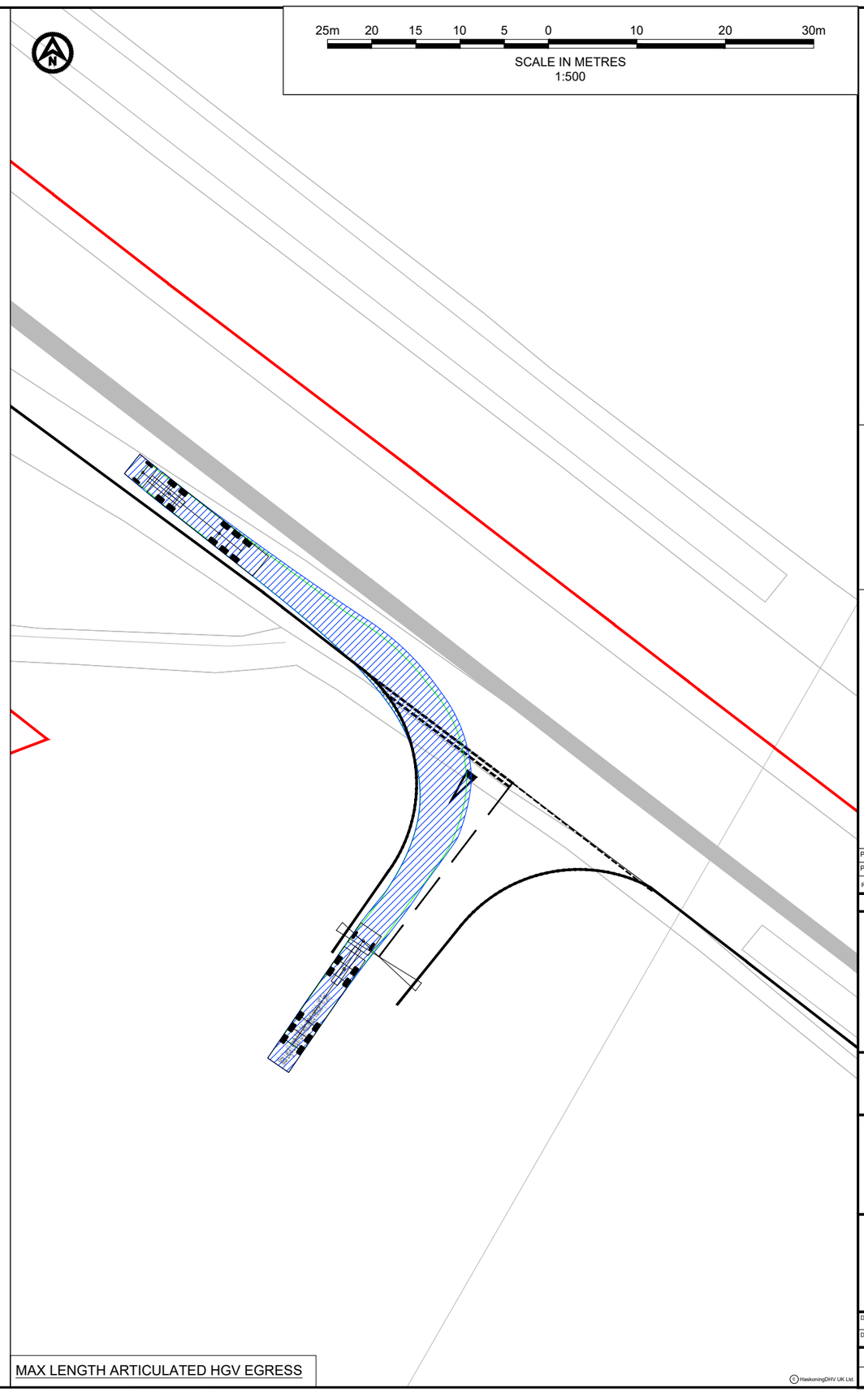
SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV INGRESS

25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV EGRESS

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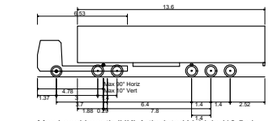
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KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	23.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC17 (SOUTH)
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0149

REVISION P02

CLIENT DWG No.

PC2340-RHD-ZZ-ZZ-DR-R-0134

20m 0 20 40 60m

SCALE IN METRES
1:1000

R12m

R16m

ACCESS AC17 (WEST)

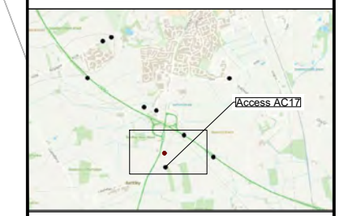
NOTES

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3. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- CARRIAGEWAY WIDENING - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	04.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC17 (WEST)
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0134

REVISION P02

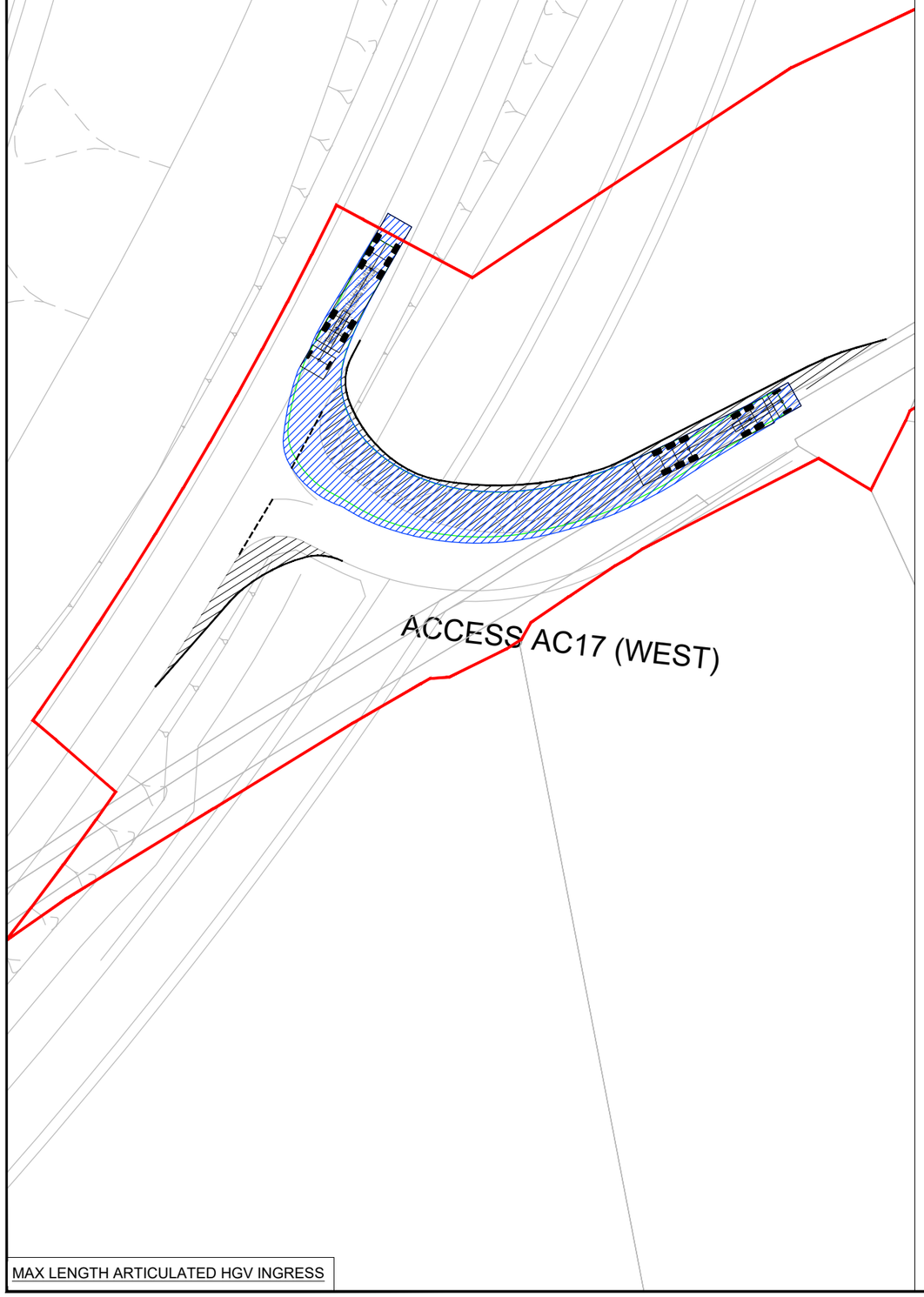
CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0150

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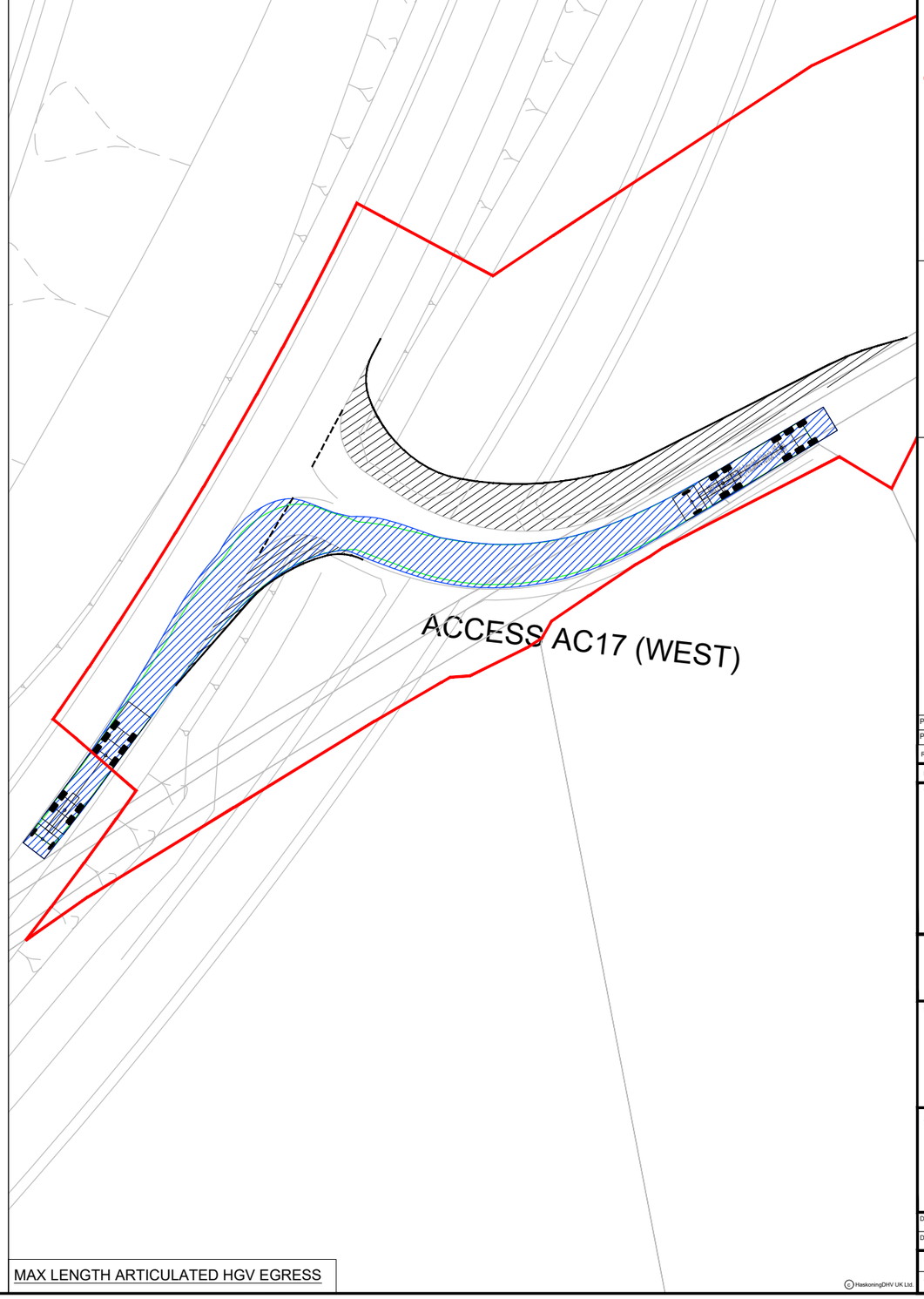
SCALE IN METRES
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MAX LENGTH ARTICULATED HGV INGRESS

25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500



MAX LENGTH ARTICULATED HGV EGRESS

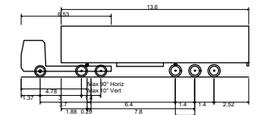
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KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ONSHORE CABLE CORRIDOR
- CARRIAGEWAY WIDENING - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	23.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

ACCESS AC17 (WEST)
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
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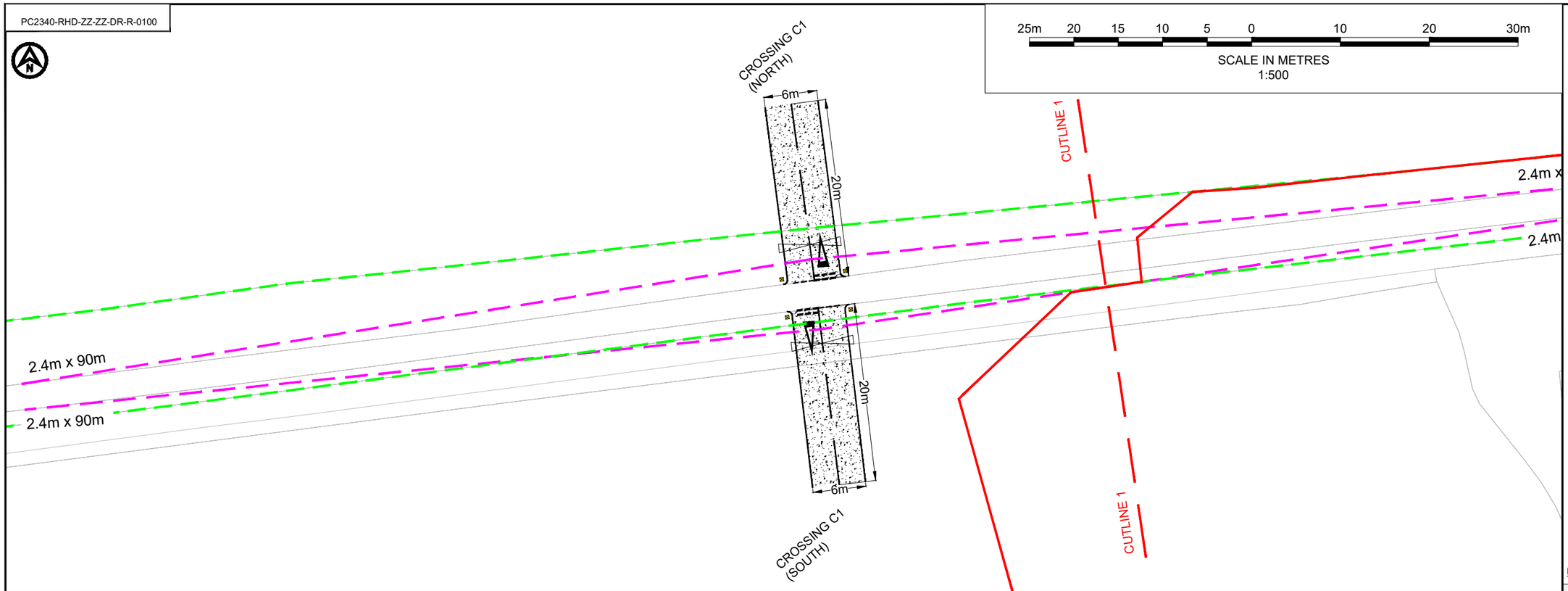
DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0150

REVISION P02

CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0100



25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500

NOTES

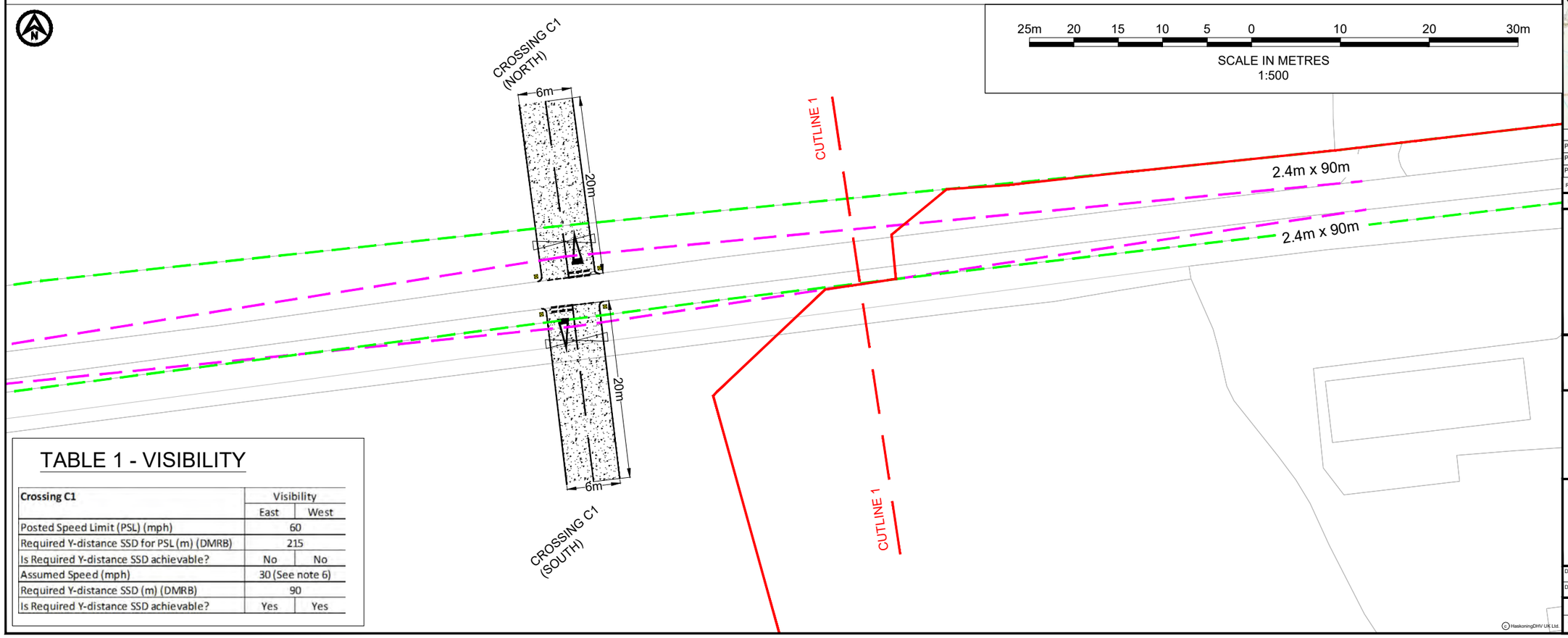
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3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Reduced speed limit has been taken into account considering the geometry of the existing road.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- PROPOSED YELLOW DEMARCATION BOLLARD

LOCATION PLAN





25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500

TABLE 1 - VISIBILITY

Crossing C1	Visibility	
	East	West
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
Assumed Speed (mph)	30 (See note 6)	
Required Y-distance SSD (m) (DMRB)	90	
Is Required Y-distance SSD achievable?	Yes	Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
P03	30.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P02	19.03.24	SECOND ISSUE	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH OFFSHORE WIND FARMS

TITLE

CROSSING C1 (NORTH & SOUTH) GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569568
www.royalhaskoningdhv.com

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Enhancing Society Together

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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
19.06.23	1:500	

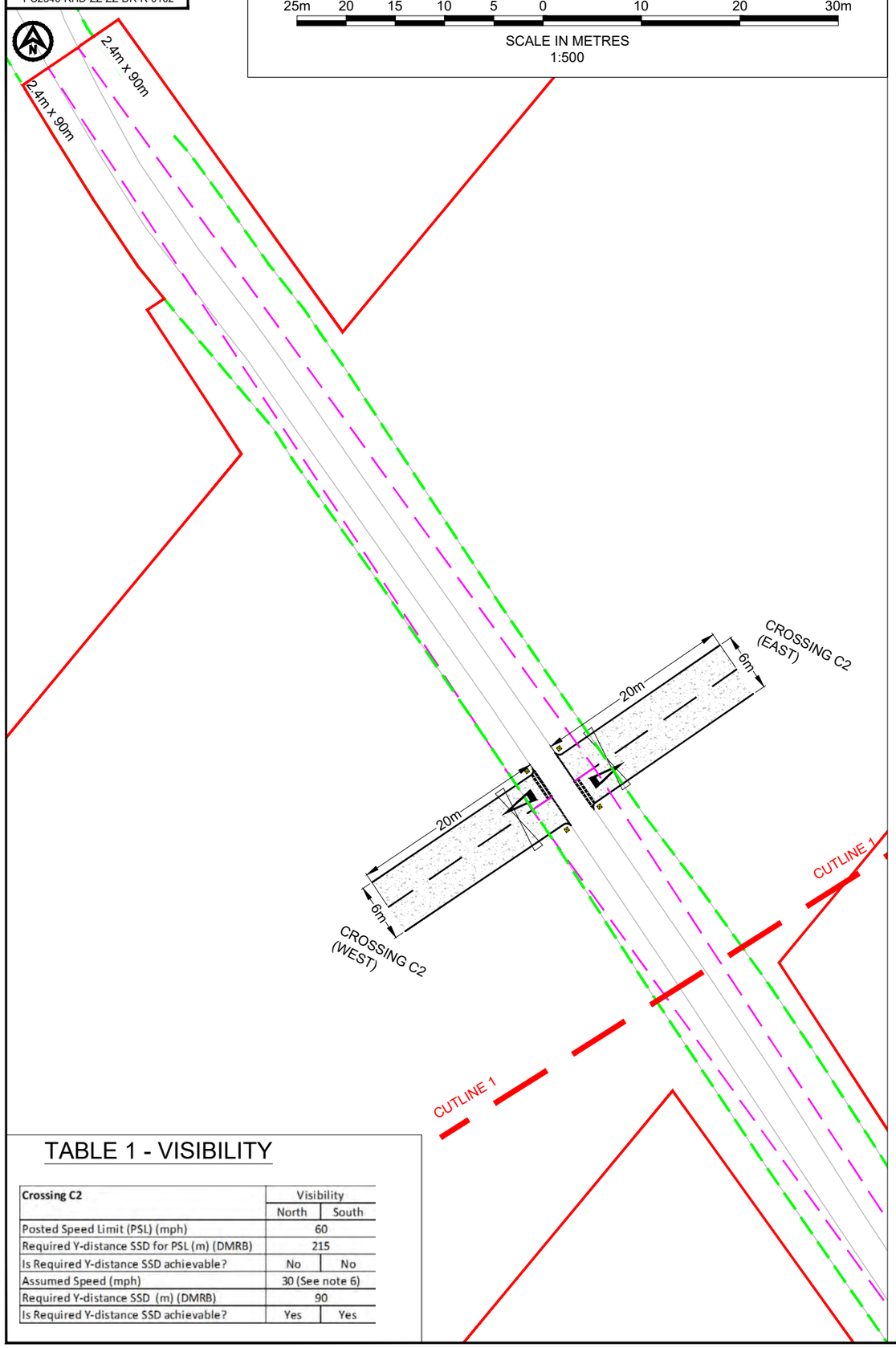
DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0100 | REVISION P03

CLIENT DWG No.

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DRAWING No.
PC2340-RHD-ZZ-ZZ-DR-R-0102

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SCALE IN METRES
1:500



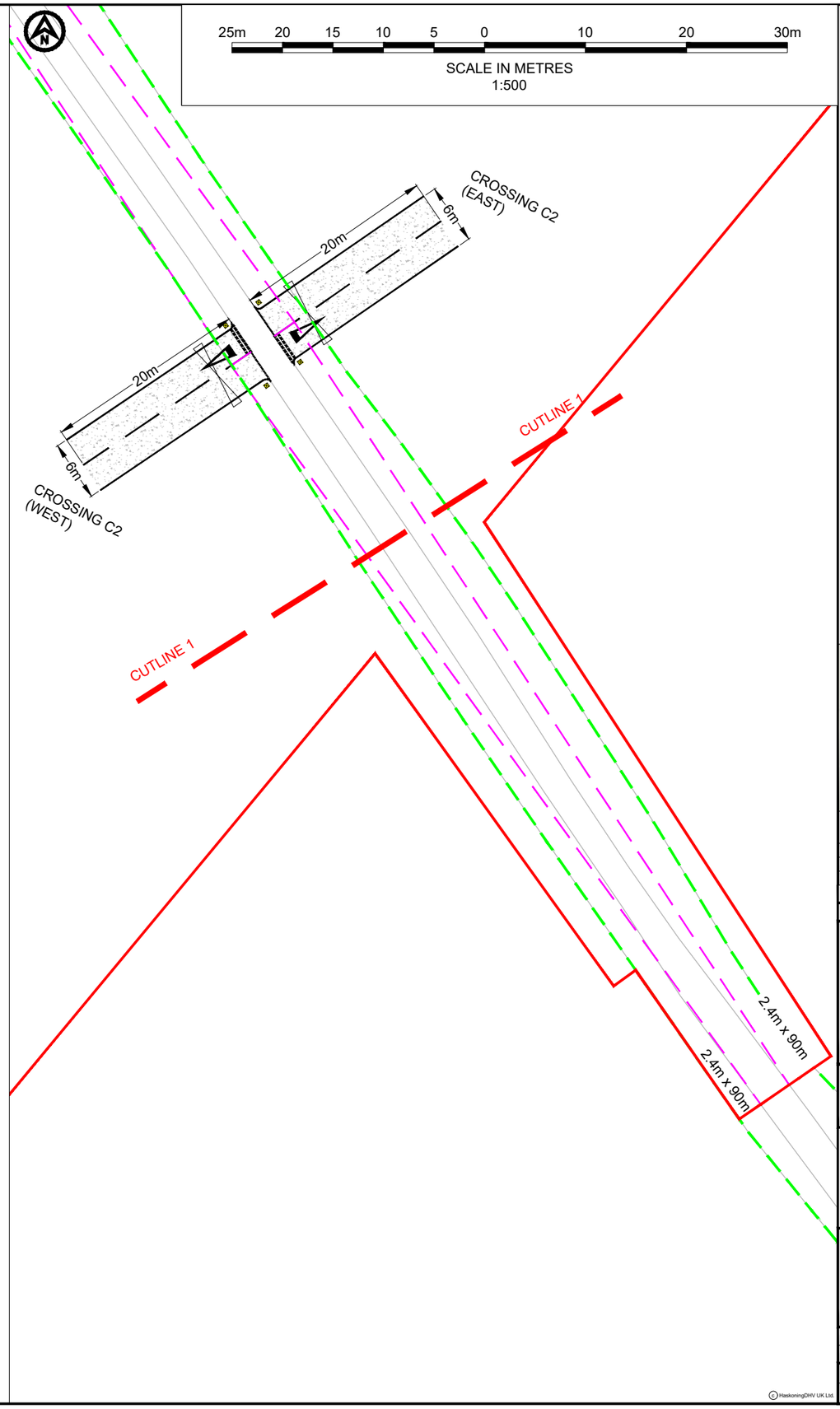


TABLE 1 - VISIBILITY

Crossing C2	Visibility	
	North	South
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
Assumed Speed (mph)	30 (See note 6)	
Required Y-distance SSD (m) (DMRB)	90	
Is Required Y-distance SSD achievable?	Yes	Yes

NOTES

1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Reduced speed limit has been taken into account considering the geometry of the existing road.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- PROPOSED YELLOW DEMARCATION BOLLARD

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P03	27.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH OFFSHORE WIND FARMS

TITLE

CROSSING C2 (EAST & WEST) GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park
Lynch Wood
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Tel +44(0)1932 595568
www.royalhaskoningdhv.com
Royal HaskoningDHV
Enhancing Society Together

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AA	SKT	SKT
DATE 19.06.23	SCALE 1:500	AUTOCAD REF.

DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0102
CLIENT DWG No.
REVISION P03

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DRAWING No.
PC2340-RHD-ZZ-ZZ-DR-R-0104

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SCALE IN METRES
1:500

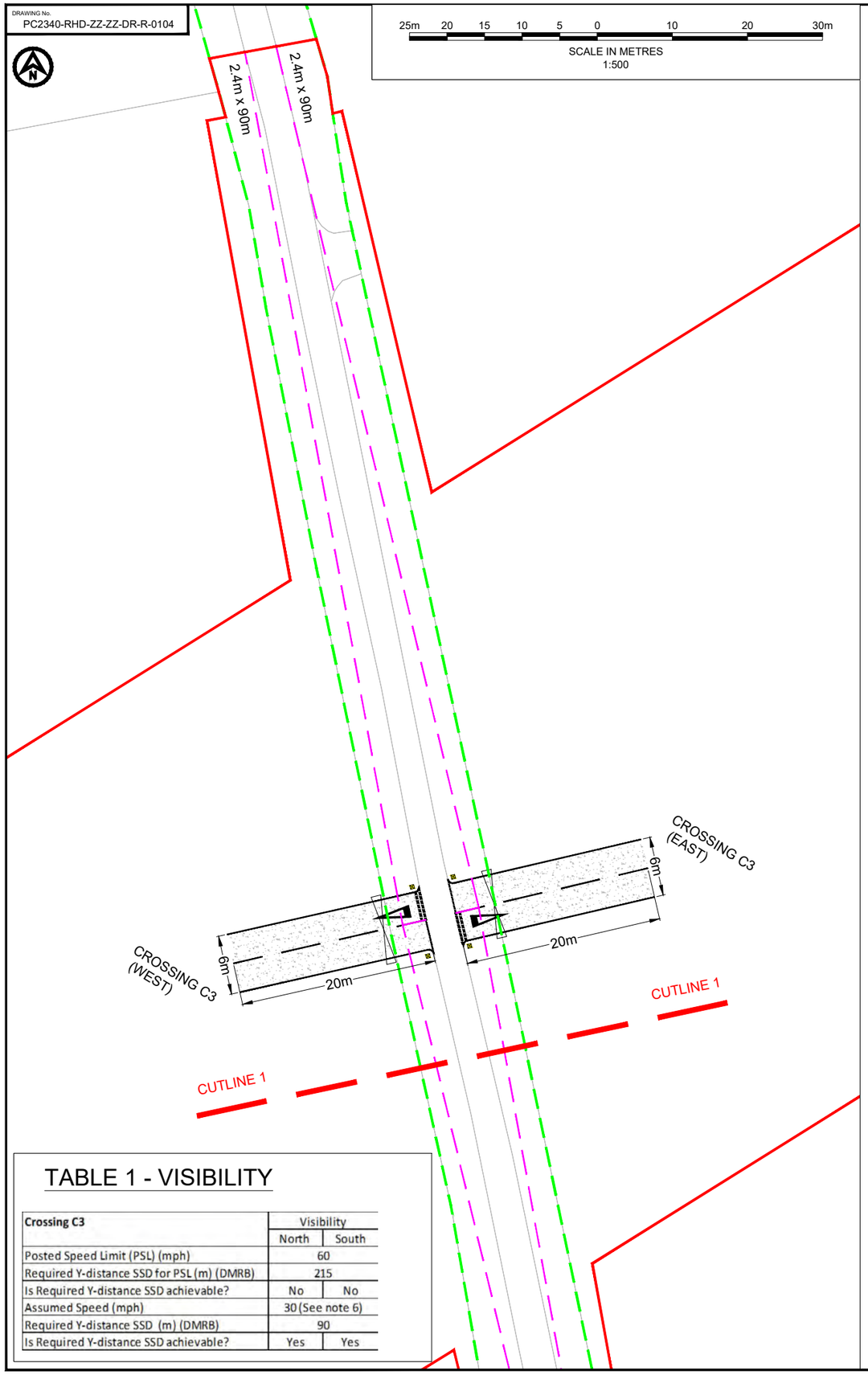
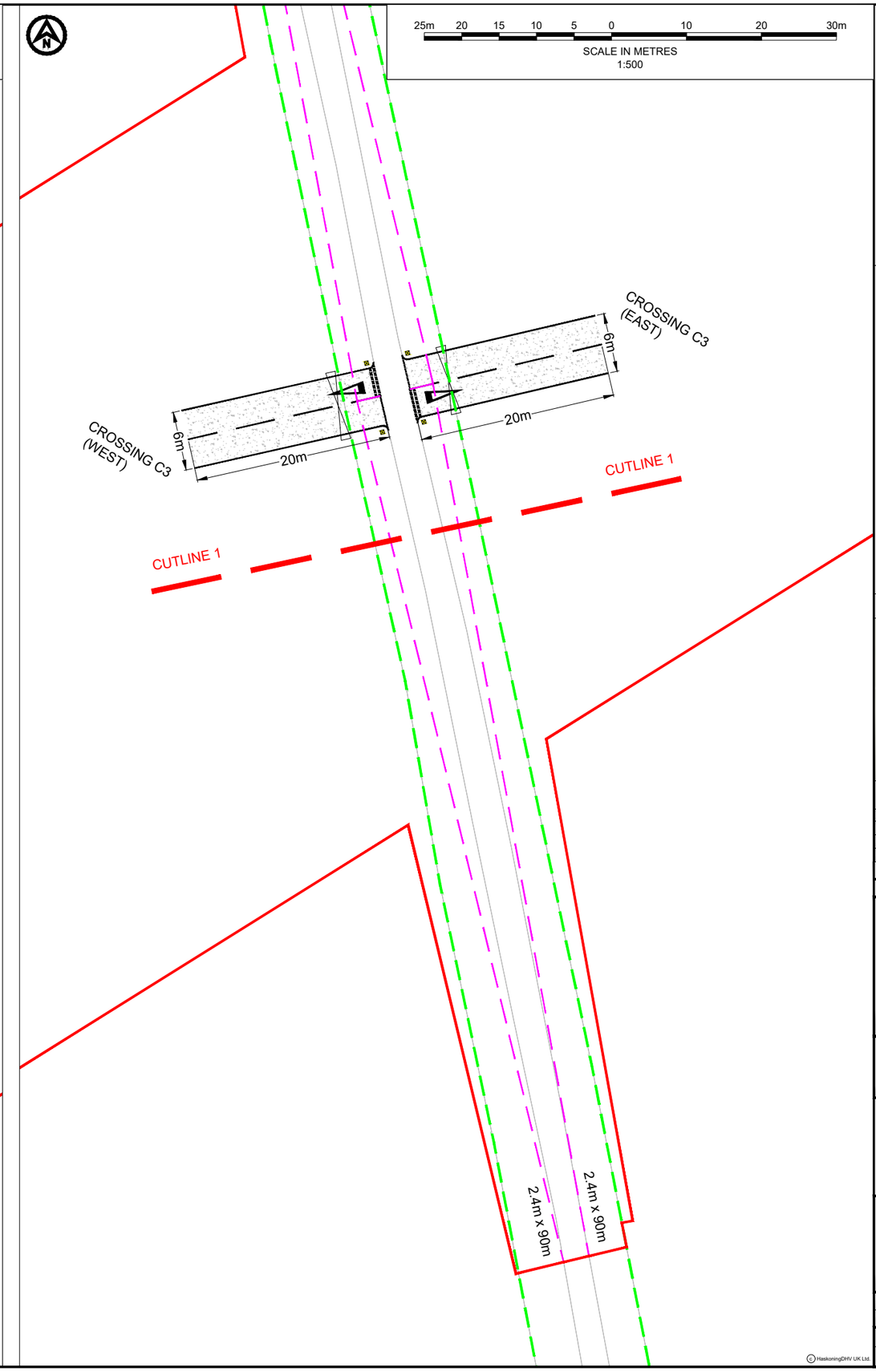


TABLE 1 - VISIBILITY

Crossing C3	Visibility	
	North	South
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
Assumed Speed (mph)	30 (See note 6)	
Required Y-distance SSD (m) (DMRB)	90	
Is Required Y-distance SSD achievable?	Yes	Yes



NOTES

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3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Reduced speed limit has been taken into account considering the geometry of the existing road.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- PROPOSED YELLOW DEMARCATION BOLLARD

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P04	27.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P03	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P02	08.09.23	UPDATED ACCESS LOCATION	AA	SKT	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH OFFSHORE WIND FARMS

TITLE

CROSSING C3 (EAST & WEST) GENERAL ARRANGEMENT

Westport, Peterborough Business Park
Lynch Wood
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Tel +44(0)1502 589565
www.royalhaskoningdhv.com
Royal HaskoningDHV
Enhancing Society Together

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AA	SKT	SKT

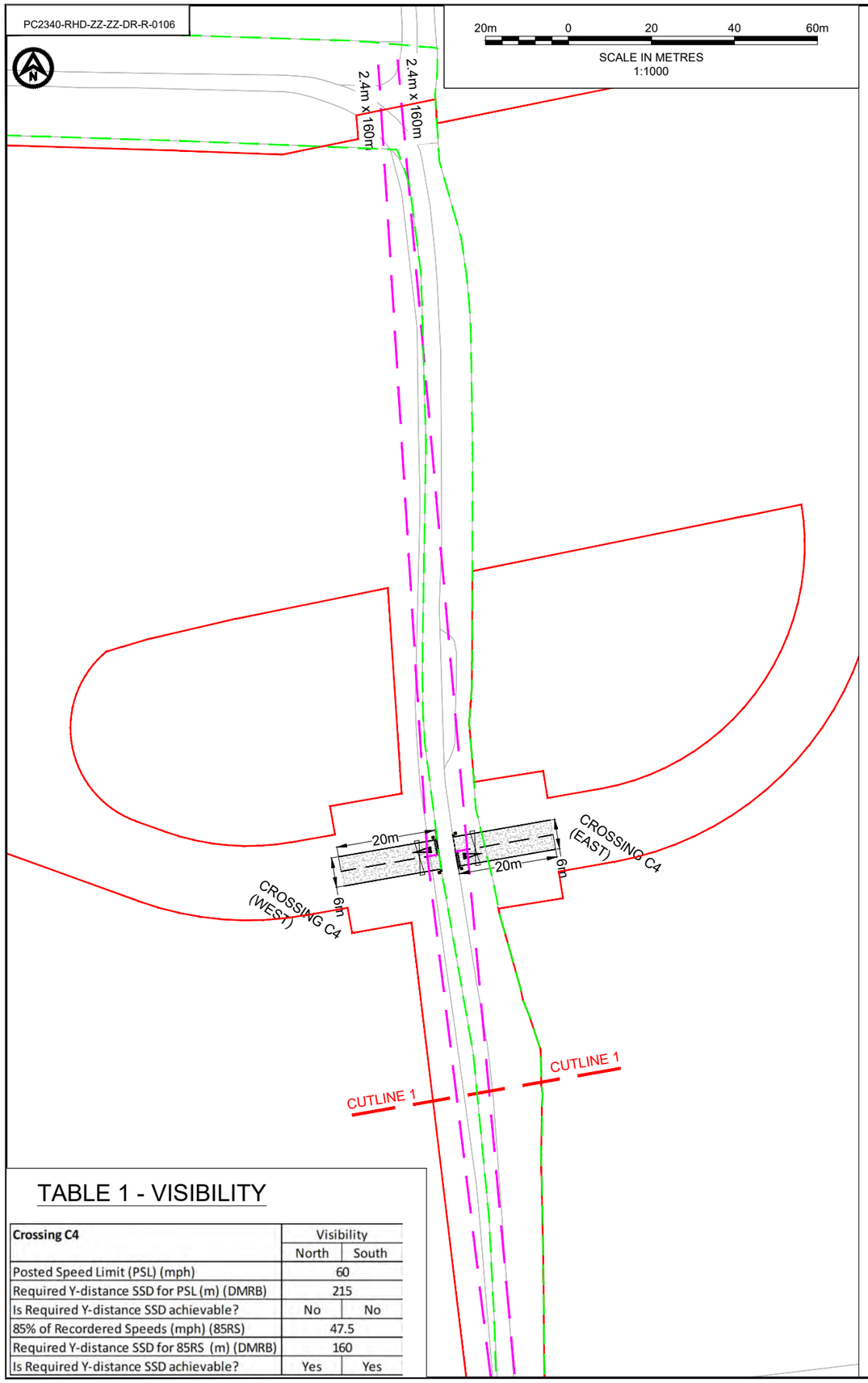
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0104 | REVISION P04

CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0106



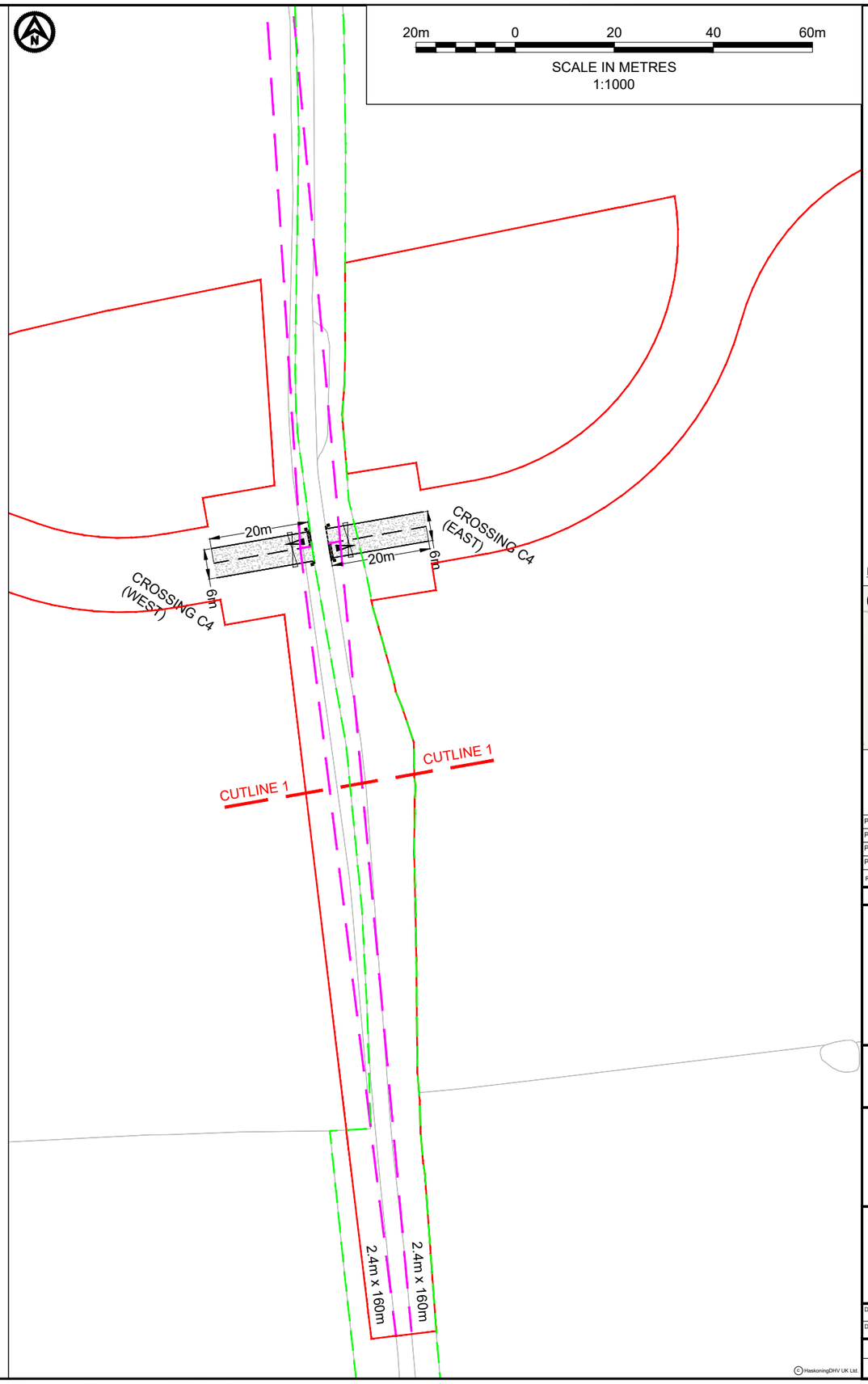


TABLE 1 - VISIBILITY

Crossing C4	Visibility	
	North	South
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
85% of Recordered Speeds (mph) (85RS)	47.5	
Required Y-distance SSD for 85RS (m) (DMRB)	160	
Is Required Y-distance SSD achievable?	Yes	Yes

NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- PROPOSED GATE
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- PROPOSED YELLOW DEMARCATION BOLLARD

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P04	29.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P03	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH OFFSHORE WIND FARMS

TITLE

CROSSING C4 (EAST & WEST) GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
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www.royalhaskoningdhv.com
Royal HaskoningDHV
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AA	SKT	SKT
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19.06.23	1:1000	

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CLIENT DWG No.

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DRAWING No.
PC2340-RHD-ZZ-ZZ-DR-R-0108

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SCALE IN METRES
1:500

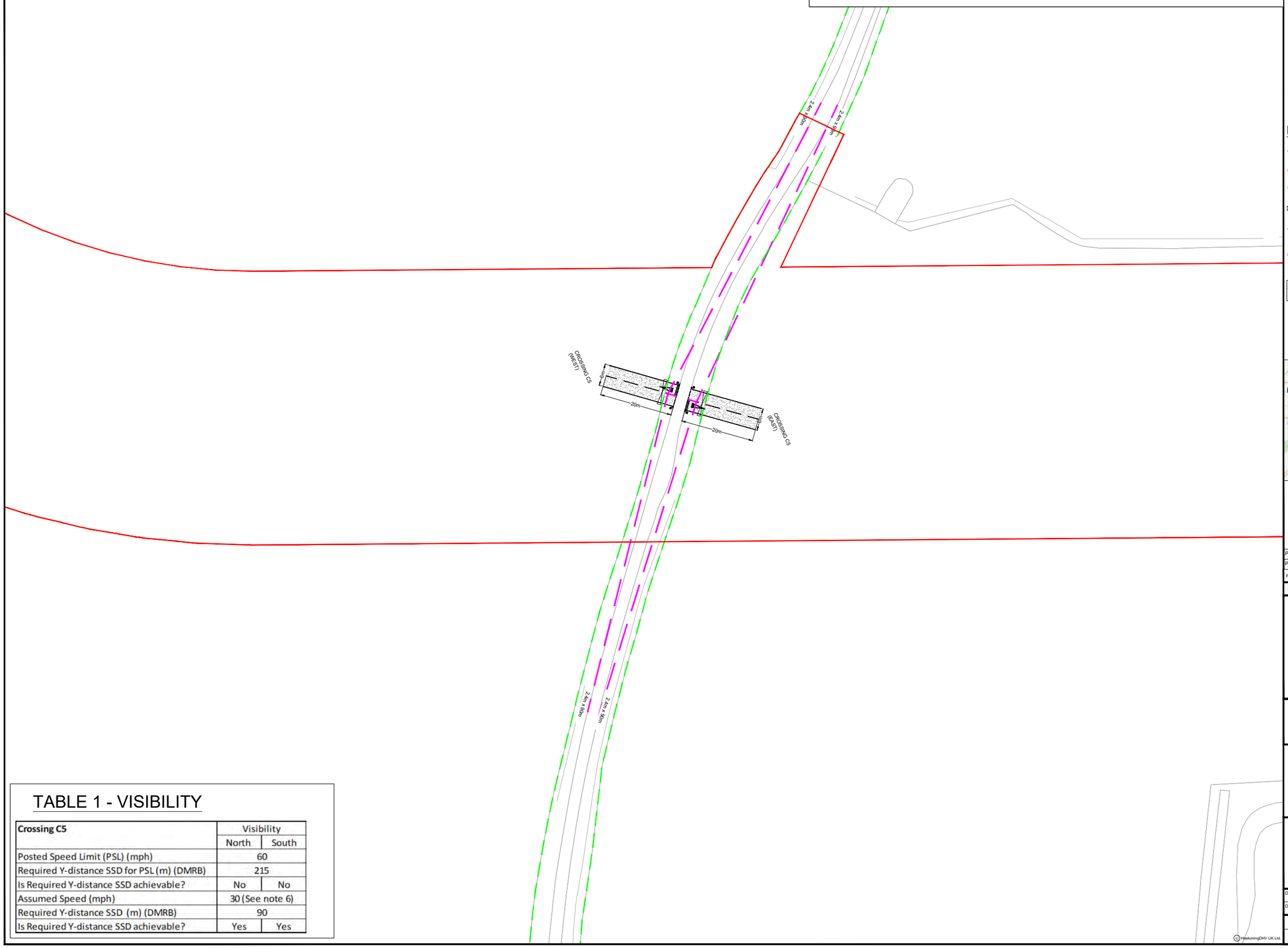


TABLE 1 - VISIBILITY

Crossing C5	Visibility	
	North	South
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
Assumed Speed (mph)	30 (See note 6)	
Required Y-distance SSD (m) (DMRB)	90	
Is Required Y-distance SSD achievable?	Yes	Yes

NOTES
1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Reduced speed limit has been taken into account considering the geometry of the existing road.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- PROPOSED YELLOW DEMARCATION BOLLARD

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

CROSSING C5 (EAST & WEST)
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
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Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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AA	SKT	SKT

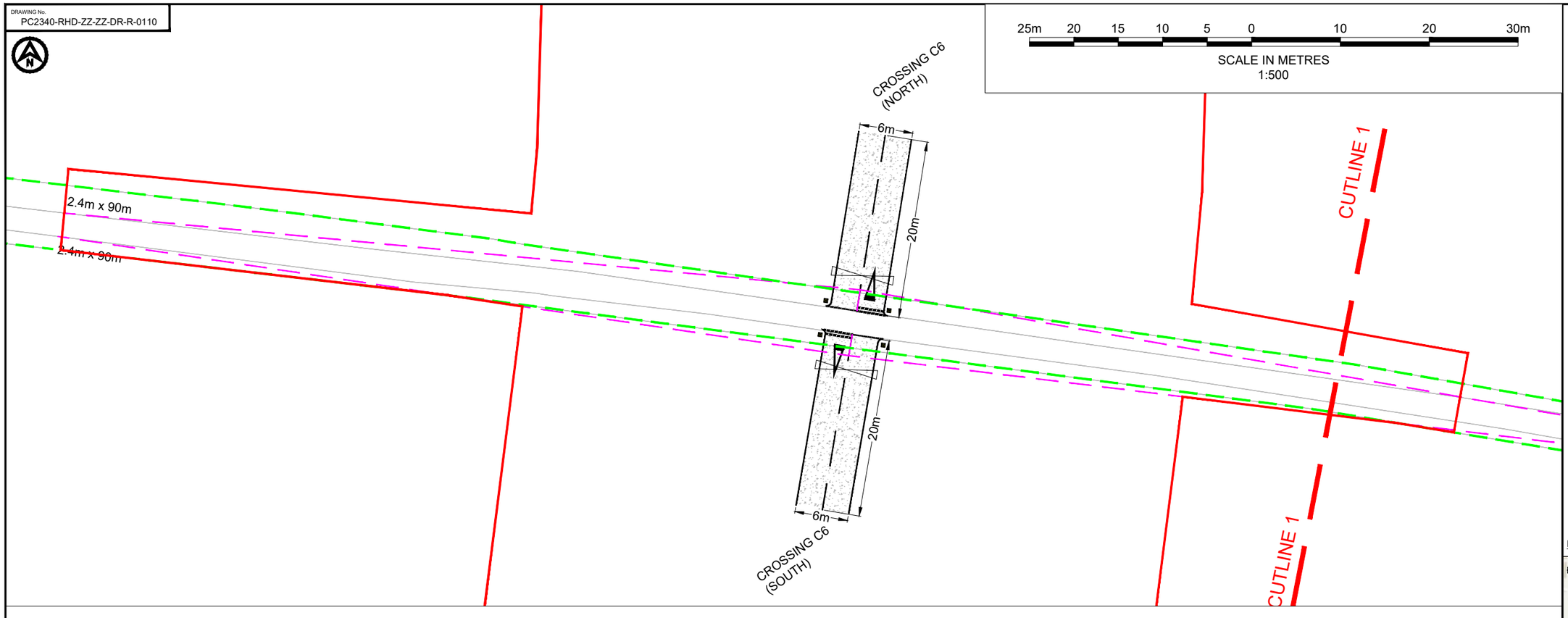
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0108 — REVISION P02

CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0110



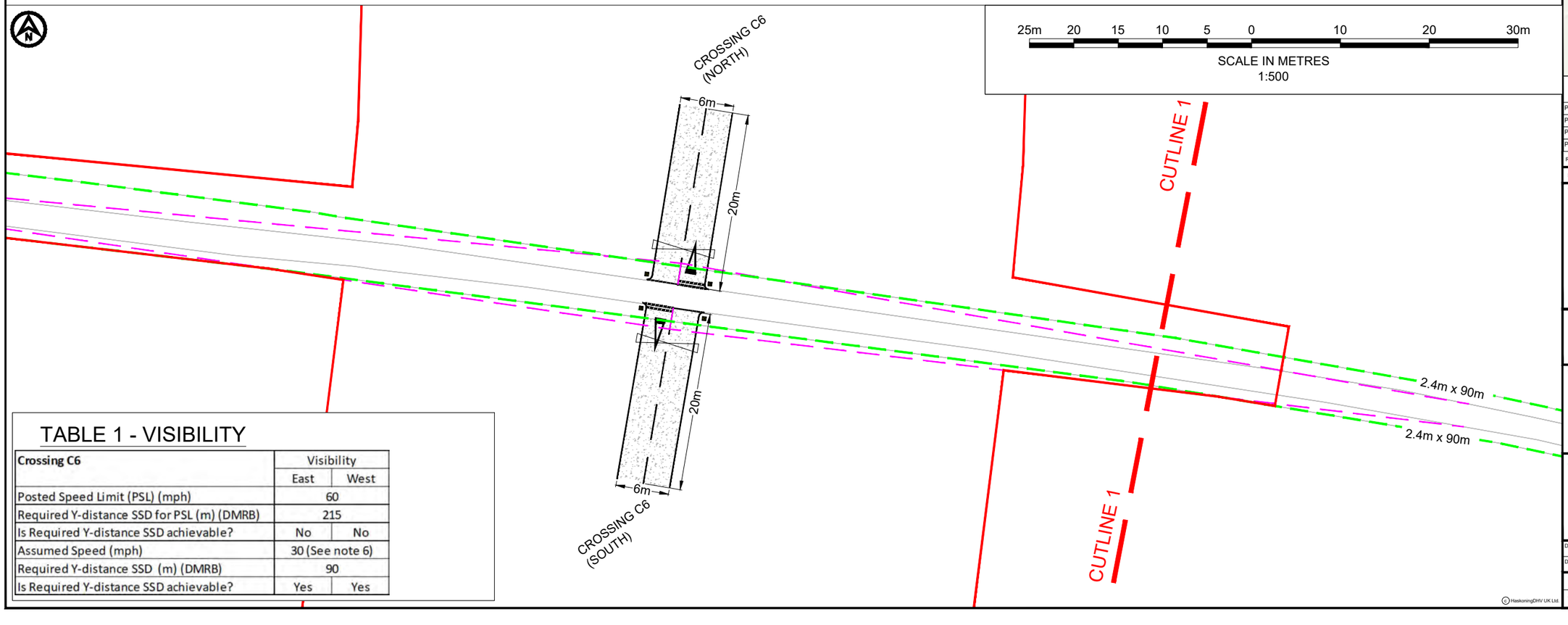


TABLE 1 - VISIBILITY

Crossing C6	Visibility	
	East	West
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
Assumed Speed (mph)	30 (See note 6)	
Required Y-distance SSD (m) (DMRB)	90	
Is Required Y-distance SSD achievable?	Yes	Yes

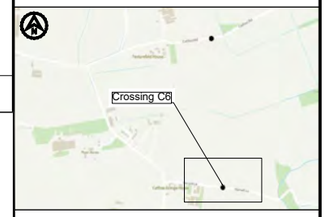
NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Reduced speed limit has been taken into account considering the geometry of the existing road.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- PROPOSED YELLOW DEMARCATION BOLLARD

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P04	29.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P03	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P02	08.09.23	UPDATED ACCESS LOCATION	AA	SKT	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH OFFSHORE WIND FARMS

TITLE

CROSSING C6 (NORTH & SOUTH) GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1502 589565
www.royalhaskoningdhv.com
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DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0110
REVISION P04
CLIENT DWG No.

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DRAWING No.
PC2340-RHD-ZZ-ZZ-DR-R-0112

20m 0 20 40 60m

SCALE IN METRES
1:1000

2.4m x 120m

2.4m x 120m

CROSSING C7
(WEST)

6m 20m 20m 6m

CROSSING C7
(EAST)

2.4m x 120m

2.4m x 120m

TABLE 1 - VISIBILITY

Crossing C7	Visibility	
	North	South
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
85% of Recordered Speeds (mph) (85RS)	42.8	
Required Y-distance SSD for 85RS (m) (DMRB)	120	
Is Required Y-distance SSD achievable?	Yes	Yes

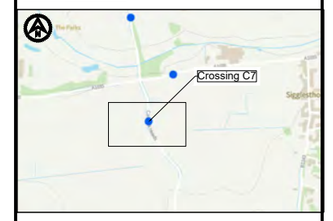
NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- PROPOSED YELLOW DEMARCATION BOLLARD

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P03	29.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

CROSSING C7 (EAST & WEST)
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569568
www.royalhaskoningdhv.com

Royal HaskoningDHV
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AA	SKT	SKT
DATE	SCALE	AUTOCAD REF.
19.06.23	1:1000	

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CLIENT DWG No.

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DRAWING No.
PC2340-RHD-ZZ-ZZ-DR-R-0114

20m 0 20 40 60m

SCALE IN METRES
1:1000

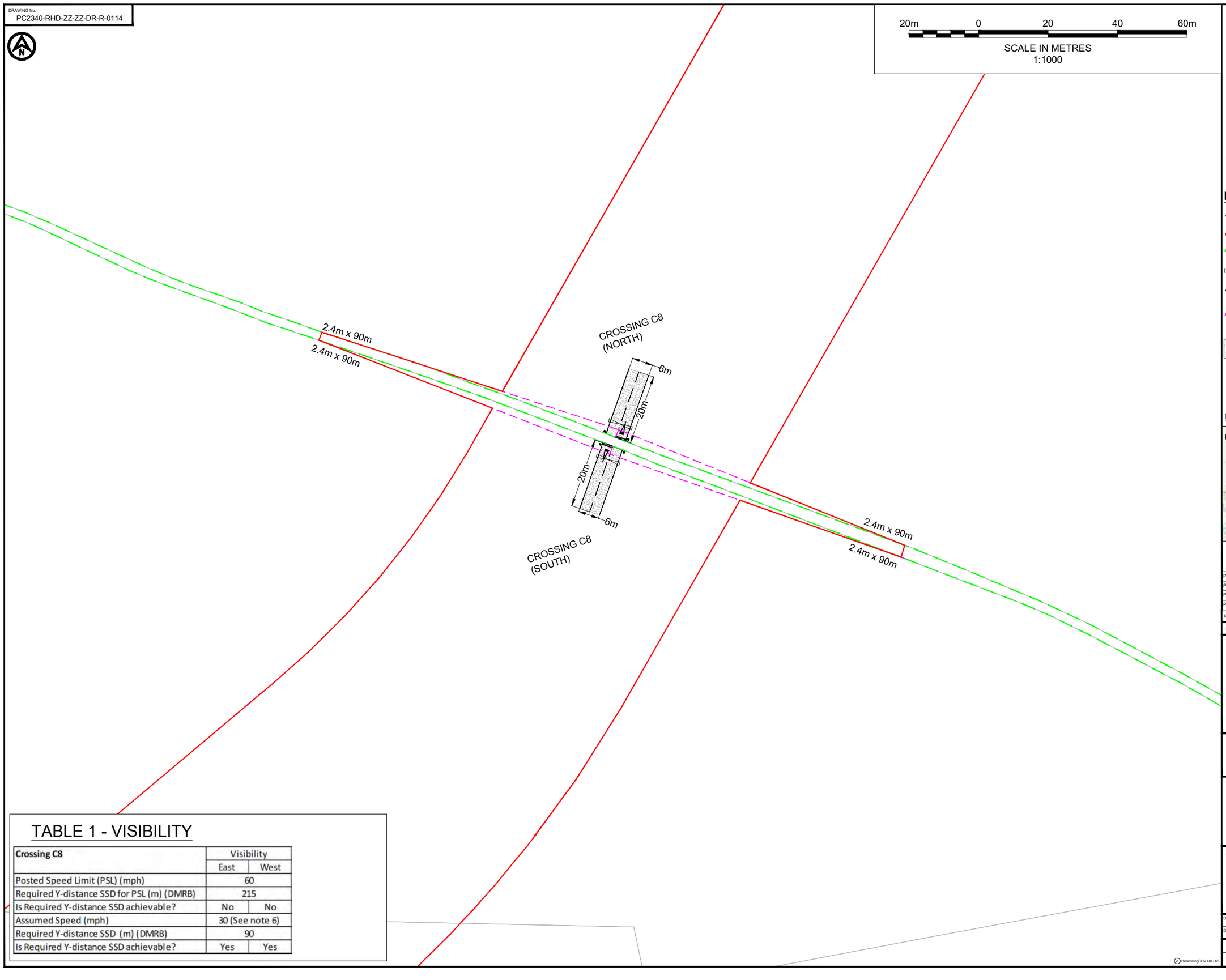


TABLE 1 - VISIBILITY

Crossing C8	Visibility	
	East	West
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
Assumed Speed (mph)	30 (See note 6)	
Required Y-distance SSD (m) (DMRB)	90	
Is Required Y-distance SSD achievable?	Yes	Yes

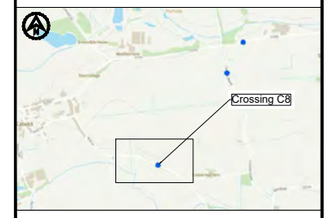
NOTES

1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
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3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Reduced speed limit has been taken into account considering the geometry of the existing road.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- PROPOSED YELLOW DEMARCATION BOLLARD

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P04	29.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P03	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P02	08.09.23	UPDATED ACCESS LOCATION	AA	SKT	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

CLIENT

RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

CROSSING C8 (NORTH & SOUTH)
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
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Peterborough PE2 6FZ
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

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AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
19.06.23	1:1000	

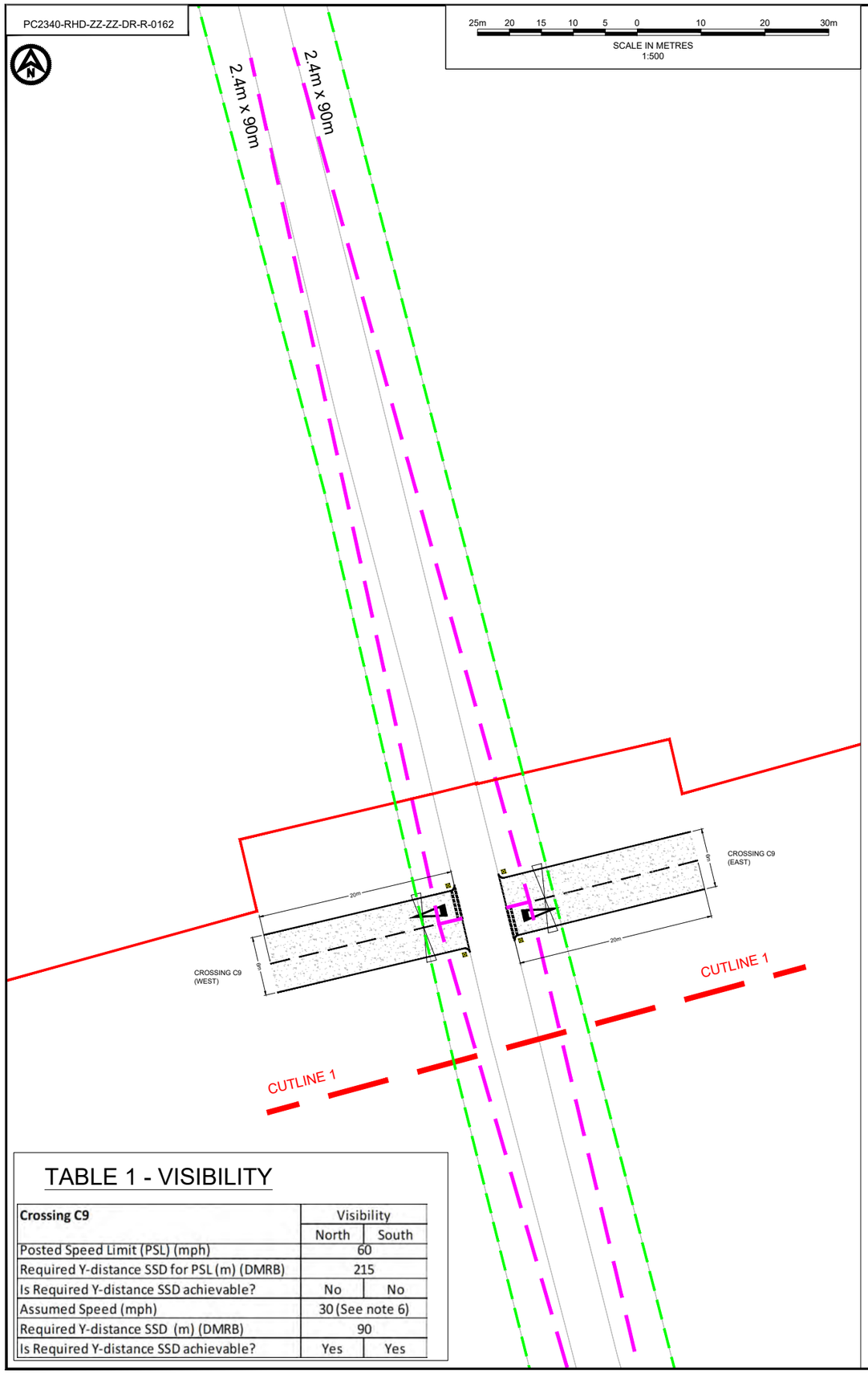
DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0114

REVISION P04

CLIENT DWG No.

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PC2340-RHD-ZZ-ZZ-DR-R-0162



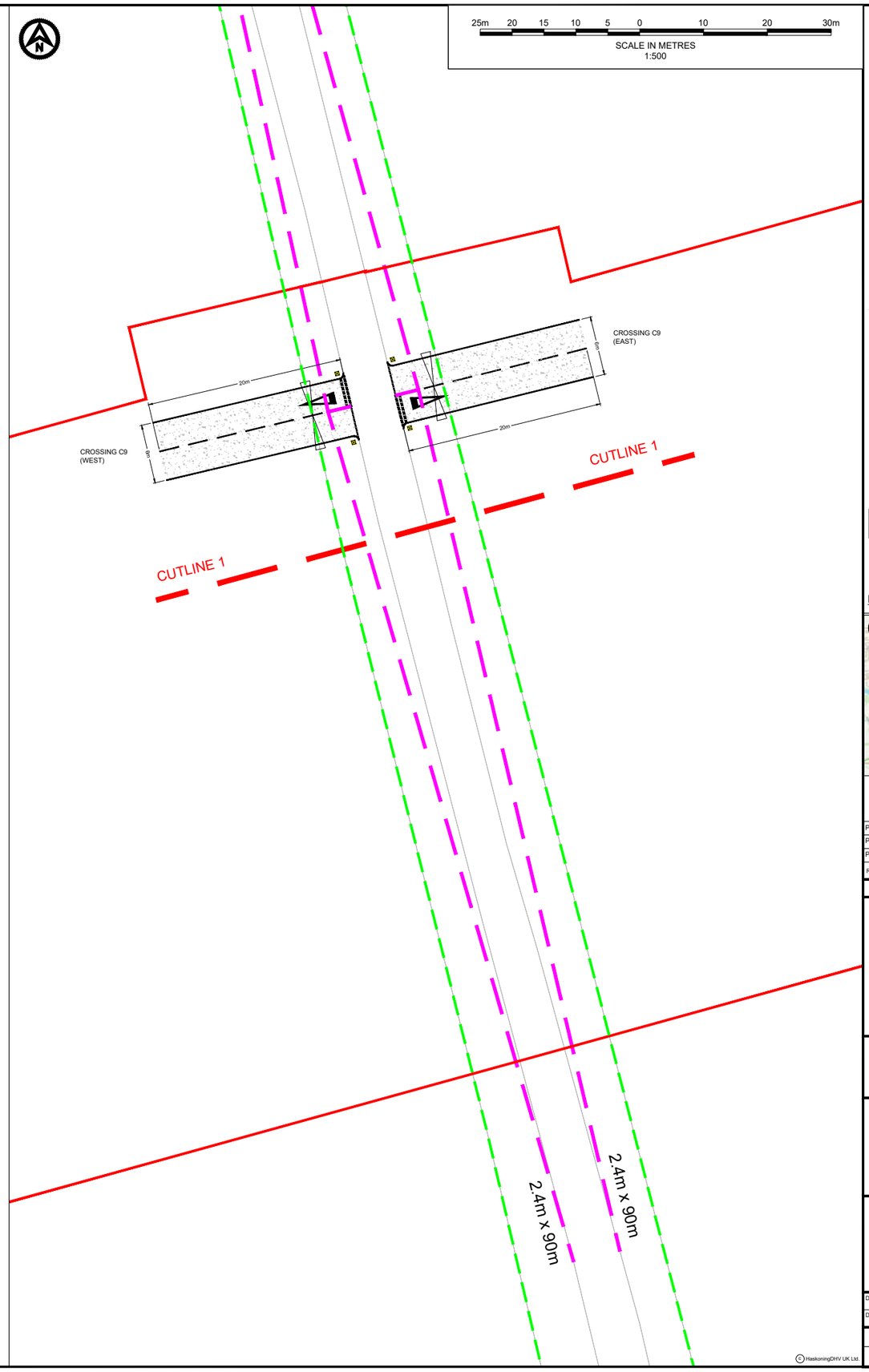


TABLE 1 - VISIBILITY

Crossing C9	Visibility	
	North	South
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m) (DMRB)	215	
Is Required Y-distance SSD achievable?	No	No
Assumed Speed (mph)	30 (See note 6)	
Required Y-distance SSD (m) (DMRB)	90	
Is Required Y-distance SSD achievable?	Yes	Yes

NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Reduced speed limit has been taken into account considering the geometry of the existing road.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- PROPOSED GATE
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- PROPOSED YELLOW DEMARCATION BOLLARD

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P03	30.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	02.08.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

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RWE

PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

CROSSING C9 (EAST & WEST)
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
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Royal HaskoningDHV
Enhancing Society Together

DRAWN	CHECKED	APPROVED
AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
02.08.23	1:500	

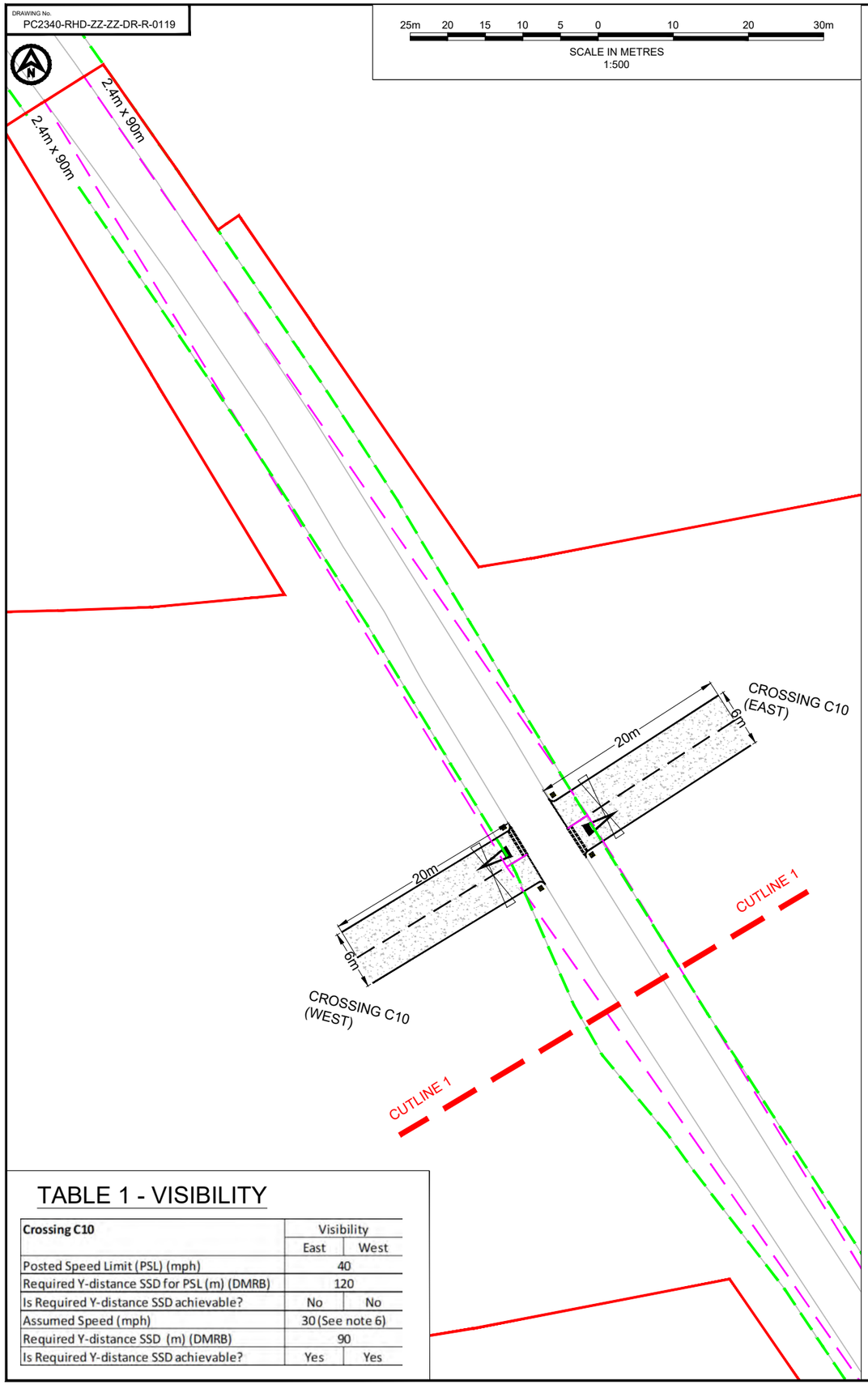
DRAWING No. PC2340-RHD-ZZ-ZZ-DR-R-0162 REVISION P03

CLIENT DWG No.

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DRAWING No.
PC2340-RHD-ZZ-ZZ-DR-R-0119

25m 20 15 10 5 0 10 20 30m
SCALE IN METRES
1:500



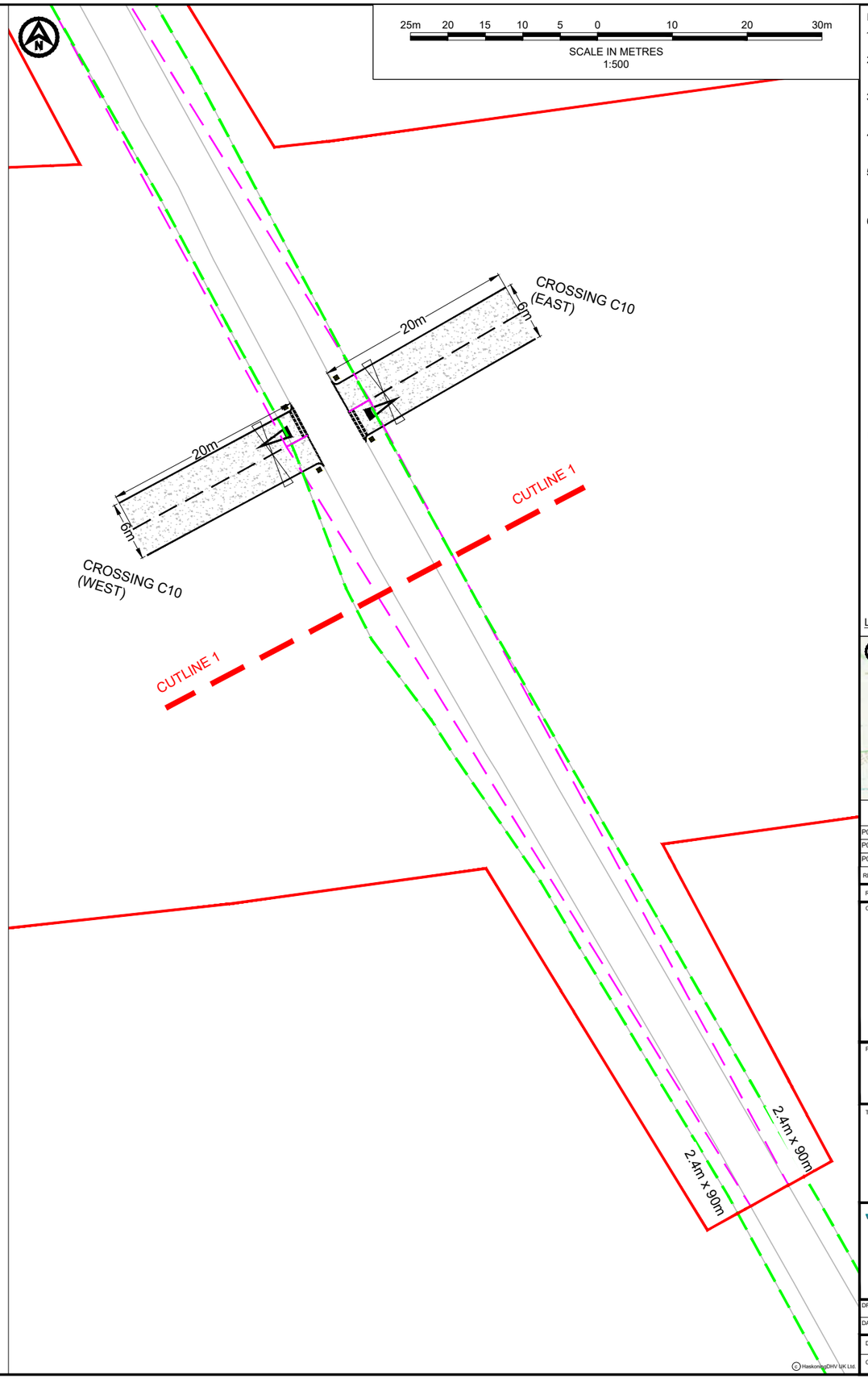


TABLE 1 - VISIBILITY

Crossing C10	Visibility	
	East	West
Posted Speed Limit (PSL) (mph)	40	
Required Y-distance SSD for PSL (m) (DMRB)	120	
Is Required Y-distance SSD achievable?	No	No
Assumed Speed (mph)	30 (See note 6)	
Required Y-distance SSD (m) (DMRB)	90	
Is Required Y-distance SSD achievable?	Yes	Yes

NOTES

1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Reduced speed limit has been taken into account considering the geometry of the existing road.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- HIGHWAY BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- PROPOSED YELLOW DEMARCATION BOLLARD

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P03	29.09.24	UPDATED VIEWPORTS AND NORTH ARROW	AA	SKT	SKT
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	19.06.23	FIRST ISSUE	AA	SKT	SKT

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PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

CROSSING C10 (EAST & WEST)
GENERAL ARRANGEMENT

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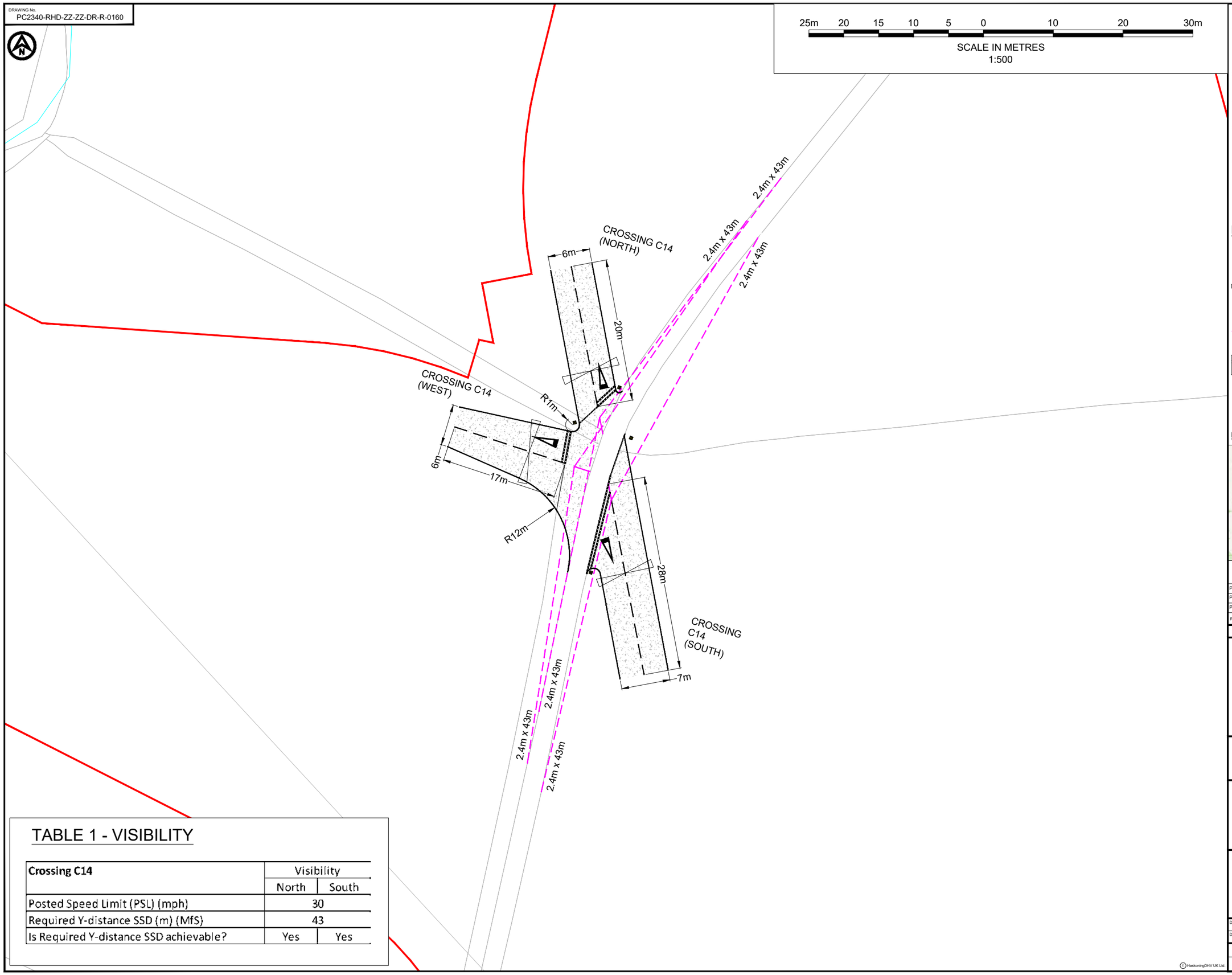
DRAWN	CHECKED	APPROVED
AA	SKT	SKT

DATE	SCALE	AUTOCAD REF.
19.06.23	1:500	

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DRAWING No.
PC2340-RHD-ZZ-ZZ-DR-R-0160



NOTES

1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Reduced speed limit and Manual for Streets (MfS) visibility splays have been taken into account considering the geometry of the existing road.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- PROPOSED YELLOW DEMARCATION BOLLARD

LOCATION PLAN

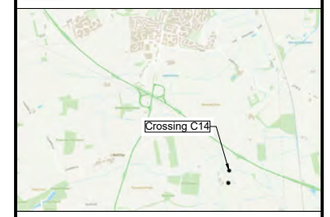


TABLE 1 - VISIBILITY

Crossing C14	Visibility	
	North	South
Posted Speed Limit (PSL) (mph)	30	
Required Y-distance SSD (m) (MfS)	43	
Is Required Y-distance SSD achievable?	Yes	Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
P03	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P02	08.09.23	UPDATED ACCESS LOCATION	AA	SKT	SKT
P01	18.07.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

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PROJECT

DOGGER BANK SOUTH OFFSHORE WIND FARMS

TITLE

CROSSING C14 (NORTH, SOUTH & WEST)
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
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CLIENT DWG No.

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DRAWING No.
PC2340-RHD-ZZ-ZZ-DR-R-0161

25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500

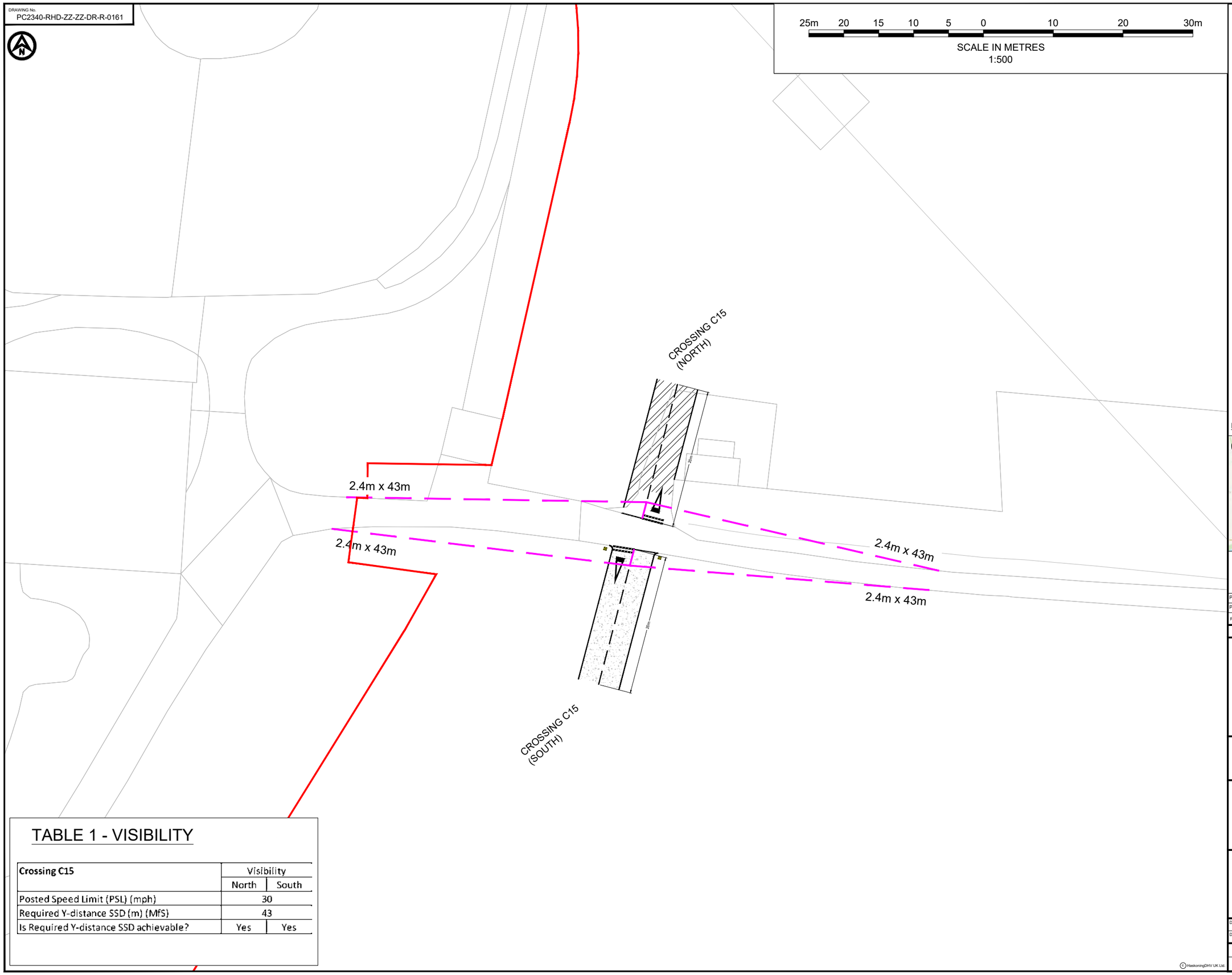


TABLE 1 - VISIBILITY

Crossing C15	Visibility	
	North	South
Posted Speed Limit (PSL) (mph)	30	
Required Y-distance SSD (m) (MfS)	43	
Is Required Y-distance SSD achievable?	Yes	Yes

NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Reduced speed limit and Manual for Streets (MfS) visibility splays have been taken into account considering the geometry of the existing road.

KEY

- EXISTING ARRANGEMENT
- ONSHORE CABLE CORRIDOR
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- CARRIAGEWAY WIDENING - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- PROPOSED YELLOW DEMARCATION BOLLARD

LOCATION PLAN



REV	DATE	DESCRIPTION	BY	CHK	APP
P02	19.03.24	UPDATED RED LINE BOUNDARY AND NOTATION	KP	RNE	SKT
P01	02.08.23	FIRST ISSUE	AA	SKT	SKT

REVISIONS

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PROJECT

DOGGER BANK SOUTH
OFFSHORE WIND FARMS

TITLE

CROSSING C15 (NORTH & SOUTH)
GENERAL ARRANGEMENT

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REVISION P02

CLIENT DWG No.

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