RWE Renewables UK Dogger Bank South (West) Limited

RWE Renewables UK Dogger Bank South (East) Limited

Dogger Bank South Offshore Wind Farms

Volume 7

Appendix 24-2 Transport Assessment (Revision 3) (Tracked)

Part 1 of 2

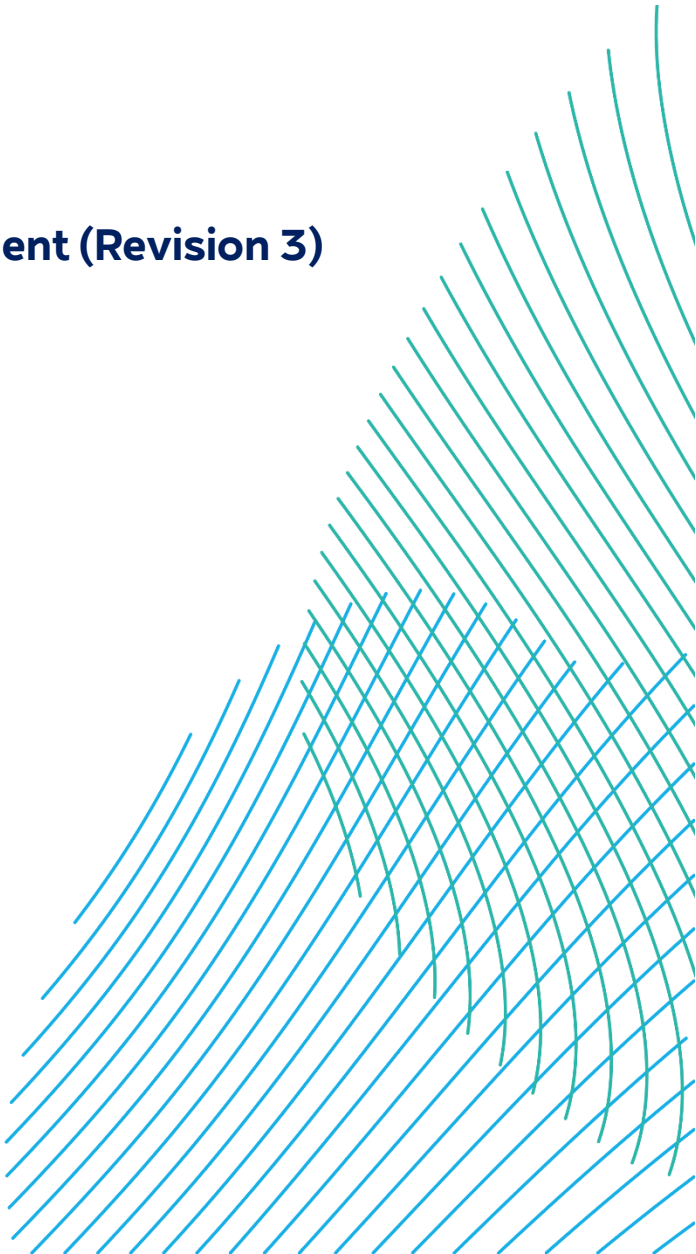
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01	June 2024	Final for DCO Application	RHDHV	RWE	RWE
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Revision Change Log			
Rev No.	**Page**	**Section**	**Description**
01	N/A	N/A	Submitted for DCO Application
02	N/A	Annex 20	Annex 20 'Outline Access Designs' has been updated to orientate the plans in the direction of north as requested in the Rule 6 Letter
03	Various	Annex 5, 6, 7, 8, and 17 Section 24.2.4.3	Appendix 24-4 Transport Assessment has been updated at the request of the Examining Authority within the Rule 17 [PD-018] to accurately reflect the proposed development and contains all the updated information as a result of **Project Change Request 2** (document reference 10.53). These changes primarily relate to updates to total and average flows within Annexes 5, 6, 7, 8 and 17 and months where peaks occur in Section 24.2.4.3.
03	Various	N/A	Appendix 24-4 Transport Assessment has been updated following minor (non-Project Change Request related) errata noticed

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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
Project Change Request 2	The changes to the DCO application for the Projects set out in Project Change Request 2 - Onshore Substation Zone [AS-152] which was accepted into Examination on 21st January 2025.
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
TA	Transport Assessment

Term	Definition
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').

~~1.~~2. As detailed in **Volume 7, Chapter 1 Introduction (application ref: 7.1)**, Chapter 24 has been updated to incorporate the changes to the Projects Design Parameters resulting from **Project Change Request 2 – Onshore Substation Zone (document reference 10.53)**, and the incorporation of any associated responses and corrections provided on Traffic and Transport throughout the Examination process. In support of these updates to **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24), Appendix 24-2 Transport Assessment (application ref: 7.24.24.2)** has also been updated to reflect the changes resulting from **Project Change Request 2 – Onshore Substation Zone (document reference 10.53)**.

~~2.~~3. 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.~~4. 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)**.

4.5. 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

5.6. 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)**.

6.7. 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.

7.8. 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).

8.9. 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
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.~~10. **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.~~11. 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.~~12. 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.~~13. 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.~~14. **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.~~15. 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.~~16. 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.~~17. 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.~~18. It is estimated that the earliest date that construction could commence would be 2026.

~~18.~~19. 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.~~20. 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.~~21. 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.~~22. 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.~~23. Details of the growth factors that have been applied are provided within **Annex 2**.

24.2.2.3 Summary of Baseline Traffic Flows

~~23.~~24. **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.~~25. 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.~~26. 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.~~27. 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.~~28. 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.~~29. 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.~~30. 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.~~31. 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.~~32. 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.~~33. 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.~~34. 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.~~35. 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.~~36. 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 Leven 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 514.	11 collisions; six serious and five slight collisions.
6	Located at the roundabout junction between Link 616 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 slight ~~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 collisions; 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 663	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 at 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.~~37. 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.~~38. 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.~~39. 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.~~40. 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.~~41. 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.~~42. 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.~~43. 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.~~44. 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.~~45. 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.

45.46. 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.

46.47. 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

47.48. 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.

48.49. 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.~~50. 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.~~51. 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.~~52. 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.~~53. 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.~~54. 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.~~55. 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.~~56. 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.~~57. 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.~~58. 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.~~59. 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.~~60. 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.~~61. 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.~~62. 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.~~63. 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.~~64. 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.~~65. 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 ~~5~~14.

~~65.~~66. 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.~~67. 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.~~68. 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.~~69. 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.~~70. 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.~~71. 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.~~72. 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.~~73. 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.~~74. 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.~~75. 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.~~76. During the five-year study period there were a total of 55 collisions reported (four collisions have been described in Cluster 6 in paragraph 73), 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.~~77. 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 lane, 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.~~78. 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.~~79. 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.~~80. 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.~~81. 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.~~82. 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.~~83. 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.~~84. 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.~~85. 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.~~86. 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.~~87. 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.~~88. 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.~~89. 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.~~90. 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.~~91. 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.~~92. 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.~~93. 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.~~94. 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.~~95. 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.~~96. 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.~~97. 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.~~98. 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.~~99. 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.~~100. 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.~~101. 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.~~102. 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.~~103. 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.~~104. 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.~~105. 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.~~106. 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 occurred 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.~~107. To summarise, there have been 63 collisions recorded on Link 24 (inclusive of the clusters), these comprise of:

- 15 rear-end shunt 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.~~108. 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.~~109. 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.~~110. 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.~~111. 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.~~112. 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.~~113. 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.~~114. 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.~~115. 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.~~116. 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.~~117. 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.~~118. 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.~~119. 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.~~120. 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.~~121. 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.~~122. 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.~~123. 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.~~124. 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.~~125. 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.~~126. During the study period there have been a total of 15 collisions reported, three have been serious collisions and 1~~3~~2 have been slight collisions; no fatal collisions were reported.

~~126.~~127. 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.~~128. 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.~~129. 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.~~130. 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.~~131. 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.~~132. 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.~~133. 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.~~134. 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.~~135. 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 to 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.~~136. 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.~~137. 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.~~138. 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.~~139. 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.~~140. 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.~~141. 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.~~142. 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.~~143. 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.~~144. 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.~~145. 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.~~146. 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.~~147. 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.~~148. 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.~~149. 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.~~150. 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.~~151. 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 6~~3~~6.

~~151.~~152. The following collisions occurred between Cluster 24 (detailed in paragraph 147) 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 a car and a pedestrian who has entered the 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 collision 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.~~153. 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.~~154. 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.~~155. 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.~~156. 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 6~~3~~.

~~156.~~157. 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.~~158. 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.~~159. 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 Road roundabout)

~~159.~~160. 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.~~161. 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.~~162. 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-on collision between cyclists;
- One failure to give way;
- One collision involving a pedestrian on the footway; and
- One head-on collision.

~~162.~~163. It can be considered that there is an emerging pattern of rear-end shunts along Link 49.

24.2.3.4.30 Link 51 - A164 / Woodmansey

~~163.~~164. 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.~~165. 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.~~166. 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.~~167. 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~~above the national average.

~~167.~~168. 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.~~169. 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.~~170. 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.~~171. 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.~~172. 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.~~173. 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.~~174. 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.~~175. 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.~~176. 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.~~177. 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.~~178. 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.~~179. 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.~~180. 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.~~181. 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.~~182. 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.~~183. 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.~~184. 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.~~185. 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.~~186. 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.~~187. 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 a collision rate ~~is~~ above the national average. Link 65 also contains Cluster 28 (outlined in Link 61).

~~187.~~188. 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.~~189. 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.~~190. 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.~~191. 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.~~192. 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.~~193. 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.~~194. 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.~~195. 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.~~196. 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.~~197. 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.~~198. 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.~~199. 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.~~200. 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.~~201. 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.~~202. 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.~~203. 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.~~204. 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.~~205. 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.~~206. 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.~~207. 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.~~208. 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.~~209. 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.~~210. 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.~~211. 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.~~212. 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.~~214. 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.~~215. 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.~~216. 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.~~217. 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.~~218. 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.~~219. 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.~~220. 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.~~221. 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.~~222. 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.~~223. 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.~~224. 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.~~225. 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**.

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

227. It should be noted that due to the reduction in the Onshore Converter Station(s) footprint as a consequence of **Project Change Request 2 (document reference 10.53)** there has been an overall reduction in the volume of materials and resource required for the construction of the Onshore Converter Station(s) and consequently average flows on some links (serving the Onshore Substation Zone). Peak construction demand presented within the Transport Assessment (that informs the assessment of traffic and transport effects as reported in **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24**) has however not changed. This is explained noting that deliveries and resources have been reprofiled to maximise productivity.

228. **Annexes 5** to **8** and **Annex 17** have therefore been updated to reflect the change in average total and average traffic flows to Onshore Converter Station(s) as a result of **Project Change Request 2 (document reference 10.53)**.

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	84	46	110	49
Onshore export cable route - Section 6b	102	41	97	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	93	46	104	75	108	75

~~225.~~229. **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.

~~226.~~230. 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

~~227.~~231. 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.

~~228.~~232. 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.

~~229.~~233. **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.

~~230.~~234. 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.)

~~231.~~235. 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**.

~~232.~~236. 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.

~~233.~~237. **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.

~~234.~~238. 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.

~~235.~~239. 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 1~~7~~9 for HGVs.

~~236.~~240. For the Projects concurrently, it can be observed from **Annex 8** that the most intense period of construction activity would be during month 2~~5~~4 for all vehicles and LVs and month 17 for HGVs.

~~237.~~241. **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 1~~7~~9).
- For the Projects concurrently, there could be a combined peak of 1,690~~46~~ LV trips (month 2~~5~~4) and 642 HGV trips (month 17).

~~238.~~242. 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.

~~239.~~243. 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.

~~240.~~244. 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 1~~9~~7.

~~241.~~245. 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 1,690~~46~~ LV trips per day in month 2~~4~~5; and
- 1,100 HGV trips per day, compared to the peak of 642 HGV trips per day in month 17.

~~242.~~246. 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.

~~243.~~247. 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 1~~9~~7 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.

~~244.~~248. 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

~~245.~~249. Having derived the worst case traffic demand per section, it is necessary to assign the construction traffic to the highway network.

~~246.~~250. 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)

~~247.~~251. 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) and 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 and 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 road 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. Traffic would then travel north on Link 11 to AC4. ~~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 no~~t~~ HGV traffic would access from the east via Link 10~~1~~.
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 road and cross over Catwick Heads and Rise Lane crossing points C7 and C8 would be provided.	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		
						No construction traffic would be permitted to access or egress on to the public highway at C7 or C8.	
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 AC8~~13 (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	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 7	Section 7 comprises of the onshore export cable route between Holderness Drain and the River Hull.	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) and AC10 (west), located to the west of Eske Lane.	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. 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 10A~~2~~1 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

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		
							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 route between the A1035 and A1174.	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 second access AC15 (north) from the A1174 (Link 62).	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 (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	324	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

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		
	onshore converter substation(s).						vehicles U-turning at the next roundabout if required).
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)

~~248.~~252. 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

~~249.~~253. 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.

~~250.~~254. 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)**).

~~251.~~255. 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.

~~252.~~256. 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.

~~253.~~257. 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

~~254.~~258. 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.

~~255.~~259. 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.

~~256.~~260. 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).

~~257.~~261. 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.

~~258.~~262. 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.

~~259.~~263. 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).

~~260.~~264. **Annex 9** also assigns each postcode cluster a point of entry onto the highway network to inform the distribution of employees.

~~261.~~265. 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**.

~~262.~~266. 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

~~263.~~267. 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.

~~264.~~268. **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

~~265.~~269. 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.

~~266.~~270. **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.

~~267.~~271. 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 Hull Bridge Road~~A1174~~ (Swinemoor Lane Roundabout).	A four arm roundabout.
Junction 15	Junction of the A164, B1232 and Albi~~oe~~n Lane (Papa's Roundabout).	A four arm signal controlled roundabout.
Junction 16	Junction of the A1079, A1035, ~~A164, B1232~~ and Killingwoldgraves ~~Albian~~ Lane (Killingwoldgraves Roundabout).	A five arm roundabout.
Junction 17	Junction of the A1079, A1033 and A1774 Lane (Dunswell Roundabout).	A four arm roundabout.

~~268.~~272. 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.

~~269.~~273. 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.

~~270.~~274. 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

~~271.~~275. 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**.

~~272.~~276. A fully calibrated junction model with background traffic flows was provided for Junction 15 by East Riding of Yorkshire Council as this junction was~~is currently~~ subject to works to improve capacity at the time of preparing the Transport Assessment.

~~273.~~277. 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.

~~274.~~278. 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.

~~275.~~279. 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.

~~276.~~280. **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**).

~~277.~~281. 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.

~~278.~~282. 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

~~279.~~283. 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.

280.284. 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

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

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

24.2.5.3.1 Junction 14 – Swinemoor Lane Roundabout

283.287. Junction 14 forms the roundabout junction between the A1035~~0~~, A164~~1~~35 and Hull Bridge Road located east of Beverley.

284.288. **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	
A1~~1~~64 (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	
A1~~1~~64 (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	
A~~1~~164 (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	
A1~~1~~64 (S)	47.2	189.53	F		92.8	297.53	F	
Hull Bridge Road	9.5	56.32	F		52.9	375.56	F	

~~285.~~289. **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.

~~286.~~290. 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.

~~287.~~291. 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

~~288.~~292. Junction 15 forms the signalised Papas Roundabout junction between the A164, B1232 and Albion Lane northwest of Willerby.

~~289.~~293. 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%	

~~290.~~294.

~~291.~~295. **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.

~~292.~~296. **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.

~~293.~~297. 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

~~294.~~298. Junction 16 forms the Killingwoldgraves Roundabout junction between the A1079, A1174, A1035 and Killingwoldgraves Lane west of Beverley.

~~295.~~299. **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	

~~296.~~300. **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.

~~297.~~301. 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~~E in the evening peak.

~~298.~~302. 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

~~299.~~303. Junction 17 forms the Dunswell Roundabout junction between the A1079, A1174 and A1033 south of Beverley.

~~300.~~304. **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	

~~301.~~305. **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.

~~302.~~306. 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.

~~303.~~307. 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

~~304.~~308. 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**.

~~305.~~309. 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.

~~306.~~310. 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.

~~307.~~311. 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.

~~308.~~312. 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**).

~~309.~~313. 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**.

~~310.~~314. 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.

~~311.~~315. 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.

~~312.~~316. 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

~~313.~~317. This TA is provided as an appendix (**Appendix 24-2**) to **Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24)**.

~~314.~~318. 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.

~~315.~~319. **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/1991/22/contents [Accessed January 2024]

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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

S4	P03	20/06/2025	Suitable for stage approval	SM	ND	ST
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:

Traffic Survey Locations

Figure: 24-2-1 | Drawing No: PC2340-RHD-ON-ZZ-DR-Z-0701

Co-ordinate system:	Page Size:	Scale:
British National Grid	A3	1:140,000

Project:

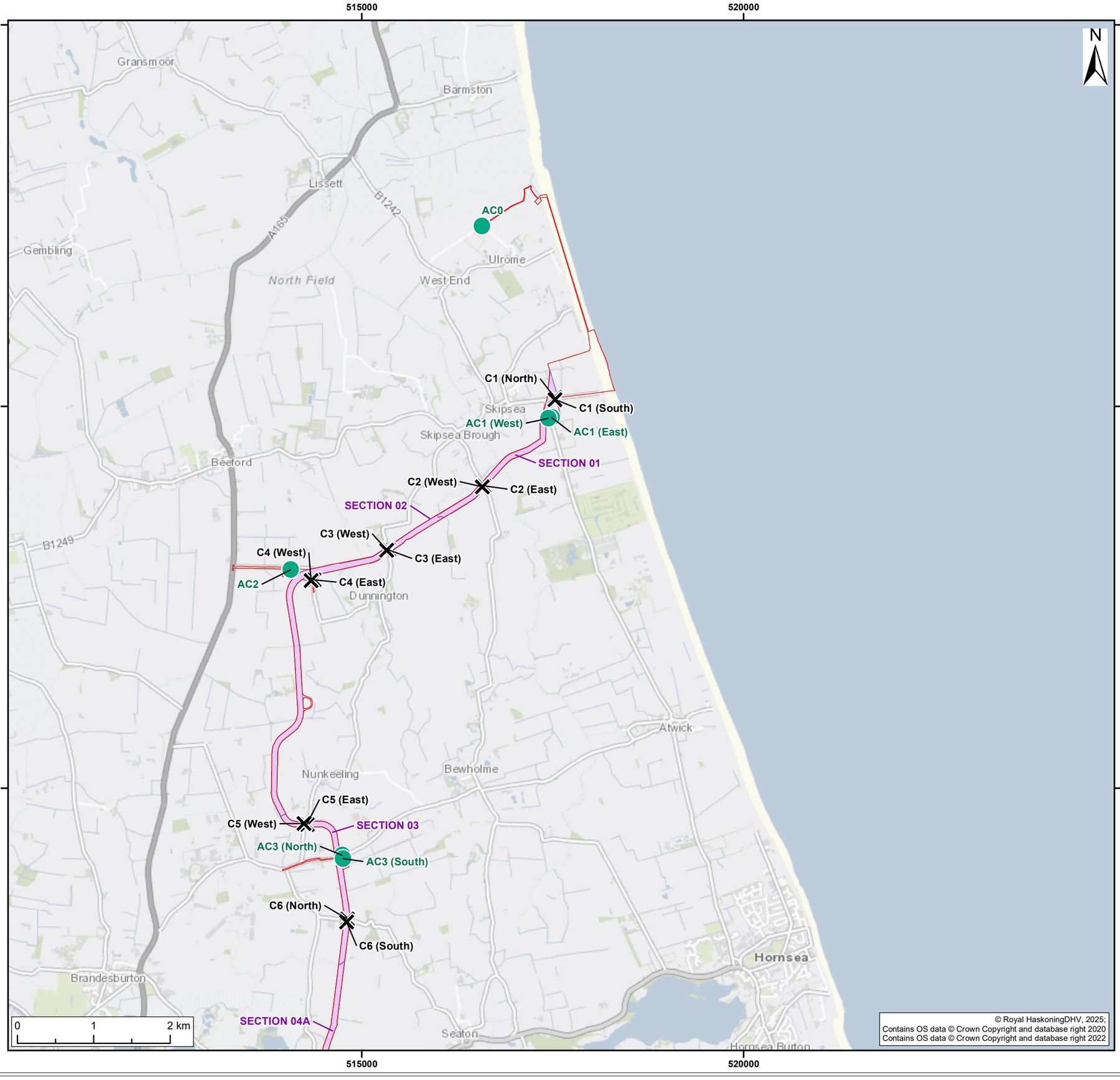
Dogger Bank South Offshore Wind Farms

Report:

Environmental Statement

Royal HaskoningDHV
Enhancing Society Together

RWE





Legend:

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

S4	P03	20/06/2025	Suitable for stage approval	SM	ND	ST
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: British National Grid

Page Size: A3

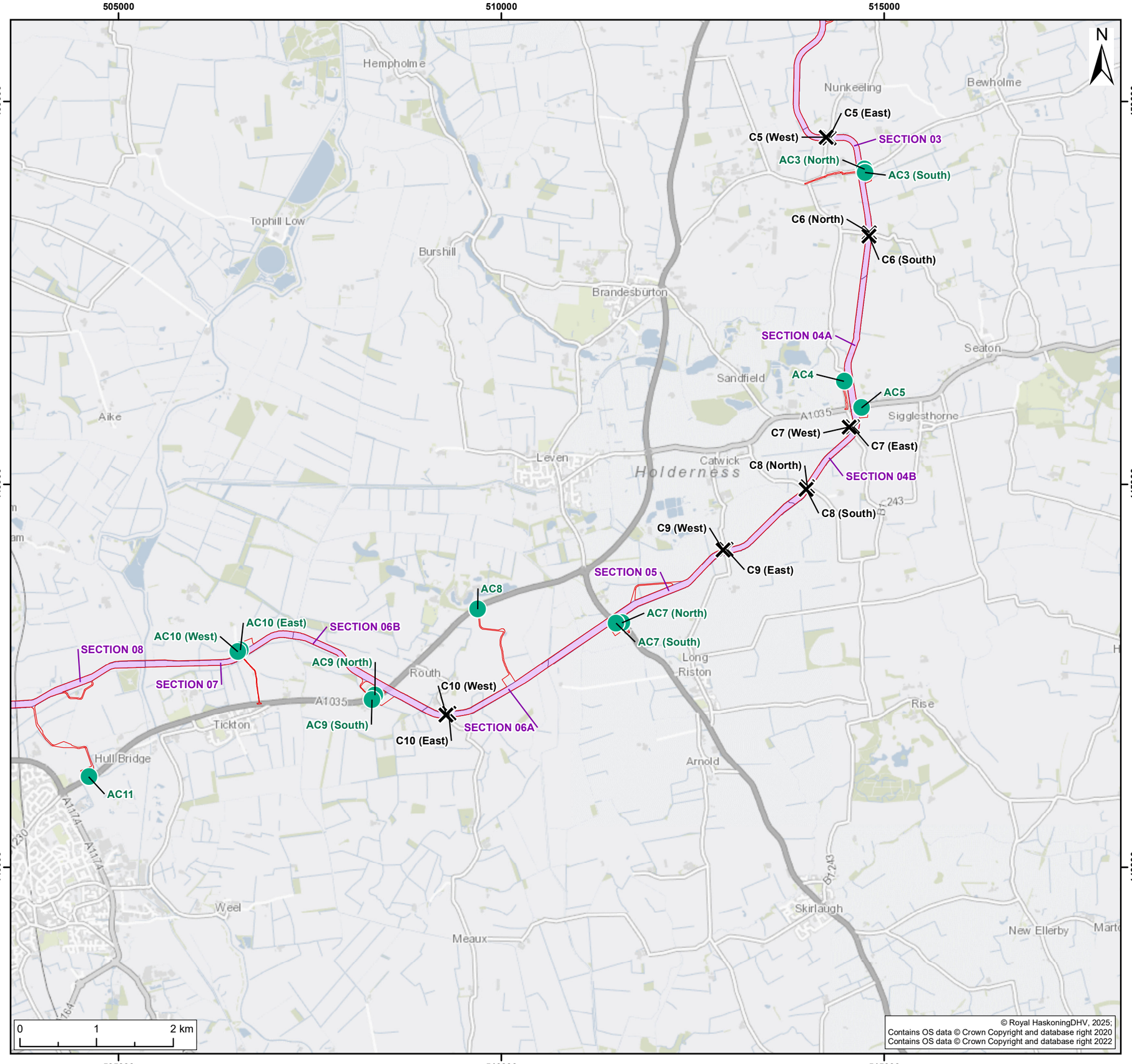
Scale: 1:50,000

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

S4	P03	20/06/2025	Suitable for stage approval	SM	ND	ST
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

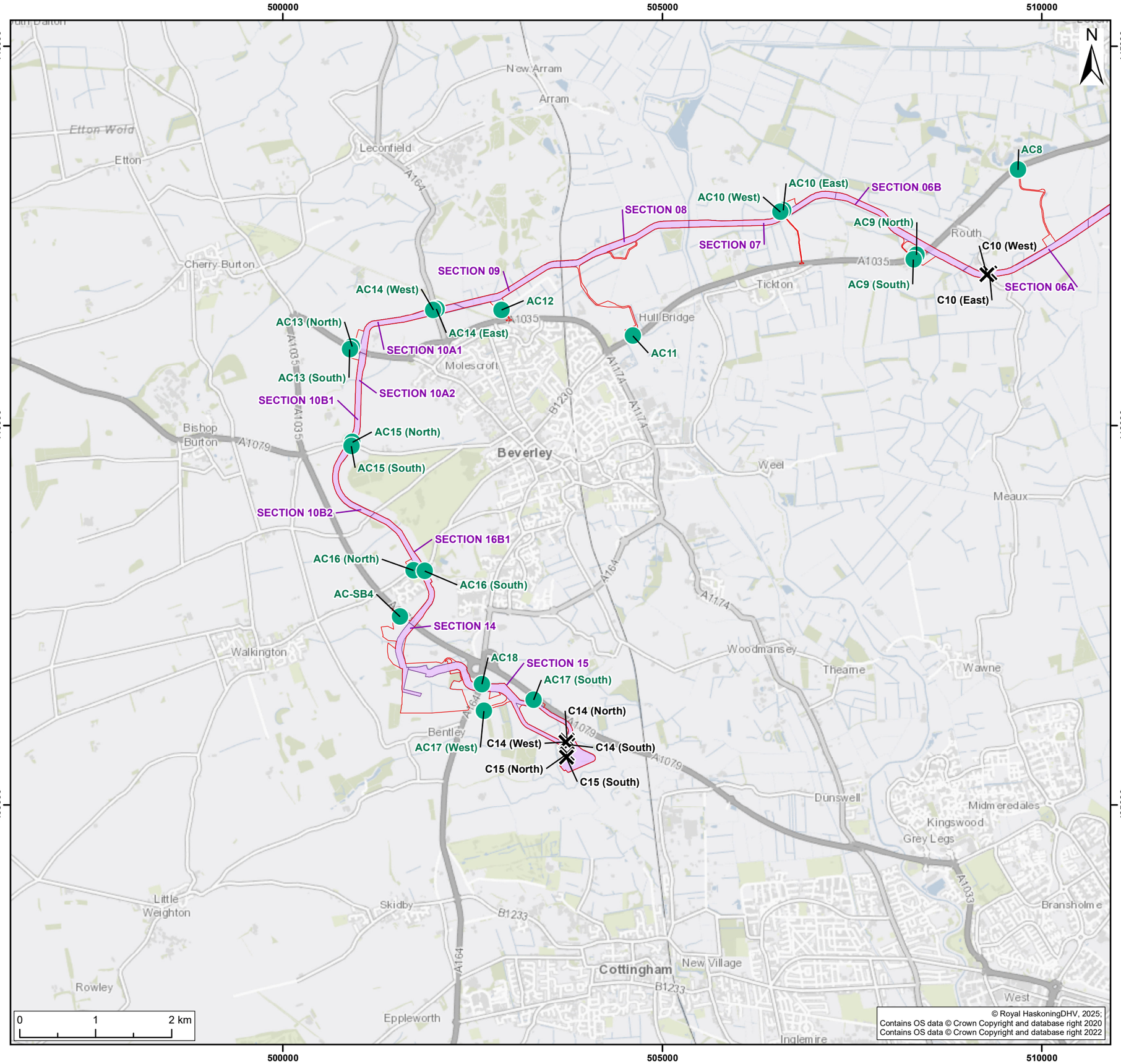
Figure: 24-2-2b | Drawing No: PC2340-RHD-ON-ZZ-DR-Z-0702

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

Project:	Report:
Dogger Bank South Offshore Wind Farms	Environmental Statement

Royal HaskoningDHV
Enhancing Society Together

RWE





Legend:

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

S4	P03	20/06/2025	Suitable for stage approval	SM	ND	ST
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

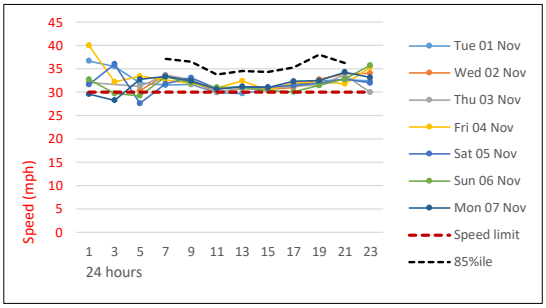
SITE LOCATION



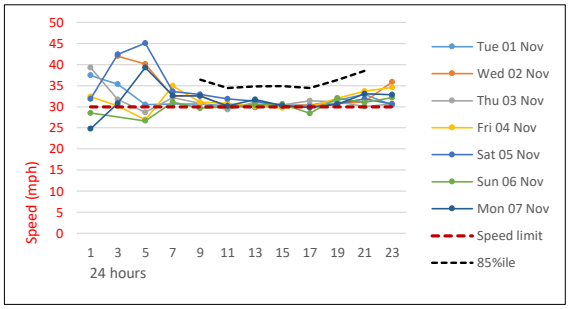
Location	Allison Lane
Lat, lng.	53°59'37.16"N, 0°13'54.00"W
Project & site	33178-001
PSL	30mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

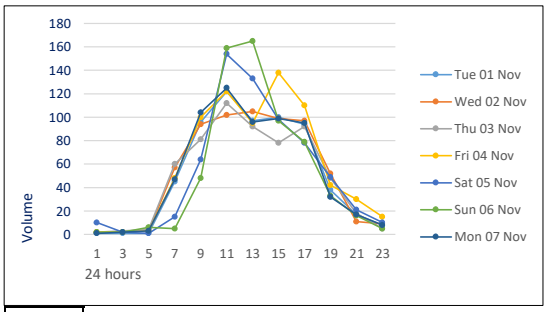


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

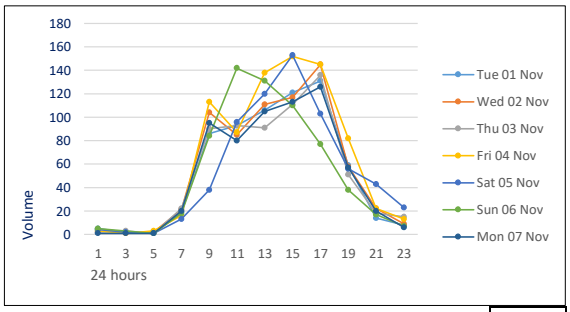
HOURLY VOLUMES

NORTHBOUND ↑



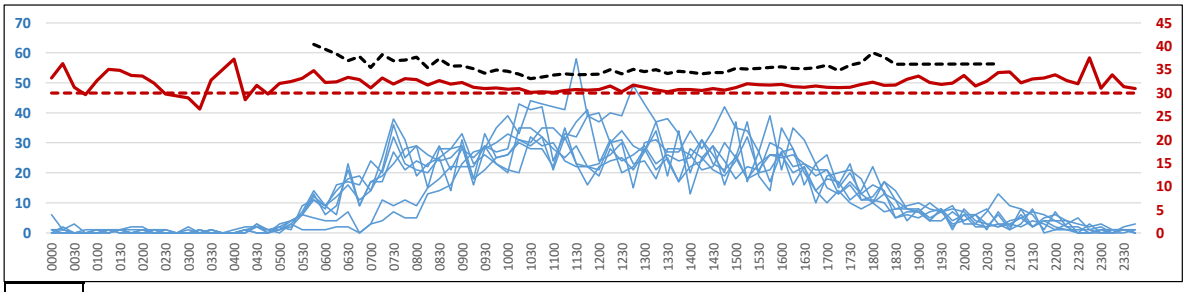
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

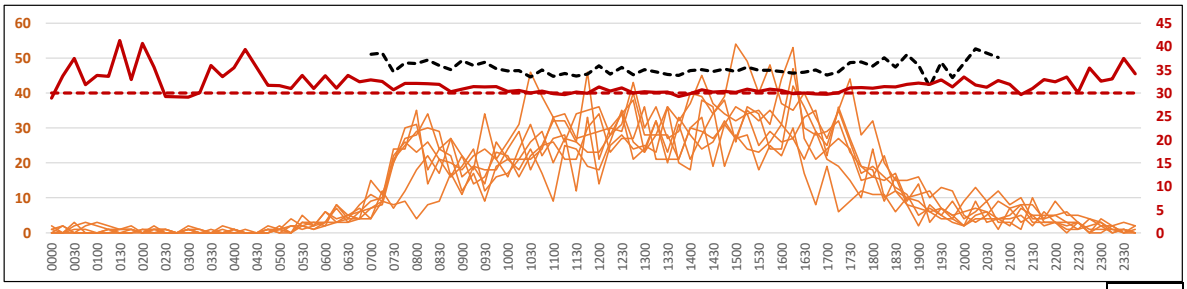


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



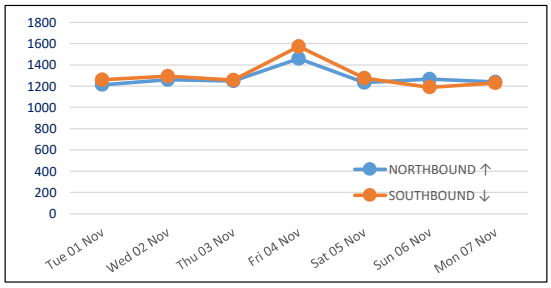
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 ↑

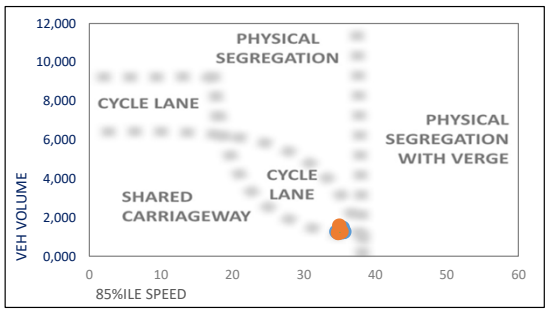
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	2.6	0.0	0.0	0.0	**2.6**
0100	0.0	2.0	0.0	0.0	0.0	**2.0**
0200	0.0	1.3	0.0	0.0	0.0	**1.3**
0300	0.0	1.1	0.0	0.0	0.0	**1.1**
0400	0.0	2.7	0.3	0.0	0.0	**3.0**
0500	0.7	18.3	0.9	0.0	0.0	**19.9**
0600	0.3	39.0	0.3	0.0	0.0	**39.6**
0700	0.4	71.0	2.0	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.

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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
- 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	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

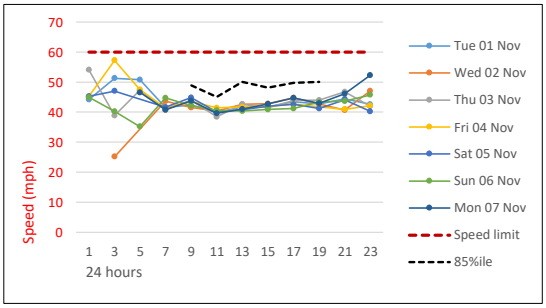
SITE PLAN



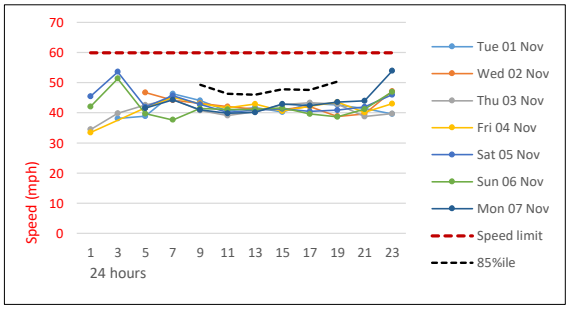
Location	Beeford Road
Lat, lng.	53°58'34.36"N, 0°14'44.20"W
Project & site	33178-002
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

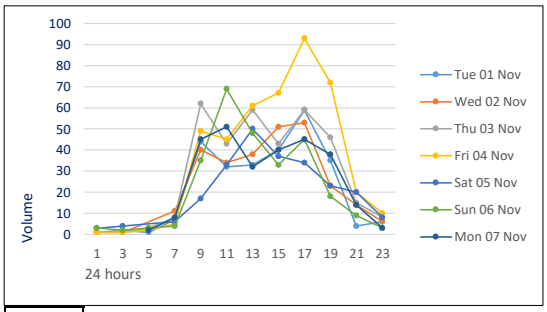


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

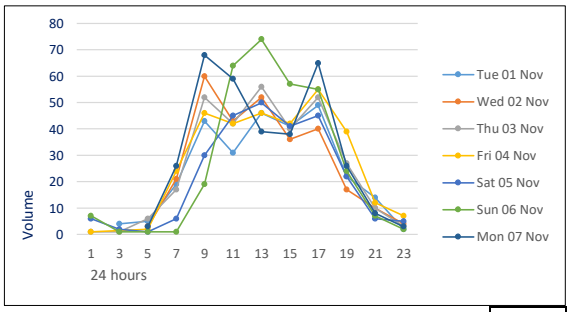
The peak average eastbound daytime speed was 49.9mph at 07:30 on Sun 06 Nov, whilst the peak average westbound speed was 53mph at 18:45 on Tue 01 Nov (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

EASTBOUND →



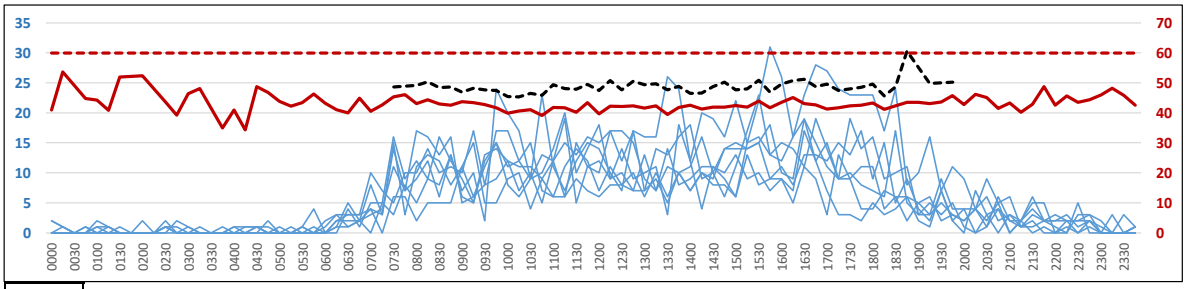
WESTBOUND ←



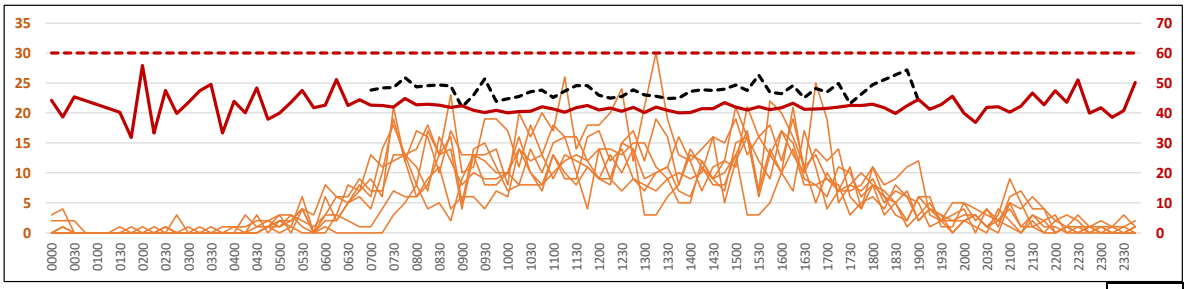
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

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

15min VOL & SPEED



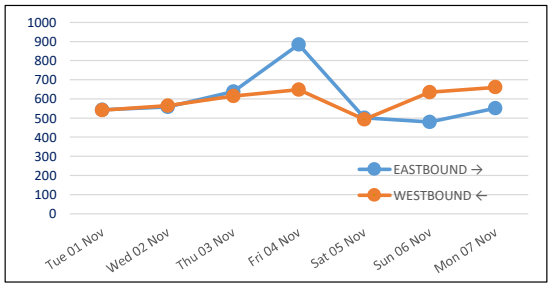
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 →

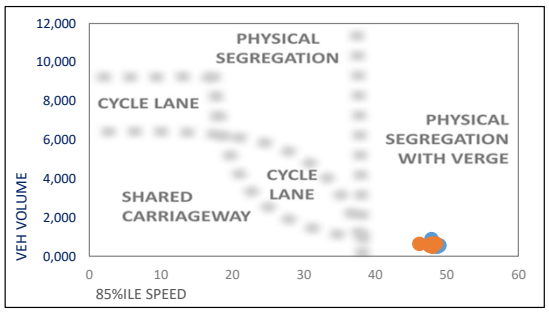
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	1.3	0.0	0.0	0.0	1.3
0100	0.0	1.1	0.0	0.0	0.0	1.1
0200	0.0	1.6	0.0	0.0	0.0	1.6
0300	0.0	0.6	0.0	0.0	0.0	0.6
0400	0.0	1.4	0.1	0.0	0.0	1.6
0500	0.0	1.3	0.0	0.1	0.0	1.4
0600	0.0	6.6	0.1	0.3	0.0	7.0
0700	0.0	24.9	0.3	0.6	0.1	25.9
0800	0.7	38.6	2.0	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.

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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	33178-003 - 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 →

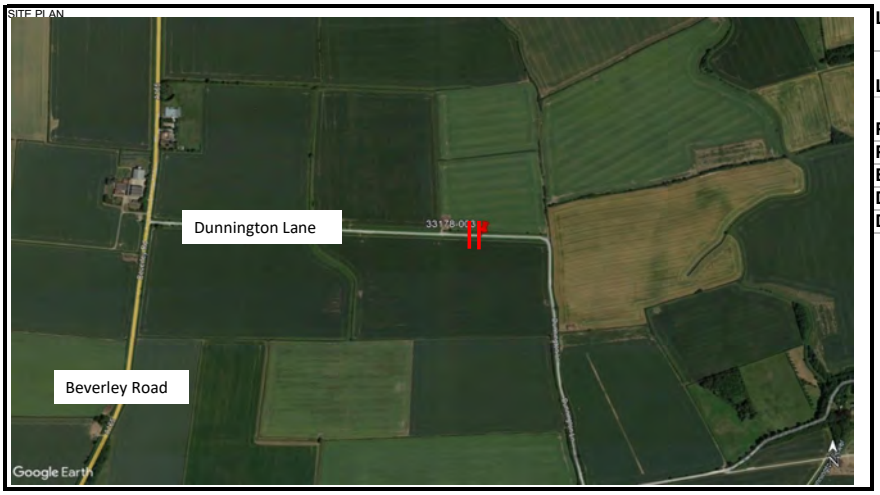
Total recorded volume	**447**
Avg daily volume (based on 7 days)	63.9
Average daily speed (7 days)	40.5mph
Average daily 85%ile (7 days)	49.3mph
% of vehicles exceeding 60mph	3.4%
Avg weekday volume (Mon-Fri, 24hrs)	82.0
Avg weekday speed (Mon-Fri, 24hrs)	40.1mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)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

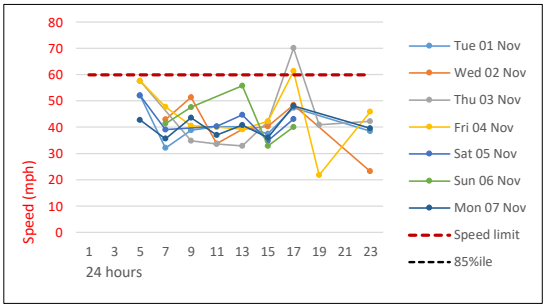
SITE PLAN



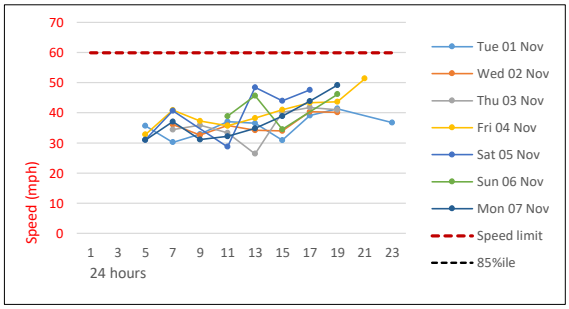
Location	Dunnington Lane
Lat, lng.	53°57'33.99"N, 0°15'41.31"W
Project & site	33178-003
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

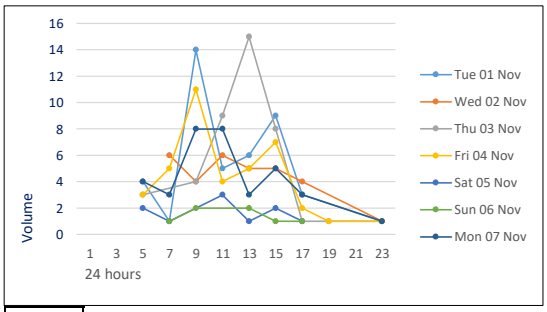


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

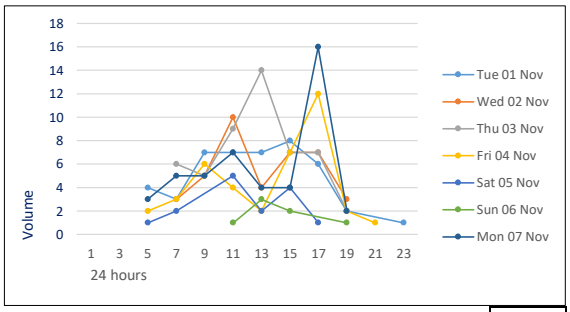
The peak average eastbound daytime speed was 70.1mph at 16:45 on Thu 03 Nov, whilst the peak average westbound speed was 56.5mph at 17:00 on Fri 04 Nov (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

EASTBOUND →



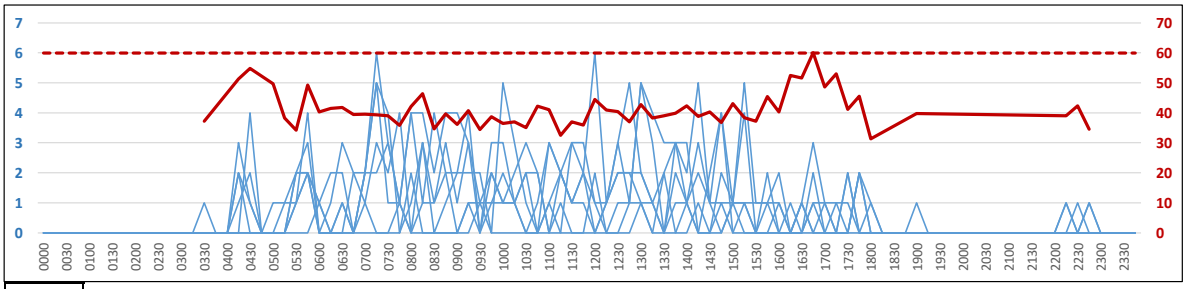
WESTBOUND ←



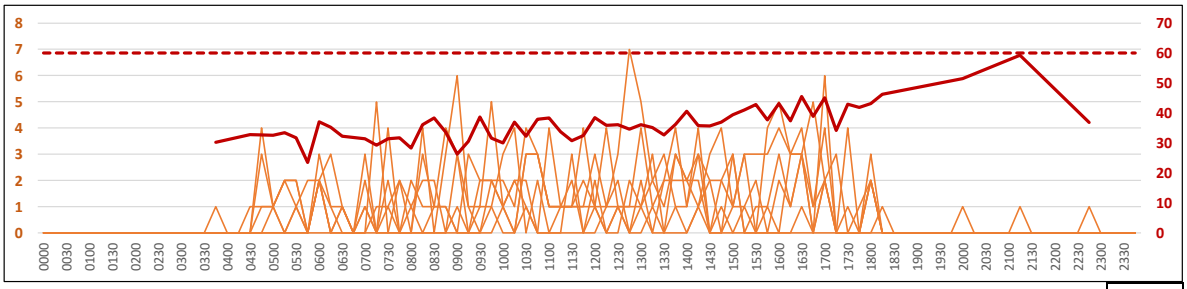
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

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

15min VOL & SPEED



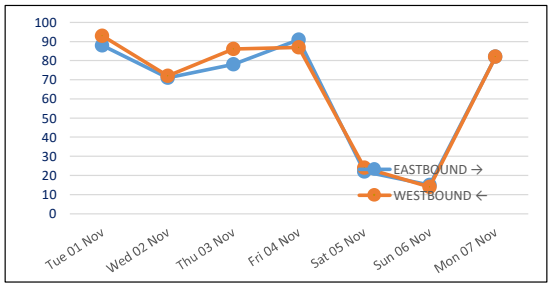
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 →

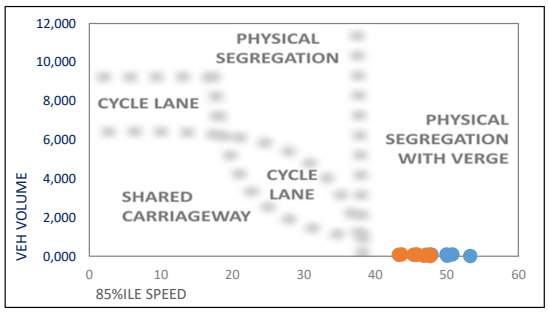
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	**0.0**
0100	0.0	0.0	0.0	0.0	0.0	**0.0**
0200	0.0	0.0	0.0	0.0	0.0	**0.0**
0300	0.0	0.1	0.0	0.0	0.0	**0.1**
0400	0.0	2.3	0.0	0.0	0.0	**2.3**
0500	0.0	3.4	0.0	0.4	0.0	**3.9**
0600	0.0	1.3	0.1	1.0	0.0	**2.4**
0700	0.0	4.3	0.1	3.0	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

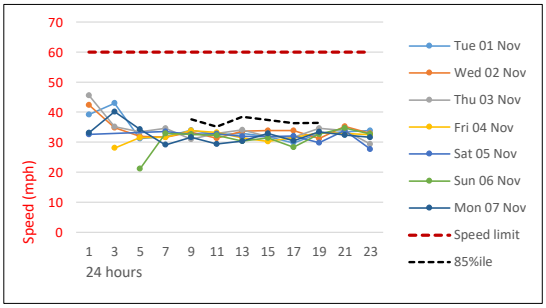


Location	Catfoss Road
Lat, lng.	53°55'30.21"N, 0°15'25.80"W
Project & site	33178-004
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

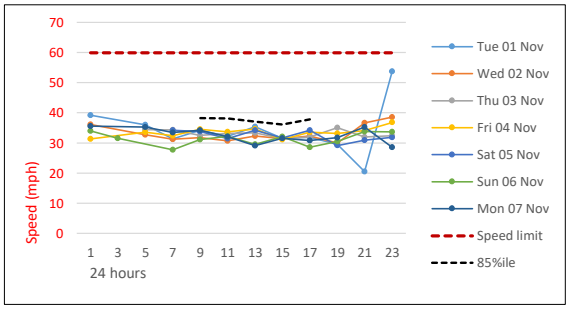
Annex 1

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

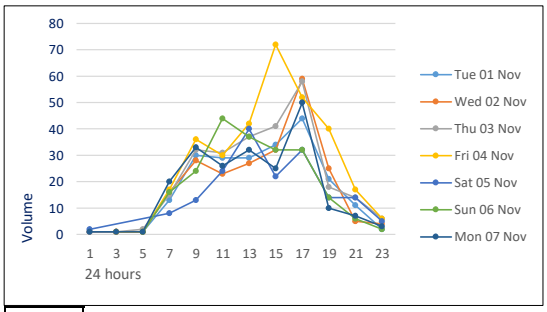


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

The peak average eastbound daytime speed was 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).

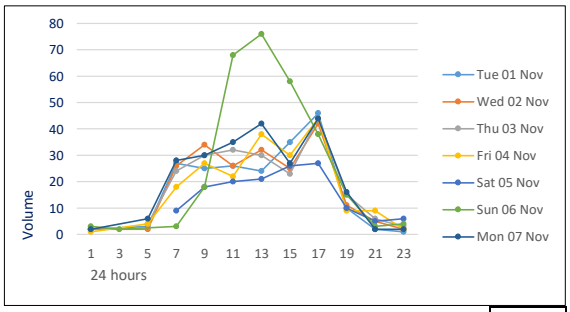
HOURLY VOLUMES

EASTBOUND →



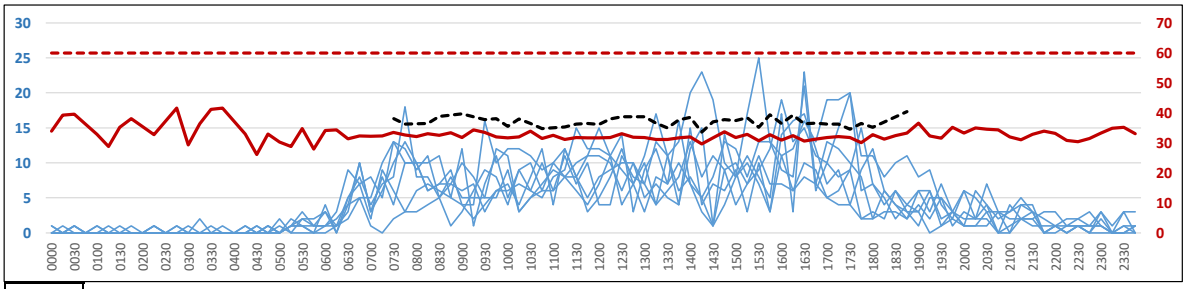
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

WESTBOUND ←

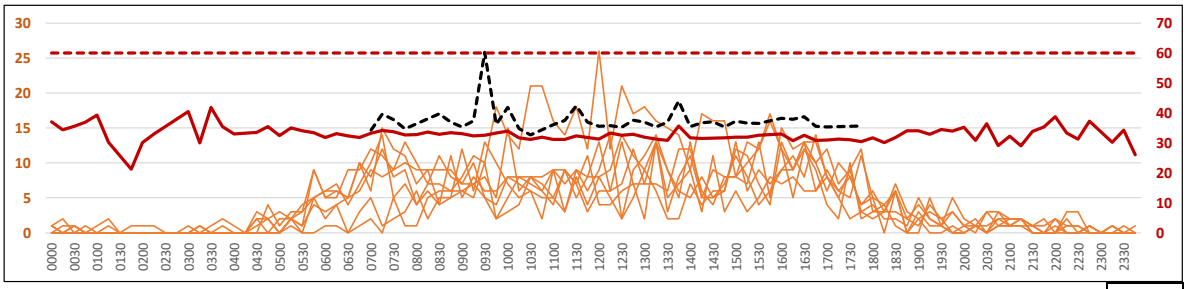


Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



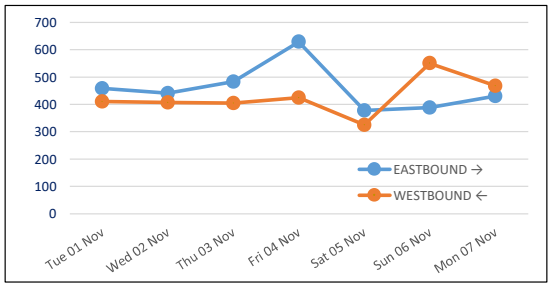
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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. ←

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 →

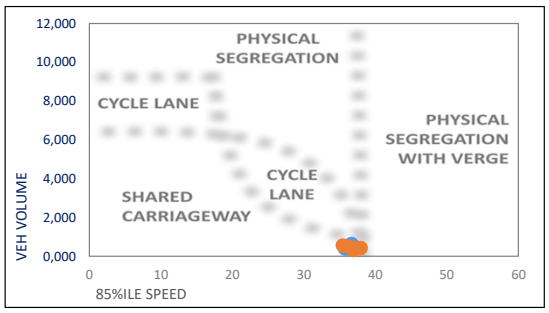
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.9	0.0	0.0	0.0	**0.9**
0100	0.0	0.7	0.0	0.0	0.0	**0.7**
0200	0.0	0.7	0.0	0.0	0.0	**0.7**
0300	0.0	0.7	0.0	0.0	0.0	**0.7**
0400	0.0	1.0	0.0	0.0	0.0	**1.0**
0500	0.0	3.3	0.0	0.1	0.0	**3.4**
0600	0.0	14.7	0.3	0.0	0.0	**15.0**
0700	0.0	27.6	0.1	0.3	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
- 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

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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

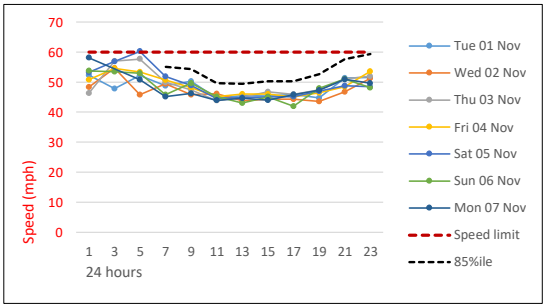
SITE LOCATION



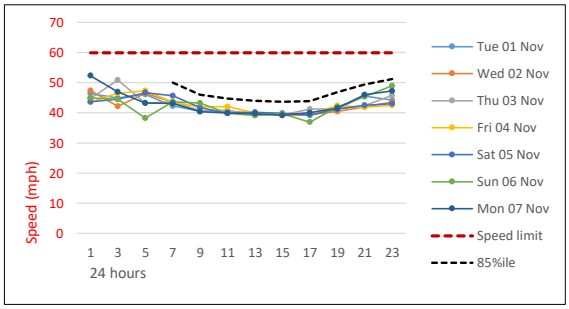
Location	A1035
Lat, lng.	53°53'52.01"N, 0°15'20.12"W
Project & site	33178-005
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

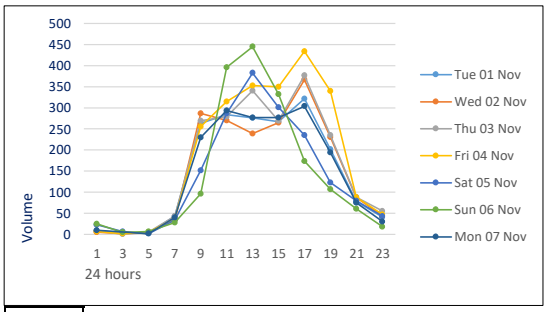


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

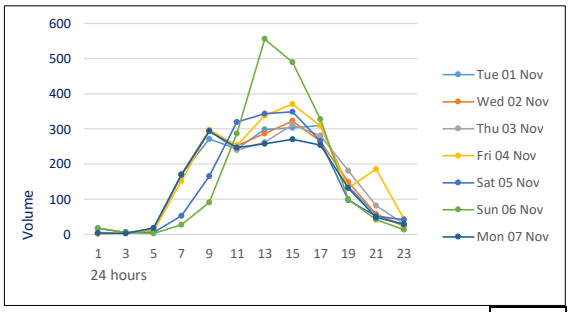
The peak average eastbound daytime speed was 55.2mph at 07:45 on Sun 06 Nov, whilst the peak average westbound speed was 45.9mph at 07:45 on Sat 05 Nov (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

EASTBOUND →



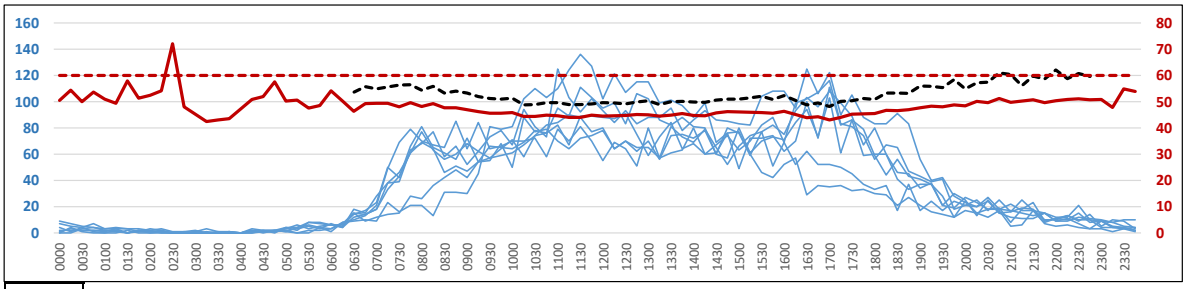
WESTBOUND ←



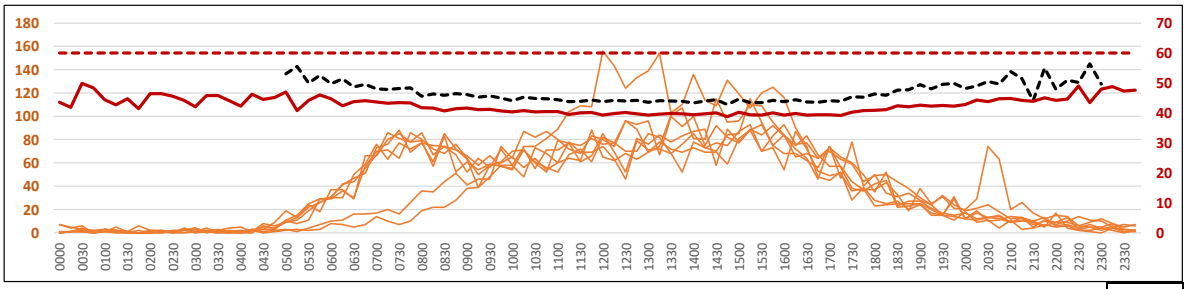
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

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.

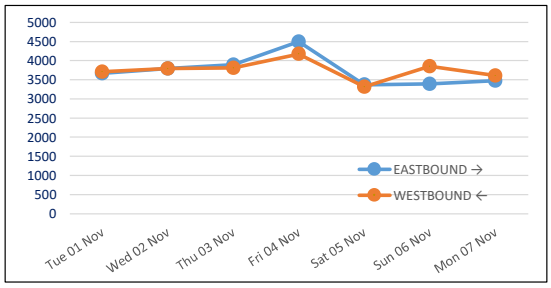


15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ←

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 →

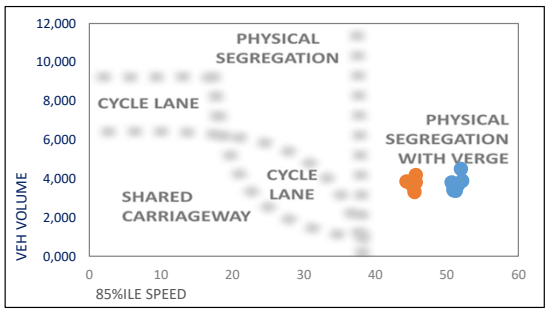
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.6	10.7	0.7	0.0	0.3	**12.3**
0100	0.0	5.6	0.9	0.0	0.0	**6.4**
0200	0.0	2.6	0.4	0.0	0.0	**3.0**
0300	0.0	1.7	0.1	0.0	0.0	**1.9**
0400	0.0	3.9	0.1	0.0	0.0	**4.0**
0500	0.0	12.3	0.9	0.9	0.4	**14.4**
0600	0.1	32.4	1.9	1.7	0.9	**37.0**
0700	0.4	133.3	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:

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6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
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9	ART5	5 axle articulated		
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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	33178-007 - 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

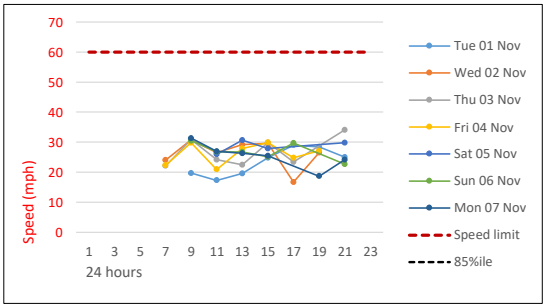


Location	Eske Lane
Lat, lng.	53°52'7.04"N, 0°22'40.85"W
Project & site	33178-007
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

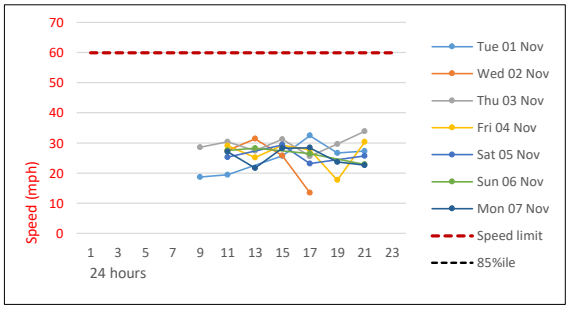
Annex 1

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

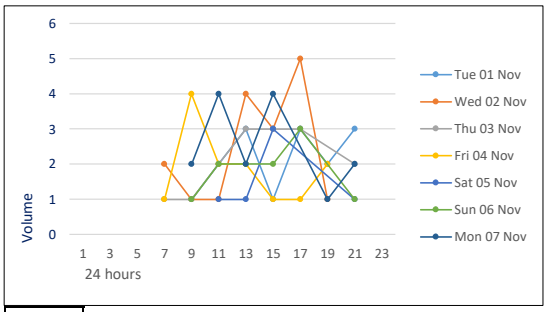


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

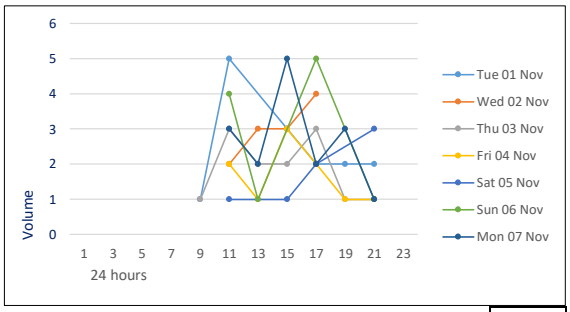
HOURLY VOLUMES

NORTHBOUND ↑



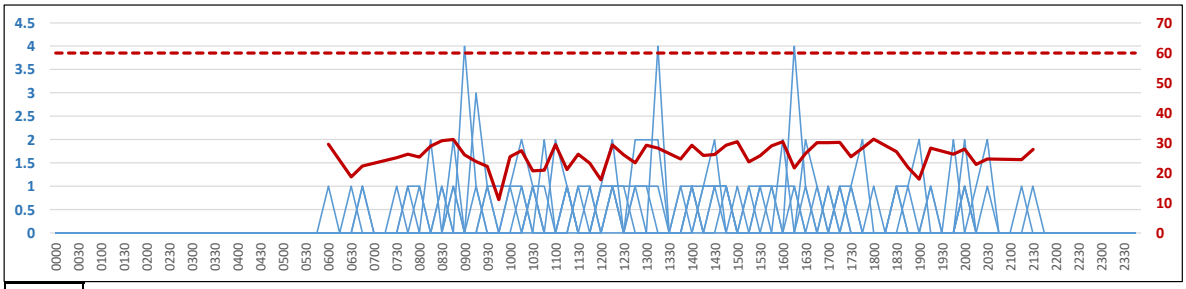
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

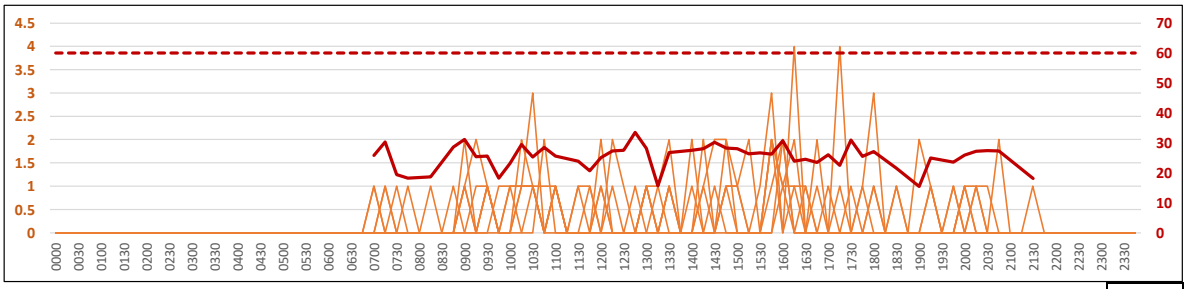


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



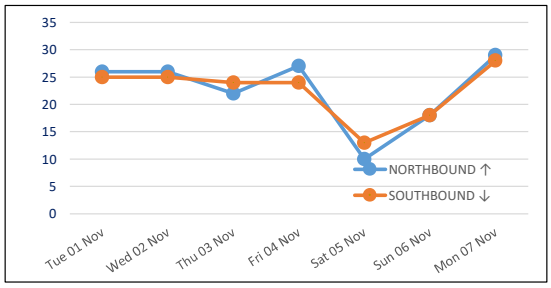
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 Monday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

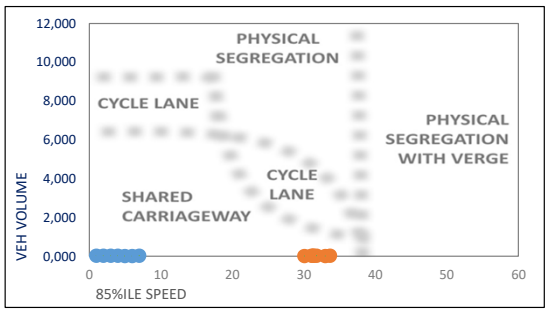
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	**0.0**
0100	0.0	0.0	0.0	0.0	0.0	**0.0**
0200	0.0	0.0	0.0	0.0	0.0	**0.0**
0300	0.0	0.0	0.0	0.0	0.0	**0.0**
0400	0.0	0.0	0.0	0.0	0.0	**0.0**
0500	0.0	0.0	0.0	0.0	0.0	**0.0**
0600	0.0	0.6	0.0	0.0	0.0	**0.6**
0700	0.0	0.3	0.0	0.1	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:

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	33178-008 - 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

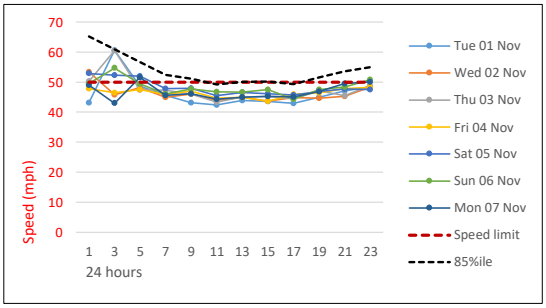
SITE LOCATION



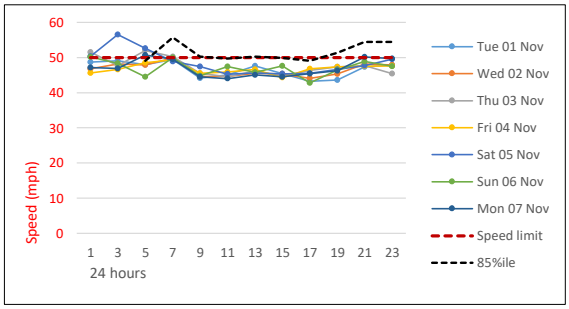
Location	Driffield Road
Lat, lng.	53°51'40.63"N, 0°27'3.55"W
Project & site	33178-008
PSL	50mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

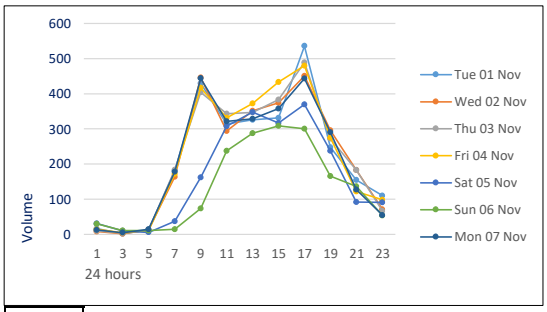


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 50mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

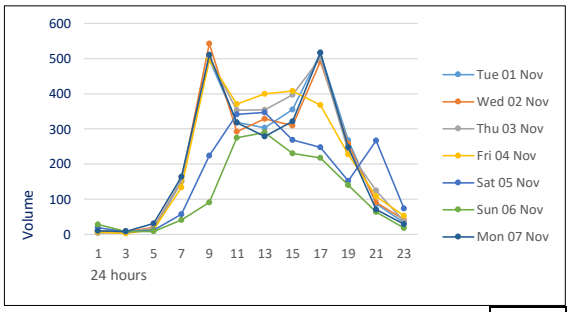
HOURLY VOLUMES

NORTHBOUND ↑



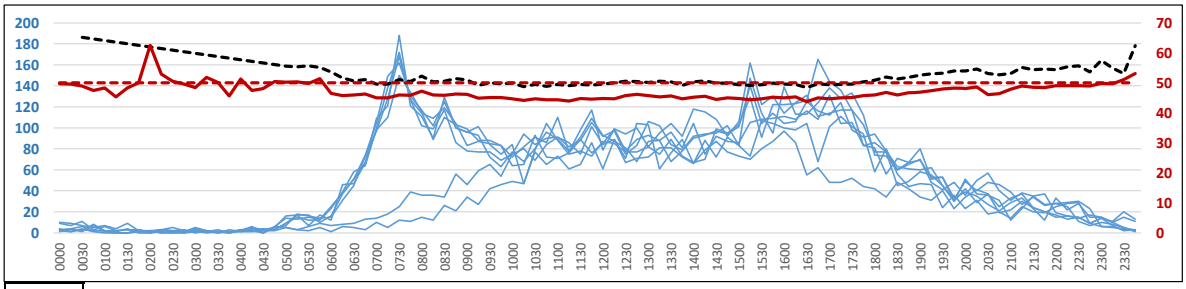
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

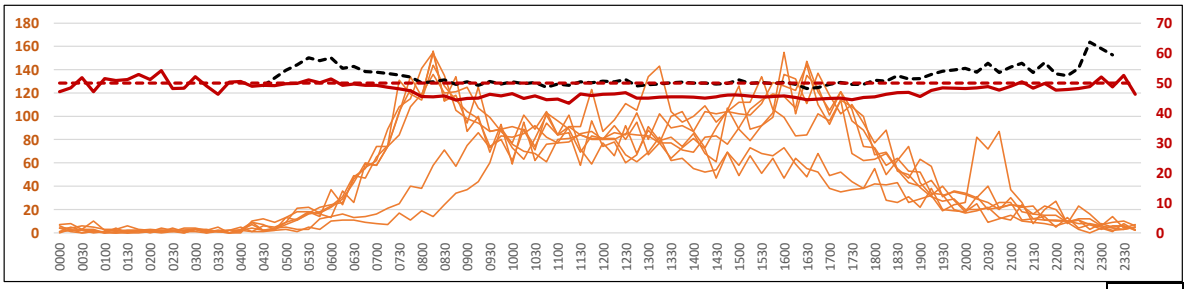


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



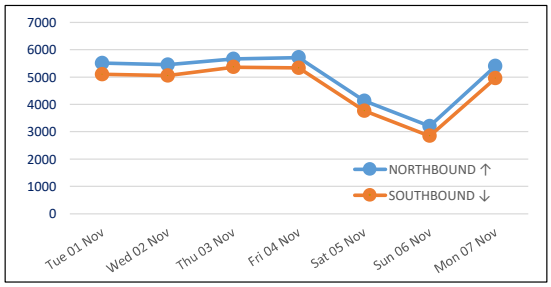
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 ↑

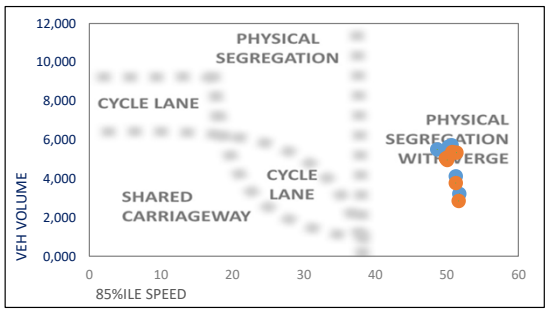
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	16.7	0.7	0.1	0.0	**17.6**
0100	0.1	8.0	0.3	0.0	0.0	**8.4**
0200	0.0	5.4	0.1	0.0	0.0	**5.6**
0300	0.0	5.0	0.1	0.6	0.0	**5.7**
0400	0.4	9.9	0.6	0.7	0.0	**11.6**
0500	0.1	39.4	1.3	2.9	0.0	**43.7**
0600	0.4	122.0	5.0	5.1	0.4	**133.0**
0700	2.7	377.0	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.

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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	33178-009 - 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

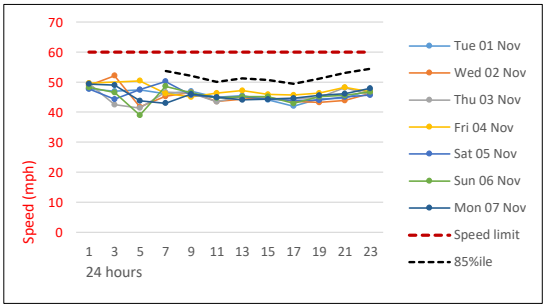
SITE LOCATION



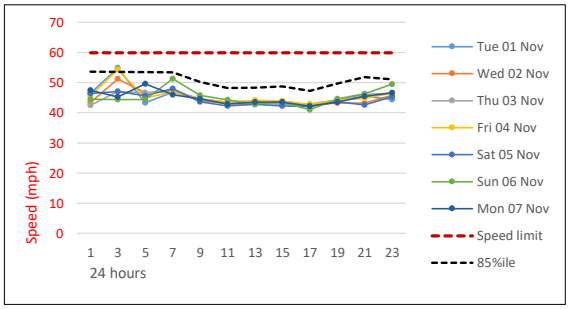
Location	A1174
Lat, lng.	53°50'37.51"N, 0°27'56.35"W
Project & site	33178-009
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

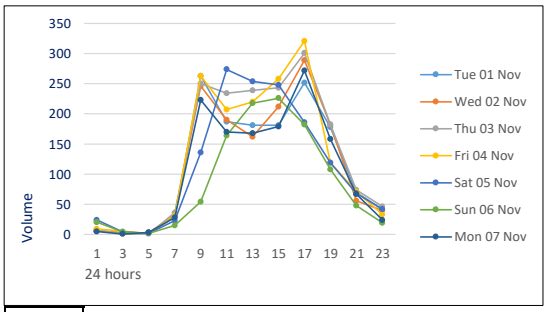


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

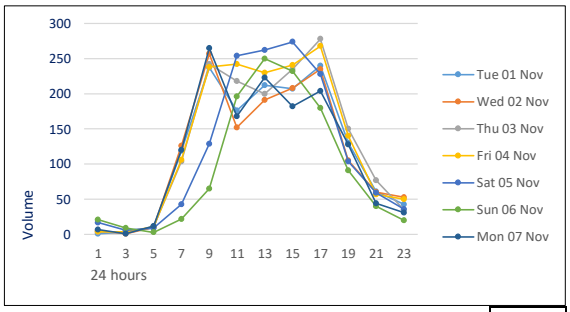
HOURLY VOLUMES

EASTBOUND →



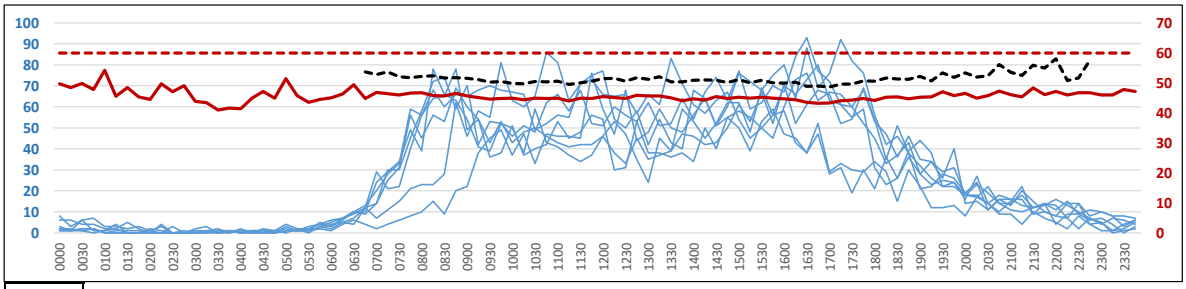
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

WESTBOUND ←

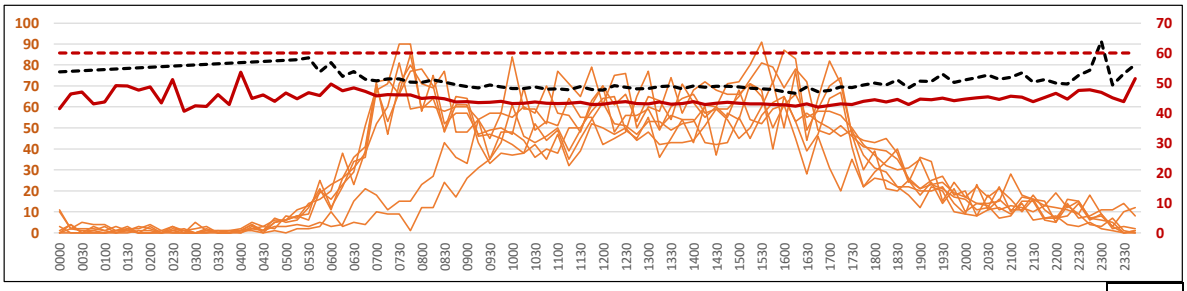


Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



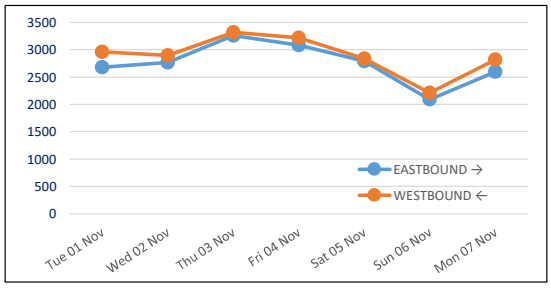
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 →

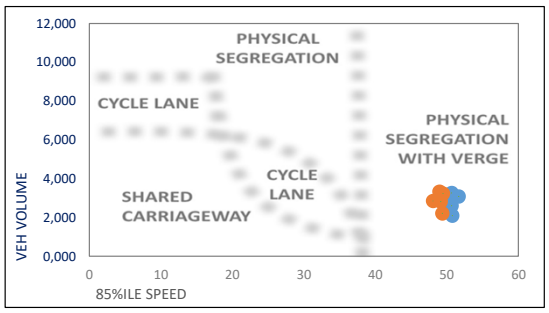
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	10.9	0.3	0.0	0.0	11.1
0100	0.0	4.4	0.3	0.0	0.0	4.7
0200	0.0	2.3	0.0	0.0	0.0	2.3
0300	0.0	1.9	0.0	0.9	0.0	2.7
0400	0.0	1.6	0.1	0.4	0.1	2.3
0500	0.0	7.3	0.1	0.1	0.1	7.7
0600	0.0	24.3	2.3	0.9	0.1	27.6
0700	0.0	95.6	4.6	0.7	0.1	101.0
0800	0.0	199.4	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
- 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	33178-010 - 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

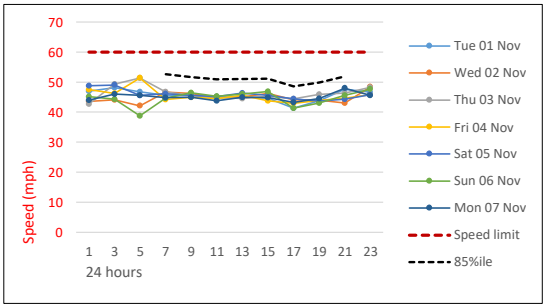
SITE LOCATION



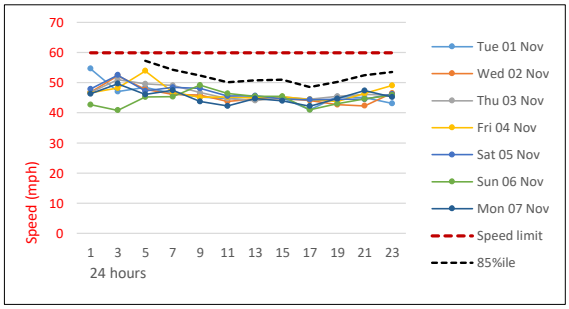
Location	Killingwoldgraves Lane
Lat, lng.	53°50'14.37"N, 0°28'47.82"W
Project & site	33178-010
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

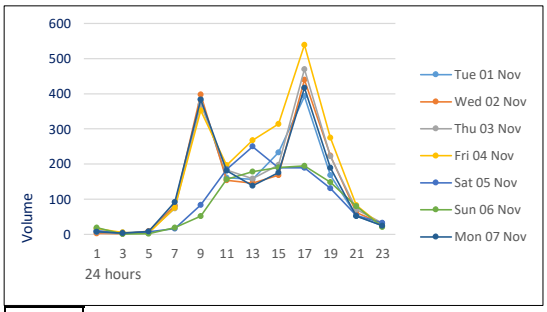


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

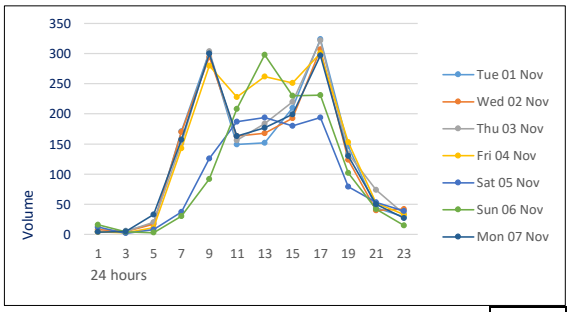
The peak average northbound daytime speed was 52.6mph at 07:15 on Sun 06 Nov, whilst the peak average southbound speed was 51.6mph at 08:15 on Sun 06 Nov (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

NORTHBOUND ↑



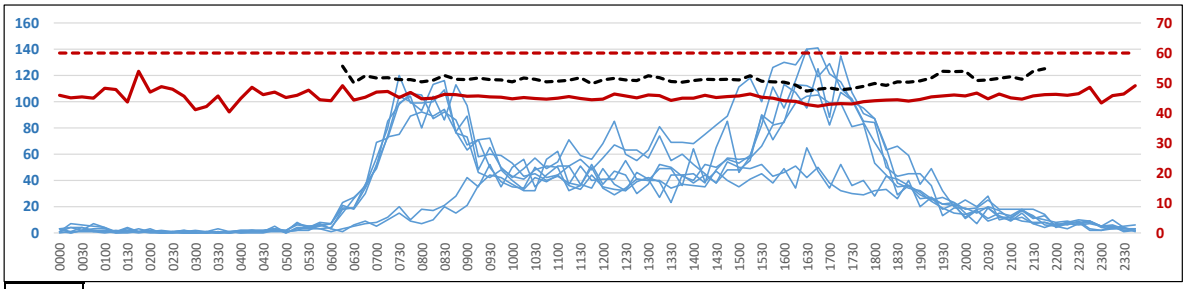
SOUTHBOUND ↓



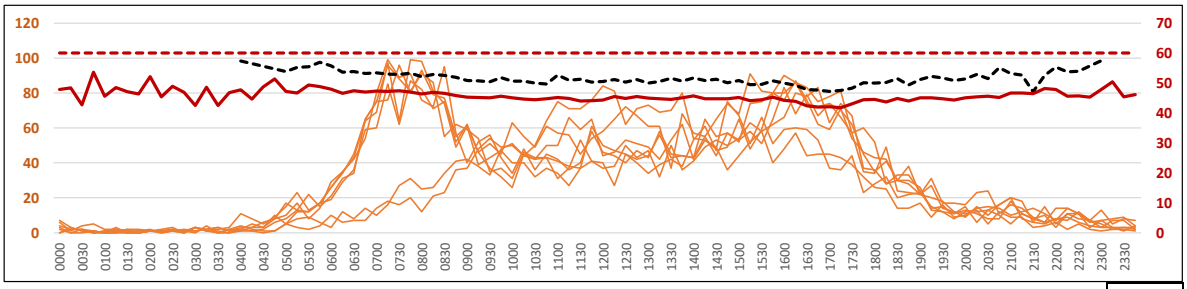
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

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

15min VOL & SPEED



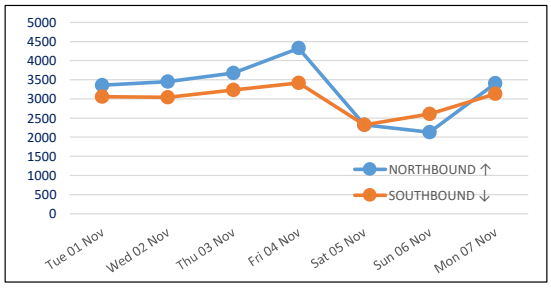
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

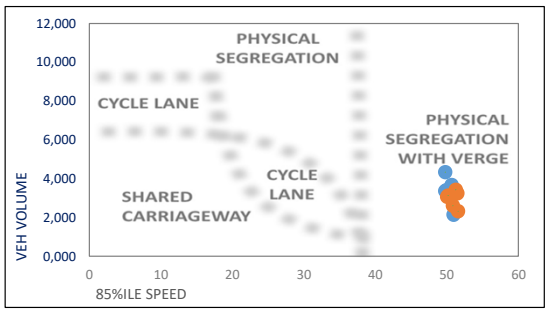
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	9.7	0.3	0.1	0.0	**10.1**
0100	0.0	5.7	0.1	0.0	0.0	**5.9**
0200	0.0	3.0	0.1	0.0	0.0	**3.1**
0300	0.0	2.3	0.0	0.0	0.0	**2.3**
0400	0.0	5.4	0.1	0.7	0.0	**6.3**
0500	0.3	13.3	0.6	0.6	0.1	**14.9**
0600	0.0	60.4	1.6	0.3	0.6	**62.9**
0700	1.3	240.3	5.0	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.

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
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- 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	33178-012 - 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

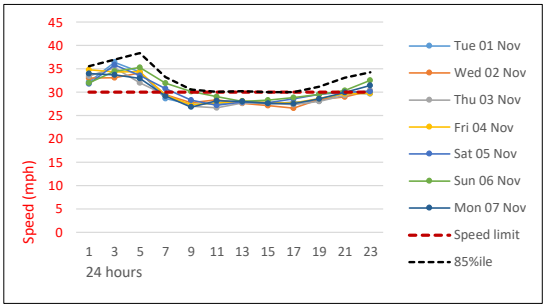
SITE PLAN



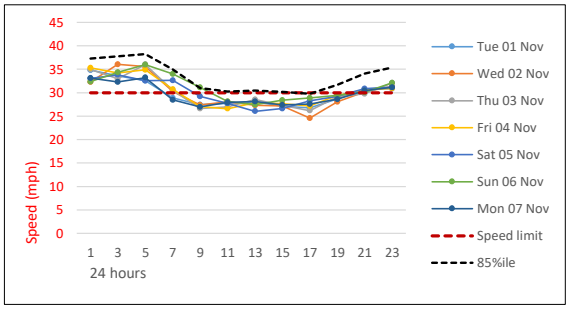
Location	A1174 Hull Road
Lat, lng.	53°49'18.39"N,0°23'16.41"
Project & site	33178-012
PSL	30mph
Bus route	Yes
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

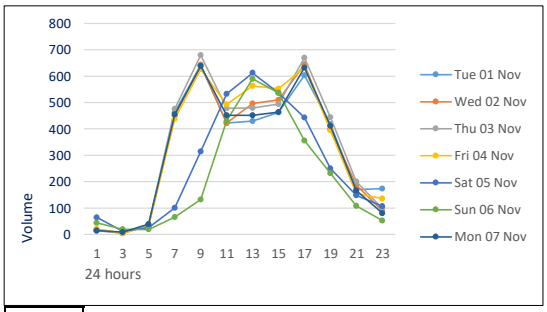


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

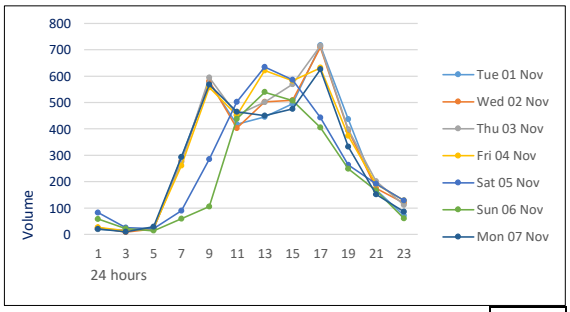
The peak average northbound daytime speed was 31.7mph at 07:00 on Sat 05 Nov, whilst the peak average southbound speed was 32.3mph at 08:00 on Sun 06 Nov (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

NORTHBOUND ↑



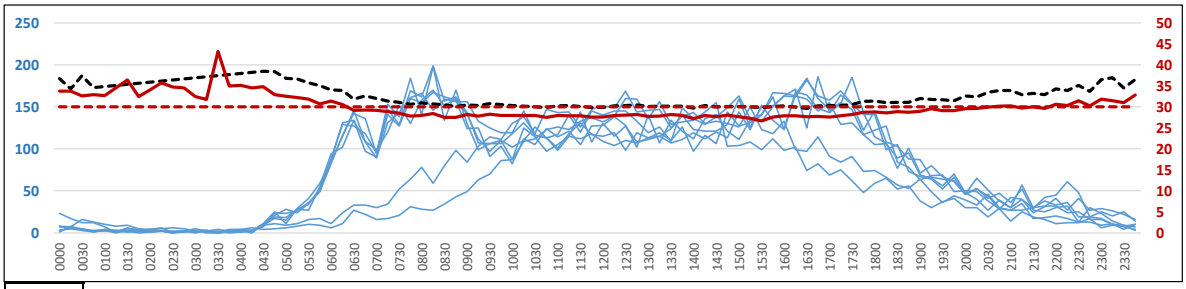
SOUTHBOUND ↓



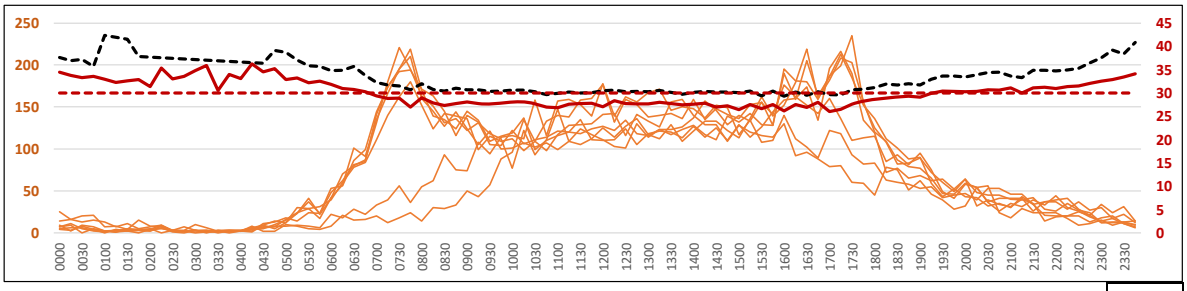
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

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

15min VOL & SPEED



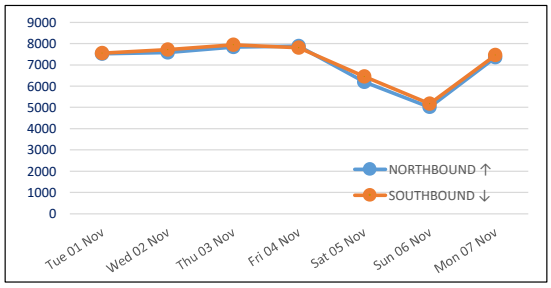
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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.

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 ↑

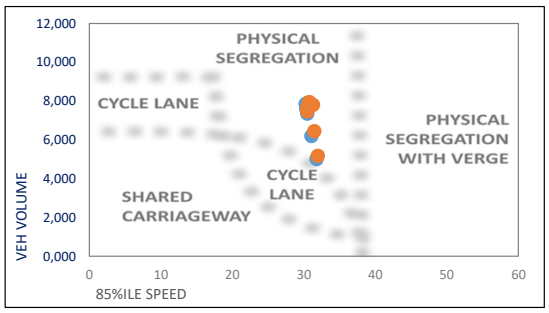
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.3	26.0	0.7	0.1	0.0	**27.1**
0100	0.0	13.9	0.0	0.0	0.1	**14.0**
0200	0.3	8.1	0.7	0.0	0.0	**9.1**
0300	0.0	7.1	0.0	0.0	0.0	**7.1**
0400	0.1	30.0	0.4	0.3	0.0	**30.9**
0500	1.6	101.0	3.1	1.1	0.9	**107.7**
0600	8.0	332.9	4.6	2.4	1.7	**349.6**
0700	3.7	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.

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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		
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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	33178-015 - 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

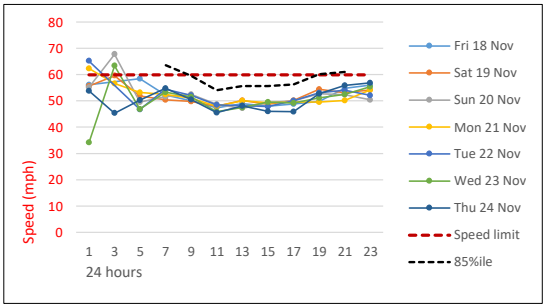
SITE LOCATION



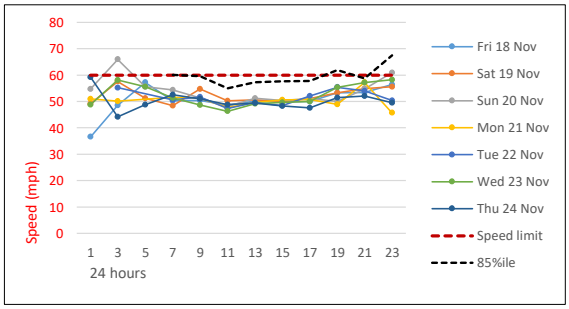
Location	B1242 Hornsea Road
Lat, lng.	53°58'26.09"N, 0°12'33.95"W
Project & site	33178-015
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

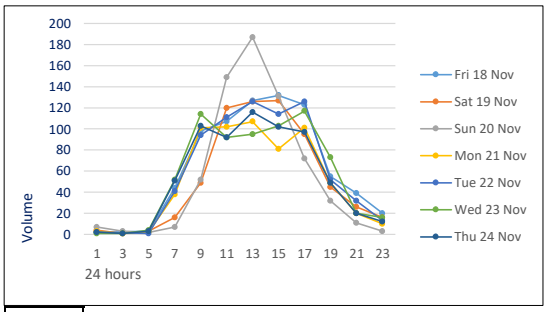


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

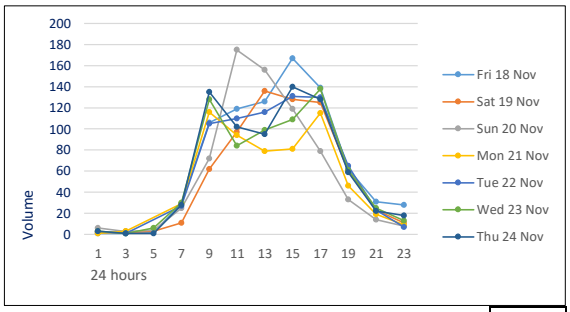
HOURLY VOLUMES

NORTHBOUND ↑



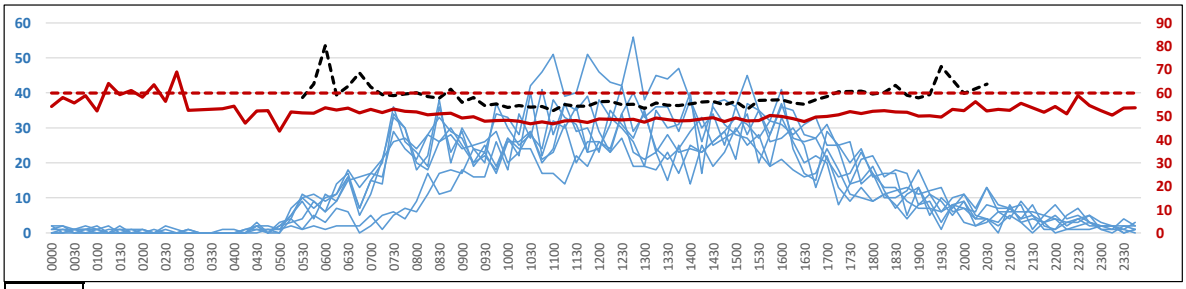
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

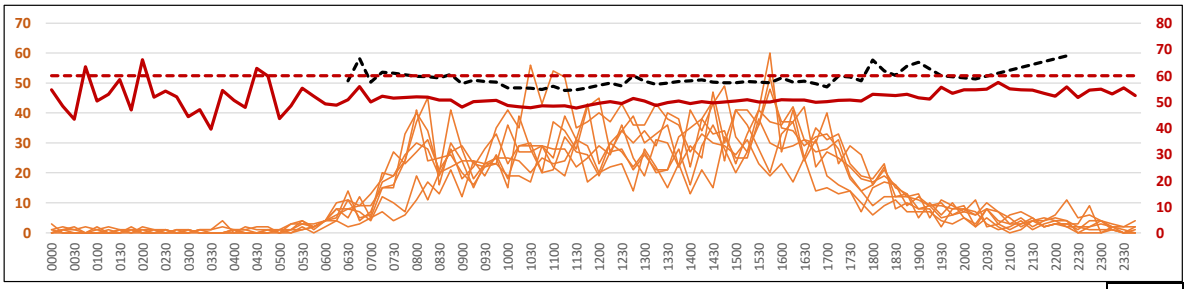


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



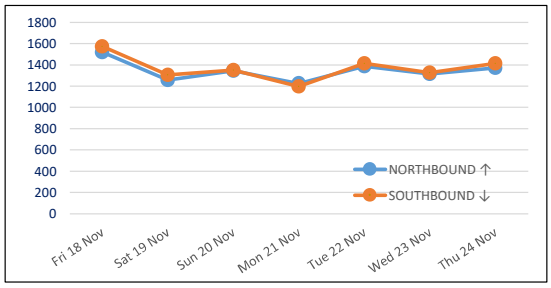
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 ↑

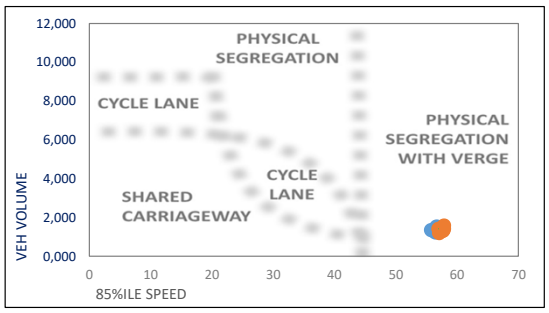
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	3.0	0.0	0.0	0.0	3.0
0100	0.0	2.0	0.0	0.0	0.0	2.0
0200	0.0	1.0	0.0	0.0	0.0	1.0
0300	0.0	0.4	0.0	0.0	0.0	0.4
0400	0.0	1.7	0.6	0.3	0.0	2.6
0500	0.4	18.4	0.0	0.0	0.0	18.9
0600	0.3	35.0	0.0	0.3	0.0	35.6
0700	0.4	68.0	2.1	0.3	0.1	71.0
0800	0.3	82.6	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

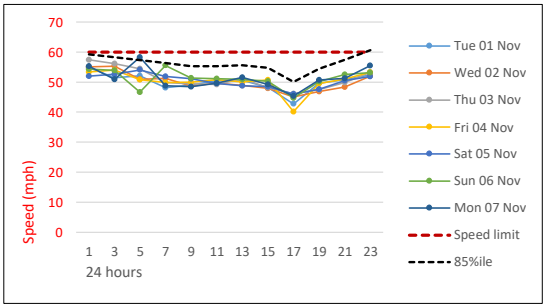


Location	A1079
Lat, lng.	53°50'40.65"N, 0°29'13.31"W
Project & site	33178-016
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

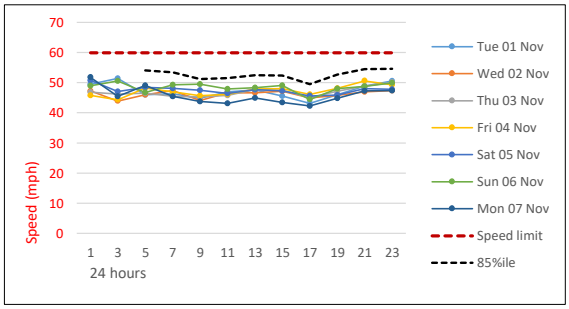
Annex 1

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

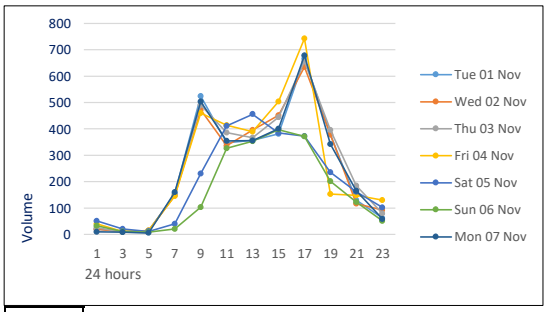


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

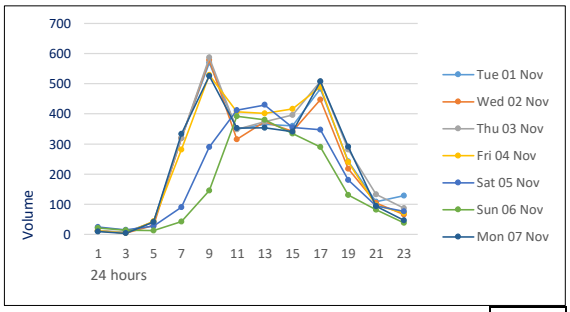
HOURLY VOLUMES

EASTBOUND →



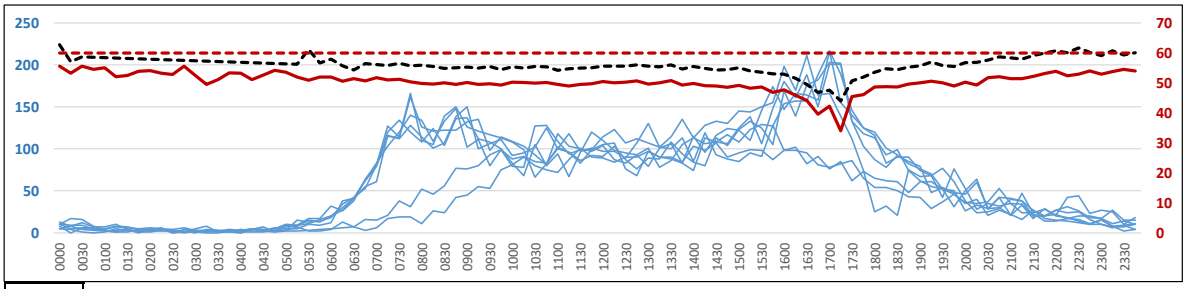
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

WESTBOUND ←

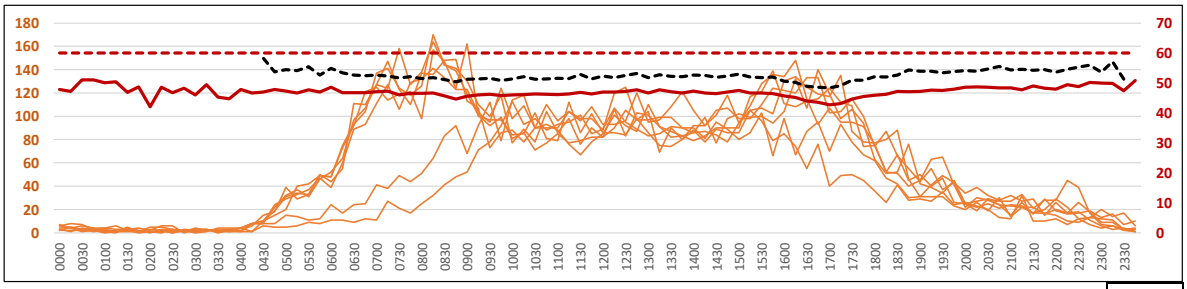


Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



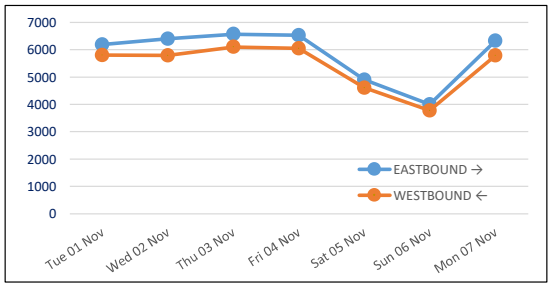
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 →

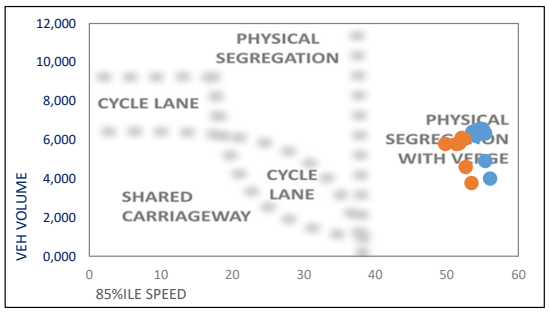
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	24.6	1.6	2.1	0.1	**28.4**
0100	0.0	12.9	0.7	1.4	0.0	**15.0**
0200	0.0	9.9	0.4	1.6	0.0	**11.9**
0300	0.0	7.3	0.1	1.1	0.3	**8.9**
0400	0.0	8.0	0.3	2.9	0.4	**11.6**
0500	0.0	30.0	1.1	2.9	0.3	**34.3**
0600	0.4	101.0	4.9	9.1	1.4	**116.9**
0700	0.6	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.

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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.

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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.

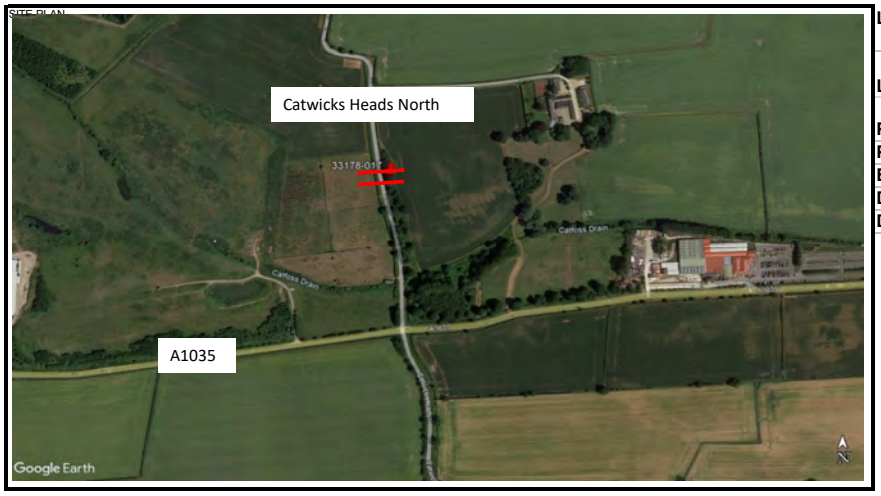
NORTHBOUND ↑

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

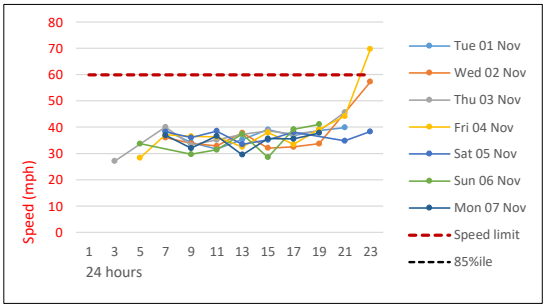
SITE LOCATION



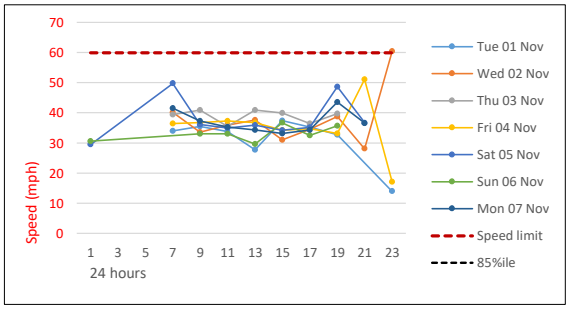
Location	Catwicks Heads North
Lat, lng.	53°53'59.97"N, 0°15'33.11"W
Project & site	33178-017
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

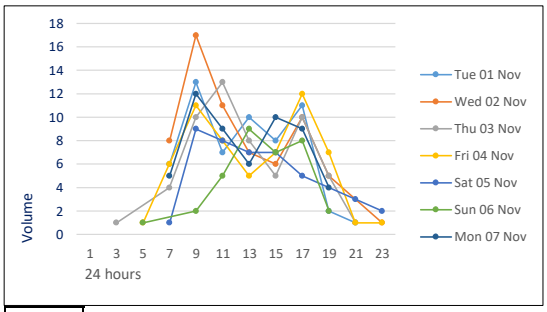


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

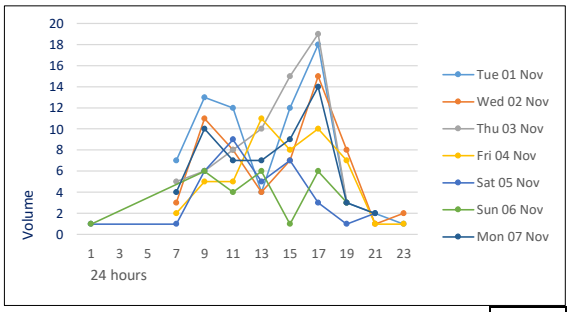
HOURLY VOLUMES

NORTHBOUND ↑



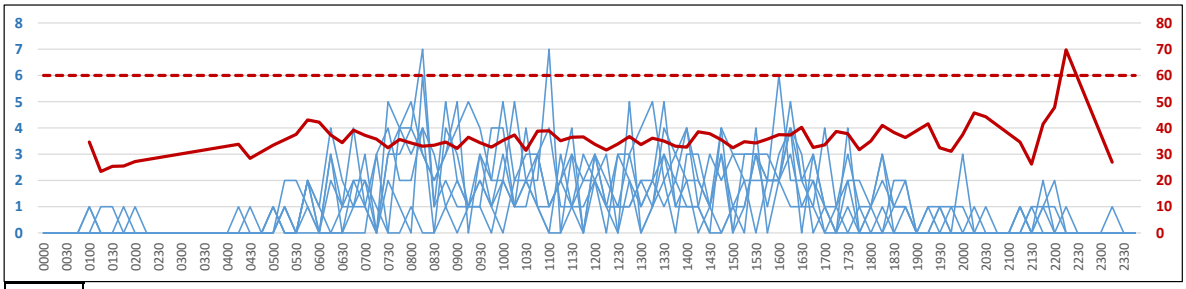
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

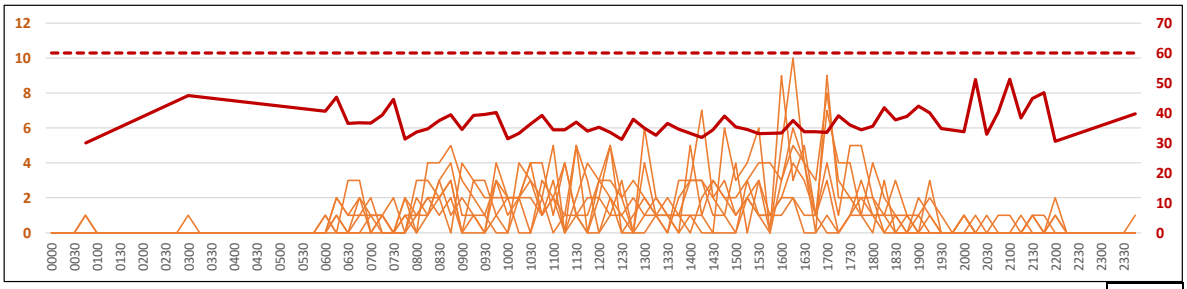


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



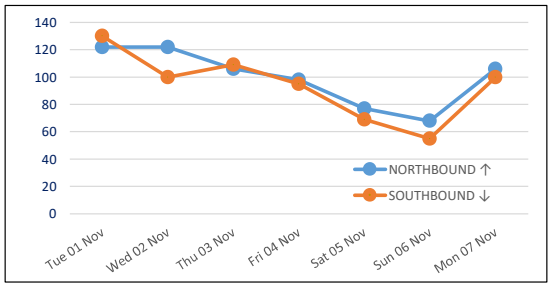
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 ↑

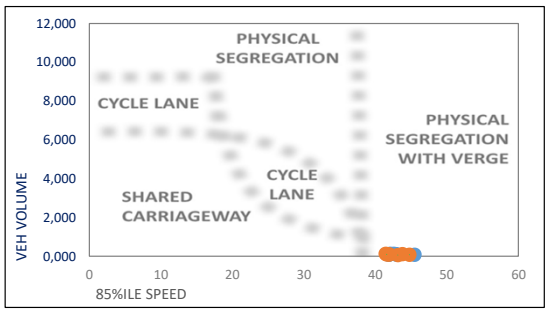
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	**0.0**
0100	0.0	0.7	0.0	0.0	0.0	**0.7**
0200	0.0	0.1	0.0	0.0	0.0	**0.1**
0300	0.0	0.0	0.0	0.0	0.0	**0.0**
0400	0.0	0.3	0.0	0.0	0.0	**0.3**
0500	0.0	2.9	0.0	0.0	0.0	**2.9**
0600	0.0	4.3	0.0	0.0	0.0	**4.3**
0700	0.4	6.7	0.0	0.3	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.

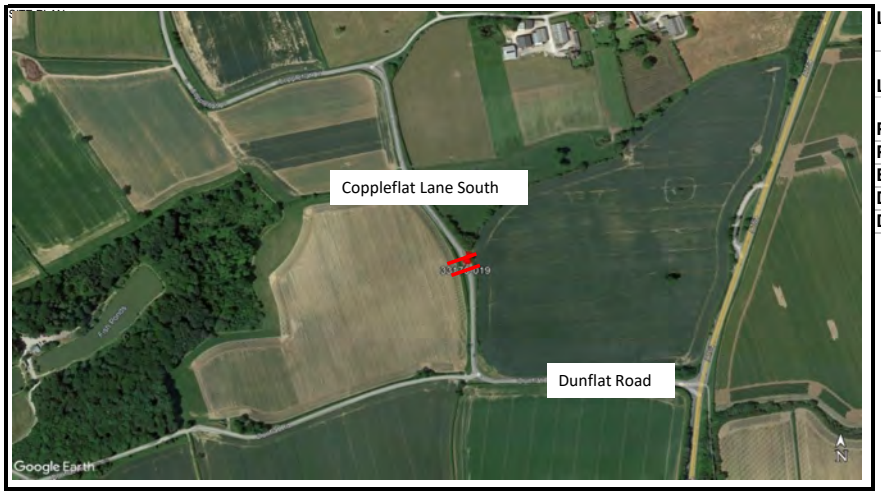
NORTHBOUND ↑

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

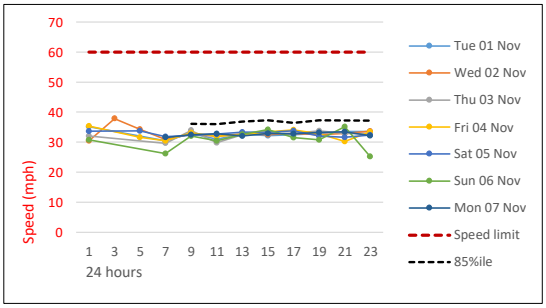


Location	Coppleflat Lane South
Lat, lng.	53°48'21.10"N, 0°27'22.42"W
Project & site	33178-019
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

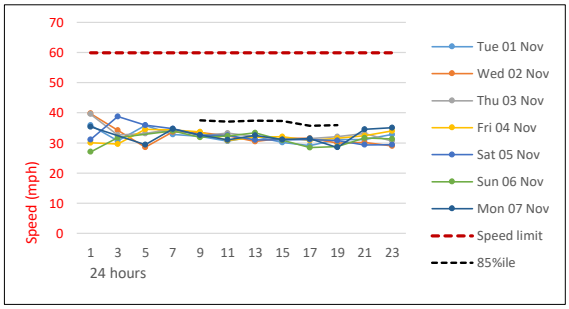
Annex 1

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

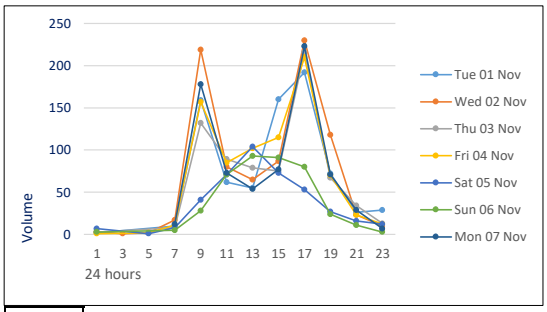


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

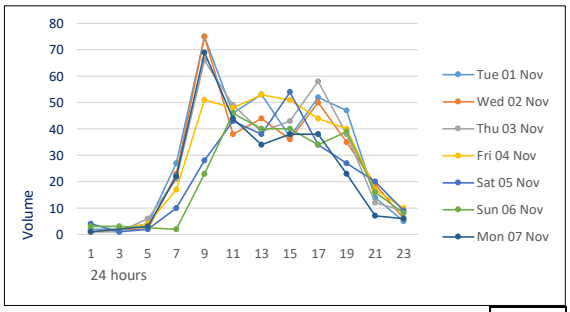
HOURLY VOLUMES

NORTHBOUND ↑



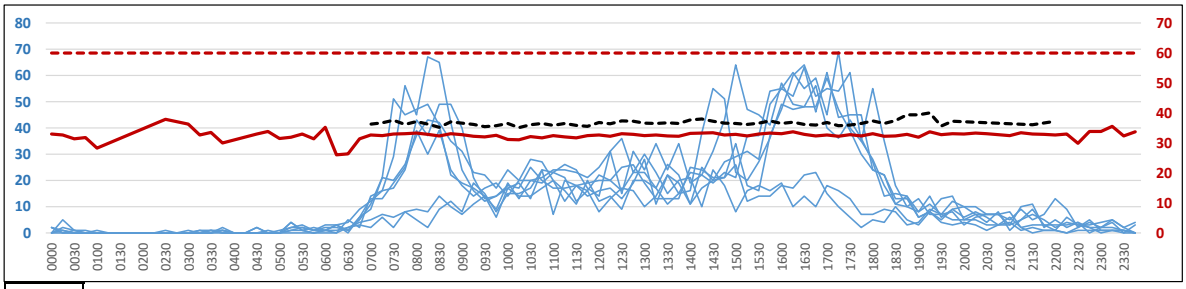
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

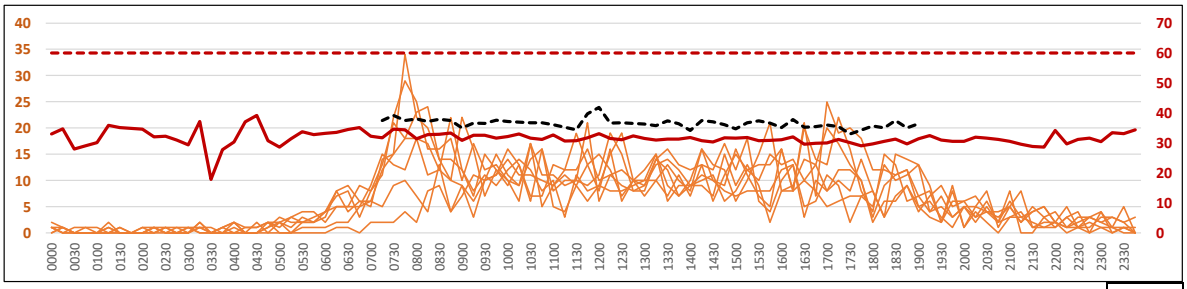


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



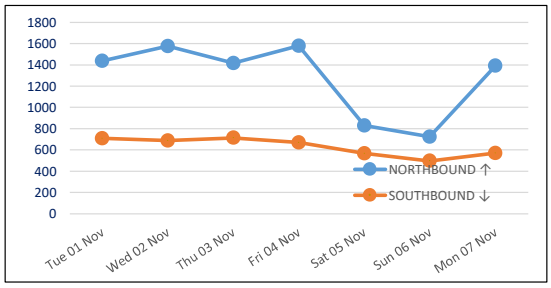
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 ↑

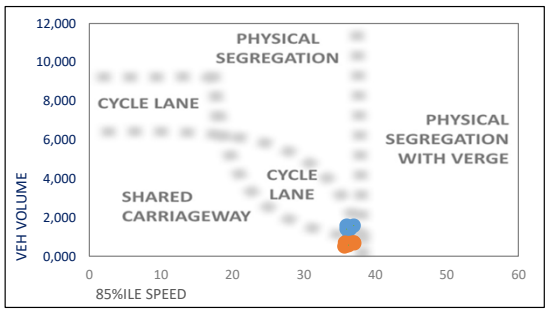
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	2.7	0.0	0.0	0.0	**2.7**
0100	0.0	0.1	0.0	0.0	0.0	**0.1**
0200	0.0	0.1	0.0	0.0	0.0	**0.1**
0300	0.0	1.6	0.0	0.0	0.0	**1.6**
0400	0.0	0.7	0.0	0.0	0.0	**0.7**
0500	0.0	4.1	0.0	0.1	0.0	**4.3**
0600	0.7	9.3	0.1	0.0	0.0	**10.1**
0700	0.7	68.6	1.7	0.4	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.

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	33178-020 - 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

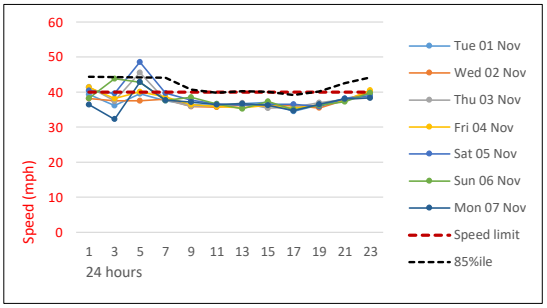
SITE LOCATION



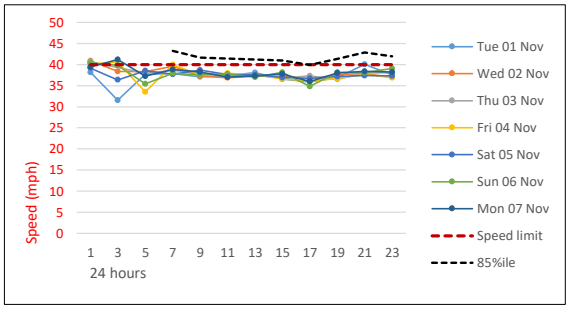
Location	Broadgate B1230
Lat, lng.	53°49'44.83"N, 0°27'19.13"W
Project & site	33178-020
PSL	40mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

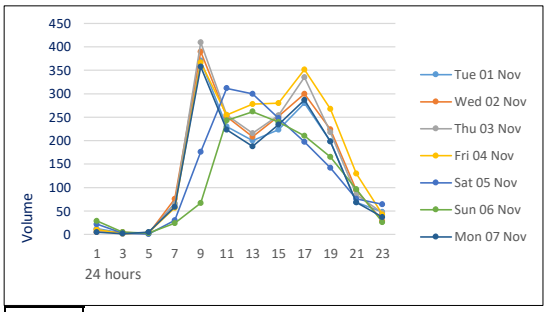


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 40mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, 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).

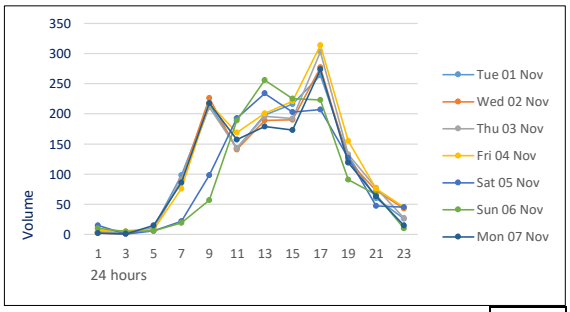
HOURLY VOLUMES

NORTHBOUND ↑



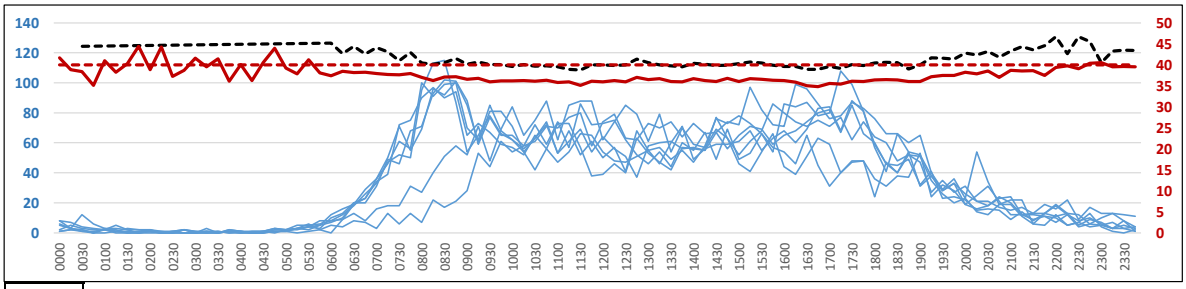
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

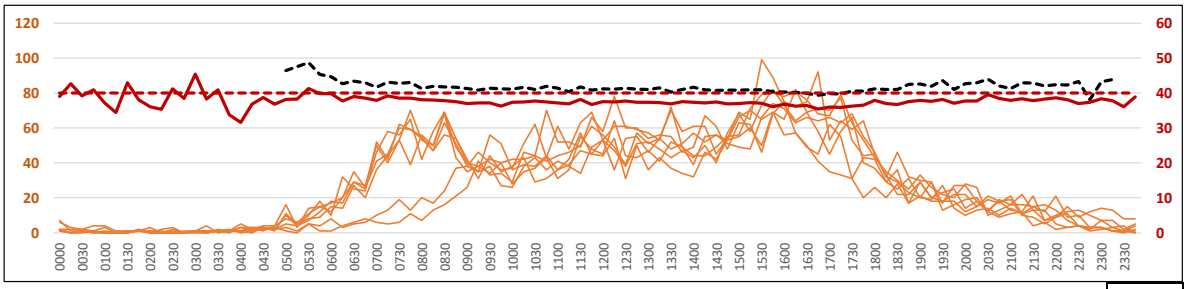


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



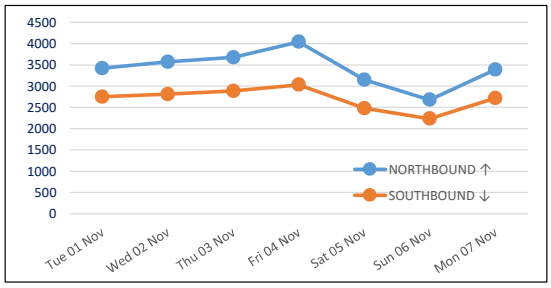
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 ↑

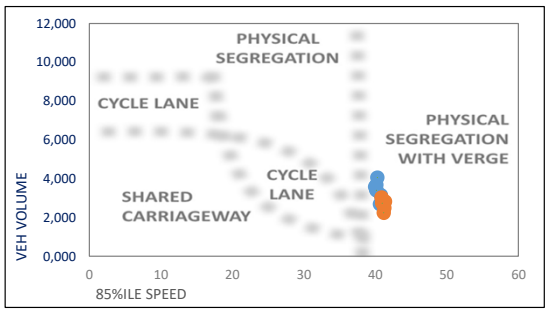
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	13.0	0.1	0.1	0.0	**13.3**
0100	0.0	5.1	0.3	0.1	0.1	**5.7**
0200	0.0	2.9	0.1	0.0	0.0	**3.0**
0300	0.0	2.3	0.1	0.0	0.0	**2.4**
0400	0.0	3.0	0.0	0.0	0.0	**3.0**
0500	0.0	11.9	0.6	0.0	0.0	**12.4**
0600	1.6	51.3	0.4	0.3	0.1	**53.7**
0700	0.7	155.1	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.

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Equipment & methodology

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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	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

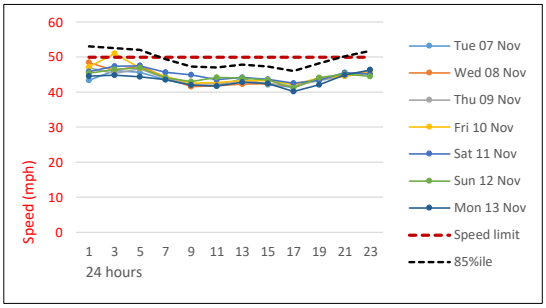
SITE LOCATION



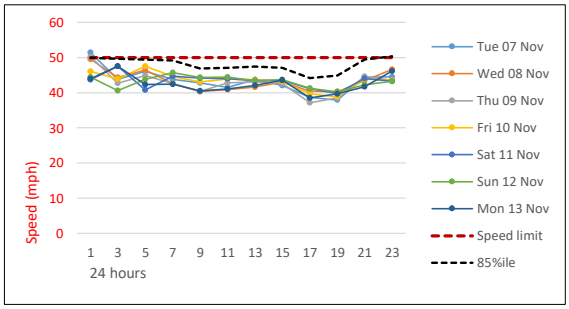
Location	B1248
Lat, lng.	53°51'40.88"N, 0°28'48.85"W
Project & site	37087-001
PSL	50mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

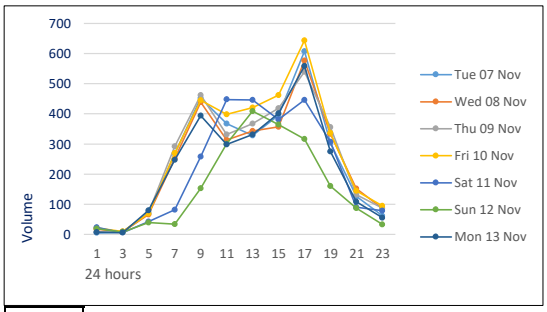


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 50mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

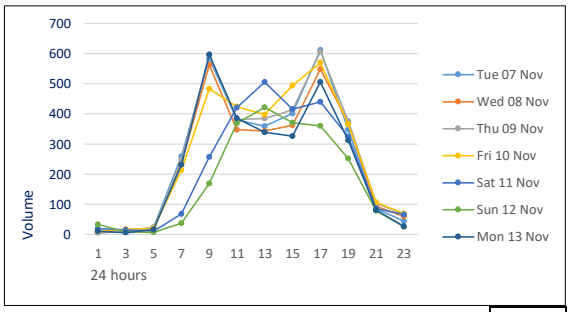
HOURLY VOLUMES

NORTHBOUND ↑



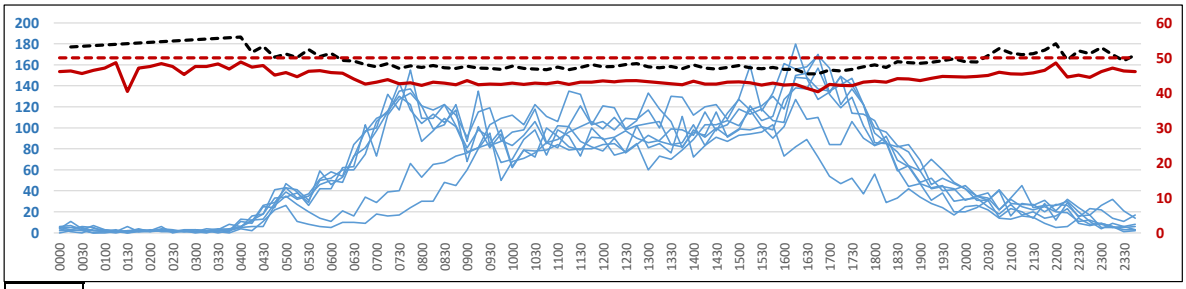
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

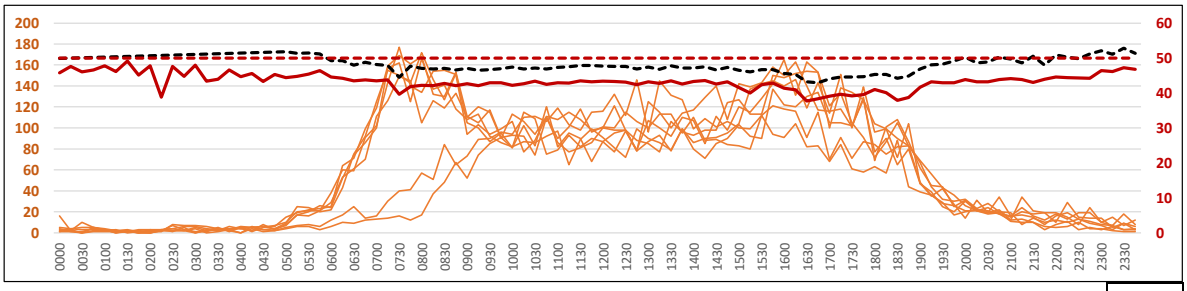


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



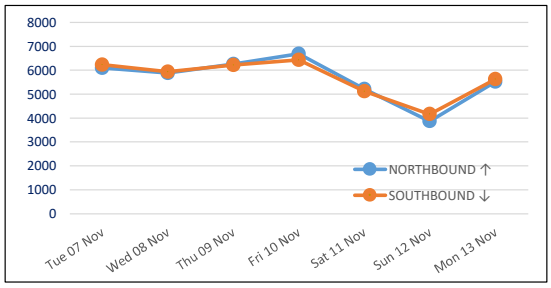
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 ↑

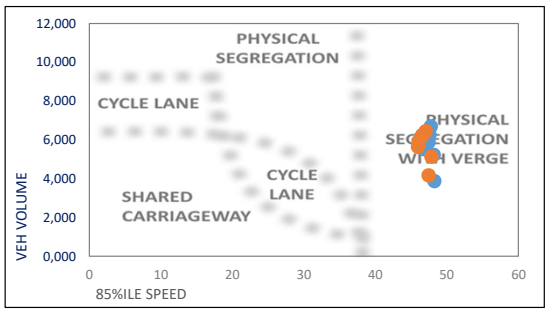
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	13.7	0.6	0.0	0.1	**14.4**
0100	0.1	6.3	0.4	0.0	0.0	**6.9**
0200	0.0	7.4	0.3	0.1	0.0	**7.9**
0300	0.1	7.9	0.1	0.3	0.0	**8.4**
0400	0.6	60.0	1.1	0.9	0.0	**62.6**
0500	0.7	127.3	1.7	4.3	0.6	**134.6**
0600	2.0	187.6	4.4	11.3	1.1	**206.4**
0700	1.3	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:

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	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

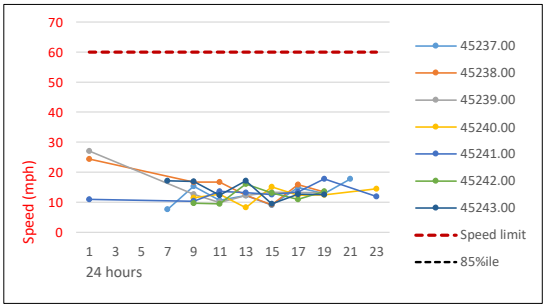
SITE LOCATION



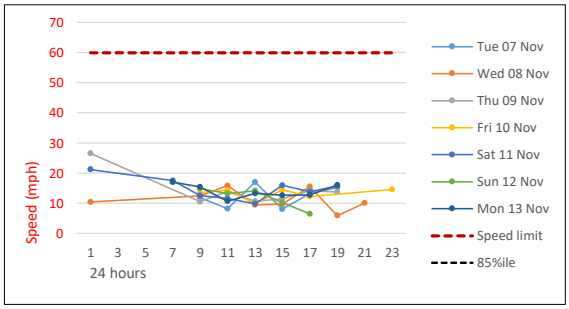
Location	Ings Road
Lat, lng.	53°51'32.72"N, 0°26'9.89"W
Project & site	37087-002
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

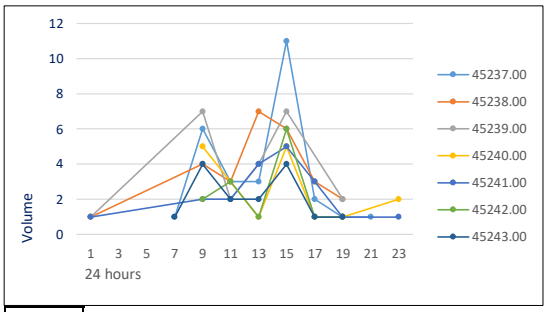


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

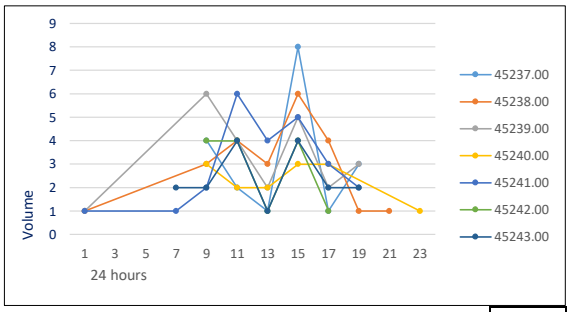
HOURLY VOLUMES

NORTHBOUND ↑



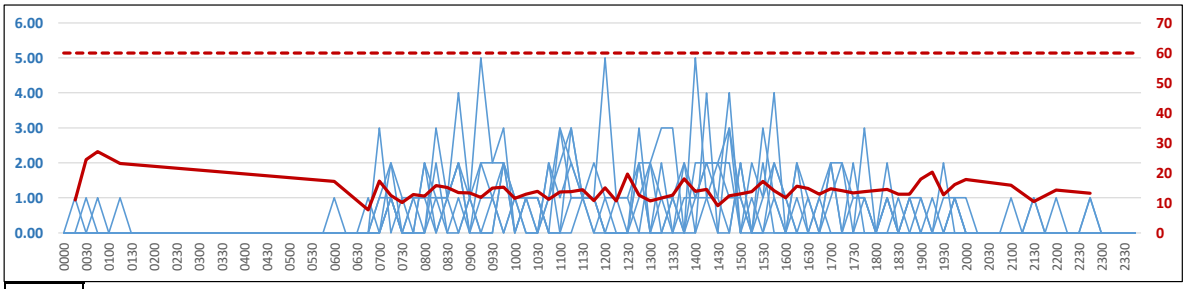
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

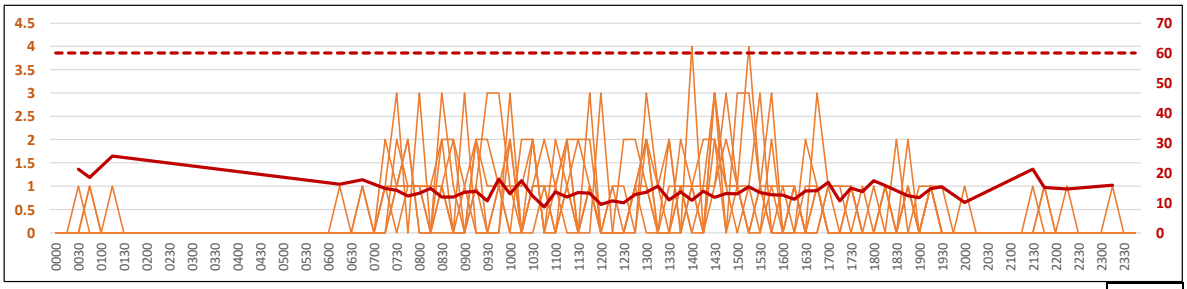


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



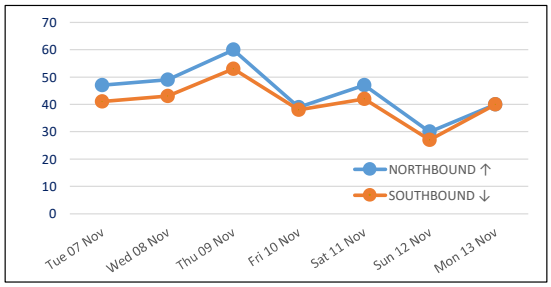
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 ↑

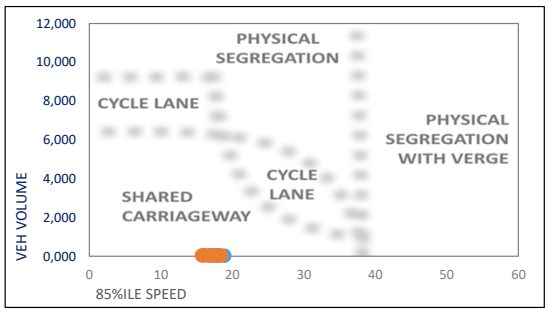
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.4	0.0	0.0	0.0	**0.4**
0100	0.0	0.1	0.0	0.0	0.0	**0.1**
0200	0.0	0.0	0.0	0.0	0.0	**0.0**
0300	0.0	0.0	0.0	0.0	0.0	**0.0**
0400	0.0	0.0	0.0	0.0	0.0	**0.0**
0500	0.0	0.0	0.0	0.0	0.0	**0.0**
0600	0.0	0.3	0.0	0.0	0.0	**0.3**
0700	0.0	2.4	0.1	0.0	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.

METHODOLOGY

Equipment & methodology

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

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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.

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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.

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.

Annex 1

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

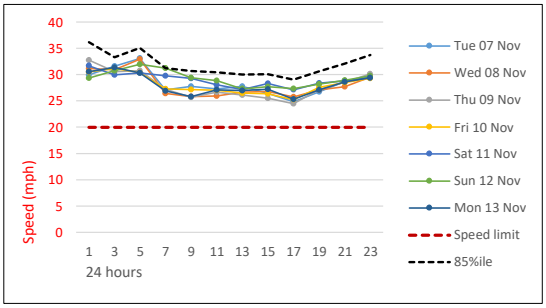
SITE LOCATION



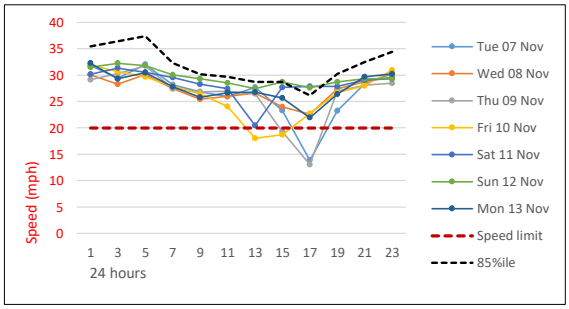
Location	Maybury Road
Lat, lng.	53°45'55.07"N, 0°17'8.03"W
Project & site	37087-003
PSL	20mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

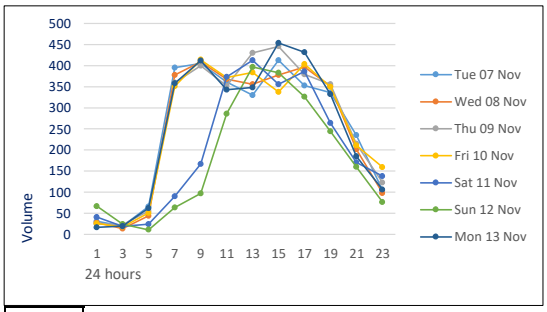


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 20mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

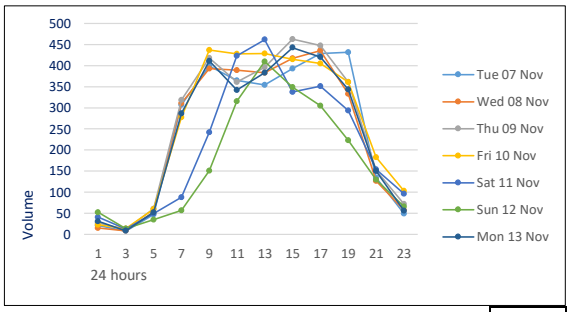
The peak average eastbound daytime speed was 31.5mph at 07:15 on Sun 12 Nov, whilst the peak average westbound speed was 31.4mph at 07:45 on Sun 12 Nov (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

EASTBOUND →



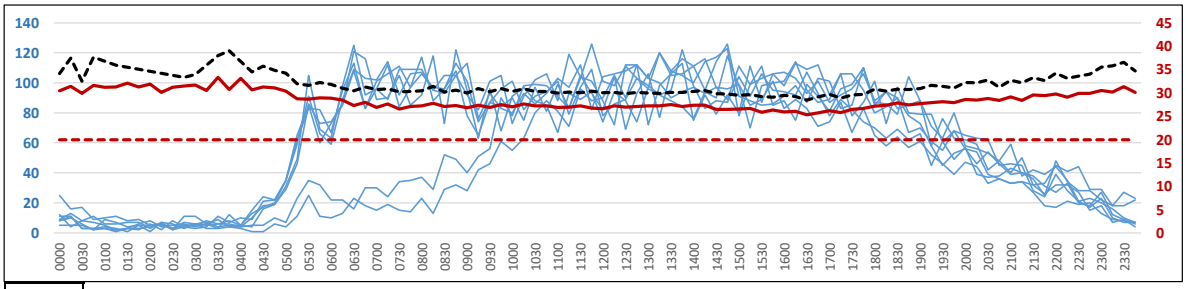
WESTBOUND ←



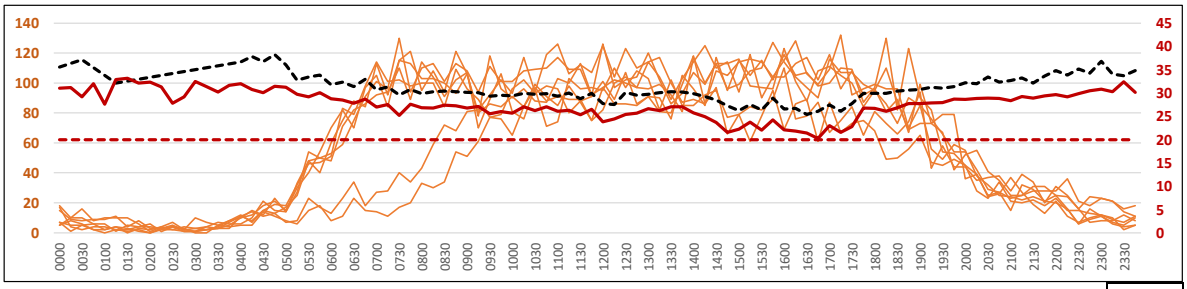
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

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

15min VOL & SPEED



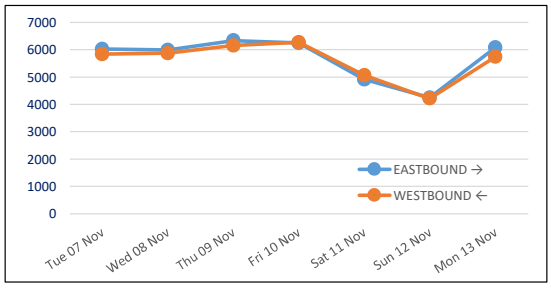
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 →

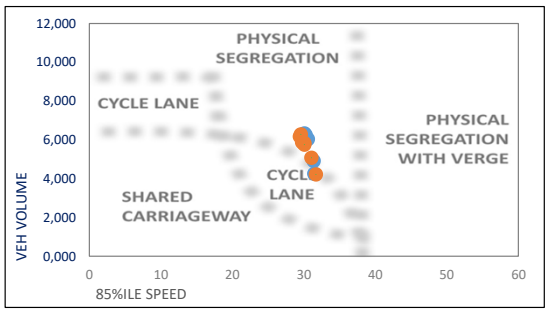
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.4	31.9	0.6	0.7	0.0	**33.6**
0100	0.1	18.3	0.3	0.7	0.3	**19.7**
0200	0.3	17.1	0.0	2.0	0.3	**19.7**
0300	0.7	21.1	0.7	1.1	0.3	**24.0**
0400	1.3	41.1	1.1	1.1	0.0	**44.7**
0500	8.3	184.9	1.9	4.1	0.0	**199.1**
0600	6.0	264.7	4.3	9.3	0.9	**285.1**
0700	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.

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CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
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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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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

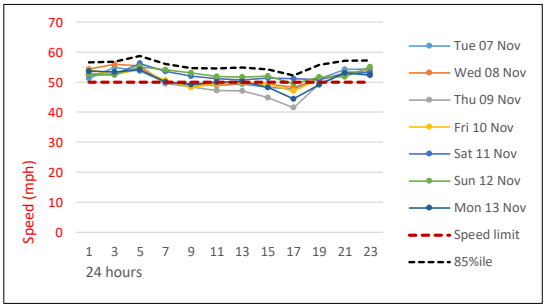


Map © OpenStreetMap contributors

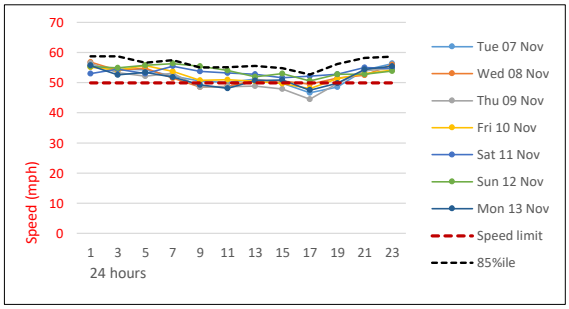
Location	A1079, HU17 8RP
Desc.	A1079, HU17 8RP
Lat, lng.	53°49'30.90"N,
Project & site	37087-004
PSL	50mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

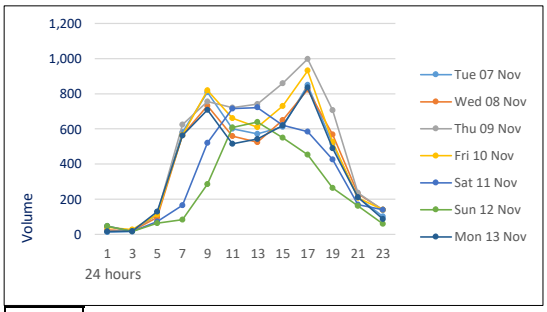


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 50mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation,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

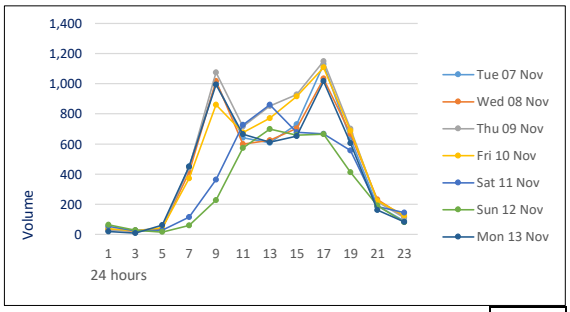
HOURLY VOLUMES

NORTHBOUND ↑



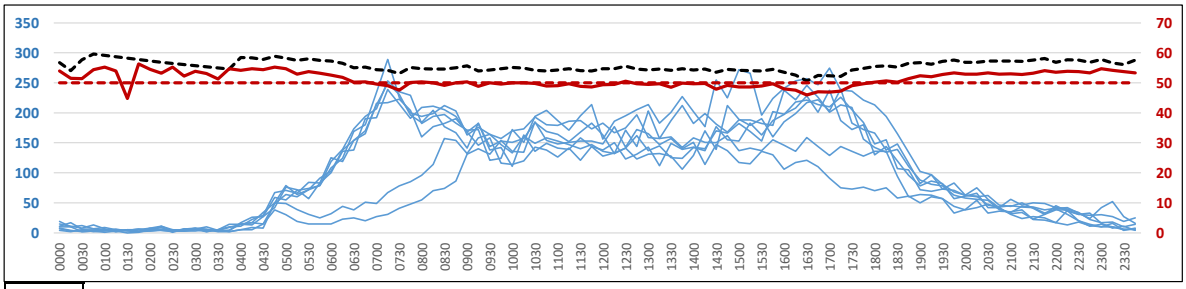
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

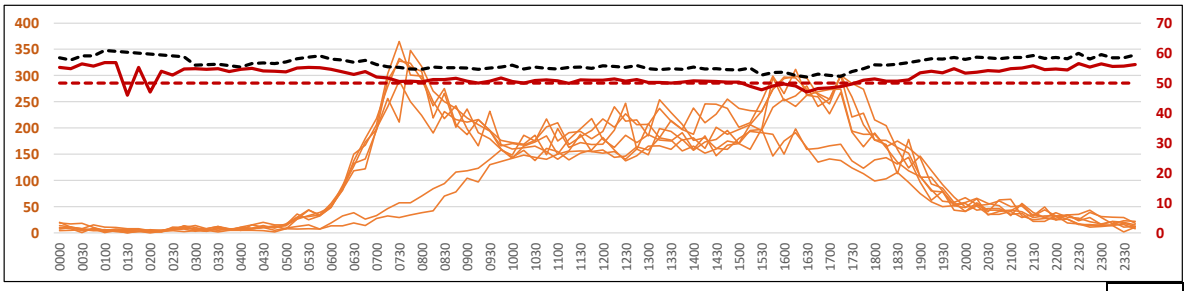


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

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.



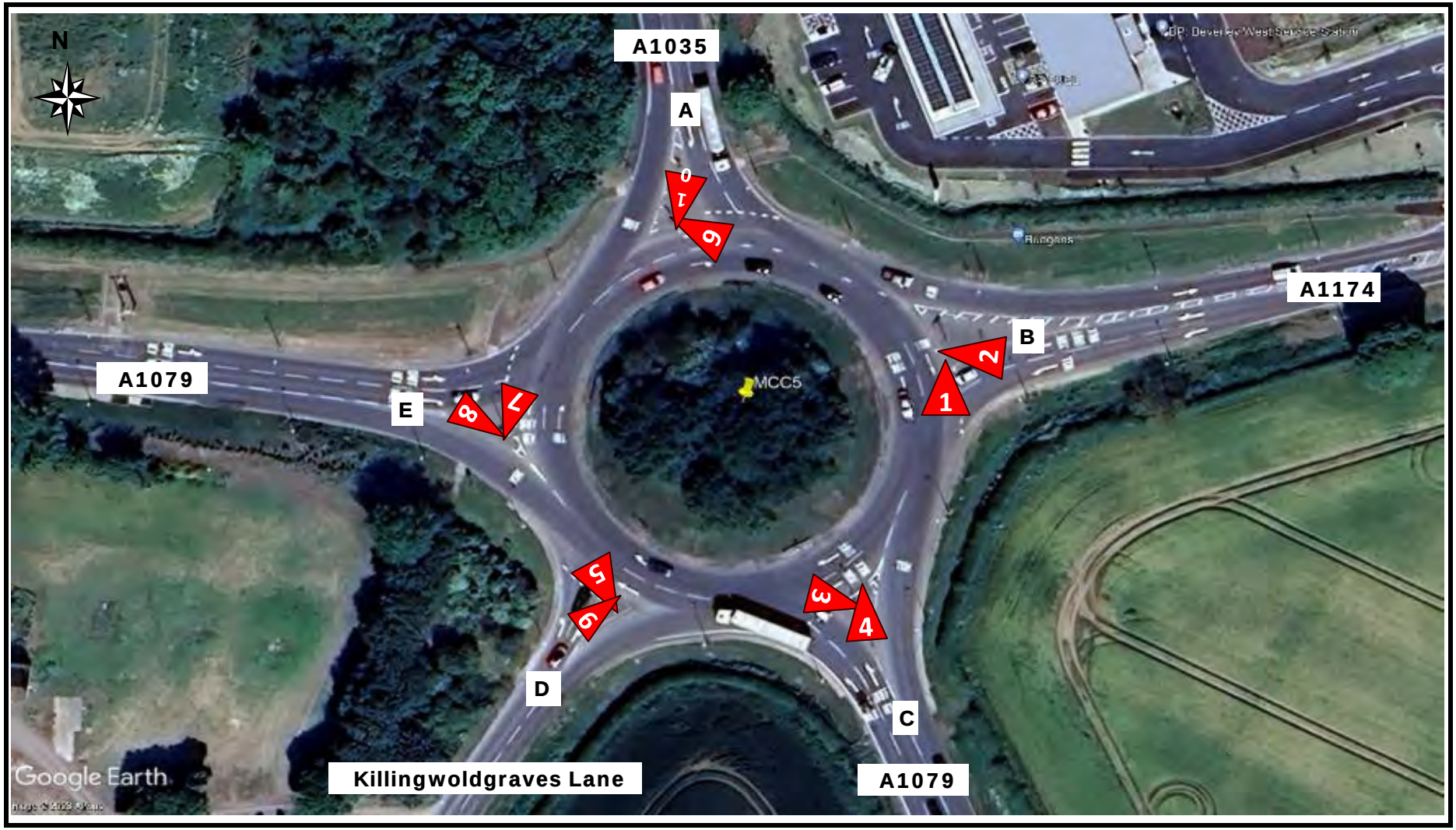
15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

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	0	1	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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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**	**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**	**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**	**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	1	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*	*1*	*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**

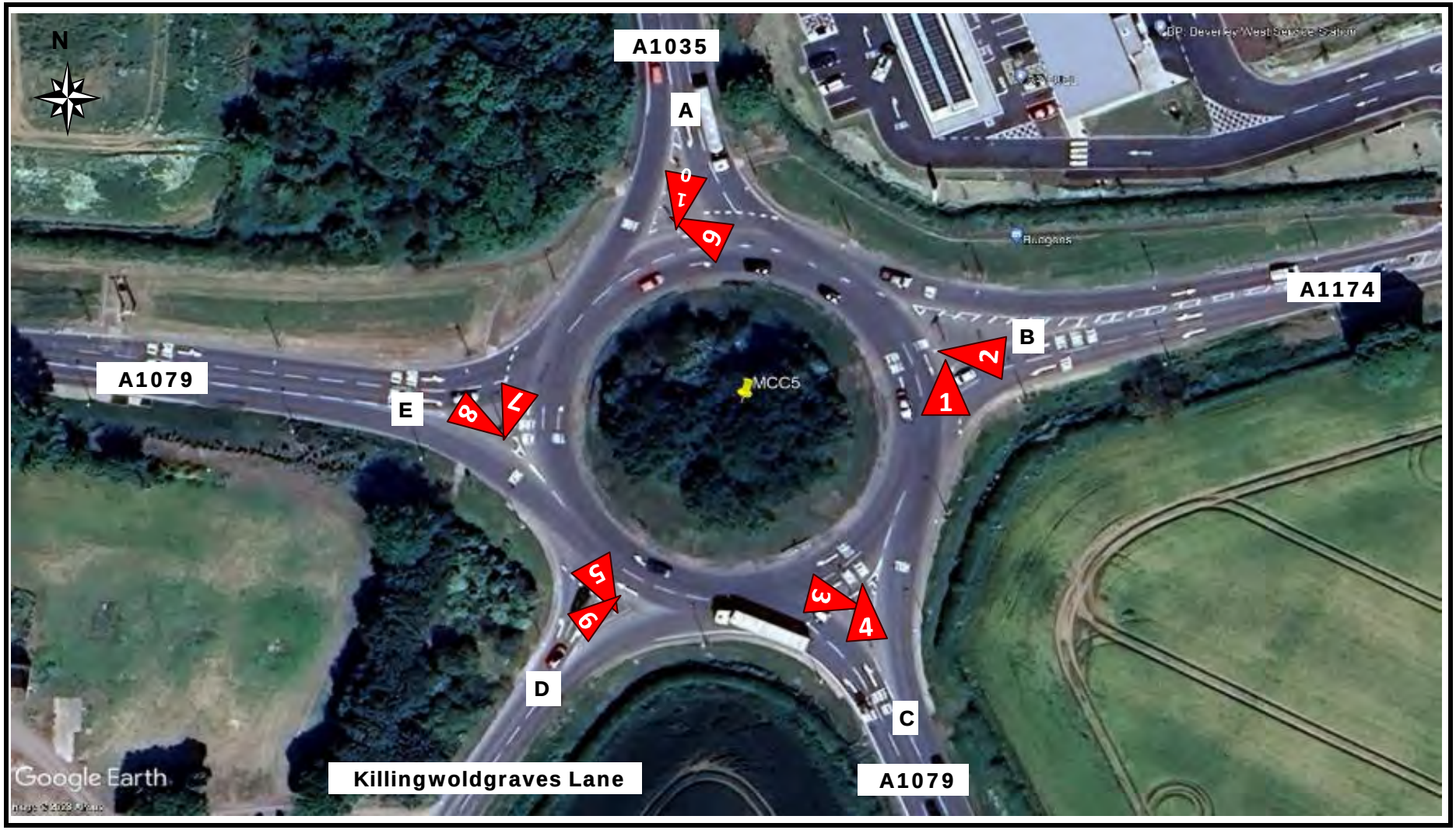
D to C								D to D								D to E								E to A								E to B								E to C								E to D								E to E							
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	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
14	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	8	4	3	1	0	0	0	0	24	1	1	0	1	0	0	0	32	5	0	1	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
16	7	1	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	11	1	0	5	2	0	0	0	36	3	0	0	4	0	0	0	50	5	0	2	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	9	2	1	4	1	0	0	0	30	6	0	0	0	0	0	0	42	8	1	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	15	4	2	1	0	0	0	0	37	6	0	0	0	0	0	0	69	19	1	1	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	18	3	1	0	0	0	0	0	34	5	0	0	2	0	0	0	74	17	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	21	4	1	0	0	0	0	0	34	5	1	0	0	0	1	0	62	14	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	32	4	0	2	0	0	0	0	40	1	1	0	1	0	0	0	93	14	0	2	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	22	1	1	1	0	0	0	0	41	1	0	0	0	0	0	0	91	13	2	2	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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**	**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**	**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**	**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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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*	*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**	**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**	**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**	**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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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

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*
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*
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*
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*
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*
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*
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*
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*
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*
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*
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*
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*
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*
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*
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*
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*
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*
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*

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**
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**
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**
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***
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***

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 37087 Beverley, Yorkshire

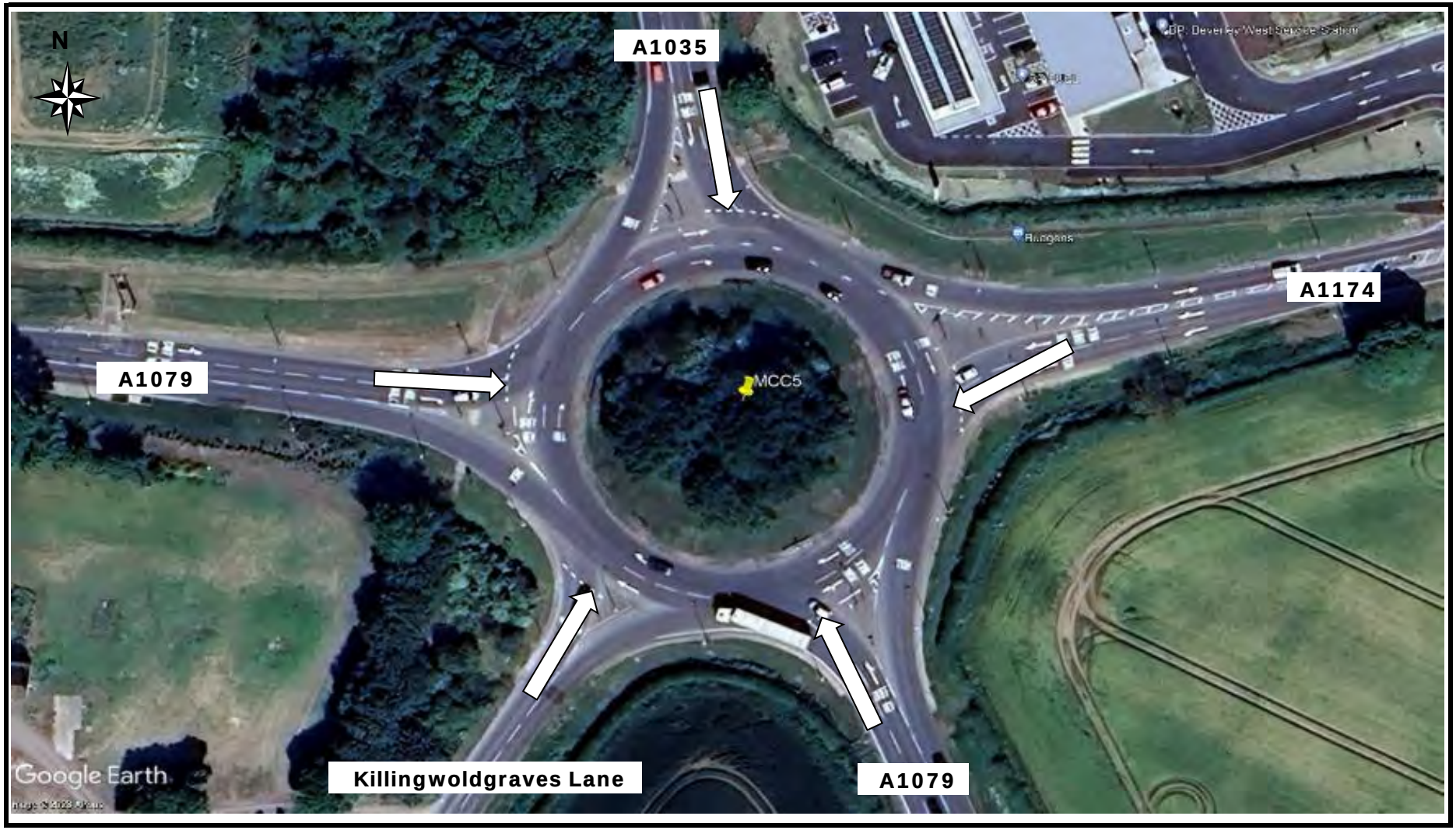
Site Number/Name: Site 5 - A1079/Killingwoldgraves Lane

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**

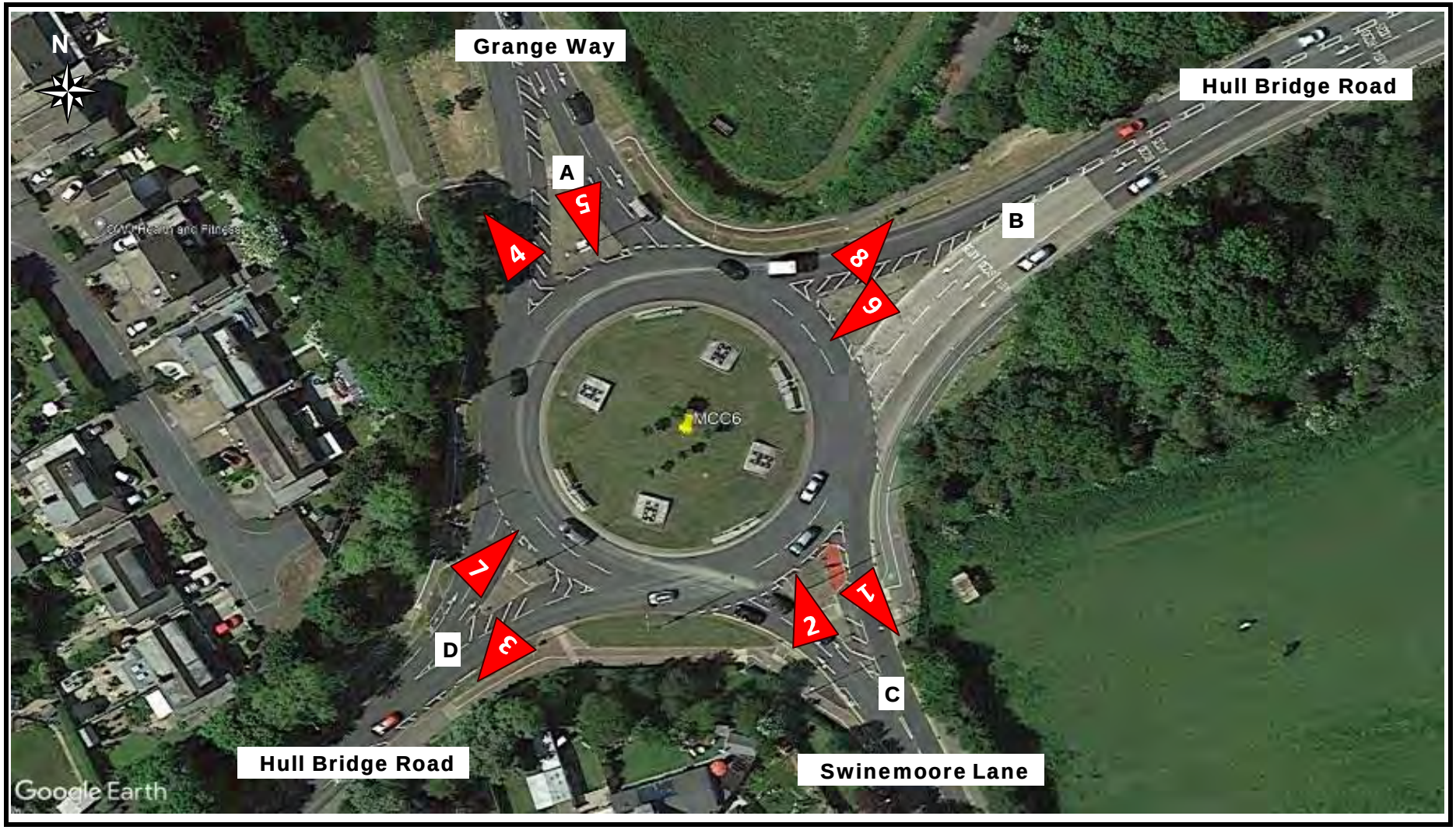
	A1035		A1174		A1079 NB		Killingwoldgraves Lane		A1079 EB	
Times	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**
16:00 - 16:05	8	9	4	9	8	1	2	8	3	7
16:05 - 16:10	14	1	3	7	5	1	1	7	2	3
16:10 - 16:15	21+	3	2	9	5	4	2	6	3	6
16:15 - 16:20	14	2	3	4	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	1	0	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***	***1***	***0***	***0***	***0***
				0								345								155								135				

	A to A	A to B	A to C	A to D	A to E	B to A
					303	0
					266	1

	A to A								A to B								A to C								A 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

A to E								B to A								B 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

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				

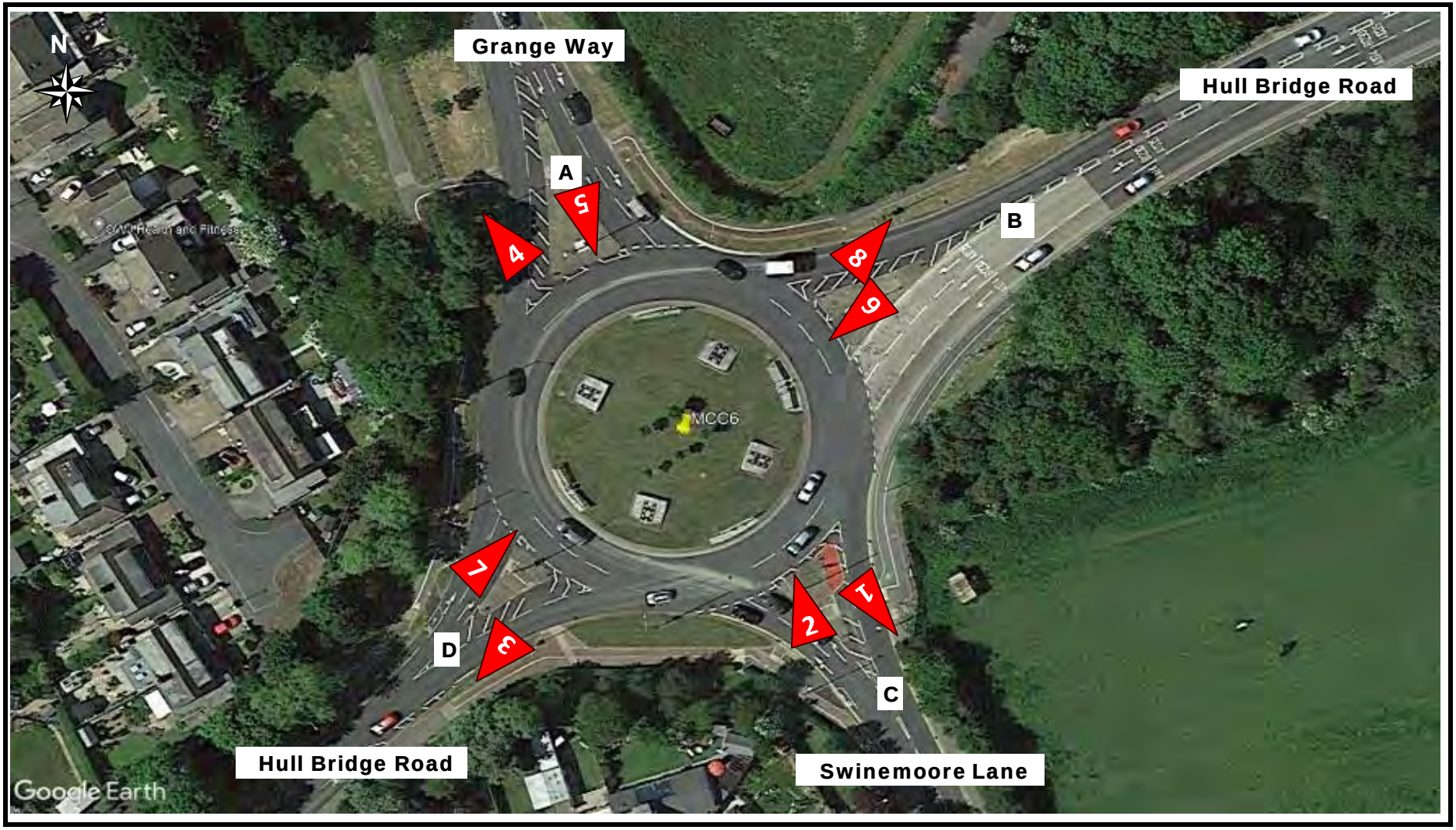
C to D	C to E	D to A

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**

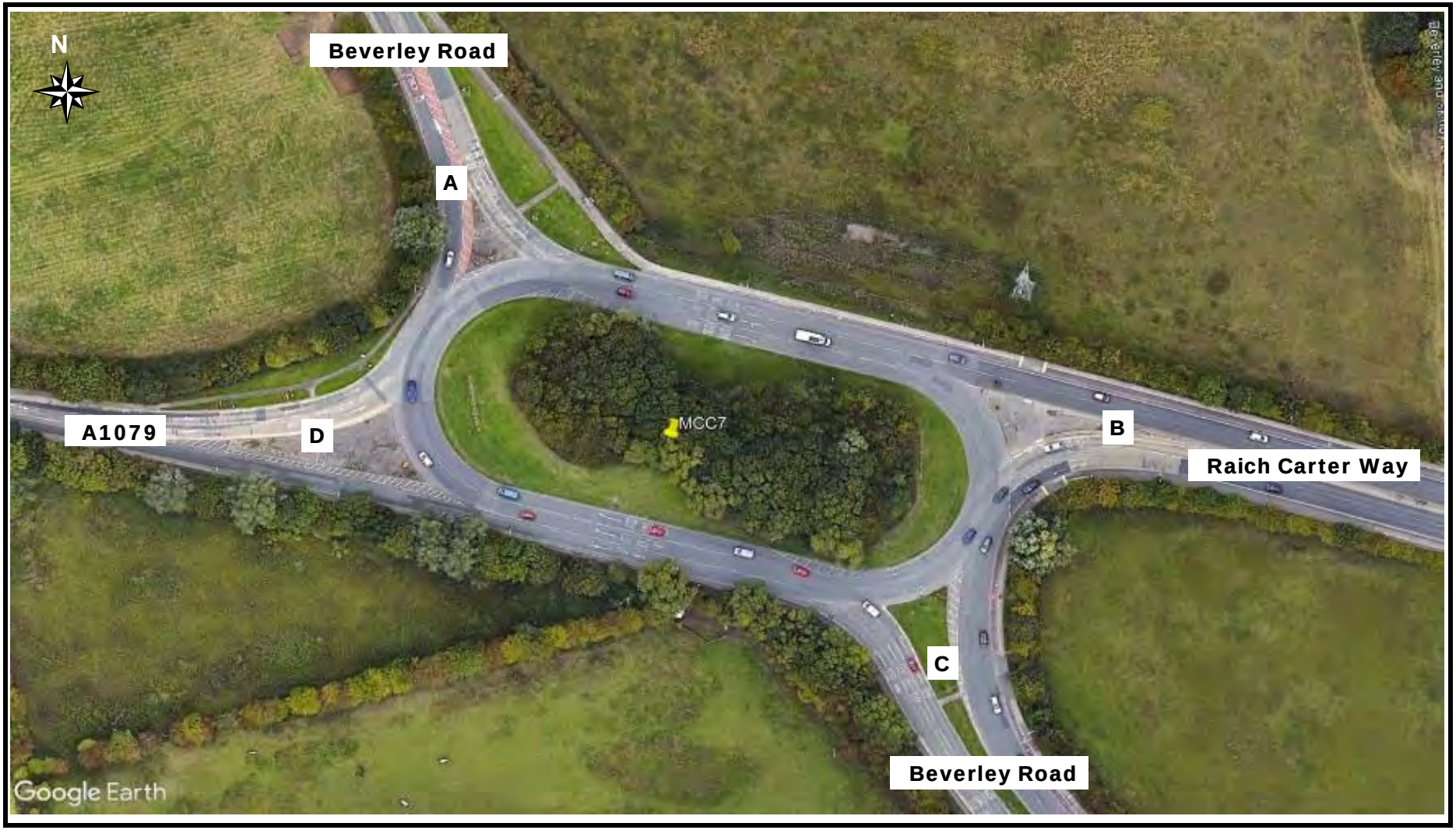
	Grange Way		Hull Bridge Road WB			Swinemoor Lane		Hull Bridge Road EB	
Times	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**	**Lane 3**	**Lane 1**	**Lane 2**	**Lane 1**	**Lane 2**
16:00 - 16:05	3	1	2	3	1	6	4	7	1
16:05 - 16:10	4	2	3	2	3	5	6	15	1
16:10 - 16:15	9	2	2	1	2	5	12	10	2
16:15 - 16:20	4	1	3	2	1	2	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
0	0	0	0	0	0	0	0	81	7	1	1	4	0	0	0	122	25	8	2	1	0	0	0	53	10	2	0	2	1	1	0	64	6	2	0	2	0	0	0
0	0	0	0	0	0	0	0	77	8	0	0	3	0	0	0	96	24	5	8	1	2	0	0	32	7	1	2	1	0	0	0	120	10	1	0	3	0	0	0
0	0	0	0	0	0	0	0	78	7	0	0	1	0	0	0	96	27	2	6	0	0	0	0	40	4	0	1	0	0	0	0	76	8	1	1	3	0	0	0
0	0	0	0	0	0	0	0	53	5	1	2	1	1	0	0	63	19	4	7	0	1	0	0	36	8	2	0	3	0	0	0	69	4	1	1	1	0	0	0
0	0	0	0	0	0	0	0	97	10	0	0	2	1	0	0	120	18	2	2	0	0	0	0	56	7	0	0	0	2	0	0	138	20	0	0	2	0	0	0
0	0	0	0	0	0	0	0	100	9	0	0	3	1	0	0	163	16	0	3	0	3	0	0	52	8	0	1	2	1	0	0	135	15	0	0	1	0	0	0
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
0	0	0	0	0	0	0	0	146	9	0	0	3	0	0	0	160	6	0	2	0	2	0	0	47	10	2	0	2	0	0	0	157	14	0	0	3	1	0	0
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
0	0	0	0	0	0	0	0	96	5	0	0	1	0	0	0	163	9	0	0	0	1	0	0	66	2	1	1	1	1	1	0	165	17	1	0	1	2	0	0
0	0	0	0	0	0	0	0	82	10	0	0	3	0	0	0	112	6	2	0	0	0	0	0	49	3	1	0	0	0	2	0	146	9	0	0	2	0	0	0
0	0	0	0	0	0	0	0	82	2	0	0	1	0	0	0	110	6	0	0	0	1	0	0	56	5	0	0	1	0	1	0	148	9	0	0	1	1	0	0
0	0	0	0	0	0	0	0	89	7	0	0	1	1	0	0	90	6	0	1	0	0	0	0	55	4	0	0	1	0	0	0	117	4	0	0	2	0	0	0
0	0	0	0	0	0	0	0	78	1	0	0	2	0	0	0	92	6	0	0	0	0	0	0	25	4	0	0	0	1	0	0	67	7	1	0	2	0	0	0
0	0	0	0	0	0	0	0	70	9	0	0	1	1	0	0	88	7	0	2	0	0	0	0	28	2	0	0	0	0	0	0	69	6	0	0	1	0	0	0
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
0	0	0	0	0	0	0	0	43	8	4	1	0	1	0	0	0	0	0	1	0	0	0	0	74	9	2	1	0	0	0	0	29	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	57	12	1	0	1	0	0	0	3	0	0	0	0	0	1	0	98	20	2	2	1	0	0	0	45	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	50	10	3	2	3	0	0	0	7	1	0	0	0	0	0	0	137	13	2	3	1	0	0	0	76	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
0	0	0	0	0	0	0	0	36	11	2	0	1	0	0	0	3	0	0	1	0	0	0	0	139	14	2	6	0	1	0	0	90	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	58	11	3	3	1	2	0	0	4	0	0	1	0	0	0	0	132	12	4	4	0	0	0	0	76	9	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	58	14	1	1	0	0	0	0	7	0	0	0	0	0	0	0	118	21	1	3	0	0	0	0	73	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	36	5	1	0	1	0	0	0	4	0	0	1	0	0	0	0	90	15	3	7	1	1	0	0	41	4	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	35	8	2	0	0	0	0	0	3	2	0	0	0	0	0	0	84	15	6	3	0	2	0	0	44	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	35	9	3	3	1	0	0	0	4	0	0	0	0	0	0	0	101	21	2	7	0	0	0	0	40	6	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	29	6	2	2	0	0	0	0	6	3	1	0	0	0	0	0	100	22	5	4	1	0	0	0	23	5	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	65	9	1	0	0	0	0	0	7	1	0	1	0	0	0	0	126	31	1	4	1	1	0	0	48	13	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	60	5	1	0	3	0	0	0	1	0	0	0	0	0	0	0	188	32	2	2	0	1	0	0	48	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	82	3	0	1	0	1	0	0	3	0	0	0	0	0	0	0	120	35	2	3	1	1	0	0	36	0	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	58	8	0	0	0	0	0	0	7	0	0	0	0	0	0	0	168	16	0	1	0	1	0	0	27	9	0	0	1	1	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

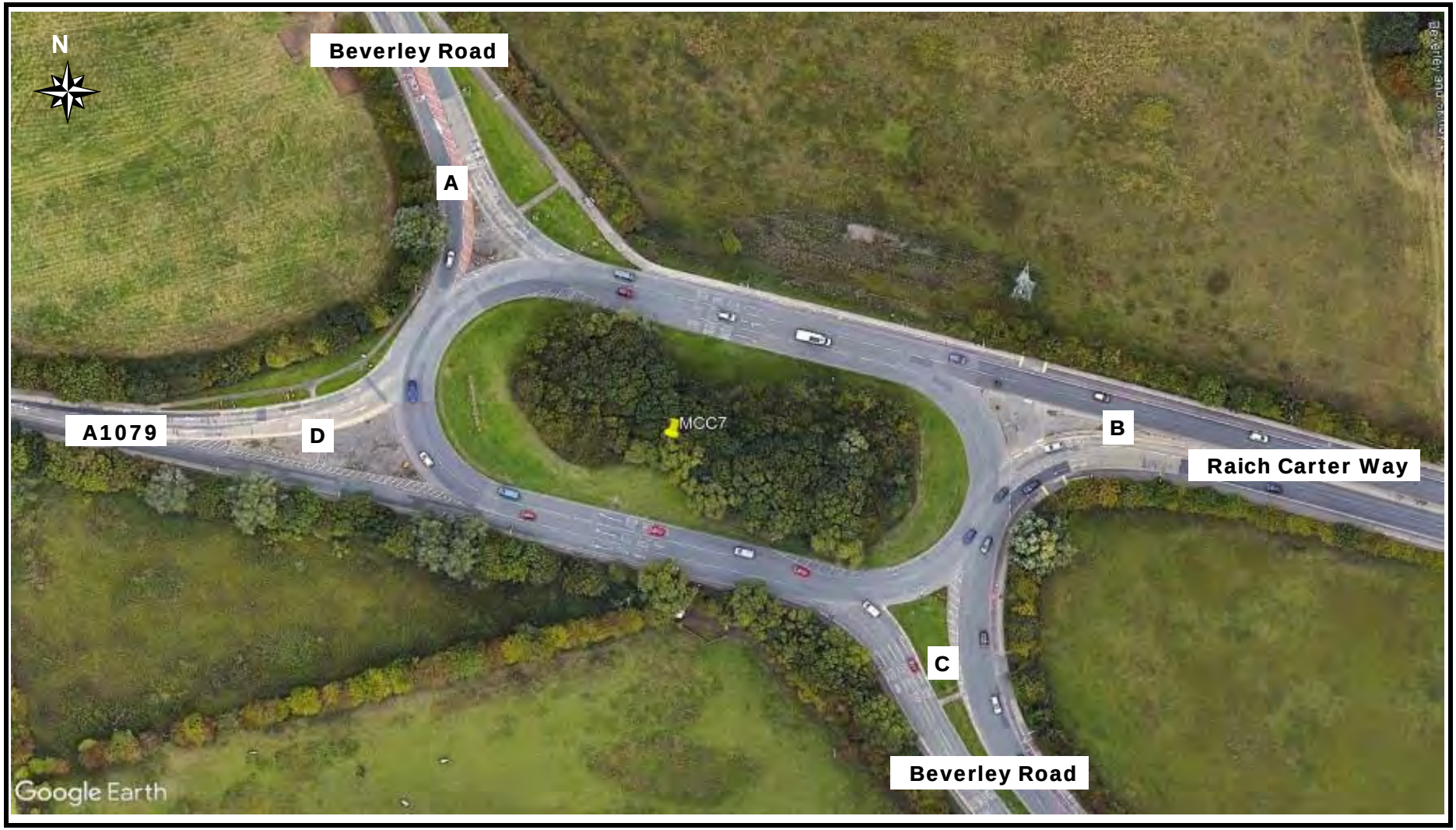
Client: Royal Haskoning

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

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)

Annex 5

Projects In-Isolation - Daily Vehicle Movements per Section

Average Total Two-Way HGV Movements Per Day

Overall	Minimum	Maximum	Average
Section 1	15	59	32
Section 2	9	56	39
Section 3	0	43	19
Section 4A	0	30	11
Section 4B	0	43	14
Section 5	7	60	37
Section 6A	0	44	20
Section 6B	0	41	19
Section 7	0	38	18
Section 8	0	48	20
Section 9	0	39	14
Section 10A1	0	17	3
Section 10A2	0	46	12
Section 10B1	5	47	18
Section 10B2	0	26	8
Section 16B1	0	45	17
Section 14 (including 400kV)	1	46	24
Substation Zone 4	2	114	32
Section 15 (400kV)	4	48	24
Total	2	469	172
Total	269	469	377

Average Total Employees Two Way Movements per day

Overall	Minimum	Maximum	Average
Section 1	49	132	70
Section 2	51	121	73
Section 3	0	82	44
Section 4A	0	25	7
Section 4B	0	102	57
Section 5	60	165	112
Section 6A	0	86	51
Section 6B	0	102	54
Section 7	0	86	54
Section 8	0	99	44
Section 9	0	86	38
Section 10A1	0	16	4
Section 10A2	0	91	45
Section 10B1	53	124	98
Section 10B2	0	14	6
Section 16B1	0	104	48
Section 14 (including 400kV)	9	93	62
Substation Zone 4	86	231	127
Section 15 (400kV)	20	117	66
	0	0	0
Total	86	1580	501
Total	753	1580	1095

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
Section 2	0	78	51
Section 3	0	44	25
Section 4A	0	38	16
Section 4B	0	43	17
Section 5	5	68	45
Section 6A	0	46	24
Section 6B	0	61	23
Section 7	0	53	24
Section 8	0	48	25
Section 9	0	44	17
Section 10A1	0	31	5
Section 10A2	0	46	15
Section 10B1	6	56	23
Section 10B2	0	39	11
Section 16B1	0	47	21
Section 14 (including 400kV)	0	75	32
Substation Zone 4	2	120	24
Section 15 (400kV)	0	59	46
Total	2	579	195
Total	134	579	487

Average Total Employees Two Way Movements per day

Overall	Minimum	Maximum	Average
Section 1	0	119	78
Section 2	0	126	83
Section 3	0	97	57
Section 4A	0	20	8
Section 4B	0	91	63
Section 5	53	168	121
Section 6A	0	84	57
Section 6B	0	97	59
Section 7	0	97	57
Section 8	0	97	55
Section 9	0	80	45
Section 10A1	0	14	4
Section 10A2	0	91	51
Section 10B1	53	132	106
Section 10B2	0	16	7
Section 16B1	0	97	53
Section 14 (including 400kV)	0	104	66
Substation Zone 4	86	231	145
Section 15 (400kV)	0	117	82
Total	86	1437	571
Total	522	1437	1226

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
Section 2	33	78	52
Section 3	0	49	26
Section 4A	0	41	17
Section 4B	1	43	17
Section 5	20	70	48
Section 6A	2	49	25
Section 6B	3	65	24
Section 7	5	53	24
Section 8	3	48	25
Section 9	1	44	18
Section 10A1	0	31	5
Section 10A2	0	46	15
Section 10B1	8	56	23
Section 10B2	0	41	11
Section 16B1	1	51	22
Section 14 (including 400kV)	0	75	34
Substation Zone 4	4	131	42
Section 15 (400kV)	14	62	47
Total	4	642	234
Total	399	642	521

Average Total Employees Two Way Movements per day

Overall	Minimum	Maximum	Average
Section 1	51	132	84
Section 2	51	126	90
Section 3	0	110	60
Section 4A	0	27	9
Section 4B	40	104	69
Section 5	95	174	127
Section 6A	9	110	59
Section 6B	20	104	61
Section 7	16	88	63
Section 8	9	110	57
Section 9	0	82	47
Section 10A1	0	14	4
Section 10A2	0	91	55
Section 10B1	88	148	112
Section 10B2	0	22	8
Section 16B1	9	110	55
Section 14 (including 400kV)	0	108	69
Substation Zone 4	86	231	132
Section 15 (400kV)	51	121	88
	0	0	0
Total	86	1690	579
Total	1045	1690	1287

Annex 6 Derivation of HGV and LV trips

RWE

Vendor Coversheet

Project Name:	**Dogger Bank South (DBS)**	**Package No:**	WP7

Document Title:	Onshore Cable Route and Substation Construction Metrics - Projects In Isolation - Single HVDC Project
Classification:	Confidential

Vendor Doc. No:	Onshore Cable Route and Substation Construction Metrics - Single HVDC Project	**Vendor Revision:**	06
Date:	29 May 2025	**Pages:**	

Employers Doc. No:	004875222-06	**Employer Revision:**	6
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	**004875222-06**
Version	**6.0**
Date	**29/05/2025**
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 07.02.2025 and 10.02.2025

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 L - Dated 12.12.2024 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 as co-located projects within Substation Zone 4
- lengths used within assessment of metrics taken along centre line of onshore cable route

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 09.10.2024.

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 004491138-15 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.

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

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

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

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**

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

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

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

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**

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

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

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

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**

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

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

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 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

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

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

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**

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	6	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**

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

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

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 HDD compound	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 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	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**

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

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

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**

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

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

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**

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

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																				
1T Forward Tipping Dumper																				
Loading shovel																				
Trench Roller																				
Tractor & flexing 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		

Section 10A1
Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foreman, 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 Calchwater 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 refurbishment 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

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		

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

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

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

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

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**

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

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

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

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

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	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	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

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

Substation Construction Zone 4

Average Materials and Welfare and Operation Plant Daily HGV Movements

| Activity | Total Working Days | Total HGVs | MONTH | | |

Annex 6. Programme and Average Monthly Vehicle Movements

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	1	3	3	3	3	3	3	1	1	1	1	1	1	1	1																										2	2	2
30T excavator	2	3	2	4	4	4	4	4	4	2	2	2	2	2	2	2	2																										2	2	2
20T Dumper	3	3	3	8	8	8	8	8	8	4	4	4	4	4	4	4	4																										2	2	2
Smooth Drum vibrio road roller	1	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2																										1	1	1
21T excavator	1	2	1	2	2	2	2	2	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4																			1	1	1
5T Forward Tipping Dumper	1	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	4	2	2	2	2	2	2	2																			1	1	1
Loading shovel	1	2	1							2	2	2	2	2	2	2	2																										2	2	2
Trench Roller																																													
Tractor & fencing kit	1	1	1																																								1	1	1
Tractor & trailer	1	2	1							2	2	2	2	2	2	2	3	2	2	2	2	2	2	2	3	3	3	3	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
Tractor & cable drum trailer																																												
Tractor & soil tiller, roller, seeder																																										1	1	1
Cement mixer																																												
Mobile crane																																												
Grader	1	2	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	1														2	2	2	2	2	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																																												
Mobile generator	2	2	2							1	1	1	1	1	1	1	3	2	2	2	2	2	2	2	2	2	2	2	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	3	3	4	4	4	4	4	4	4	6	5	5	5	5	5	5	6	6	4	4	4	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																												
Pump				1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1																					
Concrete batching plant										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	2	2	2	2	2																				
Cement mixer																	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											
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											
Pre-cast concrete truck										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	1	1	1	1	1																				
3T Forward Tipping Dumper																	2	2	2	2	2	2	2	2																				
Scissor lift																	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	4	4	4	4	4	4	4	4	4			
Mobile powered aerial platform (boom lift / 'cherry picker')																	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	4	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											
Formwork										8	8	8	8	8	8	8	8	16	16	16	16	16	16	16	8																				
JCB Wheeled excavator																	2	2	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	23	28	28	28	28	28	28	43	43	43	43	43	43	43	73	61	61	61	61	61	61	66	50	32	32	32	32	32	32	32	32	21	21	21	21	21	21	21	21	21	19	19	19
Total HGV Movements	21	11	9	21	0	0	0	0	0	31	0	0	0	0	0	0	30	28	0	0	0	0	0	5	18	18	0	0	0	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	0.4	1.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.3	0.0	0.0	0.0	0.0	0.0	0.2	0.8	0.8	0.0	0.0	0.0	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	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4	0	2

Annex 6. 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 | | |

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 - Coordinated Construction
Classification:	Confidential

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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 - Coordinated Construction**
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Version	**6.0**
Date	**29/05/2025**
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 07.02.2025 and 10.02.2025

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 all aspect of the co-located projects would be done at the same time.

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 L - Dated 12.12.2024 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 as co-located projects within Substation Zone 4
- lengths used within assessment of metrics taken along centre line of onshore cable route

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 09.10.2024.

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 004491138-15 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.

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	110	1,187							10.8	10.8	10.8	10.8	10.8							
Trench Backfill with CBS and protective covers	110	909							8.3	8.3	8.3	8.3	8.3							
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			
HDD At Landfall																				
Establish Landfall HDD construction compound / Topsoil Strip in Landfall Laydown Area	44	738					16.8	16.8												
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)	120	725							8.2	8.2	8.2	8.2								
Demobilisation of HDD kit and welfare	22	25											1.1							
Transition Bays at Landfall																				
Excavation of transition bays	44	67											1.5	1.5						
Construction of transition bay and link box base and walls	44	56											1.3	1.3						
Connection of Cables in Transition Bays	44	8												0.2	0.2					
Transition bay backfill and roof and backfill over transition bay	44	65												1.5	1.5					
Landfall Compound Removal and Reinstatement	44	738														16.8	16.8			
Minor HDD crossing of B1242 - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds	22	136					6.2													
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	39						1.8												
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	136													6.2					
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	24.5	20.4	28.8	28.0	28.0	28.0	24.9	7.6	11.0	19.9	18.7	15.1	23.6	24.8
		Total two-way HGV movements per day	20.8	47.3	30.2	30.2	49.0	40.7	57.7	56.0	56.0	56.0	49.9	15.2	22.0	39.9	37.3	30.2	47.3	49.6

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	2	1						2	2	2	2	2	3	3
30T Excavator	2	3	2	2	2	2	3	3	3	3	3	3	3	3	2	2	3	3
20T Dumper	3	3	3	3	3	3	4	4	4	4	6	6	6	4	4	2	4	4
Smooth Drum vibrio road roller	1	2	1	1	1	1					1	1	1	1	1	1	2	2
21T excavator	1	2	1	1	1	1	3	3	3	3	3	3	3	3	1	1	2	2
5T Forward Tipping Dumper	1	2	1	1	1	1	3	3	3	3	3	3	3	3	1	1	2	2
Loading shovel	1	2	1	1	1	1	3	3	3	3	2	2	2	2	2	2	3	3
Trench Roller							2	2	2	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	1	1	2	2	2	2	1	3	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
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
Cement mixer												1	1					
Mobile crane												1	1					
Grader	1	2	1	1	1	1												
Cable laying tracked crane												1	1					
Cable winch												1	1	1	1			
Pre-cast concrete truck												1	1					
Mobile concrete pump											2	1	1	1				
Telehandler	1	2	1	1	1	1	2	2	2	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	1
Crawler Crane							1	1	1	1	1	1	1					
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1	2	1	2	2	2	2	6	8	7	5	3	1	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	2	1	2	2	2	2	4	4	3	2	2	2	2	2
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)							1	1	1	1	4	4	4	2	1			
Total Plant Onsite In Section Per Month	21	31	20	20	22	19	31	31	31	31	43	54	51	37	27	20	30	30
Total HGV Movements	21	10	11	0	2	3	20	0	0	0	16	13	5	14	10	9	10	30
Average HGV Movements Per Day	1.0	0.5	0.5	0.0	0.1	0.1	0.9	0.0	0.0	0.0	0.7	0.6	0.2	0.6	0.5	0.4	0.5	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	0	1	1	2	0	0	0	2	2	1	2	1	1	1	3

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	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			
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	120	1,920							16	16	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	10,920	17	26	16	16	17	16	25	25	25	25	28	36	35	27	20	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	26	28	49	49	49	49	45	60	56	43	32	23	35	35
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	72	46	46	52	56	98	98	98	98	90	120	112	86	64	46	70	70

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	49	41	58	56	56	56	50	15	22	40	37	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	54	34	34	55	46	65	63	63	63	56	18	25	45	42	34	54	56
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	0	1	1	2	0	0	0	2	2	1	2	1	1	1	3
Average total two-way HGV Movements Per Day	**26**	**55**	**35**	**34**	**56**	**47**	**67**	**63**	**63**	**63**	**58**	**20**	**26**	**47**	**43**	**35**	**55**	**59**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	46	46	52	56	98	98	98	98	90	120	112	86	64	46	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**80**	**51**	**51**	**58**	**62**	**108**	**108**	**108**	**108**	**99**	**132**	**124**	**95**	**71**	**51**	**77**	**77**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**79**	**135**	**86**	**85**	**114**	**109**	**175**	**171**	**171**	**171**	**157**	**152**	**150**	**142**	**114**	**86**	**132**	**136**

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	220	2,289				10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4					
Trench Backfill with CBS and protective covers	220	1,754				8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0					
Jointing Bay Excavation	176	111							0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6				
Jointing Bay Base Construction	176	111							0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6				
Pulling and connection of cables	176	144								0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8			
Backfill over Jointing Bays	176	63								0.4	0.4	0.4	0.4	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	135								6.1										
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	44									2.0									
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	44											2.0							
Demobilisation of HDD Kit and welfare	22	19												0.9						
Remove of onshore HDD Entry and Exit Compounds	22	135												6.1						
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	139	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	32.7	32.7	32.7	20.0	28.1	23.1	21.2	23.1	28.1	35.1	16.8	15.5	14.3	18.6	19.2
Total two-way HGV movements per day			38.5	37.3	28.6	65.4	65.4	65.4	40.0	56.3	46.3	42.3	46.3	56.3	70.3	33.5	31.0	28.6	37.3	38.5

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		2	2	3	2	3	3	3	2	2	3	3
30T Excavator	3	3	2	3	3	3	3	3	3	3	3	3	3	3	2	2	3	3
20T Dumper	3	3	3	4	4	4	4	4	6	6	6	6	6	3	2	2	4	4
Smooth Drum vibrio road roller	2	2	1					1		1		1	1	1	1	1	2	2
21T excavator	2	2	1	3	3	3	3	3	3	3	3	3	3	1	1	1	2	2
5T Forward Tipping Dumper	2	2	1	3	3	3	3	3	2	3	2	3	3	1	1	1	2	2
Loading shovel	2	2	1	3	3	3	3	3	3	3	3	3	3	2	2	2	3	3
Trench Roller				2	2	2	2	2	2	2	2	2	2	1	1			
Tractor & fencing kit	1	1	1					1		1		1	1	1	1	1	1	1
Tractor & trailer	2	2	1	2	2	2	2	2	3	2	3	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	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	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								
Cable laying tracked crane																		
Cable winch								1	1	1	1	1	1	1	1			
Pre-cast concrete truck																		
Mobile concrete pump								1	1	1	1	1	1	1				
Telehandler	2	2	1	2	2	2	2	2	3	2	3	1	3	1				
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	1	1	1	1	1					
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	2	2	2	2	7	6	7	6	7	7	5	3	1	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	2	2	2	2	2	2	2	5	4	5	4	5	6	4	3	2	2	2
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)				1	1	1	1	3	3	3	3	3	3	2	1			
Total Plant Onsite In Section Per Month	31	31	20	32	32	32	31	49	47	52	47	50	54	36	27	20	30	30
Total HGV Movements	31	0	11	18	0	0	1	18	10	9	9	9	4	18	9	7	10	30
Average HGV Movements Per Day	1.4	0.0	0.5	0.8	0.0	0.0	0.0	0.8	0.5	0.4	0.4	0.4	0.2	0.8	0.4	0.3	0.5	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	3	0	1	2	0	0	1	2	1	1	1	1	1	2	1	1	1	3

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	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	156	468													3	3	3	3	3	3
TCC and access road Removal	52	156																	3	3
Plant Operators																				
Overall Plant Operators	468	12,636	26	26	16	26	26	26	25	33	33	36	33	34	37	24	19	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	37	37	37	37	52	55	55	55	53	57	40	31	23	35	35
Maximum Total Employee Two-way Movements Per Day (car/small van)			72	72	46	74	74	74	74	104	110	110	110	106	114	80	62	46	70	70

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	65	65	65	40	56	46	42	46	56	70	34	31	29	37	38
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	44	62	51	47	51	62	77	37	34	32	41	42
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	3	0	1	2	0	0	1	2	1	1	1	1	1	2	1	1	1	3
Average total two-way HGV Movements Per Day	45	41	33	74	72	72	45	64	52	48	52	63	78	39	35	33	42	45
Maximum Total Employee Two-way Movements Per Day (car/small van)	72	72	46	74	74	74	74	104	110	110	110	106	114	80	62	46	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	80	80	51	82	82	82	82	115	121	121	121	117	126	88	69	51	77	77
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	125	121	84	156	154	154	127	179	173	169	173	180	204	127	104	84	119	122

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	110	1,149						10.4	10.4	10.4	10.4	10.4								
Trench Backfill with CBS and protective covers	110	880						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					
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	352	105	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			5.3	4.7	12.8	12.8	12.8	18.7	18.7	18.7	20.0	21.2	2.8	2.8	1.5	12.8	17.2	17.8	0.0	0.0
Total two-way HGV movements per day			10.6	9.5	25.5	25.5	25.5	37.5	37.5	37.5	40.0	42.4	5.5	5.5	3.0	25.5	34.4	35.6	0.0	0.0

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	1	1	1	1					2	2	2	2	2	3	3		

30T Excavator	2	2	2	2	2	3	3	3	3	3	3	3	2	2	3	3		
20T Dumper	3	3	3	3	3	4	4	4	4	6	4	4	2	2	4	4		
Smooth Drum vibrio road roller	1	1	1	1	1									1	2	2		
21T excavator	1	1	1	1	1	3	3	3	3	3	2	2	1	1	2	2		
5T Forward Tipping Dumper	1	1	1	1	1	3	3	3	3	2	2	2	1	1	2	2		
Loading shovel	1	1	1	1	1	3	3	3	3	3	1	1	1	2	3	3		
Trench Roller						2	2	2	2	2	1	1	1					
Tractor & fencing kit	1	1	1	1	1									1	1	1		
Tractor & trailer	1	1	1	1	1	2	2	2	2	3	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		
Tractor & Water bowser (for dust suppression)	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		
Cement mixer																		
Mobile crane																		
Grader	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						
Telehandler	1	1	1	1	1	2	2	2	2	3	1	1						
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								
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1	1	2	2	2	2	6	4	4	2	1	2	2		
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	1	2	2	2	2	2	2	2	4	2	2	1	2	2	2		
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)						1	1	1	1	3	2	2	1					
Total Plant Onsite In Section Per Month	21	21	20	20	20	31	31	31	31	47	31	31	19	20	30	30	0	0
Total HGV Movements	21	0	3	0	0	19	0	0	0	18	16	0	12	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	0.8	0.7	0.0	0.5	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	2	2	0	2	1	1	3	0	0

Section 3

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foremen, electricians, joiners	Total Working	Total Person Days	Month																

labourers, drillers, drilling foremen, electricians, joiners, bricklayers etc)	Days	Total Person Days	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	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					
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	52	156														3	3	3		
TCC and access road Removal	26	78															3	3		
Plant Operators																				
Overall Plant Operators	416	8,814	17	17	16	16	16	25	25	25	25	33	22	22	14	16	25	25		
Section 3 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	416	1,664	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	33	33	33	37	50	35	35	23	23	35	35	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	48	46	46	46	66	66	66	74	100	70	70	46	46	70	70	0	0

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	11	9	26	26	26	37	37	37	40	42	6	6	3	26	34	36	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	28	28	28	42	42	42	44	47	7	7	4	28	38	39	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	0	1	0	0	2	0	0	0	2	2	0	2	1	1	3	0	0
Average total two-way HGV Movements Per Day	**14**	**11**	**29**	**28**	**28**	**44**	**42**	**42**	**44**	**49**	**9**	**7**	**6**	**29**	**39**	**42**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	48	46	46	46	66	66	66	74	100	70	70	46	46	70	70	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**53**	**51**	**51**	**51**	**73**	**73**	**73**	**82**	**110**	**77**	**77**	**51**	**51**	**77**	**77**	**0**	**0**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**67**	**64**	**80**	**79**	**79**	**117**	**115**	**115**	**126**	**159**	**86**	**84**	**57**	**80**	**116**	**119**	**0**	**0**

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	88	807								9.2	9.2	9.2	9.2							
Trench Backfill with CBS and protective covers	88	618								7.0	7.0	7.0	7.0							
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				
Major HDD crossing of A1035 and Catfoss Drain - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	107							4.9											
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	66	47										0.7	0.7	0.7						
Demobilisation of HDD Kit and welfare	22	5													0.2					
Remove of onshore HDD Exit Compound	22	107														4.9				
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	154	15							0.1		0.1	0.1	0.1	0.1	0.1	0.1				
Total HGVs per day			0.0	0.0	0.0	0.5	11.6	11.6	5.0	16.2	16.5	17.0	18.3	3.3	2.8	6.1	11.6	12.1	0.0	0.0
Total two-way HGV movements per day			0.0	0.0	0.0	0.9	23.2	23.2	9.9	32.4	33.0	34.0	36.6	6.6	5.6	12.3	23.2	24.1	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

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	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 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	66	198										3	3	3						
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	0	3	3	3	2	4	4	7	11	12	9	7	3	6	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			0	0	0	6	6	6	4	8	8	14	22	24	18	14	6	12	0	0

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	1	23	23	10	32	33	34	37	7	6	12	23	24	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	41	8	7	14	26	27	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**	**1**	**26**	**26**	**11**	**36**	**37**	**38**	**41**	**8**	**7**	**14**	**26**	**27**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	0	0	0	6	6	6	4	8	8	14	22	24	18	14	6	12	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**0**	**0**	**0**	**7**	**7**	**7**	**5**	**9**	**9**	**16**	**25**	**27**	**20**	**16**	**7**	**14**	**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**	**66**	**35**	**27**	**30**	**33**	**41**	**0**	**0**

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	329												7.5	7.5					
Trench Backfill with CBS and protective covers	44	253												5.8	5.8					
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	46															1.0	1.0		
Backfill over Jointing Bays	44	17															0.4	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	66	65										1.0	1.0	1.0						
Demobilisation of HDD Kit and welfare	22	25													1.1					
Remove of onshore HDD Entry Compound	22	159														7.2				
Major HDD crossing of Stream Dike - HDD Entry Only																				
Establish HDD Entry Pit Compound	22	159							7.2											
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	65								3.0										
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	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	396	135	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	5.3	4.7	12.6	12.6	0.3	0.3	8.7	3.3	0.3	1.3	1.3	14.6	14.7	8.9	3.1	1.8	17.0	17.5
		Total two-way HGV movements per day	10.5	9.3	25.3	25.3	0.7	0.7	17.4	6.6	0.7	2.7	2.7	29.1	29.4	17.8	6.2	3.5	33.9	35.1

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	1	1	2	1	1	1		2			2	2	3	3	2	3	3
30T Excavator	2	2	2	3	2	2	2	3	4	3	3	3	3	4	3	2	3	3
20T Dumper	3	3	3	3	3	3		4	4	4	4	6	6	6	3	2	4	4
Smooth Drum vibrio road roller	1	1	1	2	1	1	1		1					1	1	1	2	2
21T excavator	1	1	1	2	1	1	1	3	3	3	3	3	3	2	1	1	2	2
5T Forward Tipping Dumper	1	1	1	2	1	1	1	3	3	3	3	2	2	2	1	1	2	2
Loading shovel	1	1	1	2	1	1	1	3	3	3	3	3	3	2	2	2	3	3
Trench Roller								2	2	2	2	2	2	1	1	1		
Tractor & fencing kit	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	3	3	2	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	1		
Tractor & soil tiller, roller, seeder															1	1	1	1
Cement mixer																		
Mobile crane																		
Grader	1	1	1	2	1	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			
Telehandler	1	1	1	2	1	1	1	2	1	2	2	3	3	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
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	6	6	5	5	3	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	1	2	2	2	2	1	2	3	2	2	4	4	3	4	3	2	2
Road surface paver & roller	1	1		1														
Pump HGV Movements (corrected for 4 per delivery)								1	1	1	1	3	3	2	2	1		
Total Plant Onsite In Section Per Month	0	0	0	31	20	20	16	31	37	31	31	47	47	41	36	27	30	30
Total HGV Movements	0	0	0	11	11	0	4	23	10	10	0	18	0	14	9	9	15	30
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	0.8	0.0	0.6	0.4	0.4	0.7	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	0	0	0	1	1	0	1	3	1	1	0	2	0	2	1	1	2	3

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	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 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	66	396										6	6	6						
Remove of onshore HDD Entry Compound -Reuse at next HDD in Section	22	22														1				
Major HDD crossing of Stream Dike - 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	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	468	10,764	17	17	16	26	16	16	13	25	29	25	25	33	33	30	24	19	25	25
Section 4B 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	24	23	33	20	20	18	35	35	35	35	47	41	39	37	28	35	35
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	48	46	66	40	40	36	70	70	70	70	94	82	78	74	56	70	70

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	11	9	25	25	1	1	17	7	1	3	3	29	29	18	6	4	34	35
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	12	11	29	29	1	1	20	8	1	3	3	33	34	20	7	4	39	40
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	0	0	0	1	1	0	1	3	1	1	0	2	0	2	1	1	2	3
Average total two-way HGV Movements Per Day	**12**	**11**	**29**	**30**	**2**	**1**	**21**	**11**	**2**	**4**	**3**	**35**	**34**	**22**	**8**	**5**	**41**	**43**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	48	46	66	40	40	36	70	70	70	70	94	82	78	74	56	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**53**	**51**	**73**	**44**	**44**	**40**	**77**	**77**	**77**	**77**	**104**	**91**	**86**	**82**	**62**	**77**	**77**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**65**	**64**	**80**	**103**	**46**	**45**	**61**	**88**	**79**	**81**	**80**	**139**	**125**	**108**	**90**	**67**	**118**	**120**

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	132	1,292							9.8	9.8	9.8	9.8	9.8	9.8						
Trench Backfill with CBS and protective covers	132	989							7.5	7.5	7.5	7.5	7.5	7.5						
Jointing Bay Excavation	132	84								0.6	0.6	0.6	0.6	0.6	0.6					
Jointing Bay Base Construction	132	84								0.6	0.6	0.6	0.6	0.6	0.6					
Pulling and connection of cables	132	108									0.8	0.8	0.8	0.8	0.8	0.8				
Backfill over Jointing Bays	132	47									0.4	0.4	0.4	0.4	0.4	0.4				
Cable Drum Storage in Main Compound	308	768			2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		
Major HDD crossing of Monk Dike and Meaux & Routh East Drain - HDD Entry Only																				
Establish HDD Exit Pit Compound	22	159				7.2														
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	71					1.6	1.6												
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	107									4.8									
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	44	97										2.2	2.2							
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	130												5.9						
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	26								0.4										
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	49													2.2					
Demobilisation of HDD Kit and welfare	22	19														0.9				
Remove of onshore HDD Entry and Exit Compounds	44	136															3.1	3.1		
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	285	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	17.0	25.3	18.6	18.6	21.9	22.2	28.9	25.1	25.1	31.1	7.9	19.0	20.1	20.1	22.0	23.5
Total two-way HGV movements per day			19.4	44.1	34.0	50.7	37.2	37.2	43.7	44.3	57.8	50.3	50.3	62.1	15.8	38.0	40.2	40.2	44.1	47.0

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		3	2	2	3	2	2	2	2	3	3
30T Excavator	2	3	2	3	2	2	4	3	3	3	3	3	3	2	2	2	3	3
20T Dumper	3	3	3	3	3	3	4	4	6	6	6	6	4	2	2	2	4	4
Smooth Drum vibrio road roller	1	2	1	2	1	1	1		1			1		1	1	1	2	2
21T excavator	1	2	1	2	1	1	3	3	3	3	3	3	2	1	2	2	2	2
5T Forward Tipping Dumper	1	2	1	2	1	1	3	3	3	2	2	3	2	1	2	2	2	2
Loading shovel	1	2	1	2	1	1	3	3	3	3	3	3	1	2	2	2	3	3
Trench Roller							2	2	2	2	2	2	1	1				
Tractor & fencing kit	1	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	2	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
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	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	1	1	1				
Pre-cast concrete truck																		
Mobile concrete pump									1	1	1	1	1					
Telehandler	1	2	1	1	1	1	1	2	2	3	3	2	1					
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	1						
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	2	1	1	3	2	7	6	6	7	4	3	2	2	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	2	2	3	2	5	4	4	5	2	3	2	2	2	2
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)							1	1	3	3	3	3	2	1				
Total Plant Onsite in Section Per Month	21	31	20	26	20	20	37	31	52	47	47	52	31	27	24	24	30	30
Total HGV Movements	21	10	11	6	6	0	17	10	21	9	0	9	21	14	9	0	6	30
Average HGV Movements Per Day	1.0	0.5	0.5	0.3	0.3	0.0	0.8	0.5	1.0	0.4	0.0	0.4	1.0	0.6	0.4	0.0	0.3	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	1	1	0	2	1	2	1	0	1	2	2	1	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	132	264							2	2	2	2	2	2						
Trench Backfill with CBS and protective covers	132	264							2	2	2	2	2	2						
Jointing Bay Excavation	132	264								2	2	2	2	2	2					
Jointing Bay Base Construction	132	264								2	2	2	2	2	2					
Pulling and connection of cables	132	396									3	3	3	3	3	3				
Backfill over Jointing Bays	132	264									2	2	2	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	44	264					6	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	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	396										9	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	22									1									
Minor HDD crossing of A165 - 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	44	88															2	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	11,258	17	26	16	21	16	16	29	25	36	33	33	36	22	19	19	19	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	50	49	49	59	60	75	79	79	76	60	51	48	48	55	55
Maximum Total Employee Two-way Movements Per Day (car/small van)			88	112	86	100	98	98	118	120	150	158	158	152	120	102	96	96	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	34	51	37	37	44	44	58	50	50	62	16	38	40	40	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	38	56	42	42	49	49	64	56	56	69	18	43	45	45	49	52
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	1	1	0	2	1	2	1	0	1	2	2	1	0	1	3
Average total two-way HGV Movements Per Day	24	50	39	57	43	42	51	50	66	57	56	70	20	45	46	45	50	55
Maximum Total Employee Two-way Movements Per Day (car/small van)	88	112	86	100	98	98	118	120	150	158	158	152	120	102	96	96	110	110
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	97	124	95	110	108	108	130	132	165	174	174	168	132	113	106	106	121	121
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	121	174	134	167	151	150	181	182	231	231	230	238	152	158	152	151	171	176

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	66	671											10.2	10.2	10.2					
Trench Backfill with CBS and protective covers	66	515											7.8	7.8	7.8					
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			
Major HDD crossing of Monk Dike and Meaux & Routh East Drain - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	107				4.9														
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	28					0.6	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	37								1.7										
Demobilisation of HDD Kit and welfare	22	2									0.1									
Remove of onshore HDD Entry and Exit Compounds	22	52										2.4								
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	29											1.3							
Demobilisation of HDD Kit and welfare	22	17												0.8						
Remove of onshore HDD Entry and Exit Compounds	22	84															3.8			
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	396	150	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			18.5	17.9	13.6	5.5	1.0	1.0	2.8	2.1	0.5	2.7	19.7	20.4	20.8	2.9	5.4	13.6	17.9	18.5
Total two-way HGV movements per day			37.0	35.8	27.2	10.9	2.0	2.0	5.5	4.1	0.9	5.5	39.3	40.8	41.7	5.7	10.7	27.2	35.8	37.0

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	2	2	1	1			2			2			2	2	3	2	3	3
30T Excavator	3	3	2	2			2			2	3	3	3	3	4	2	3	3
20T Dumper	3	3	3				2			2	4	4	6	4	4	2	4	4
Smooth Drum vibrio road roller	2	2	1	1			1			1					1	1	2	2
21T excavator	2	2	1	1			1			1	3	3	3	2	2	1	2	2
5T Forward Tipping Dumper	2	2	1	1			1			1	3	3	2	2	2	1	2	2
Loading shovel	2	2	1	1			2			2	3	3	3	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	2	2	1	1			1			1	2	2	3	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	1			
Tractor & soil tiller, roller, seeder																1	1	1
Cement mixer																		
Mobile crane																		
Grader	2	2	1	1			1			1								
Cable laying tracked crane																		
Cable winch													1	1	1			
Pre-cast concrete truck																		
Mobile concrete pump													1	1				
Telehandler	2	2	1	1			1			1	2	2	3	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	1			1			1	2	2	6	4	3	1	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	2	2	2	1			1			1	2	2	4	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	31	31	20	16	0	0	20	0	0	20	31	31	47	31	33	20	0	0
Total HGV Movements	31	0	11	4	16	0	20	20	0	20	21	0	18	16	10	20	0	0
Average HGV Movements Per Day	1.4	0.0	0.5	0.2	0.7	0.0	0.9	0.9	0.0	0.9	1.0	0.0	0.8	0.7	0.5	0.9	0.0	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	3	0	1	1	2	0	2	2	0	2	2	0	2	2	1	2	0	0

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	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 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 - 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	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	78	234																3	3	3
TCC and access road Removal	52	156																	3	3
Plant Operators																				
Overall Plant Operators	468	8,112	26	26	16	13	0	0	17	0	0	17	25	25	33	22	26	16	25	25
Section 6A 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	19	7	7	23	9	4	23	38	37	50	35	37	23	35	35
Maximum Total Employee Two-way Movements Per Day (car/small van)			72	72	46	38	14	14	46	18	8	46	76	74	100	70	74	46	70	70

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	37	36	27	11	2	2	6	4	1	5	39	41	42	6	11	27	36	37
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	41	40	31	13	3	3	7	5	2	7	44	46	47	7	12	31	40	41
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	3	0	1	1	2	0	2	2	0	2	2	0	2	2	1	2	0	0
Average total two-way HGV Movements Per Day	44	40	32	14	5	3	9	7	2	9	46	46	49	9	13	33	40	41
Maximum Total Employee Two-way Movements Per Day (car/small van)	72	72	46	38	14	14	46	18	8	46	76	74	100	70	74	46	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	80	80	51	42	16	16	51	20	9	51	84	82	110	77	82	51	77	77
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	124	120	83	56	21	19	60	27	11	60	130	128	159	86	95	84	117	118

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	66	602											9.1	9.1	9.1					
Trench Backfill with CBS and protective covers	66	462											7.0	7.0	7.0					
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			
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	77										3.5								
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	30											1.4							
Demobilisation of HDD Kit and welfare	22	25												1.1						
Remove of onshore HDD Exit Compound	22	160												7.3						
Minor HDD crossing of the A1035 - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds	22	134						6.1												
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	58							2.7											
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	58									2.7									
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	18											0.8							
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	50												2.3						
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	396	150	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	4.8	12.3	12.3	12.3	7.3	3.0	0.4	3.0	5.8	18.7	28.6	19.0	2.9	1.6	12.3	16.7	17.3
		Total two-way HGV movements per day	10.8	9.6	24.5	24.5	24.5	14.7	6.1	0.8	6.1	11.5	37.4	57.2	38.0	5.7	3.1	24.5	33.4	34.6

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		2	2	2	3	3
30T Excavator	2	2	2	2	2	2		2		2	3	4	3	4	2	2	3	3
20T Dumper	3	3	3	3	3			2		2	4	4	4	4	2	2	4	4
Smooth Drum vibrio road roller	1	1	1	1	1	1		1		1		1		1		1	2	2
21T excavator	1	1	1	1	1	1		1		1	3	3	3	3	1	1	2	2
5T Forward Tipping Dumper	1	1	1	1	1	1		1		1	3	3	3	3	1	1	2	2
Loading shovel	1	1	1	1	1	1		2		2	3	3	3	3	1	2	3	3
Trench Roller											2	2	2	2	1			
Tractor & fencing kit	1	1	1	1	1	1		1		1		1		1		1	1	1
Tractor & trailer	1	1	1	1	1	1		1		1	2	1	2	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
Tractor & Water bowser (for dust suppression)	1	1	1	1	1	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	1	1	1	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	1		1		1	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
Crawler Crane											1	1	1	1				
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1	1	1		1		1	2	5	2	5	2	1	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	1	2	2	2	1		1		1	2	4	2	4	1	2	2	2
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)								1		2	1	2	1	2	1			
Total Plant Onsite In Section Per Month	21	21	20	20	20	16	0	21	0	22	31	43	31	43	19	20	30	30
Total HGV Movements	21	0	3	0	0	4	16	21	21	22	21	14	14	14	19	0	10	30
Average HGV Movements Per Day	1.0	0.0	0.1	0.0	0.0	0.2	0.7	1.0	1.0	1.0	1.0	0.6	0.6	0.6	0.9	0.0	0.5	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	0	1	0	0	1	2	2	2	2	2	2	2	2	2	0	1	3

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	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 Holderness Drain - HDD Entry Only																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in section. Additional material brought 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	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 HDD compound	22	110									5									
Remove of onshore HDD Entry and Exit Compounds	22	22										1								
Minor HDD crossing of Poultry Farm Track - HDD Exit Only																				
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	66	198																3	3	3
TCC and access road Removal	44	132																	3	3
Plant Operators																				
Overall Plant Operators	468	8,346	17	17	16	16	16	13	0	17	0	17	25	31	25	31	14	16	25	25
Section 6B 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	24	23	23	23	19	9	23	9	24	44	47	42	44	23	23	35	35
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	48	46	46	46	38	18	46	18	48	88	94	84	88	46	46	70	70

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	15	6	1	6	12	37	57	38	6	3	25	33	35
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	17	7	1	7	13	41	63	42	7	4	27	37	38
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	0	1	0	0	1	2	2	2	2	2	2	2	2	2	0	1	3
Average total two-way HGV Movements Per Day	**14**	**11**	**28**	**27**	**27**	**18**	**9**	**3**	**9**	**15**	**43**	**65**	**44**	**9**	**6**	**27**	**38**	**41**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	48	46	46	46	38	18	46	18	48	88	94	84	88	46	46	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	53	53	51	51	51	42	20	51	20	53	97	104	93	97	51	51	77	77
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**67**	**64**	**79**	**78**	**78**	**60**	**29**	**54**	**29**	**68**	**140**	**169**	**137**	**106**	**57**	**78**	**115**	**118**

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	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	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			
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	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	396	149	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	15.0	10.6	10.6	23.3	18.6	18.6	20.4	1.0	2.6	1.3	1.9	2.9	2.9	6.4	10.6	15.0	15.6
Total two-way HGV movements per day			10.8	30.1	21.2	21.2	46.5	37.3	37.3	40.8	1.9	5.2	2.5	3.8	5.7	5.7	12.8	21.2	30.1	31.3

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	1			2		2			2	2	3	2	3	3
30T Excavator	2	3	2	2	4	3	3	4		2		2	3	3	4	2	3	3
20T Dumper	3	3	3	3	4	4	4	4		2		2	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	3	3	3	3		1		1	2	2	2	1	2	2
5T Forward Tipping Dumper	1	2	1	1	3	3	3	3		1		1	2	2	2	1	2	2
Loading shovel	1	2	1	1	3	3	3	3		2			1	1	3	2	3	3
Trench Roller					2	2	2	2					1	1	1			
Tractor & fencing kit	1	1	1	1	1			1		1					1	1	1	1
Tractor & trailer	1	2	1	1	2	2	2	1		1		1	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	1
Tractor & Water bowser (for dust suppression)	1	1	1	1	1	1	1	1		1		2	1	1	1	1	1	1
Tractor & cable drum trailer													1	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	1			
Pre-cast concrete truck																		
Mobile concrete pump												1	1	1				
Telehandler	1	2	1	1	2	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
Crawler Crane					1	1	1	1										
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1	3	2	2	3		1		2	4	4	3	1	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	3	2	2	3		1		1	2	2	2	2	2	2
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)					1	1	1	1				1	2	2	1			
Total Plant Onsite In Section Per Month	21	31	20	20	38	31	31	37	0	20	0	18	31	31	33	20	30	30
Total HGV Movements	21	10	11	0	18	7	0	10	37	20	20	18	17	0	10	15	10	30
Average HGV Movements Per Day	1.0	0.5	0.5	0.0	0.8	0.3	0.0	0.5	1.7	0.9	0.9	0.8	0.8	0.0	0.5	0.7	0.5	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	0	2	1	0	1	4	2	2	2	2	0	1	2	1	3

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	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 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	44	132						3	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	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								
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	9,100	17	26	16	16	30	25	25	29	0	17	0	13	22	22	26	16	25	25
Section 7 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	40	36	36	40	7	23	7	21	35	35	37	23	35	35
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	72	46	46	80	72	72	80	14	46	14	42	70	70	74	46	70	70

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	11	30	21	21	47	37	37	41	2	5	3	4	6	6	13	21	30	31
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	12	33	24	24	51	41	41	45	3	6	3	5	7	7	14	24	33	35
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	0	2	1	0	1	4	2	2	2	2	0	1	2	1	3
Average total two-way HGV Movements Per Day	**14**	**34**	**25**	**24**	**53**	**42**	**41**	**46**	**7**	**8**	**5**	**7**	**9**	**7**	**15**	**26**	**34**	**38**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	46	46	80	72	72	80	14	46	14	42	70	70	74	46	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**80**	**51**	**51**	**88**	**80**	**80**	**88**	**16**	**51**	**16**	**47**	**77**	**77**	**82**	**51**	**77**	**77**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**67**	**114**	**76**	**75**	**141**	**122**	**121**	**134**	**23**	**59**	**21**	**54**	**86**	**84**	**97**	**77**	**111**	**115**

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	66	584											8.8	8.8	8.8					
Trench Backfill with CBS and protective covers	66	448											6.8	6.8	6.8					
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			
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	44									2.0									
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	159															7.2			
Major HDD crossing of River Hull and Beverley and Barmston Drain - HDD Entry Only																				
Establish HDD Entry Pit Compound	22	159					7.2													
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	44						1.0	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	396	132	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			5.2	19.5	15.2	15.2	8.7	1.3	1.3	0.3	2.3	1.5	16.0	17.3	18.5	2.8	8.7	15.2	19.5	20.1
Total two-way HGV movements per day			10.5	39.0	30.4	30.4	17.4	2.6	2.6	0.7	4.6	2.9	31.9	34.5	36.9	5.6	17.5	30.4	39.0	40.2

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	1			2					2	2	3	2	3	3
30T Excavator	2	3	2	2	2			2			3	3	3	3	4	2	3	3
20T Dumper	3	3	3	3				2			4	4	6	4	4	2	4	4
Smooth Drum vibrio road roller	1	2	1	1	1			1							1	1	2	2
21T excavator	1	2	1	1	1			1			3	3	3	2	2	1	2	2
5T Forward Tipping Dumper	1	2	1	1	1			1			3	3	2	2	2	1	2	2
Loading shovel	1	2	1	1	1			2			3	3	3	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	1			1			2	2	3	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	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	1			
Pre-cast concrete truck																		
Mobile concrete pump													1	1				
Telehandler	1	2	1	1	1			1			2	2	3	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	1	1			1			2	2	6	4	3	1	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	1			1			2	2	4	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	16	0	0	20	0	0	31	31	47	31	33	20	30	30
Total HGV Movements	21	10	11	0	4	16	0	20	20	0	31	0	18	16	10	15	10	30
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	0.8	0.7	0.5	0.7	0.5	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	0	1	2	0	2	2	0	3	0	2	2	1	2	1	3

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	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 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	44	264						6	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	78	234																3	3	3
TCC and access road Removal	52	156																	3	3
Plant Operators																				
Overall Plant Operators	468	7,852	17	26	16	16	13	0	0	17	0	0	25	25	33	22	26	16	25	25
Section 8 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	19	10	10	23	10	4	33	37	50	35	37	23	35	35
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	72	46	46	38	20	20	46	20	8	66	74	100	70	74	46	70	70

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	10	39	30	30	17	3	3	1	5	3	32	35	37	6	17	30	39	40
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	39	42	7	20	34	44	45
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	0	1	2	0	2	2	0	3	0	2	2	1	2	1	3
Average total two-way HGV Movements Per Day	**14**	**45**	**35**	**34**	**21**	**5**	**3**	**3**	**8**	**4**	**39**	**39**	**44**	**9**	**21**	**36**	**45**	**48**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	46	46	38	20	20	46	20	8	66	74	100	70	74	46	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**80**	**51**	**51**	**42**	**22**	**22**	**51**	**22**	**9**	**73**	**82**	**110**	**77**	**82**	**51**	**77**	**77**
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**	**121**	**154**	**86**	**103**	**87**	**122**	**125**

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	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	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	396	133	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			0.3	5.2	15.2	10.9	8.7	2.1	2.1	4.1	0.7	5.2	0.3	0.3	18.4	19.7	2.9	1.5	15.2	15.8
Total two-way HGV movements per day			0.7	10.5	30.5	21.9	17.5	4.1	4.1	8.2	1.3	10.4	0.7	0.7	36.9	39.5	5.7	3.1	30.5	31.7

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	2	3	3
30T Excavator		2	3	2	2			2		2			3	3	3	2	3	3
20T Dumper		3	3	3				2		2			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			1		1			3	3	2	1	2	2
5T Forward Tipping Dumper		1	2	1	1			1		1			3	3	2	1	2	2
Loading shovel		1	2	1	1			2		2			3	3	1	1	3	3
Trench Roller													2	2	1	1		
Tractor & fencing kit		1	1	1	1			1		1							1	1
Tractor & trailer		1	2	1	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	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
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	2	1			
Mobile self-contained welfare unit		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	2	4	2	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)		1	2	2	1			1		1			2	2	2	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	31	20	16	0	0	20	0	18	0	0	31	31	31	19	30	30
Total HGV Movements	0	21	10	11	4	16	0	20	20	18	18	0	31	0	16	12	19	30
Average HGV Movements Per Day	0.0	1.0	0.5	0.5	0.2	0.7	0.0	0.9	0.9	0.8	0.8	0.0	1.4	0.0	0.7	0.5	0.9	1.4
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	2	2	3

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	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 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	44	264						6	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	52	156																	3	3
TCC and access road Removal	52	156																	3	3
Plant Operators																				
Overall Plant Operators	442	6,240		17	26	16	13	0	0	17	0	15	0	0	25	25	22	14	25	25
Section 9 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	442	1,768		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Average Total Employees per day			0	24	36	23	19	10	10	23	7	21	4	4	33	37	35	23	35	35
Maximum Total Employee Two-way Movements Per Day (car/small van)			0	48	72	46	38	20	20	46	14	42	8	8	66	74	70	46	70	70

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	1	10	30	22	17	4	4	8	1	10	1	1	37	39	6	3	30	32
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	1	12	34	25	20	5	5	10	2	12	1	1	41	44	7	4	34	36
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	2	2	3
Average total two-way HGV Movements Per Day	**1**	**14**	**35**	**26**	**21**	**7**	**5**	**12**	**4**	**14**	**3**	**1**	**44**	**44**	**9**	**6**	**36**	**39**
Maximum Total Employee Two-way Movements Per Day (car/small van)	0	48	72	46	38	20	20	46	14	42	8	8	66	74	70	46	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**0**	**53**	**80**	**51**	**42**	**22**	**22**	**51**	**16**	**47**	**9**	**9**	**73**	**82**	**77**	**51**	**77**	**77**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**1**	**67**	**115**	**77**	**63**	**29**	**27**	**63**	**20**	**61**	**12**	**10**	**117**	**126**	**86**	**57**	**113**	**116**

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	161									7.3									
Trench Backfill with CBS and protective covers	22	124									5.6									
Major HDD crossing of Catchwater Drain - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	107					4.9													
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	34						0.8	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	55								2.5										
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	15									0.7									
Demobilisation of HDD Kit and welfare	22	2										0.1								
Remove of onshore HDD Exit Compound	22	52										2.4								
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	132	16					0.1	0.1	0.1	0.1	0.1	0.1								
Total HGVs per day			0.0	0.0	0.5	5.0	5.2	0.9	0.9	2.9	13.8	2.6	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0
Total two-way HGV movements per day			0.0	0.0	0.9	10.0	10.4	1.8	1.8	5.9	27.5	5.2	0.0	0.0	0.0	10.9	0.0	0.0	0.0	0.0

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																		
6T 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

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	44	132						2	3											
Remove of onshore HDD Exit Compound - Materials reused in next HDD in section, floodus 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	2	3	3	2	6	2	0	0	0	6	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

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	10	2	2	6	28	5	0	0	0	11	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
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	12	2	2	7	31	6	0	0	0	12	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
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
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

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	44	385										8.8	8.8							
Trench Backfill with CBS and protective covers	44	296										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	46													1.0	1.0				
Backfill over Jointing Bays	44	17													0.4	0.4				
Minor HDD crossing of A1035 - HDD Entry Only																				
Establish HDD Entry Pit Compound	22	84						3.8												
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	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										
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	33									1.5									
Demobilisation of HDD Kit and welfare	22	17										0.8								
Remove of onshore HDD Entry Compound	22	84										3.8								
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	352	116	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	14.6	10.1	0.3	0.3	4.9	1.8	0.3	1.8	20.4	15.8	1.6	3.1	1.8	14.6	15.2	0.0	0.0
Total two-way HGV movements per day			10.7	29.2	20.3	0.7	0.7	9.8	3.6	0.7	3.6	40.8	31.6	3.3	6.2	3.5	29.2	30.3	0.0	0.0

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	1		2		2			2	4	3	3		
30T Excavator	2	3	3	2	2	2		2	3	3	3	2	3	4	3	3		
20T Dumper	3	3	3	3				2	4	4	4	2	4	4	4	4		
Smooth Drum vibrio road roller	1	2	2	1	1	1		1		1				2	2	2		
21T excavator	1	2	2	1	1	1		1	3	3	3	1	2	3	2	2		
5T Forward Tipping Dumper	1	2	2	1	1	1		1	3	3	3	1	2	3	2	2		
Loading shovel	1	2	2	1	1	1		2	3	3	3		1	3	3	3		
Trench Roller									2	2	2		1	1				
Tractor & fencing kit	1	1	1	1	1	1		1		1				1	1	1		
Tractor & trailer	1	2	2	1	1	1		1	2	1	2	1	1	2	2	2		
Tractor & Fuel bowser (or self-propelled)	1	1	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	2	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	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	2	1	1	1		1	2	2	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							
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	2	1	1	1		1	2	3	2	2	4	4	2	2		
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	1	1		1	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	2	1				
Total Plant Onsite In Section Per Month	21	31	31	20	16	16	0	20	31	36	31	18	31	42	30	30	0	0
Total HGV Movements	21	10	0	11	4	0	16	20	21	7	7	19	17	17	12	30	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	0.9	0.8	0.8	0.5	1.4	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	2	2	2	2	3	0	0

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	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 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	52	156															3	3		
TCC and access road Removal	52	156															3	3		
Plant Operators																				
Overall Plant Operators	416	8,398	17	26	26	16	13	13	0	17	25	28	25	13	22	32	25	25		
Section 10A2 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	416	1,664	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
Average Total Employees per day			24	36	33	20	17	19	7	23	32	38	33	21	35	41	35	35	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	72	66	40	34	38	14	46	64	76	66	42	70	82	70	70	0	0

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	10	4	1	4	41	32	3	6	4	29	30	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	11	4	1	4	45	35	4	7	4	32	34	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	0	1	1	0	2	2	2	1	1	2	2	2	2	3	0	0
Average total two-way HGV Movements Per Day	14	33	23	2	2	11	6	3	6	46	36	6	9	6	34	37	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	66	40	34	38	14	46	64	76	66	42	70	82	70	70	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	53	80	73	44	38	42	16	51	71	84	73	47	77	91	77	77	0	0
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	67	113	96	46	40	53	22	54	77	130	109	53	86	97	111	114	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	467						10.6	10.6											
Trench Backfill with CBS and protective covers	44	359						8.2	8.2											
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				
Cable Drum Storage in Main Compound	308	808			2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6		
Minor HDD crossing of A1035 - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	52						2.4												
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	16							0.7											
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	32								1.5										
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	39									1.8									
Demobilisation of HDD Kit and welfare	22	17										0.8								
Remove of onshore HDD Entry Compound	22	84											3.8							
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	250	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	13.3	3.3	3.3	24.5	22.8	5.6	5.0	4.0	7.1	4.6	5.8	4.5	13.3	13.3	8.2	9.6
		Total two-way HGV movements per day	19.3	36.4	26.5	6.5	6.5	49.0	45.5	11.1	10.1	8.1	14.1	9.1	11.6	8.9	26.5	26.5	16.4	19.3

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	1		2			3	2	2	2	3	2	2	2
30T Excavator	2	3	3	2	2	4	3	4	3	3	4	3	3	2	3	2	2	2
20T Dumper	3	3	3	3	3	4	4	4	4	5	6	4	4	2	4	2	2	2
Smooth Drum vibrio road roller	1	2	2	1	1	1		1			1			1	2	1	1	1
21T excavator	1	2	2	1	1	3	3	3	3	3	2	2	2	1	2	1	1	1
5T Forward Tipping Dumper	1	2	2	1	1	3	3	3	3	3	2	2	2	1	2	1	1	1
Loading shovel	1	2	2	1	1	3	3	3	3	3	2	1	1	2	3	2	2	2
Trench Roller						2	2	2	2	2	1	1	1	1				
Tractor & fencing kit	1	1	1	1	1	1		1		6	1			1	1	1	1	1
Tractor & trailer	1	2	2	1	1	2	2	1	2	1	2	1	1	1	2	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
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
Cement mixer																		
Mobile crane																		
Grader	1	2	2	1	1	1		1										
Cable laying tracked crane																		
Cable winch											1	1	1	1				
Pre-cast concrete truck																		
Mobile concrete pump										6	1	1	1					
Telehandler	1	2	2	1	1	2	2	1	2	2	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
Crawler Crane						1	1	1	1	7								
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	2	1	1	3	2	3	2	5	5	4	4	3	2	1	1	1
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	2	3	2	3	2	4	3	2	2	3	2	2	1	1
Road surface paver & roller	1	1	1															
Pump HGV Movements (corrected for 4 per delivery)						1	1	1	1	2	2	2	2	1				
Total Plant Onsite In Section Per Month	21	31	31	20	20	38	31	37	31	55	41	31	31	27	30	20	19	19
Total HGV Movements	21	10	0	11	0	18	7	10	10	26	32	10	0	14	15	10	1	19
Average HGV Movements Per Day	1.0	0.5	0.0	0.5	0.0	0.8	0.3	0.5	0.5	1.2	1.5	0.5	0.0	0.6	0.7	0.5	0.0	0.9
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	0	1	0	2	1	1	1	3	3	1	0	2	2	1	1	2

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	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 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	10,894	17	26	26	16	16	30	25	29	25	43	30	22	22	19	25	16	16	16
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	40	60	55	55	52	67	56	50	55	48	52	43	43	43
Maximum Total Employee Two-way Movements Per Day (car/small van)			88	112	106	80	80	120	110	110	104	134	112	100	110	96	104	86	86	86

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	27	7	7	49	46	11	10	8	14	9	12	9	27	27	16	19
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	22	40	29	8	8	54	50	13	11	9	16	10	13	10	29	29	18	22
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	0	1	0	2	1	1	1	3	3	1	0	2	2	1	1	2
Average total two-way HGV Movements Per Day	**24**	**41**	**29**	**9**	**8**	**56**	**51**	**14**	**12**	**12**	**19**	**11**	**13**	**12**	**31**	**30**	**19**	**24**
Maximum Total Employee Two-way Movements Per Day (car/small van)	88	112	106	80	80	120	110	110	104	134	112	100	110	96	104	86	86	86
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**97**	**124**	**117**	**88**	**88**	**132**	**121**	**121**	**115**	**148**	**124**	**110**	**121**	**106**	**115**	**95**	**95**	**95**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**121**	**165**	**146**	**97**	**96**	**188**	**172**	**135**	**127**	**160**	**143**	**121**	**134**	**118**	**146**	**125**	**114**	**119**

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	66	558								8.5	8.5	8.5								
Trench Backfill with CBS and protective covers	66	429								6.5	6.5	6.5								
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						
Minor HDD crossing of Newbald Road - HDD Exit Only																				
Establish HDD Exit Pit Compound	22	51						2.3												
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	13							0.6											
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	13									0.6									
Demobilisation of HDD Kit and welfare	22	2										0.1								
Remove of onshore HDD Exit Compound	22	51										2.3								
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	2.5	0.7	15.1	15.6	18.8	2.5	1.2	0.0	8.3	8.8	0.0	0.0	0.0
Total two-way HGV movements per day			0.0	0.0	0.9	16.6	16.6	5.0	1.4	30.1	31.3	37.6	5.0	2.4	0.0	16.6	17.5	0.0	0.0	0.0

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

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	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						
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	66							3											
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	66									3									
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	3	6	7	10	9	5	0	3	6	0	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			0	0	6	6	6	4	6	12	14	20	18	10	0	6	12	0	0	0

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	5	1	30	31	38	5	2	0	17	18	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	41	6	3	0	19	20	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	6	2	33	35	41	6	3	0	19	20	0	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)	0	0	6	6	6	4	6	12	14	20	18	10	0	6	12	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	0	0	7	7	7	5	7	14	16	22	20	11	0	7	14	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	63	26	14	0	26	34	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	66	733												11.1	11.1	11.1				
Trench Backfill with CBS and protective covers	66	562												8.5	8.5	8.5				
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		
Minor HDD crossing of Newbald Road - HDD Entry Only																				
Establish HDD Entry Pit Compound	22	84						3.8												
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	23							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	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	51								2.3										
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	37									1.7									
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	84										0.0					3.8			
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	14											0.6							
Demobilisation of HDD Kit and welfare	22	2												0.1						
Remove of onshore HDD Exit Compound	22	51															2.3			
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	396	141	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	18.6	14.1	0.4	0.4	4.9	1.4	2.8	2.0	1.1	1.0	20.1	21.3	22.5	9.0	1.5	18.6	18.9
Total two-way HGV movements per day			10.8	37.1	28.3	0.7	0.7	9.8	2.8	5.5	4.1	2.3	2.0	40.1	42.6	44.9	17.9	3.1	37.1	37.7

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	2	1			1		2		2				2		2	3	3
30T Excavator	2	3	2			2		2		2		3	3	3	3	3	3	3
20T Dumper	3	3	3					2		2		4	4	6	4	6	4	4
Smooth Drum vibrio road roller	1	2	1			1		1		1							2	2
21T excavator	1	2	1			1		1		1		3	3	3	3	3	2	2
5T Forward Tipping Dumper	1	2	1			1		1		1		3	3	2	3	2	2	2
Loading shovel	1	2	1			1		2		2		3	3	3	3	3	3	3
Trench Roller												2	2	2	2	2		
Tractor & fencing kit	1	1	1			1		1		1							1	1
Tractor & trailer	1	2	1			1		1		1		2	2	3	2	3	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	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		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
Crawler Crane												1	1	1	1	1		
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1			1		1		1		2	2	6	2	6	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2			1		1		1		2	2	4	2	4	2	2
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)												1	1	3	1	3		
Total Plant Onsite In Section Per Month	21	31	20	0	0	16	0	20	0	20	0	31	31	47	31	47	30	30
Total HGV Movements	21	10	11	20	0	16	16	20	20	20	20	31	0	18	18	18	27	30
Average HGV Movements Per Day	1.0	0.5	0.5	0.9	0.0	0.7	0.7	0.9	0.9	0.9	0.9	1.4	0.0	0.8	0.8	0.8	1.2	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	2	0	2	2	2	2	2	2	3	0	2	2	2	3	3

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	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		
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	44										1					1			
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	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	468	7,722	17	26	16	0	0	13	0	17	0	17	0	25	25	33	25	33	25	25
Section 16B1 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	4	4	19	7	23	9	23	6	33	37	50	40	42	35	35
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	72	46	8	8	38	14	46	18	46	12	66	74	100	80	84	70	70

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	11	37	28	1	1	10	3	6	4	2	2	40	43	45	18	3	37	38
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	12	41	31	1	1	11	4	7	5	3	3	44	47	49	20	4	41	42
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	2	0	2	2	2	2	2	2	3	0	2	2	2	3	3
Average total two-way HGV Movements Per Day	**14**	**42**	**32**	**3**	**1**	**13**	**6**	**9**	**7**	**5**	**5**	**47**	**47**	**51**	**22**	**6**	**44**	**45**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	46	8	8	38	14	46	18	46	12	66	74	100	80	84	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**80**	**51**	**9**	**9**	**42**	**16**	**51**	**20**	**51**	**14**	**73**	**82**	**110**	**88**	**93**	**77**	**77**
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	**67**	**122**	**83**	**12**	**10**	**55**	**22**	**60**	**27**	**56**	**19**	**120**	**129**	**161**	**110**	**99**	**121**	**122**

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	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	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	352	134	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	17.7	13.4	13.4	30.7	27.0	19.0	25.2	26.6	8.2	4.6	12.7	2.5	13.4	17.7	18.3	0.0	0.0
		Total two-way HGV movements per day	10.6	35.4	26.7	26.7	61.4	54.1	37.9	50.5	53.1	16.4	9.2	25.3	4.9	26.7	35.4	36.5	0.0	0.0

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			3	2	3	2	2	3	3		
30T Excavator	2	3	2	2	4	3	4	3	3	4	3	4	2	2	3	3		
20T Dumper	3	3	3	3	4	4	4	4	4	6	4	6	2	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	3	3	3	3	3	2	2	2	1	1	2	2		
5T Forward Tipping Dumper	1	2	1	1	3	3	3	3	3	2	2	2	1	1	2	2		
Loading shovel	1	2	1	1	3	3	3	3	3	3	1	2	1	2	3	3		
Trench Roller					2	2	2	2	2	1	1	1	1					
Tractor & fencing kit	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		
Tractor & Fuel bowser (or self-propelled)	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		
Tractor & cable drum trailer										1	1	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	1	1					
Pre-cast concrete truck																		
Mobile concrete pump										1	1	1						
Telehandler	1	2	1	1	2	2	1	2	2	2	1	1						
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									
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		
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		
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)					1	1	1	1	1	2	2	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
Total HGV Movements	21	10	11	0	56	0	10	10	0	22	12	10	22	11	40	30	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	1.8	1.4	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	4	3	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																	
			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	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					
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	44	264								6	6									
Remove of onshore HDD Entry and Exit Compounds - materials reused at next HDD in section	22	44										2								
Minor HDD crossing of A1079 - HDD Entry																				
Establish HDD Entry Pit Compound - Reuse from previous HDD in Section additional materials 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	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	416	9,698	17	26	16	16	30	25	29	25	25	32	22	30	14	16	25	25		
Section 14 Engineering Personnel																				
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	416	1,664	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	40	42	39	39	43	49	38	47	23	23	35	35	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	72	46	46	80	84	78	78	86	98	76	94	46	46	70	70	0	0

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	61	54	38	50	53	16	9	25	5	27	35	37	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	30	30	69	61	43	57	59	19	11	29	6	30	40	41	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	0	6	0	1	1	0	2	2	1	2	1	4	3	0	0
Average total two-way HGV Movements Per Day	14	41	31	30	75	61	44	58	59	21	13	30	8	31	44	44	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	46	46	80	84	78	78	86	98	76	94	46	46	70	70	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	53	80	51	51	88	93	86	86	95	108	84	104	51	51	77	77	0	0
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	67	121	82	81	163	154	130	144	154	129	97	134	59	82	121	121	0	0

Annex 6. 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	2,016	30.5	30.5	30.5																																								
Mobilisation of Welfare and Operation Plant to TCC	22	150		6.8																																								
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	2,039				15.4	15.4	15.4	15.4	15.4	15.4																																			
Installation of Permanent Drainage	22	87																	3.9																											
Substation Structural and Electrical Installation																																													
Construction of External Surfacing within Substation Zone	176	2,624										14.9	14.9	14.9	14.9	14.9	14.9	14.9	14.9																											
Foundation Works	154	4,708											30.6	30.6	30.6	30.6	30.6	30.6	30.6																											
Sub-structure Works	176	82																		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5																			
Super-Structure Works	198	26																		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	1,214																								5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5										
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	150																																									2.3	2.3	2.3
TCC and access road Removal	66	2,004																																									30.4	30.4	30.4
Average Section Skip HGV Movements Per Day	990	1,552	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Total HGVs per day			32	55	48	17	17	17	17	17	17	16	47	47	47	47	47	47	51	2	2	3	2	2	2	8	8	7	7	7	7	7	7	7	7	2	2	2	2	2	2	2	2	2	34	34	34
Total two-way HGV movements per day			64	110	97	34	34	34	34	34	34	33	94	94	94	94	94	94	102	4	4	5	4	4	4	15	15	14	14	14	14	14	14	14	14	3	3	3	3	3	3	3	3	3	68	68	68

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																											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
20T Dumper	3	3	4	8	8	8	8	8	8	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																											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																			1	1	1
5T Forward Tipping Dumper	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	4	2	2	2	2	2	2	2	2																			1	1	1
Loading shovel	1	2	2							2	2	2	2	2	2	2	2																											2	2	2
Trench Roller																	1																														
Tractor & fencing kit	1	1	1																																									1	1	1
Tractor & trailer	1	2	1							2	2	2	2	2	2	2	3	2	2	2	2	2	2	2	2	3	3	3	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
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																													
Cable laying tracked crane																																													
Cable winch																																													
Pre-cast concrete truck																																													
Mobile concrete pump																																													
Telehandler	1	2	2														2	2	2	2	2	2	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																																													
Mobile generator	2	2	2							1	1	1	1	1	1	1	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	1	1	1
Temporary lighting	1	3	3	3	3	3	3	3	3	4	4	4	4	4	4	4	6	5	5	5	5	5	5	6	6	6	4	4	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																													
Pump				1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1																					
Concrete batching plant										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	2	2	2	2	2																					
Cement mixer																	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												
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												
Pre-cast concrete truck										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	1	1	1	1	1	1																			
3T Forward Tipping Dumper																	2	2	2	2	2	2	2	2	2																					
Scissor lift																	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	4	4	4	4	4	4	4	4	4			
Mobile powered aerial platform (boom lift / 'cherry picker')																	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	4	4	4	4	4	4	4	4	4			
Scaffolding																	8	8	8	8	8	8	8	8	8	8	8	8																		
Formwork										8	8	8	8	8	8	8	8	16	16	16	16	16	16	16	16	8																				
JCB Wheeled excavator																	2	2	2	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			
Total Plant Onsite In Section Per Month	21	32	33	28	28	28	28	28	28	43	43	43	43	43	43	43	74	61	61	61	61	61	61	66	66	50	32	32	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	0	0	31	0	0	0	0	0	0	31	29	0	0	0	0	0	5	0	18	18	0	0	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	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.3	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.8	0.8	0.0	0.0	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	0	0	3	0	0	0	0	0	0	2	3	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4	0	2

Annex 6. 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 | | |

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	1,164		13.2	13.2	13.2	13.2													
Cable Construction Works																				
Trench Excavation and duct installation	198	2,296						11.6	11.6	11.6	11.6	11.6	11.6	11.6	11.6	11.6				
Trench Backfill with CBS and protective covers	198	1,638						8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3				
Jointing Bay Excavation	132	87										0.7	0.7	0.7	0.7	0.7	0.7			
Jointing Bay Base Construction	132	87										0.7	0.7	0.7	0.7	0.7	0.7			
Pulling and connection of cables	132	240											1.8	1.8	1.8	1.8	1.8	1.8		
Backfill over Jointing Bays	132	51											0.4	0.4	0.4	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	94							4.3											
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	132								3.0	3.0									
Demobilisation of HDD Kit and welfare	22	5										0.2								
Remove of onshore HDD Exit Compound	22	94										4.3								
Minor HDD crossing of National Grid High Pressure Gas Main - HDD Entry and Exit																				
Establish HDD Entry and Exit Pit Compounds	22	188				8.5														
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	203					9.2													
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	94						4.3												
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	114							2.6											
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	114									2.6									
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 (Southern 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	114											2.6							
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 Hornsea 4 Access (Southern 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	114													2.6					
Demobilisation of HDD Kit and welfare	22	19														0.9				
Remove of onshore HDD Entry and Exit Compounds	22	94														4.3				
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	88	1,164															13.2	13.2	13.2	13.2
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	184	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Total HGVs per day			5.4	18.0	13.7	23.1	22.9	25.5	27.4	23.3	25.9	26.2	26.4	23.9	26.4	29.0	17.2	15.9	18.0	18.6
Total two-way HGV movements per day			10.8	36.1	27.4	46.2	45.8	50.9	54.8	46.7	51.8	52.3	52.9	47.7	52.9	58.0	34.4	31.8	36.1	37.3

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	1	2		2	2	3	2	3	3	2	3	3
30T Excavator	2	3	2	3	2	4	4	4	3	4	3	3	3	3	3	2	3	3
20T Dumper	3	3	3	3	3	4	4	4	4	4	6	6	6	6	3	2	4	4
Smooth Drum vibrio road roller	1	2	1	2	1	1	1	1		1		1		1	1	1	2	2
21T excavator	1	2	1	2	1	3	3	3	3	3	3	3	3	3	1	1	2	2
5T Forward Tipping Dumper	1	2	1	2	1	3	3	3	3	3	2	3	2	3	1	1	2	2
Loading shovel	1	2	1	2	1	3	3	3	3	3	3	3	3	3	2	2	3	3
Trench Roller						2	2	2	2	2	2	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	2	1	2	1	3	2	3	2	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	1	1		
Tractor & soil tiller, roller, seeder															1	1	1	1
Cement mixer																		
Mobile crane																		
Grader	1	2	1	1	1	1	1	1		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	1			
Telehandler	1	2	1	1	1	1	2	1	2	2	3	2	3	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
Crawler Crane						1	1	1	1	1	1	1	1	1				
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	2	1	3	3	3	2	5	6	7	6	7	5	3	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	2	3	3	3	2	4	4	5	4	5	4	3	2	2
Road surface paver & roller	1	1																
Pump HGV Movements (corrected for 4 per delivery)						1	1	1	1	2	3	3	3	3	2	1		
Total Plant Onsite In Section Per Month	21	31	20	26	20	37	38	37	31	43	47	52	47	50	36	27	30	30
Total HGV Movements	21	10	11	6	6	17	3	3	10	14	14	9	9	9	16	9	15	30
Average HGV Movements Per Day	1.0	0.5	0.5	0.3	0.3	0.8	0.1	0.1	0.5	0.6	0.6	0.4	0.4	0.4	0.7	0.4	0.7	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	1	1	2	1	1	1	2	2	1	1	1	2	1	2	3

Section 15

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foreman, 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	198	396						2	2	2	2	2	2	2	2	2				
Trench Backfill with CBS and protective covers	198	396						2	2	2	2	2	2	2	2	2				
Jointing Bay Excavation	132	264										2	2	2	2	2	2			
Jointing Bay Base Construction	132	264										2	2	2	2	2				
Pulling and connection of cables	132	396											3	3	3	3	3	3		
Backfill over Jointing Bays	132	264											2	2	2	2	2	2		
Major HDD Crossing of the A164 and Proposed Road at Jocks Lodge - 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	44	132								3	3									
Remove of onshore HDD Exit Compound	22	44										2								
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 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 - materials reused at next HDD in section	22	22								1										
Minor HDD crossing of SABIC / INEOS High Pressure Ethylene Pipeline (Northern Route) - 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 - materials reused at next HDD in section	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	22												1						
Minor HDD crossing of Hornsea 4 Access (Southern 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	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	12,194	17	26	16	21	16	29	30	29	25	31	33	36	33	34	24	19	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	23	30	28	39	45	42	41	47	55	55	55	53	40	31	35	35
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	72	46	60	56	78	90	84	82	94	110	110	110	106	80	62	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	36	27	46	46	51	55	47	52	52	53	48	53	58	34	32	36	37
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle	12	40	30	50	48	54	58	49	55	55	56	50	56	61	36	34	38	39
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	1	1	2	1	1	1	2	2	1	1	1	2	1	2	3
Average total two-way HGV Movements Per Day	14	41	31	51	49	56	59	50	56	57	58	51	57	62	38	35	40	42
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	46	60	56	78	90	84	82	94	110	110	110	106	80	62	70	70
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	53	80	51	66	62	86	99	93	91	104	121	121	121	117	88	69	77	77
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	67	121	82	117	111	142	158	143	147	161	179	172	178	179	126	104	117	119

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
Classification:	Confidential

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Registered office:
Dogger Bank South Offshore Wind Farm
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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**
RWE Ecodoc Reference	**004944074-04**
Version	**4.0**
Date	**29/05/2025**
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**
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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 07.02.2025 and 10.02.2025
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 converter 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 converter 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 L - Dated 12.12.2024 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 as co-located projects within Substation Zone 4
- lengths used within assessment of metrics taken along centre line of onshore cable route

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 09.10.2024.

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 004491138-15 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.

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 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	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																			
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	88	1,408							16	16	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	132	396																3	3	3																																												
TCC and access road Removal	88	264																	3	3																																												
Plant Operators																																																																	
Overall Plant Operators	616	13,244	17	26	16	16	17	16	25	25	25	25	28	35	30	15	15	16	25	25																17	26	16	16	13	23	26	16	25	25															
Section 1 Engineering Personnel																																																																
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	616	2,464	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	36	23	23	26	28	49	49	49	49	45	54	41	22	22	23	35	35										0	0	0	0	0	0	24	36	23	23	21	41	43	23	35	35	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

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

Section 2

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.	264	1,844	14.0	14.0	14.0	14.0	14.0	14.0																						14.0	14.0	14.0	14.0	14.0	14.0												
Cable Construction Works																																														
Trench Excavation and duct installation	220	2,289				10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4																																	
Trench Backfill with CBS and protective covers	220	1,754				8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0																																	
Jointing Bay Excavation	176	111											0.6	0.6	0.6	0.6																			0.6	0.6	0.6	0.6									
Jointing Bay Base Construction	176	111											0.6	0.6	0.6	0.6																			0.6	0.6	0.6	0.6									
Pulling and connection of cables	176	144												0.8	0.8	0.8	0.8																				0.8	0.8	0.8	0.8								
Backfill over Jointing Bays	176	63												0.4	0.4	0.4	0.4																				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	135								6.1																																				
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	44									2.0																																			
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	44											2.0																																	
Demobilisation of HDD Kit and welfare	22	19												0.9																																
Remove of onshore HDD Entry and Exit Compounds	22	135												6.1																																
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	264	1,844													14.0	14.0	14.0	14.0	14.0	14.0																					14.0	14.0	14.0	14.0	14.0	14.0	
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	770	250	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	0.3	0.3	0.3	0.3	0.3	0.3	
Total HGVs per day			19.2	18.6	14.3	32.7	32.7	32.7	18.7	25.7	20.7	18.7	21.9	28.1	35.1	16.7	15.5	14.3	18.6	19.2										16.7	16.5	14.3	14.3	14.3	14.3	1.6	2.8	2.8	2.8	1.5	14.3	14.3	14.3	14.3	16.5	16.7	0.0
Total two-way HGV movements per day			38.4	37.2	28.6	65.3	65.3	65.3	37.4	51.4	41.4	37.4	43.9	56.2	70.2	33.5	30.9	28.6	37.2	38.4										33.5	32.9	28.6	28.6	28.6	28.6	3.2	5.5	5.5	5.5	3.0	28.6	28.6	28.6	28.6	32.9	33.5	0.0

Section 2

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	2	2	1	1	1	1		1		2		3	3	3	2	2	3	3										2	2	1	1	1	1		2	2	2	2	2	2	2	2	3	3	
30T Excavator	3	3	2	3	3	3	3	4	3	4	3	3	3	3	2	2	3	3										3	3	2	2	2	2	2	4	4	4	2	2	2	2	2	3	3	
20T Dumper	3	3	3	4	4	4	4	4	4	4	4	6	6	3	2	2	4	4										3	3	3	3	3	3	2	4	4	4	2	2	2	2	2	4	4	
Smooth Drum vibrio road roller	2	2	1					1		1		1	1	1	1	1	2	2										2	2	1	1	1	1		1	1	1		1	1	1	1	2	2	
21T excavator	2	2	1	3	3	3	3	3	3	3	3	3	3	1	1	1	2	2										2	2	1	1	1	1	1	3	3	3	1	1	1	1	1	2	2	
5T Forward Tipping Dumper	2	2	1	3	3	3	3	3	3	3	3	3	3	1	1	1	2	2										2	2	1	1	1	1	1	3	3	3	1	1	1	1	1	2	2	
Loading shovel	2	2	1	3	3	3	3	3	3	3	3	3	3	2	2	2	3	3										2	2	1	1	1	1		3	3	3	1	2	2	2	2	3	3	
Trench Roller				2	2	2	2	2	2	2	2	2	2	1	1																			2	2	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	1		1	1	1	1	1	1	
Tractor & trailer	2	2	1	2	2	2	2	2	2	1	2	2	2	1	1	1	2	2										2	2	1	1	1	1	1	1	1	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	1	1	1	1	2	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	2	1	1	1	1	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																				1	1	1	1	1	1	
Cement mixer																																														
Mobile crane																																														
Grader	2	2	1					1		1																		2	2	1	1	1	1		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	1	1								
Telehandler	2	2	1	2	2	2	2	2	2	1	2	1	3	1														2	2	1	1	1	1	1	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	
Crawler Crane				1	1	1	1	1	1	1	1	1	1																					1	1	1								
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	2	2	2	2	3	2	3	2	7	7	5	3	1	2	2										2	2	1	1	1	1	2	5	5	5	2	1	1	1	1	2	2	
Temporary lighting HGV Movements (corrected for 8 per delivery)	2	2	2	2	2	2	2	3	2	3	2	5	6	4	3	2	2	2										2	2	2	2	2	2	1	4	4	4	1	2	2	2	2	2	2	
Road surface paver & roller	1	1																										1	1																
Pump HGV Movements (corrected for 4 per delivery)				1	1	1	1	1	1	1	1	3	3	2	1																		1	2	2	2	1							
Total Plant Onsite in Section Per Month	31	31	20	32	32	32	31	38	31	37	31	50	54	36	27	20	30	30										31	31	20	20	20	20	18	43	43	43	19	20	20	20	20	30	30	0
Total HGV Movements	31	0	11	18	0	0	1	7	7	10	10	21	4	18	9	7	10	30										31	0	11	0	0	0	12	29	0	0	28	11	0	0	0	10	0	0
Average HGV Movements Per Day	1.4	0.0	0.5	0.8	0.0	0.0	0.0	0.3	0.3	0.5	0.5	1.0	0.2	0.9	0.4	0.3	0.5	1.4										1.4	0.0	0.5	0.0	0.0	0.0	0.5	1.3	0.0	0.0	1.3	0.5	0.0	0.0	0.0	0.5	0.0	0.0
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

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														
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 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	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												
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	132	396														3	3	3																			3	3	3										
TCC and access road Removal	88	264															3	3																				3	3										
Plant Operators																																																
Overall Plant Operators	572	11,660	17	17	16	16	16	25	25	25	25	25	13	31	14	16	25	25												17	26	16	16	13	31	14	16	25	25										
Section 3 Engineering Personnel																																																
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	572	2,288	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	33	33	33	33	37	26	40	18	23	35	35	0	0										24	36	23	23	21	44	23	23	35	35	0	0	0	0	0	0	0	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	48	46	46	46	66	66	66	66	74	52	80	36	46	70	70	0	0										48	72	46	46	42	88	46	46	70	70	0	0	0	0	0	0	0	0	0

Section 3

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	11	9	26	26	26	38	38	38	38	40	6	3	26	34	36	0	0	0										6	30	26	26	3	6	3	26	30	31	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	12	11	28	28	28	42	42	42	42	44	7	4	28	38	39	0	0	0										7	33	28	28	4	7	4	28	33	34	0	0	0	0	0	0	0	0	0
Construction Plant 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										2	1	1	0	2	3	3	1	1	3	0	0	0	0	0	0	0	0	0
Average total two-way HGV Movements Per Day	**14**	**11**	**29**	**28**	**28**	**44**	**42**	**42**	**42**	**44**	**9**	**7**	**31**	**39**	**40**	**3**	**0**	**0**										**9**	**34**	**29**	**28**	**6**	**10**	**7**	**29**	**34**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	48	46	46	46	66	66	66	66	74	52	80	36	46	70	70	0	0										48	72	46	46	42	88	46	46	70	70	0	0	0	0	0	0	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**53**	**51**	**51**	**51**	**73**	**73**	**73**	**73**	**82**	**58**	**88**	**40**	**51**	**77**	**77**	**0**	**0**										**53**	**80**	**51**	**51**	**47**	**97**	**51**	**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)	**67**	**64**	**80**	**79**	**79**	**117**	**115**	**115**	**115**	**126**	**67**	**95**	**71**	**90**	**117**	**80**	**0**	**0**										**62**	**114**	**80**	**79**	**53**	**107**	**58**	**80**	**111**	**114**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Section 4A

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 site accesses	44	10				0.5																											0.5																		
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	88	511					11.6	11.6																										11.6	11.6														
Cable Construction Works																																																	
Trench Excavation and duct installation	88	807								9.2	9.2	9.2	9.2																																					
Trench Backfill with CBS and protective covers	88	618								7.0	7.0	7.0	7.0																																					
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 A1035 and Catfoss Drain - HDD Exit Only																																																	
Establish HDD Exit Pit Compound	22	107							4.9																																									
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	66	47										0.7	0.7	0.7																																			
Demobilisation of HDD Kit and welfare	22	5													0.2																																		
Remove of onshore HDD Exit Compound	22	107														4.9																																		
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	88	511															11.6	11.6																					11.6	11.6											
Site access Removal	44	10																0.5																						0.5										
Average Section Skip HGV Movements Per Day	154	15							0.1		0.1	0.1	0.1	0.1	0.1	0.1																																		
Total HGVs per day			0.0	0.0	0.0	0.5	11.6	11.6	5.0	16.2	16.5	17.0	17.0	1.8	2.2	5.8	11.6	12.1	0.0	0.0										0.0	0.0	0.0	0.5	11.6	11.6	1.0	1.9	0.9	11.6	12.1	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	0.0	0.9	23.2	23.2	9.9	32.4	33.0	34.0	34.0	3.6	4.4	11.7	23.2	24.1	0.0	0.0										0.0	0.0	0.0	0.9	23.2	23.2	2.0	3.7	1.8	23.2	24.1	0.0	0.0	0.0	0.0	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 (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
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
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	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	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 4B

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	541			12.3	12.3																										12.3	12.3																							
Cable Construction Works																																																							
Trench Excavation and duct installation	44	329												7.5	7.5																																										
Trench Backfill with CBS and protective covers	44	253												5.8	5.8																																									
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	46																1.0																					1.0																			
Backfill over Jointing Bays	44	17																0.4																					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	66	65										1.0	1.0	1.0																																									
Demobilisation of HDD Kit and welfare	22	25													1.1																																									
Remove of onshore HDD Entry Compound	22	159														7.2																																								
Major HDD crossing of Stream Dike - HDD Entry Only																																																						
Establish HDD Entry Pit Compound	22	159							7.2																																														
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	65								3.0																																												
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	22	0									0.0																																											
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	88	541																	12.3	12.3																							12.3	12.3											
Demobilisation of Welfare from TCC	44	13																		0.6																								0.6											
TCC and access road Removal	88	190																	4.3	4.3																							4.3	4.3											
Average Section Skip HGV Movements Per Day	660	213	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	0.3	0.3											
Total HGVs per day			5.2	4.6	12.6	12.6	0.3	0.3	8.7	3.3	0.3	1.3	1.3	14.5	14.7	7.6	1.6	1.8	16.9	17.5										0.0	2.8	14.8	12.6	0.3	0.3	0.3	0.3	1.6	1.8	0.3	16.9	17.5	0.0	0.0	0.0	0.0	0.0
Total two-way HGV movements per day			10.5	9.3	25.2	25.2	0.6	0.6	17.4	6.6	0.6	2.6	2.6	29.1	29.4	15.1	3.3	3.5	33.9	35.1										0.0	5.6	29.6	25.2	0.6	0.6	0.6	0.6	3.3	3.5	0.6	33.9	35.1	0.0	0.0	0.0	0.0	0.0

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		4	4	4	4	4	6	4	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)																													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																							
Major HDD crossing of A1035 and Catfoss Drain - HDD Entry Only																																																													
Establish HDD Entry Pit Compound	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	78	468										6	6	6																																																
Remove of onshore HDD Entry Compound -Reuse at next HDD in Section	26	26														1																																														
Major HDD crossing of Stream Dike - HDD Entry Only																																																												
Establish HDD Entry Pit Compound - 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 HDD compound	26	156								6																																																			
Remove of onshore HDD Entry Compound	26	26									1																																																			
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	780	16,536	17	0	16	26	16	16	13	25	29	25	25	25	33	26	23	19	25	25											17	26	26	16	16	13	22	22	19	25	25	25																			
Section 4B Engineering Personnel																																																												
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	780	2,808	0	0	0	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			20	3	19	33	20	20	18	35	35	35	35	39	41	31	31	28	35	35										0	24	36	33	20	20	17	26	30	28	29	35	35	0	0	0	0	0													
Maximum Total Employee Two-way Movements Per Day (car/small van)			40	6	38	66	40	40	36	70	70	70	70	78	82	62	62	56	70	70										0	48	72	66	40	40	34	52	60	56	58	70	70	0	0	0	0	0													

Section 4B
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	9	25	25	1	1	17	7	1	3	3	29	29	15	3	4	34	35										0	6	30	25	1	1	1	1	3	4	1	34	35	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	11	29	29	1	1	20	8	1	3	3	33	33	17	4	4	39	40										0	7	34	29	1	1	1	1	4	4	1	39	40	0	0	0	0	0													
Construction Plant 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													
Average total two-way HGV Movements Per Day	12	11	29	30	2	1	21	11	2	4	3	33	35	19	5	5	41	43										0	9	35	29	2	1	3	3	4	6	3	39	43	0	0	0	0	0													
Maximum Total Employee Two-way Movements Per Day (car/small van)	40	6	38	66	40	40	36	70	70	70	70	78	82	62	62	56	70	70										0	48	72	66	40	40	34	52	60	56	58	70	70	0	0	0	0	0													
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	44	7	42	73	44	44	40	77	77	77	77	86	91	69	69	62	77	77										0	53	80	73	44	44	38	58	66	62	64	77	77	0	0	0	0	0													
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	56	18	71	103	46	45	61	88	79	81	80	119	126	88	74	67	118	120										0	62	115	102	46	45	41	61	70	68	67	116	120	0	0	0	0	0													

Section 5

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	332	7.5	7.5																										3.8	3.8															
Mobilisation of Welfare and Operation Plant to TCC	44	32	1.5																											0.7																
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	220	1,515		13.8	13.8	13.8	13.8	13.8																							13.8	13.8	13.8	13.8	13.8												
Cable Construction Works																																														
Trench Excavation and duct installation	132	1,292							9.8	9.8	9.8	9.8	9.8	9.8																																	
Trench Backfill with CBS and protective covers	132	989							7.5	7.5	7.5	7.5	7.5	7.5																																	
Jointing Bay Excavation	132	84											0.6	0.6	0.6																							0.6	0.6	0.6						
Jointing Bay Base Construction	132	84											0.6	0.6	0.6																							0.6	0.6	0.6						
Pulling and connection of cables	132	108												0.8	0.8	0.8																							0.8	0.8	0.8						
Backfill over Jointing Bays	132	47												0.4	0.4	0.4																							0.4	0.4	0.4						
Cable Drum Storage in Main Compound	616	768			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													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	159				7.2																																								
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	71					1.6	1.6																																						
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	107									4.8																																			
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	44	97										2.2	2.2																																	
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	130												5.9																																
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	26								0.4																																				
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	49													2.2																															
Demobilisation of HDD Kit and welfare	22	19														0.9																															
Remove of onshore HDD Entry and Exit Compounds	44	136															3.1	3.1																														
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	220	1,515														13.8	13.8	13.8	13.8	13.8																						13.8	13.8	13.8	13.8	13.8	
Demobilisation of Welfare from TCC	44	32																		1.5																										0.7	
TCC and access road Removal	88	332																	7.5	7.5																									3.8	3.8	
Average Section Skip HGV Movements Per Day	792	519	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										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	15.7	24.0	17.3	17.3	20.5	19.6	25.2	21.4	22.6	29.7	6.6	17.7	18.8	18.8	22.0	23.4										5.2	18.2	15.7	15.7	15.7	15.7	1.9	1.9	1.9	3.2	4.3	4.3	3.1	15.7	15.7	15.7	18.2	18.9
Total two-way HGV movements per day			19.3	43.9	31.3	48.1	34.6	34.6	41.1	39.1	50.3	42.8	45.3	59.5	13.2	35.4	37.5	37.5	43.9	46.9										10.3	36.4	31.3	31.3	31.3	31.3	3.8	3.8	3.8	6.3	8.7	8.7	6.2	31.3	31.3	31.3	36.4	37.9

Section 5

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	1	2		2			3	2	2	2	2	3	3										1	2	1	1	1	1				2	2	2	2	2	2	3	3
30T Excavator	2	3	2	3	2	2	4	3	4	3	3	3	3	2	2	2	3	3										2	3	2	2	2	2			2	3	3	2	2	2	2	3	3
20T Dumper	3	3	3	3	3	3	4	4	4	4	4	6	4	2	2	2	4	4										3	3	3	3	3	3			2	4	4	2	2	2	2	4	4
Smooth Drum vibrio road roller	1	2	1	2	1	1	1		1			1		1	1	1	2	2										1	2	1	1	1	1							1	1	1	2	2
21T excavator	1	2	1	2	1	1	3	3	3	3	3	3	2	1	2	2	2	2										1	2	1	1	1	1			1	2	2	1	1	1	1	2	2
5T Forward Tipping Dumper	1	2	1	2	1	1	3	3	3	3	3	3	2	1	2	2	2	2										1	2	1	1	1	1			1	2	2	1	1	1	1	2	2
Loading shovel	1	2	1	2	1	1	3	3	3	3	3	3	1	2	2	2	3	3										1	2	1	1	1	1				1	1	1	2	2	2	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	1	1	1
Tractor & trailer	1	2	1	1	1	1	1	2	1	2	2	2	1	1	2	2	2	2										1	2	1	1	1	1			1	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	1	1	1	1			2	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			2	1	1	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	1	1
Cement mixer																																																
Mobile crane																																																
Grader	1	2	1	1	1	1	1		1			1																1	2	1	1	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	2	1	1	1	1	1	2	1	2	2	2	1															1	2	1	1	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	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	3	2	3	2	2	7	4	3	2	2	2	2										2	2	1	1	1	1			2	4	4	2	1	1	1	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	2	2	3	2	3	2	2	5	2	3	2	2	2	2										1	2	2	2	2	2			1	2	2	1	2	2	2	2	2
Road surface paver & roller	1	1																										1	1																			
Pump HGV Movements (corrected for 4 per delivery)							1	1	1	1	1	3	2	1																								1	2	2	1					
Total Plant Onsite in Section Per Month	21	31	20	26	20	20	37	31	37	31	31	52	31	27	24	24	30	30										21	31	20	20	20	20	0	0	0	18	31	31	19	20	20	20	30	30
Total HGV Movements	21	10	11	6	6	0	17	10	10	10	0	21	21	14	9	0	6	30										21	10	11	0	0	0	20	0	0	18	17	0	12	11	0	0	10	30
Average HGV Movements Per Day	1.0	0.5	0.5	0.3	0.3	0.0	0.8	0.5	0.5	0.5	0.0	1.0	1.0	0.6	0.4	0.0	0.3	1.4										1.0	0.5	0.5	0.0	0.0	0.0	0.9	0.0	0.0	0.8	0.8	0.0	0.5	0.5	0.0	0.0	0.5	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	1	1	0	2	1	1	1	0	2	2	2	1	0	1	3										2	1	1	0	0	0	2	0	0	2	2	0	2	1	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 (Project 1) | | |

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)																									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	2	2	1	1			2			2				2	3	2	3	3																			2	2	1		2	2	2	3	3
30T Excavator	3	3	2	2			2			2	3	3	3	3	4	2	3	3																			3	3	2	2	3	2	2	3	3
20T Dumper	3	3	3				2			2	4	4	4	4	4	2	4	4																			3	3	3	2	4	2	2	4	4
Smooth Drum vibrio road roller	2	2	1	1			1			1					1	1	2	2																			2	2	1				1	2	2
21T excavator	2	2	1	1			1			1	3	3	3	2	2	1	2	2																			2	2	1	1	2	1	1	2	2
3T Forward Tipping Dumper	2	2	1	1			1			1	3	3	3	2	2	1	2	2																			2	2	1	1	2	1	1	2	2
Loading shovel	2	2	1	1			2			2	3	3	3	1	3	2	3	3																			2	2	1		1	1	2	3	3
Trench Roller											2	2	2	1	1																										1	1			
Tractor & fencing kit	1	1	1	1			1			1					1	1	1	1																			1	1	1				1	1	1
Tractor & trailer	2	2	1	1			1			1	2	2	2	1	1	1	2	2																			2	2	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	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	2	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																											2	2	1						
Cable laying tracked crane																																														
Cable winch														1	1																										1	1			
Pre-cast concrete truck																																														
Mobile concrete pump														1																										1	1					
Telehandler	2	2	1	1			1			1	2	2	2	1																							2	2	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
Crawler Crane											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	2	4	2	1	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	2	2	2	1			1			1	2	2	2	2	2	2	2	2																			2	2	2	1	2	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	31	31	20	16	0	0	20	0	0	20	31	31	31	31	33	20	30	30										0	0	0	0	0	0	0	0	0	31	31	20	18	31	19	20	30	30
Total HGV Movements	31	0	11	4	16	0	20	20	0	20	21	0	0	16	10	20	0	0										0	0	0	0	0	0	0	0	0	31	0	11	12	17	12	11	10	0
Average HGV Movements Per Day	1.4	0.0	0.5	0.2	0.7	0.0	0.9	0.9	0.0	0.9	1.0	0.0	0.0	0.7	0.5	0.9	0.0	0.0										0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.5	0.5	0.8	0.5	0.5	0.5	0.0
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

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)																									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 Monk Dike and Meaux & Routh East 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 - Material reused at next HDD compound	26	26							1																																					
Minor HDD crossing of Meaux Lane - HDD Entry and Exit																																														
Establish HDD Entry and Exit Pit Compounds - additional material delivered 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	26	130								5																																			
Remove of onshore HDD Entry and Exit Compounds	26	26										1																																	
Minor HDD crossing of Poultry Farm Track - HDD Entry Only																																														
Establish HDD Entry and Exit Pit Compounds - additional material delivered 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	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	702	12,662	26	26	16	13	0	0	17	9	9	17	25	25	25	22	26	16	25	25																	26	26	16	13	22	14	16	25	25
Section 6A Engineering Personnel																																														
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	702	2,808	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	19	7	7	23	9	4	23	38	33	37	35	37	23	35	35								0	0	0	0	0	0	0	0	0	36	36	23	21	35	23	23	35	35
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

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)																										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	1	1	1		2		2		2		2	2	2	3	3															1	1	1	1	1		2	2	2	3	3		
30T Excavator	2	2	2	2	2	2		2		2	3	4	3	4	2	2	3	3															2	2	2	2	2	2	4	2	2	3	3		
20T Dumper	3	3	3	3	3			2		2	4	4	4	4	2	2	4	4															3	3	3	3	3	2	4	2	2	4	4		
Smooth Drum vibrio road roller	1	1	1	1	1	1		1		1		1		1		1	2	2															1	1	1	1	1		1		1	2	2		
21T excavator	1	1	1	1	1	1		1		1	3	3	3	3	1	1	2	2															1	1	1	1	1	1	3	1	1	2	2		
5T Forward Tipping Dumper	1	1	1	1	1	1		1		1	3	3	3	3	1	1	2	2															1	1	1	1	1	1	3	1	1	2	2		
Loading shovel	1	1	1	1	1	1		2		2	3	3	3	3	1	2	3	3															1	1	1	1	1		3	1	2	3	3		
Trench Roller											2	2	2	2	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	1	1		
Tractor & trailer	1	1	1	1	1	1		1		1	2	1	2	1		1	2	2															1	1	1	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	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	1	2	1	1	1	1	1		
Tractor & cable drum trailer															1																								1						
Tractor & soil tiller, roller, seeder																1	1	1																							1	1	1		
Cement mixer																																														
Mobile crane																																														
Grader	1	1	1	1	1	1		1		1		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	1						
Telehandler	1	1	1	1	1	1		1		1	2	1	2	2																			1	1	1	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	1		
Crawler Crane											1	1	1	1																									1						
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1	1	1		1		1	2	3	2	5	2	1	2	2															2	2	1	1	1	2	5	2	1	2	2		
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	1	2	2	2	1		1		1	2	3	2	4	1	2	2	2															1	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		2	1	1	1	2	1																							1	2	1					
Total Plant Onsite In Section Per Month	21	21	20	20	20	16	0	21	0	22	31	37	31	43	19	20	30	30										0	0	0	0	0	21	21	20	20	20	18	43	19	20	30	30	0	0
Total HGV Movements	21	0	3	0	0	4	16	21	21	22	21	10	10	14	19	0	10	30										0	0	0	0	0	21	0	3	0	0	12	29	28	11	10	30	0	0
Average HGV Movements Per Day	1.0	0.0	0.1	0.0	0.0	0.2	0.7	1.0	1.0	1.0	1.0	0.5	0.5	0.6	0.9	0.0	0.5	1.4										0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1	0.0	0.0	0.5	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	1	2	2	2	2	2	1	1	2	2	0	1	3										0	0	0	0	0	2	0	1	0	0	2	3	3	1	1	3	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 (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				
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)																										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				2	3	2	3	3																1	2	1	1		2	2	2	3	3				
30T Excavator	2	3	2	2	4	3	3	4		2			2	3	4	2	3	3																2	3	2	2	2	4	2	2	3	3				
20T Dumper	3	3	3	3	4	4	4	4		2			2	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	1	2	2																1	2	1	1		1		1	2	2				
21T excavator	1	2	1	1	3	3	3	3		1			1	2	2	1	2	2																1	2	1	1	1	3	1	1	2	2				
1T Forward Tipping Dumper	1	2	1	1	3	3	3	3		1			1	2	2	1	2	2																1	2	1	1	1	3	1	1	2	2				
Loading shovel	1	2	1	1	3	3	3	3		2				1	3	2	3	3																1	2	1	1		3	1	2	3	3				
Trench Roller					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				
Tractor & trailer	1	2	1	1	2	2	2	1		1			1	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			2	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																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																								1	2	1	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	1	1	2	2	2	1		1			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				
Crawler Crane					1	1	1	1																															1	1							
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	1	3	2	2	3		1			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	3	2	2	3		1			1	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	1					1	2	1																								1	2	1							
Total Plant Onsite In Section Per Month	21	31	20	20	36	31	31	37	0	20	0	0	18	31	33	20	30	30										0	0	0	0	21	31	20	20	16	43	19	20	30	30	0	0	0	0
Total HGV Movements	21	10	11	0	18	7	0	10	37	20	20	0	18	17	10	15	10	30										0	0	0	0	21	10	11	0	12	29	28	11	10	30	0	0	0	0
Average HGV Movements Per Day	1.0	0.5	0.5	0.0	0.8	0.3	0.0	0.5	1.7	0.9	0.9	0.0	0.8	0.8	0.5	0.7	0.5	1.4										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	0.0
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	0	2	1	0	1	4	2	2	0	2	2	1	2	1	3										0	0	0	0	2	1	1	0	2	3	3	1	1	3	0	0	0	0

Section 7

Indicative Average Daily Personnel Requirements

Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foreman, 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	104	208					2	2	2	2																																																				
Trench Backfill with CBS and protective covers	104	208					2	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 Exit Only																																																												
Establish HDD Exit Pit Compound - Reuse from previous HDD in Section and surplus 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																																											
Major HDD crossing of River Hull and Beverley and Barmston 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	52	156						3	3																																																			
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section	26	26								1																																																		
Minor HDD crossing of Eske Lane - HDD Entry and Exit																																																											
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	26	78									3																																															
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section	26	26										1																																														
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	156	468																3	3	3																																							
TCC and access road Removal	104	312																	3	3																																							
Plant Operators																																																											
Overall Plant Operators	702	13,260		26	16	16	30	25	25	29	9	17	9	6	13	22	26	16	25	25														17	26	16	16	13	31	14	16	25	25													
Section 7 Engineering Personnel																																																											
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	702	2,808		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			3	36	23	23	40	36	36	40	7	23	7	4	21	35	37	23	35	35										0	0	0	0	24	36	23	23	21	44	23	23	35	35	0	0	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			6	72	46	46	80	72	72	80	14	46	14	8	42	70	74	46	70	70										0	0	0	0	48	72	46	46	42	88	46	46	70	70	0	0	0	0

Section 7

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	11	30	21	21	46	37	37	41	2	5	2	1	3	4	12	21	30	31										0	0	0	0	6	26	21	21	3	4	2	21	26	26	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	33	24	24	51	41	41	45	3	6	3	2	3	5	14	24	33	35										0	0	0	0	7	28	24	24	3	5	3	24	28	29	0	0	0	0
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	0	2	1	0	1	4	2	2	0	2	2	1	2	1	3										0	0	0	0	2	1	1	0	2	3	3	1	1	3	0	0	0	0
Average total two-way HGV Movements Per Day	14	34	25	24	53	42	41	46	7	8	5	2	5	7	15	26	34	36										0	0	0	0	9	29	25	24	5	8	6	25	29	32	0	0	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)	6	72	46	46	80	72	72	80	14	46	14	8	42	70	74	46	70	70										0	0	0	0	48	72	46	46	42	88	46	46	70	70	0	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	7	80	51	51	88	80	80	88	16	51	16	9	47	77	82	51	77	77										0	0	0	0	53	80	51	51	47	97	51	51	77	77	0	0	0	0
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	21	114	76	75	141	122	121	134	23	59	21	11	52	84	97	77	111	115										0	0	0	0	62	109	76	75	52	105	57	76	106	109	0	0	0	0

Section 8

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	981		14.9	14.9	14.9																											14.9	14.9	14.9																		
Cable Construction Works																																																					
Trench Excavation and duct installation	66	584											8.8	8.8	8.8																																							
Trench Backfill with CBS and protective covers	66	448											6.8	6.8	6.8																																						
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 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	44									2.0																																										
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	159															7.2																																					
Major HDD crossing of River Hull and Beverley and Barmston Drain - HDD Entry Only																																																				
Establish HDD Entry Pit Compound	22	159					7.2																																													
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	44						1.0	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	132	981																14.9	14.9	14.9																		14.9	14.9	14.9												
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	616	198	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			5.2	19.5	15.2	15.2	8.7	1.3	1.3	0.3	2.3	1.5	16.0	16.0	16.9	2.2	8.4	15.2	19.5	20.1										0.0	0.0	2.8	17.3	15.2	15.2	1.3	2.2	1.2	15.2	17.3	17.6	0.0	0.0	0.0	0.0	0.0	0.0
Total two-way HGV movements per day			10.5	39.0	30.4	30.4	17.4	2.6	2.6	0.6	4.6	2.9	31.9	31.9	33.9	4.4	16.9	30.4	39.0	40.2										0.0	0.0	5.6	34.7	30.4	30.4	2.6	4.4	2.4	30.4	34.7	35.3	0.0	0.0	0.0	0.0	0.0	0.0

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)																								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 Railway Line NORTH - HDD Entry Only																																																
Establish HDD Entry Pit Compound - 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 HDD compound	26	156									6																																				
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section and surplus removed from site.	26	52															2																														
Major HDD crossing of River Hull and Beverley and Barmston Drain - HDD Entry Only																																															
Establish HDD Entry 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	312						6	6																																					
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section and surplus removed from site.	26	26								1																																					
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	728	12,818	17	26	16	16	13	0	0	17	0	0	25	25	25	22	26	16	25	25												17	26	16	16	13	31	14	16	25	25						
Section 8 Engineering Personnel																																															
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	728	2,912	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	36	23	23	19	10	10	23	10	4	33	33	37	35	37	23	35	35										0	0	24	36	23	23	21	44	23	23	35	35	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

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)																	
	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			2		2						2	3	3												1	2	1		2	3	3										
30T Excavator		2	3	2	2			2		2			3	3	2	2	3	3												2	3	2	2	2	3	3										
20T Dumper		3	3	3				2		2			4	4	2	2	4	4												3	3	3	2	2	4	4										
Smooth Drum vibrio road roller		1	2	1	1			1		1							2	2												1	2	1			2	2										
21T excavator		1	2	1	1			1		1			3	3	1	1	2	2												1	2	1	1	1	2	2										
5T Forward Tipping Dumper		1	2	1	1			1		1			3	3	1	1	2	2												1	2	1	1	1	2	2										
Loading shovel		1	2	1	1			2		2			3	3		1	3	3												1	2	1		1	3	3										
Trench Roller													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			2	2	1		2	2												1	2	1	1		2	2										
Tractor & Fuel bowser (or self-propelled)		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	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									
Cement mixer																																														
Mobile crane																																														
Grader		1	2	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	1	1			1					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										
Crawler Crane													1	1																															
Mobile generator HGV Movements (corrected for 2 per delivery)		2	2	1	1			1		1			2	2	2	2	2	2												2	2	1	2	2	2	2										
Temporary lighting HGV Movements (corrected for 8 per delivery)		1	2	2	1			1		1			2	2	1	1	2	2												1	2	2	1	1	2	2										
Road surface paver & roller		1	1																											1	1														
Pump HGV Movements (corrected for 4 per delivery)													1	1	1	1																		1	1										
Total Plant Onsite In Section Per Month	0	21	31	20	16	0	0	20	0	18	0	0	31	31	18	19	30	30										0	0	21	31	20	18	19	30	30	0	0	0	0	0	0	0	0	0
Total HGV Movements	0	21	10	11	4	16	0	20	20	18	18	0	31	0	19	11	19	30										0	0	21	10	11	12	11	19	30	0	0	0	0	0	0	0	0	0
Average HGV Movements Per Day	0.0	1.0	0.5	0.5	0.2	0.7	0.0	0.9	0.9	0.8	0.8	0.0	1.4	0.0	0.9	0.5	0.9	1.4										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	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

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)																								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												
Major HDD crossing of Railway Line NORTH - HDD Exit Only																																														
Establish HDD Entry Pit Compound - 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 HDD compound	26	78									3																																				
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section - surplus removed from site	26	52										2																																			
Major HDD crossing of Catchwater Drain and Old Railway - HDD Entry																																															
Establish HDD Entry 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	312						6	6																																					
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section - surplus removed from site	26	26								1																																					
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	650	9,542	0	17	26	16	13	0	0	17	0	15	0	0	25	25	13	14	25	25												17	26	16	13	14	25	25									
Section 9 Engineering Personnel																																														
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	650	2,600	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			4	24	36	23	19	10	10	23	7	21	4	4	33	33	21	23	35	35										0	0	24	36	23	21	23	35	35	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

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	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	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	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**	**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	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**	**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**	**0**

Section 10A1

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 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	161									7.3																																									
Trench Backfill with CBS and protective covers	22	124									5.6																																									
Major HDD crossing of Catchwater Drain - HDD Exit Only																																																			
Establish HDD Exit Pit Compound	22	107					4.9																																												
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	34						0.8	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	55								2.5																																									
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	15									0.7																																								
Demobilisation of HDD Kit and welfare	22	2										0.1																																						
Remove of onshore HDD Exit Compound	22	52										2.4																																						
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	132	16					0.1	0.1	0.1	0.1	0.1	0.1																																							
Total HGVs per day			0.0	0.0	0.5	5.0	5.2	0.9	0.9	2.9	13.8	2.6	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0										0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 two-way HGV movements per day			0.0	0.0	0.9	10.0	10.4	1.8	1.8	5.9	27.5	5.2	0.0	0.0	0.0	10.9	0.0	0.0	0.0	0.0										0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Construction Plant Requirements

Plant requirements and monitoring 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	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	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	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	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
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

Section 10A1

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	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	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	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
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	0

| | | |

Section 10A2

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.	88	432		9.8	9.8																										9.8	9.8																									
Cable Construction Works																																																								
Trench Excavation and duct installation	44	385										8.8	8.8																																															
Trench Backfill with CBS and protective covers	44	296										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	46														1.0																		1.0																									
Backfill over Jointing Bays	44	17														0.4																		0.4																									
Minor HDD crossing of A1035 - HDD Entry Only																																																									
Establish HDD Entry Pit Compound	22	84						3.8																																																		
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	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																																														
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	33									1.5																																													
Demobilisation of HDD Kit and welfare	22	17										0.8																																													
Remove of onshore HDD Entry Compound	22	84										3.8																																												
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	88	432															9.8	9.8																		9.8	9.8																			
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	506	161	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			5.3	14.6	10.1	0.3	0.3	4.9	1.8	0.3	1.8	20.4	15.8	0.3	1.6	1.8	14.6	15.2	0.0	0.0										0.0	2.8	12.4	10.1	1.6	1.8	12.4	12.6	0.0	0.0	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			10.7	29.1	20.3	0.6	0.6	9.8	3.6	0.6	3.6	40.7	31.6	0.6	3.3	3.5	29.1	30.3	0.0	0.0										0.0	5.7	24.7	20.3	3.3	3.5	24.7	25.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						

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

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)																								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 Entry Only																																														
Establish HDD Entry 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	78							3																																				
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section	26	26								1																																			
Minor HDD crossing of Driffield Road - HDD Entry Only																																														
Establish HDD Entry Pit Compound - 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 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	598	11,362	17	26	26	16	13	13	0	17	25	28	25	9	13	32	25	25													17	26	16	13	14	25	25										
Section 10A2 Engineering Personnel																																														
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foremen	598	2,392	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	36	33	20	17	19	7	23	32	38	33	4	21	41	35	35	0	0										0	24	36	23	21	23	35	35	0	0	0	0	0	0	0	0	0
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	72	66	40	34	38	14	46	64	76	66	8	42	82	70	70	0	0										0	48	72	46	42	46	70	70	0	0	0	0	0	0	0	0	0

Section 10A2
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	11	29	20	1	1	10	4	1	4	41	32	1	3	4	29	30	0	0										0	6	25	20	3	4	25	25	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	12	32	23	1	1	11	4	1	4	45	35	1	4	4	32	34	0	0										0	7	27	23	4	4	27	28	0	0	0	0	0	0	0	0	0	0
Construction Plant 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	0
Average total two-way HGV Movements Per Day	**14**	**33**	**23**	**2**	**2**	**11**	**6**	**3**	**6**	**46**	**36**	**4**	**6**	**7**	**34**	**37**	**0**	**0**										**0**	**9**	**28**	**24**	**6**	**5**	**29**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	66	40	34	38	14	46	64	76	66	8	42	82	70	70	0	0										0	48	72	46	42	46	70	70	0	0	0	0	0	0	0	0	0	0
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	**53**	**80**	**73**	**44**	**38**	**42**	**16**	**51**	**71**	**84**	**73**	**9**	**47**	**91**	**77**	**77**	**0**	**0**										**0**	**53**	**80**	**51**	**47**	**51**	**77**	**77**	**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)	**67**	**113**	**96**	**46**	**40**	**53**	**22**	**54**	**77**	**130**	**109**	**13**	**53**	**98**	**111**	**114**	**0**	**0**										**0**	**62**	**108**	**75**	**53**	**56**	**106**	**108**	**0**	**0**	**0**	**0**	**0**	**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 (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	332	7.5	7.5																										3.8	3.8																	
Mobilisation of Welfare and Operation Plant to TCC	44	32	1.5																											0.7																	
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	88	440		10.0	10.0																										10.0	10.0															
Cable Construction Works																																															
Trench Excavation and duct installation	44	467						10.6	10.6																																						
Trench Backfill with CBS and protective covers	44	359						8.2	8.2																																						
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												
Cable Drum Storage in Main Compound	616	808			2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6														2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6			
Minor HDD crossing of A1035 - HDD Exit Only																																															
Establish HDD Exit Pit Compound	22	52						2.4																																							
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	16							0.7																																						
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	32								1.5																																					
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	39									1.8																																				
Demobilisation of HDD Kit and welfare	22	17										0.8																																			
Remove of onshore HDD Entry Compound	22	84											3.5																																		
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	88	440															10.0	10.0																												10.0	10.0
Demobilisation of Welfare from TCC	44	32																		1.5																											0.7
TCC and access road Removal	88	332																	7.5	7.5																										3.8	3.8
Average Section Skip HGV Movements Per Day	792	484	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										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	13.2	3.2	3.2	24.5	22.7	5.6	5.0	4.0	7.1	3.2	4.6	4.4	13.2	13.2	8.2	9.6										5.1	14.4	13.2	3.2	3.2	4.6	4.4	3.2	3.2	2.6	2.6	3.2	3.2	3.2	3.2	3.2	14.4	15.1
Total two-way HGV movements per day			19.2	36.3	26.5	6.5	6.5	48.9	45.5	11.1	10.0	8.0	14.1	6.5	9.1	8.9	26.5	26.5	16.3	19.2										10.2	28.8	26.5	6.5	6.5	9.1	8.9	6.5	6.5	5.2	5.2	6.5	6.5	6.5	6.5	6.5	28.8	30.2

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
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
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	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	110	110

Section 10B1
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	19	36	26	6	6	49	45	11	10	8	14	6	9	9	26	26	16	19										10	29	26	6	6	9	9	6	6	5	5	6	6	6	6	6	29	30
Increase to account for Miscellaneous allowances presented in Page 11 of Materials Vehicle Movements Tab where the percentage increase is presented	21	40	29	8	8	54	50	13	11	9	16	8	10	10	29	29	18	21										12	32	29	8	8	10	10	8	8	6	6	8	8	8	8	8	32	33
Construction Plant 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
Average total two-way HGV Movements Per Day	23	41	29	9	8	56	51	14	12	10	17	10	11	12	31	30	19	23										14	33	30	10	8	12	13	11	10	6	6	8	8	8	8	8	35	36
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	110	110
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	97	124	117	88	88	132	121	121	115	115	104	84	91	106	115	95	95	95										97	124	95	53	53	91	132	84	53	53	53	53	53	53	53	121	121
Maximum Total HGV and Car/small van Two-way Movements Per Day (car/small van)	120	165	146	97	96	188	172	135	127	125	121	94	102	118	146	125	114	118										111	157	125	63	61	103	145	95	63	59	59	61	61	61	61	156	157

Section 10B2

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 site accesses	44	10			0.5																												0.5																				
Site preparation including fencing, temporary drainage, haul road construction and topsoil strip.	88	365				8.3	8.3																											8.3	8.3																	
Cable Construction Works																																																					
Trench Excavation and duct installation	66	558								8.5	8.5	8.5																																										
Trench Backfill with CBS and protective covers	66	429								6.5	6.5	6.5																																									
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																
Minor HDD crossing of Newbald Road - HDD Exit Only																																																					
Establish HDD Exit Pit Compound	22	51						2.3																																													
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	13							0.6																																												
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	13									0.6																																										
Demobilisation of HDD Kit and welfare	22	2										0.1																																									
Remove of onshore HDD Exit Compound	22	51										2.3																																									
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	88	365														8.3	8.3																					8.3	8.3															
Site access Removal	44	10															0.5																						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	2.5	0.7	15.1	15.6	17.5	1.3	1.2	0.0	8.3	8.8	0.0	0.0	0.0										0.0	0.0	0.0	0.5	8.3	8.3	1.3	1.2	8.3	8.8	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	0.0	0.9	16.6	16.6	5.0	1.4	30.1	31.3	34.9	2.6	2.4	0.0	16.6	17.5	0.0	0.0	0.0										0.0	0.0	0.0	0.9	16.6	16.6	2.6	2.4	16.6	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

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	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
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	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	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)																								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	52	156			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	78	156								2	2	2																																			
Trench Backfill with CBS and protective covers	78	156								2	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 Newbald Road - 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	78							3																																						
Remove of onshore HDD Exit Compound - Reuse at next HDD in Section	26	26								1																																					
Minor HDD crossing of A1174 - HDD Exit Only																																															
Establish HDD Exit Pit Compound - 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 HDD compound	26	78									3																																				
Remove of onshore HDD Exit Compound	26	52										2																																				
Haul Road Removal (includes removal of fencing) and reinstatement of cable route	104	312														3	3																					3	3									
Site access Removal	52	156															3																						3									
Average Total Employees per day			0	0	3	3	3	2	3	6	7	6	4	5	0	3	6	0	0	0										0	0	0	3	3	3	4	5	3	6	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

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
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
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**	**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**
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
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**
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**

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) | | |

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)																													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	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																						
Minor HDD crossing of Newbald Road - HDD Entry Only																																																													
Establish HDD Entry 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	78							3																																																				
Remove of onshore HDD Entry Compound - Reuse at next HDD in Section	26	26								1																																																				
Establish HDD Entry and Exit Pit Compounds - Reuse from previous HDD in Section additional materials delivered to	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	130									5																																																		
Remove of onshore HDD Entry and Exit Compound - Reuse at next HDD in Section Surplus material removed from site.	52	52										1					1																																												
Minor HDD crossing of A1079 - HDD Exit Only																																																													
Establish HDD Exit Pit Compound - 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 HDD compound	26	52											2																																																
Remove of onshore HDD Exit Compound	26	26															1																																												
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																						
Overall Plant Operators	676	11,856	17	26	16	0	0	13	0	17	0	17	0	25	25	25	25	33	25	25														17	26	16	13	31	14	25	25																						
Lead Engineer, 1 x Assistant Engineers, 1 x surveyors, 1 x Foreman	676	2,704	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	36	23	4	4	19	7	23	9	23	6	33	33	37	40	42	35	35										0	0	0	0	24	36	23	21	44	23	35	35	0	0	0	0	0	0										
Maximum Total Employee Two-way Movements Per Day (car/small van)			48	72	46	8	8	38	14	46	18	46	12	66	66	74	80	84	70	70										0	0	0	0	48	72	46	42	88	46	70	70	0	0	0	0	0	0										

Section 16B1
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	37	28	1	1	10	3	5	4	2	2	40	40	42	17	2	37	38										0	0	0	0	5	33	28	3	4	2	33	33	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	41	31	1	1	11	4	6	5	3	3	44	44	46	19	3	41	42										0	0	0	0	6	36	31	3	5	3	36	36	0	0	0	0	0	0	
Construction Plant Average Total two-way HGV Movements (deliveries / Removals) Per Day	2	1	1	2	0	2	2	2	2	2	2	3	0	0	0	2	3	3										0	0	0	0	2	1	1	2	3	3	2	3	0	0	0	0	0	0	
Average total two-way HGV Movements Per Day	14	42	32	3	1	13	6	8	7	5	5	47	44	46	19	5	44	45										0	0	0	0	8	37	32	5	8	6	38	39	0	0	0	0	0	0	
Maximum Total Employee Two-way Movements Per Day (car/small van)	48	72	46	8	8	38	14	46	18	46	12	66	66	74	80	84	70	70										0	0	0	0	48	72	46	42	88	46	70	70	0	0	0	0	0	0	
Employee Two-Way Movements Plus additional 10% for Miscellaneous Movements	53	80	51	9	9	42	16	51	20	51	14	73	73	82	88	93	77	77										0	0	0	0	53	80	51	47	97	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	122	83	12	10	55	22	59	27	56	19	120	117	128	107	98	121	122										0	0	0	0	61	117	83	52	105	57	115	116	0	0	0	0	0	0	

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																												0.7	0.7														
Trench Backfill with CBS and protective covers	110	857					7.8	7.8	7.8	7.8	7.8																												0.7	0.7														
Jointing Bay Excavation	88	58											0.7	0.7																								1.7	1.7														
Jointing Bay Base Construction	88	58											0.7	0.7																								0.4	0.4														
Pulling and connection of cables	88	148												1.7	1.7																																						
Backfill over Jointing Bays	88	34												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																	0.3	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) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Month (Project 2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Annex 6. 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) | | |

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)																									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	1	2		2		2		3	3	2	3	3																1	2	1	1	1		2	2	2	2	3	3
30T Excavator	2	3	2	3	2	4	4	4	3	4	3	4	3	3	3	2	3	3																2	3	2	2	2	2	4	4	2	2	3	3
20T Dumper	3	3	3	3	3	4	4	4	4	4	4	4	4	6	3	2	4	4																3	3	3	3	3	2	4	4	2	2	4	4
Smooth Drum vibrio road roller	1	2	1	2	1	1	1	1		1		1		1	1	1	2	2																1	2	1	1	1		1	1	1	1	2	2
21T excavator	1	2	1	2	1	3	3	3	3	3	3	3	3	3	1	2	2	2																1	2	1	1	1	1	3	3	1	1	2	2
3T Forward Tipping Dumper	1	2	1	2	1	3	3	3	3	3	3	3	3	3	1	3	2	2																1	2	1	1	1	1	3	3	1	1	2	2
Loading shovel	1	2	1	2	1	3	3	3	3	3	3	3	3	3	2	3	3	3																1	2	1	1	1		3	3	2	2	3	3
Trench Roller						2	2	2	2	2	2	2	2	2	1	1																							2	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		1	1	1	1	1	1
Tractor & trailer	1	2	1	1	1	1	2	1	2	1	2	1	2	2	1	1	2	2																1	2	1	1	1	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	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					
Tractor & soil tiller, roller, seeder															1	1	1	1																						1	1	1	1		
Cement mixer																																															
Mobile crane																																															
Grader	1	2	1	1	1	1	1	1		1		1																						1	2	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	1				
Telehandler	1	2	1	1	1	1	2	1	2	1	2	1	2	1	1																			1	2	1	1	1	1	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
Crawler Crane						1	1	1	1	1	1	1	1	1																										1	1					
Mobile generator HGV Movements (corrected for 2 per delivery)	2	2	1	2	1	3	3	3	2	3	2	3	2	7	5	4	2	2																2	2	1	1	1	2	5	5	3	1	2	2
Temporary lighting HGV Movements (corrected for 8 per delivery)	1	2	2	2	2	3	3	3	2	3	2	3	2	5	4	3	2	2																1	2	2	2	2	1	4	4	3	2	2	2
Road surface paver & roller	1	1																																1	1										
Pump HGV Movements (corrected for 4 per delivery)						1	1	1	1	1	1	1	1	3	2	1																							1	2	2	1				
Total Plant Onsite In Section Per Month	21	31	20	26	20	37	38	37	31	37	31	37	31	50	36	32	30	30										0	0	0	0	0	0	21	31	20	20	20	18	43	43	27	20	30	30
Total HGV Movements	21	10	11	6	6	17	3	3	10	10	10	10	10	21	16	12	14	30										0	0	0	0	0	0	21	10	11	0	0	12	29	0	22	7	10	30
Average HGV Movements Per Day	1.0	0.5	0.5	0.3	0.3	0.8	0.1	0.1	0.5	0.5	0.5	0.5	0.5	1.0	0.7	0.5	0.6	1.4										0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.5	0.5	0.0	0.0	0.5	1.3	0.0	1.0	0.3	0.5	1.4
Average Total two-way HGV movements (Deliveries / Removals) Per Day	2	1	1	1	1	2	1	1	1	1	1	1	1	2	2	2	2	3										0	0	0	0	0	0	2	1	1	0	0	2	3	0	2	1	1	3

Section 15

Indicative Average Daily Personnel Requirements

| Number of Additional Site Personnel Per Activity (general labourers, drillers, drilling foreman, electricians, joiners, bricklayers etc) | Total Working Days | Total Person Days | Month (Project 1) | | |

Annex 7 HGV and LV Trips Per Section Per Month (Projects In Isolation)

Unrestricted

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	59	114	41	75	73	73	73	73	73	26	23	79	79	79	79	79	88	7	3	3	3	3	3	11	12	11	9	9	9	9	9	9	9	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	59	114	41	75	73	73	73	73	73	26	23	79	269	438	395	458	469	385	410	393	406	352	376	387	410	319	317	319	351	336	9	9	9	5	2	2	2	2	2	2	2	2	45	41	43

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	99	104	104	104	104	104	104	135	135	161	161	161	161	161	194	163	163	163	163	163	163	231	201	159	126	126	126	126	126	126	126	86	86	86	86	86	86	86	86	95	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	99	104	104	104	104	104	104	135	135	161	753	995	940	1025	1020	1085	1271	1321	1130	1411	1518	1580	1497	946	871	760	830	753	126	126	126	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

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	43	41	41	41	41	41	42	111	111	111	111	111	111	122	9	6	7	6	6	6	20	19	20	19	17	17	17	17	17	17	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	43	41	41	41	41	41	42	111	111	399	621	579	585	642	521	480	518	506	503	498	529	514	487	469	484	501	537	17	17	17	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	104	135	161	161	161	161	161	161	196	179	179	192	179	179	179	231	231	174	126	126	126	126	126	126	126	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	104	135	161	161	1045	1341	1101	1053	1082	1144	1164	1388	1246	1518	1467	1646	1690	1529	1371	1153	1112	1112	126	126	126	86	86	86	86	86	86	86	86	86	95	95	95

Annex 9 Distribution of Local Accommodation

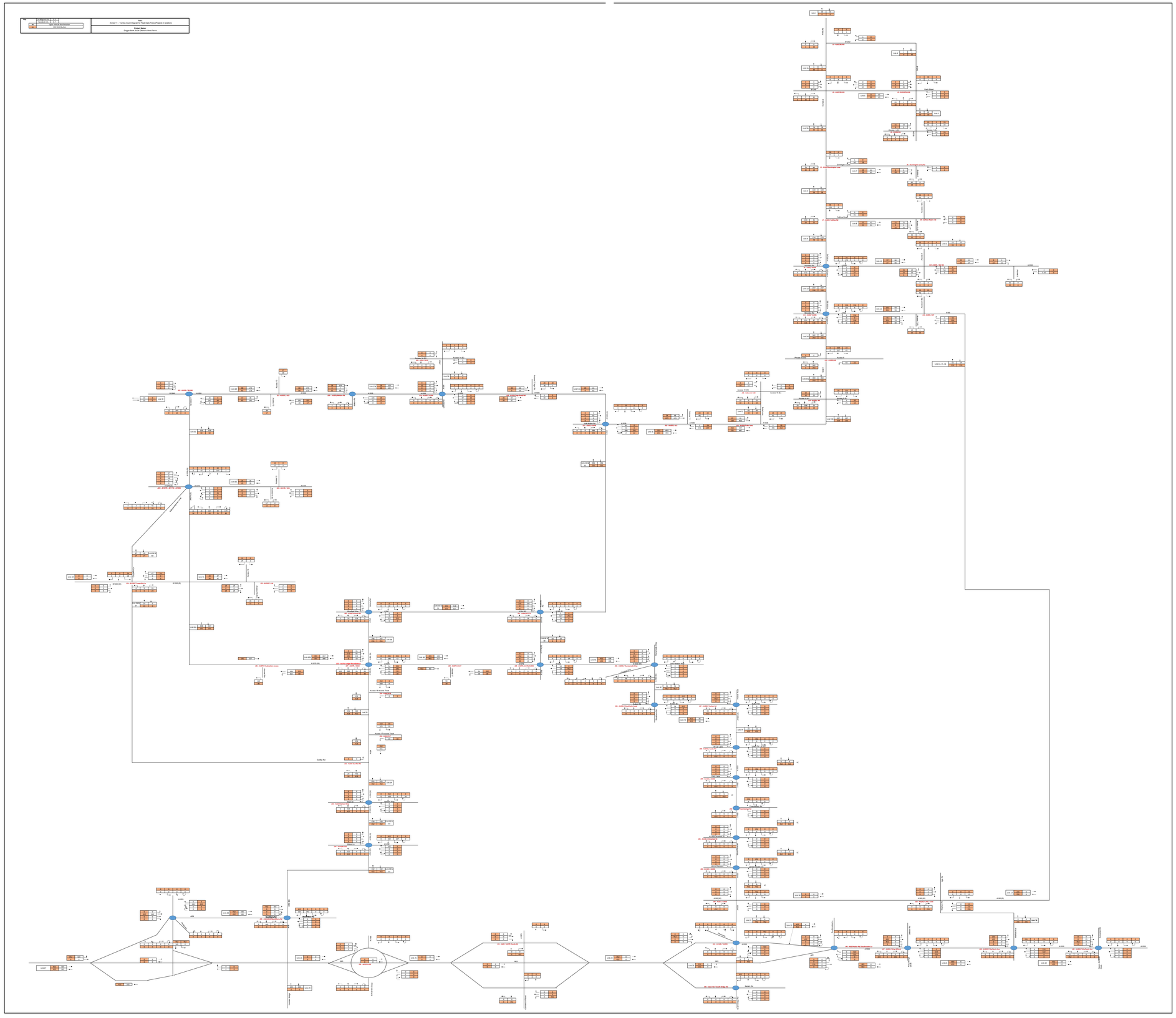
Postcode	Entry link	Number of rooms per postcode	Journey time (minutes)	Factor*	Percentage distribution	Entry link	Percentage distribution by point of entry
YO15	1	27	30	0.9	1.0%	1	1.0%
HU11	14	11	20	0.6	0.6%	14	0.6%
HU12	22	39	26	1.5	1.6%	22	1.6%
DN14	27	15	37.5	0.4	0.4%	27	11.6%
DN8	27	26	40	0.7	0.7%		
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%

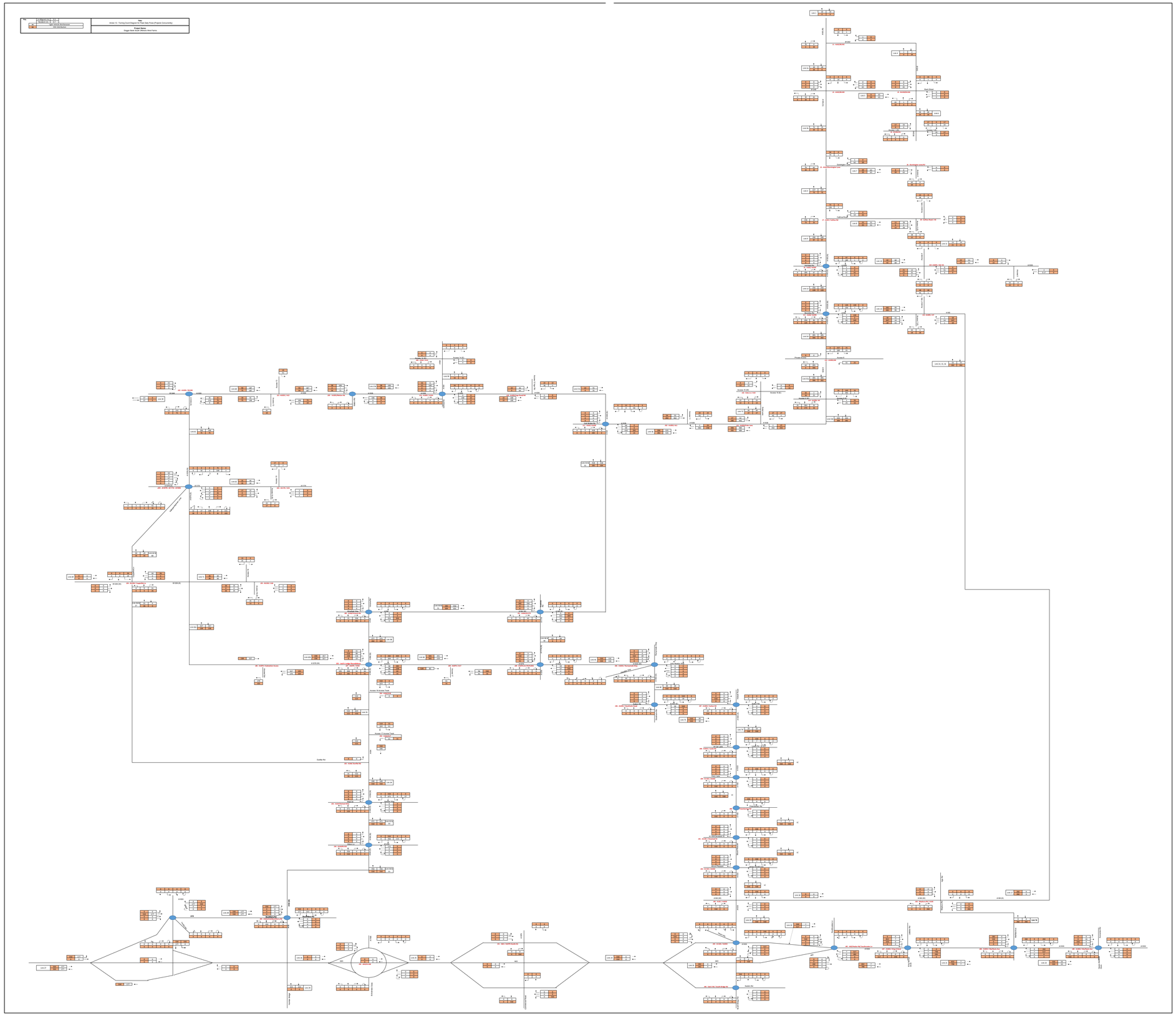
Annex 11 Turning Count Diagram for Peak Daily Flows (Projects In Isolation)

No.	Title
1	Annex 11 – Turning Count Diagram – Peak Daily Flows (Projects & Isolation)
Project	
Dragon Bone Hotel and Mixed Use Farms	


Dunlin Rd
Dunlin Rd Access Track
Access to Dunlin Rd
Access to Dunlin Rd
Dunlin Rd Access Track
Dunlin Rd
Dunlin Rd
Dunlin Rd

Annex 12 Turning Count Diagram for Peak Daily Flows (Projects Concurrently)

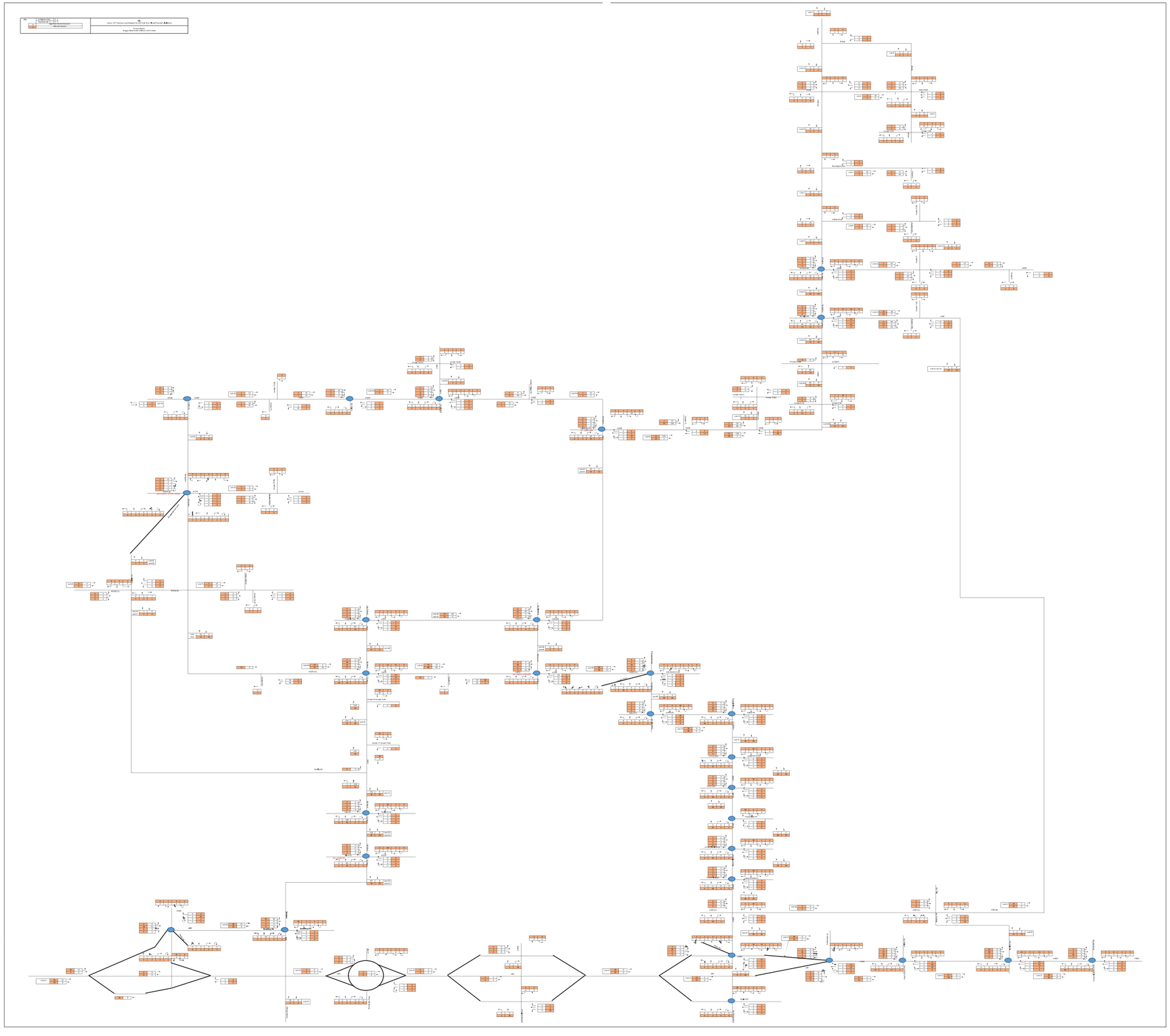
No.	Title
1	Annex 12 - Turning Count Diagrams (Two Way Daily Flows (Projects Concurrently))
Author	Project Name
Date	Dragon Bone Road Underpass Wind Farms


Dragon Bone Road
Dragon Bone Road
Dragon Bone Road

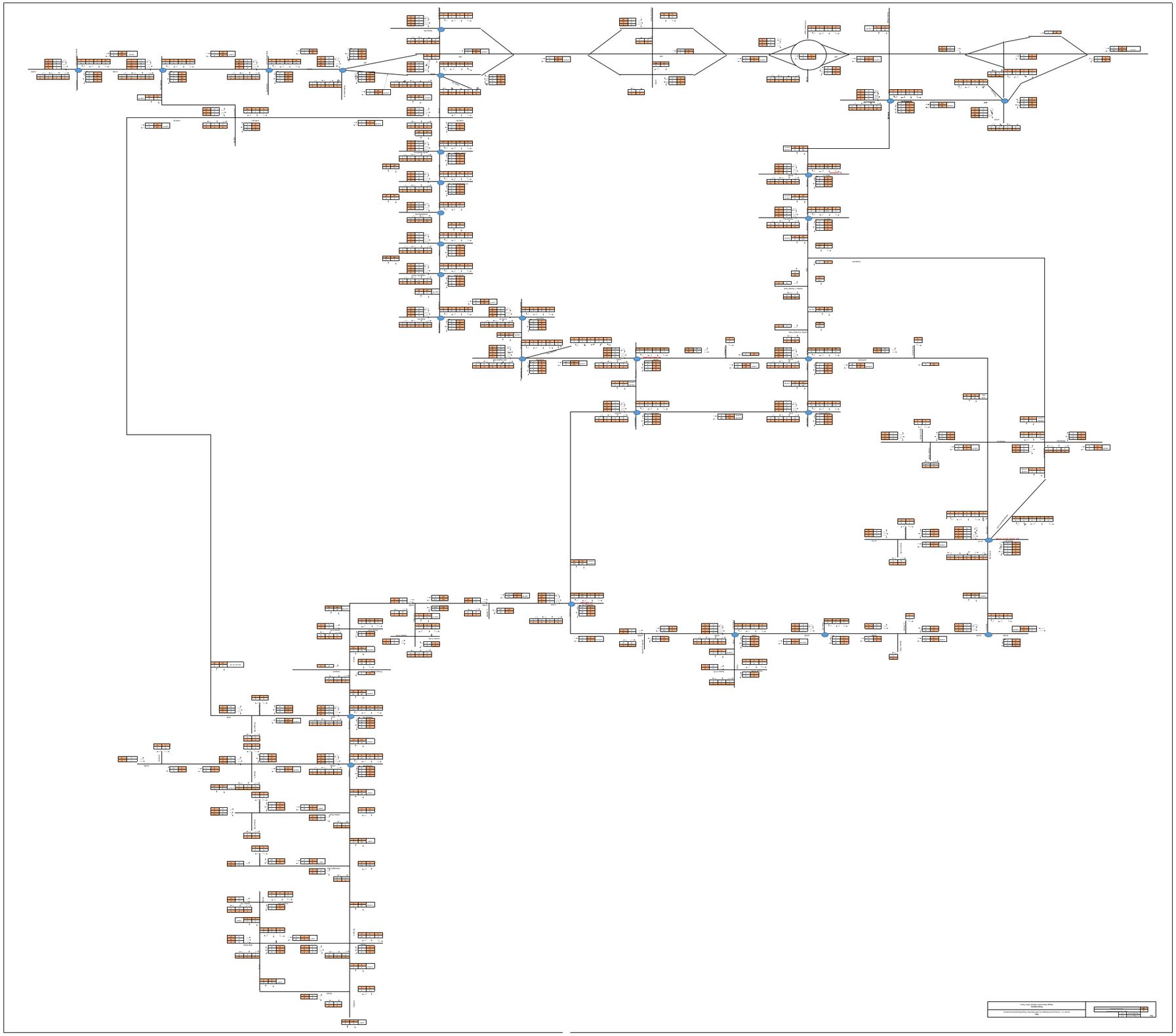
Annex 13 Turning Count Diagram for AM Peak Hour Flows (Projects In Isolation)

Annex 01

Title	Author
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Project Name	
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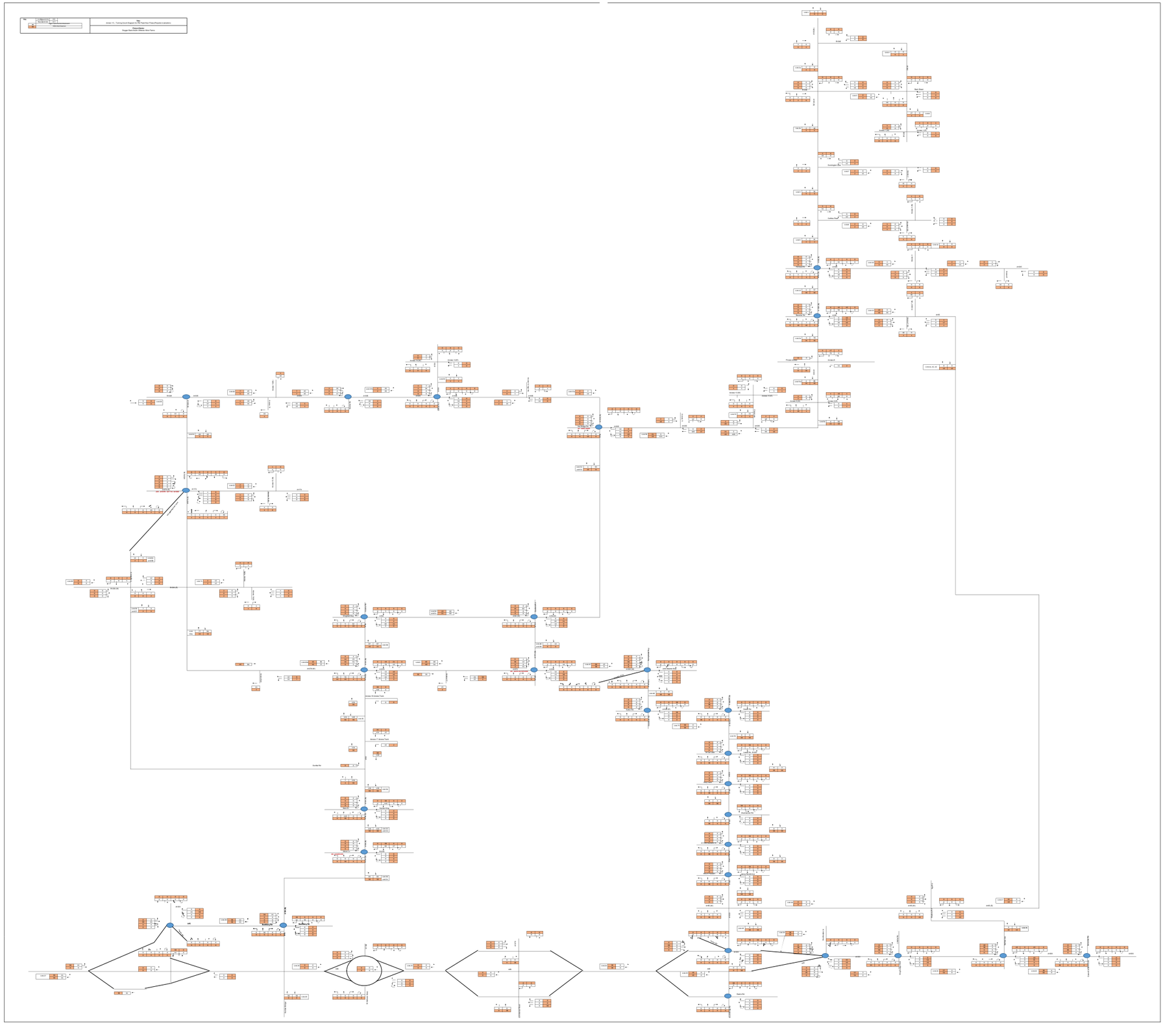


Annex 14 Turning Count Diagram for AM Peak Hour Flows (Projects Concurrently)



Annex 15 Turning Count Diagram for PM Peak Hour Flows (Projects In Isolation)

Key		Title
	Subject to Change	Version 15 – Training Event Engine Use Map Area Theme Phases Process (v.Iteration)
	Not Applicable	Last Edited By/Date/Version#
	Information Element	Project Name
		Oxygen Bar Events Process Maps Trains


Start
Oxygen Bar Events Process Maps Trains
Oxygen Bar Events Process Maps Trains
Oxygen Bar Events Process Maps Trains

Annex 16 Turning Count Diagram for PM Peak Hour Flows (Projects Concurrently)

Key		Title
	Subject to Change	Version 46 - Training Course Diagram for the Peak Hour Times (Psychrometrics)
	Non-Standard Conditions	Project Name
	Information Boxes	Oxygen Gas Dryers Process Mass Trains

Annex 17 Link Traffic Flows

Unrestricted

004300168

Link Details								2019 Surveyed Flows				2022 Surveyed Flows				2022 Base Data				2022 Surveyed Flows				2030 Future Data				Projects In-Isolation Peak Daily Flows				Projects Concurrently Peak Daily Flows				Projects In-Isolation Average Daily Flows				Projects Concurrently Average Daily Flows				Projects In-Isolation		Projects Concurrently	
Link ID	Link Distance (mi)	Link sensitivity	Link Description	Local authority	Survey Year	Counter Reference	Average (85%ile) Measured Speed (Miles per Hour)	Base 24HR AADT		Base 18HR AADT		Base 24HR AADT		Base 18HR AADT		Base 24HR AADT		Base 18HR AADT		Base 24HR AADT		Base 18HR AADT		Base 24HR AADT		Base 18HR AADT		Base 24HR Daily Traffic		Base 18HR Weekday Traffic		Base 24HR Daily Traffic		Base 18HR Weekday Traffic		Base 24HR Daily Traffic		Base 18HR Weekday Traffic		Base 24HR Daily Traffic		Base 18HR Weekday Traffic		Base 18HR % Increase		Base 18HR % Increase	
								HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total
1	0	Low	A165 Cornelia Inclosed	East Riding of Yorkshire	2019	DF0A1665	30.60	227	13631	236	11522	0	0	0	0	520	13868	551	11812	0	0	0	0	556	14833	589	12637	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
2	0.2	Medium	A1035 Cottam to Skidbrook	East Riding of Yorkshire	2019	DF0A1035	30.60	227	13631	236	11522	0	0	0	0	520	13868	551	11812	0	0	0	0	556	14833	589	12637	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
3	0.4	High	A1079 Eastbound Hessle to Beverley	East Riding of Yorkshire	2022	A1079	30.60	67	2035	126	2552	67	2035	126	2552	67	2035	126	2552	67	2035	126	2552	67	2035	126	2552	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
4	0.6	Very High	Wetherby Road	East Riding of Yorkshire	2009	A1079	30.60	67	1652	91	1652	67	1652	91	1652	67	1652	91	1652	67	1652	91	1652	67	1652	91	1652	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
5	0.8	Very High	B1242 Skipsea to End	East Riding of Yorkshire	2022	A1079	67.1	101	3116	121	3156	101	3116	121	3156	101	3116	121	3156	101	3116	121	3156	101	3116	121	3156	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
6	0.8	Low	Nunnington Lane	East Riding of Yorkshire	2022	A1079	67.1	53	1391	59	1632	53	1391	59	1632	53	1391	59	1632	53	1391	59	1632	53	1391	59	1632	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
7	0.8	Low	Carlines Road	East Riding of Yorkshire	2022	A1079	36.7	52	888	59	883	52	888	59	883	52	888	59	883	52	888	59	883	52	888	59	883	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
8	1.1	Medium	A1079 Eastbound Hessle to Beverley	East Riding of Yorkshire	2019	DF0A1079	30.60	227	13631	236	11522	0	0	0	0	520	13868	551	11812	0	0	0	0	556	14833	589	12637	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
9	1.2	Medium	A1035 Cottam to Catwick	East Riding of Yorkshire	2022	A1079	30.6	24	1020	28	1020	24	1020	28	1020	24	1020	28	1020	24	1020	28	1020	24	1020	28	1020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
10	1.2	Medium	Catwick Side	East Riding of Yorkshire	2022	A1079	42.8	8	153	10	213	8	153	10	213	8	153	10	213	8	153	10	213	8	153	10	213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
11	1.2	Medium	A1035 Cottam to B1253	East Riding of Yorkshire	2019	DF0A1035	30.60	227	13631	236	11522	0	0	0	0	520	13868	551	11812	0	0	0	0	556	14833	589	12637	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
12	1.3	Medium	A1079 Eastbound Hessle to Beverley	East Riding of Yorkshire	2022	DF1079S0	60	548	8418	687	8639	548	8418	687	8639	548	8418	687	8639	548	8418	687	8639	548	8418	687	8639	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
13	1.4	Low	A1079 Eastbound Hessle to Beverley	East Riding of Yorkshire	2022	DF1079S0	60	548	8418	687	8639	548	8418	687	8639	548	8418	687	8639	548	8418	687	8639	548	8418	687	8639	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
14	1.5	Low	A165 from Wansgate to Cranbrook	East Riding of Yorkshire	2022	DF1165S0	47.00	548	8418	687	8639	548	8418	687	8639	548	8418	687	8639	548	8418	687	8639	548	8418	687	8639	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
15	1.7	Low	A165 from Cranbrook to Hutchinsons Road	East Riding of Yorkshire	2022	DF1165S0	30.60	548	8418	687	8639	548	8418	687	8639	548	8418	687	8639	548	8418	687	8639	548	8418	687	8639	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
16	1.8	Low	A1079 Westbound Hessle	Kingston-upon-Hull, City of	2019	DF1079W	30.60	551	12939	1186	10938	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
17	1.9	Low	Market Weighton Road	Kingston-upon-Hull, City of	2019	DF0A1079	30.60	1098	19624	1935	18618	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
18	2.1	Medium	Alfred Gelder Street	Kingston-upon-Hull, City of	2019	DF0A1079	30	1098	19624	1935	18618	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	2.2	Medium	A1079 Hessle Road	Kingston-upon-Hull, City of	2019	DF0A1079	30	5330	109650	7200	110621	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
20	2.3	Low	A1033 Hedon Road	Kingston-upon-Hull, City of	2019	DF0A1033	30	6320	108656	6200	97208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
21	2.3	Low	A1079 Hessle Road	Kingston-upon-Hull, City of	2019	DF0A1079	30	5330	109650	7200	110621	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
22	2.3	Medium	A1033 Hedon Road	Kingston-upon-Hull, City of	2019	DF0A1033	30	6320	108656	6200	97208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
23	2.5	Low	A1033 Hedon Road	Kingston-upon-Hull, City of	2019	DF0A1033	30	3016	24642	3400	34500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
24	2.5	Low	A63	Kingston-upon-Hull, City of	2019	DF0A1A31	40	4648	43450	5810	48520	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
25	2.6	Low	A63	Kingston-upon-Hull, City of	2019	DF0A1A31	40.00	4648	43450	5795	50600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
26	0.7	Medium	A63	East Riding of Yorkshire	2022	DF1165E0	70	6361	92489	7483	98029	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
27	1.1	Low	A63	East Riding of Yorkshire	2022	DF1165E0	70	6361	92489	7483	98029	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
28	1.1	Low	A1033Hedon Road	East Riding of Yorkshire	2022	DF1033E0	70	2553	35568	3004	33459	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
29	1.1	Low	Hedonlane	East Riding of Yorkshire	2022	DF1033E0	70	2553	35568	3004	33459	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
30	1.2	Medium	A164	East Riding of Yorkshire	2022	DF1164S0	60	1363	19583	1679	20237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
31	1.3	Medium	A164	East Riding of Yorkshire	2022	DF1164S0	60	1363	19583	1679	20237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
32	1.3	Low	A164	East Riding of Yorkshire	2022	DF1164S1	60	1363	19583	1679	20237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
33	1.3	Low	A164	East Riding of Yorkshire	2022	DF1164S1	60	1363	19583	1679	20237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
34	1.5	Low	A164	East Riding of Yorkshire	2022	DF1164S1	60	1363	19583	1679	20237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
35	1.6	Low	A164	East Riding of Yorkshire	2022	DF1164S1	60	1363	19583	1679	20237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
36	1.8	Low	A164	East Riding of Yorkshire	2022	DF1164S1	60	1363	19583	1679	20237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
37	1.8	Low	A164	East Riding of Yorkshire	2022	DF1164S1	60	1363	19583	1679	20237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
38	1.8	Low	Dunkirk Road (A1079)	East Riding of Yorkshire	2022	DF1079E0	60.00	1363	19583	1679	20237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
39	1.4	Low	Coneyfield Lane	East Riding of Yorkshire	2019	DF0A0A39	30.1	60	2460	70	2970	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
40	1.5	Low	A164	East Riding of Yorkshire	2019	DF0A1664	30.60	630	21300	1126	20230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
41	1.6	Low	B1249	East Riding of Yorkshire	2022	DF0A1664	67.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
42	1.6	Low	A1079Eastbound Beverley Bby	East Riding of Yorkshire	2022	DF1079E0	60	553	14699	548	20230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
43	1.7	Low	A1079	East Riding of Yorkshire	2019	DF0A1664	30	630	21300	1126	20230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
44	1.8	Low	A1079	East Riding of Yorkshire	2022	A1079	60.0	432	10272	580	10957	432	10272	580	10957	432	10272	580	10957	432	10272	580	10957	432	10272	580	10957	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
45	1.8	Low	A1079	East Riding of Yorkshire	2022	A1079	60.0	216	10272	580	10957	216	10272	580	10957	216	10272	580	10957	216	10272	580	10957	216	10272	580	10957	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
46	1.8	Low	A1079	East Riding of Yorkshire	2022	DF1079E0	60	553	14699	548	20230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
47	1.8	Low	A1079	East Riding of Yorkshire	2022	DF1079E0	60	553	14699	548	20230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
48	1.8	Low	A1079	East Riding of Yorkshire	2022	A1079	60.0	432	10272	580	10957	432	10272	580	10957	432	10272	580	10957	432	10272	580	10957	432	10272	580	10957	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
49	1.8	Low	A1079	East Riding of Yorkshire	2022	A1079	60.0	216	10272	580	10957	216	10272	580	10957	216	10272	580	10957	216	10272	580	10957	216	10272	580	10957	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
50	1.8	Low	A164 Stewartaneey	East Riding of Yorkshire	2019	DF0A0A64	30	455	8253	591	10190	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
51	1.8	Low	A1079Eastbound	East Riding of Yorkshire	2019	DF1079E0	30	553	14699	548	20230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
52	1.8	Low	A1079Westbound	East Riding of Yorkshire	2019	DF1079W0	30	553	14699	548	20230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
53	1.8	Low	A1079 Old Beverley Lane	East Riding of Yorkshire	2019	DF1079S7	30	803	13671	976	16658	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
54	1.8	Low	A1079 Old Beverley Lane	East Riding of Yorkshire	2022	A1079	60	803	13671	976	16658	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
55	1.8	Low	B1249	East Riding of Yorkshire	2022	DF0A1664	67.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
56	1.8	Low	A1079 Old Beverley Lane	East Riding of Yorkshire	2019	DF1079S7	30	803	13671	976	16658	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
57	1.8	Low	A1079	East Riding of Yorkshire	2022	A1079	60.0	432	10272	580	10957	432	10272	580	10957	432	10272	580	10957	432	10272	580	10957	432	10272	580	10957	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
58	1.8	Low	A1079	East Riding of Yorkshire	2022	A1079	60.0	216	10272	580	10957	216	10272	580	10957	216	10272	580	10957	216	10272	580	10957	216	10272	580	10957	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
59	1.8	Low	A1079	East Riding of Yorkshire	2022	DF1079E0	60	553	14699	548	20230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
60	1.8	Low	A1079	East Riding of Yorkshire	2022	DF1079W0	30	553	14699	548	20230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
61	1.8	Low	A1079 Old Beverley Lane	East Riding of Yorkshire	2022	A1079	60	803	13671	976	16658	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
62	1.8	Low	A1079	East Riding of Yorkshire	2022	A1079	60.0	432	10272	580	10957	432	10272	580	10957	432	10272	580	10957	432	10272	580	10957	432	10272	580	10957	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
63	1.8	Low	A1079	East Riding of Yorkshire	2022	A1079	60.0	216	10272	580	10957	216	10272	580	10957	216	10272	580	10957	216	10272	580	10957	216	10272	580	10957	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
64	1.8	Low	A1079 Old Beverley Lane	East Riding of Yorkshire	2022	A1079	60	803	13671	976	16658	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
65	1.8	Low	A1079	East Riding of Yorkshire	2022	DF1079E0	60	553	14699	548	20230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
66	1.8	Low	A1079	East Riding of Yorkshire	2022	DF1079W0	30	553	14699	548	20230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
67	1.8	Low	A1079 Old Beverley Lane	East Riding of Yorkshire	2022	A1079	60	803	13671	976	16658	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
68	1.8

RWE

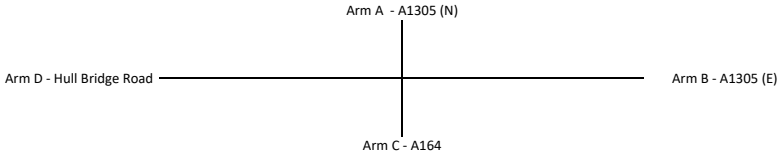
Dogger Bank South Offshore Wind Farms

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

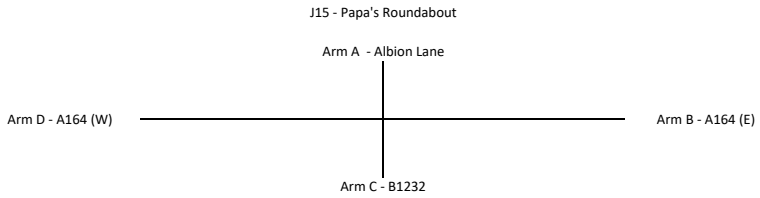
	al Traffic - 2026 Base + ComDev + Concurrent Scenario			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	368	193	158
Arm B	302	4	372	324
Arm C	350	509	0	107
Arm D	164	344	34	0

	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

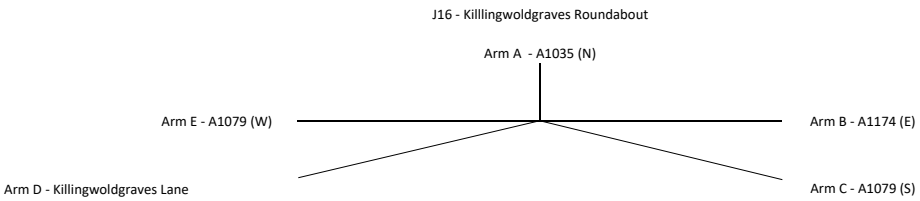
	HGV Traffic - 2026 Concurrent Scenario PM			
	Arm A	Arm B	Arm C	Arm D
Arm A	0	0	0	0
Arm B	0	0	0	46
Arm C	0	0	0	0
Arm D	0	46	0	0

	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

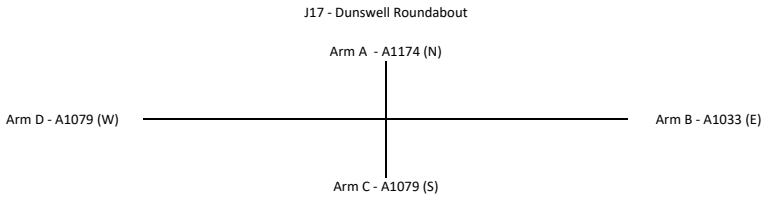
	Total Traffic - 2026 Base + ComDev + Concurrent Scenario PM				
	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A	0	31	525	128	78
Arm B	36	0	137	51	142
Arm C	422	131	46	104	255
Arm D	238	84	125	0	27
Arm E	129	177	402	13	0

	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.

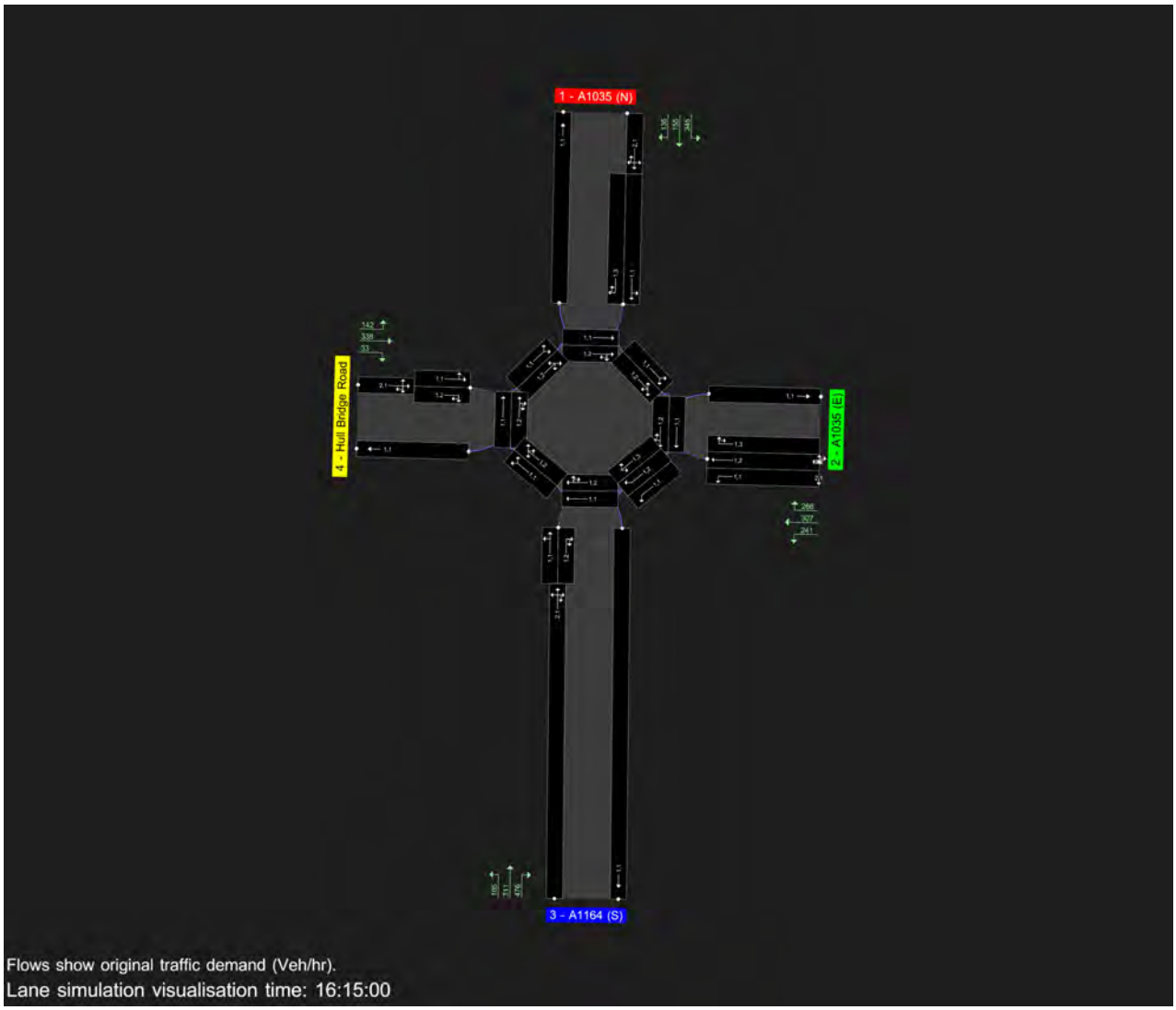
File summary

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
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	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	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
3 - A1164 (S)	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
				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

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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

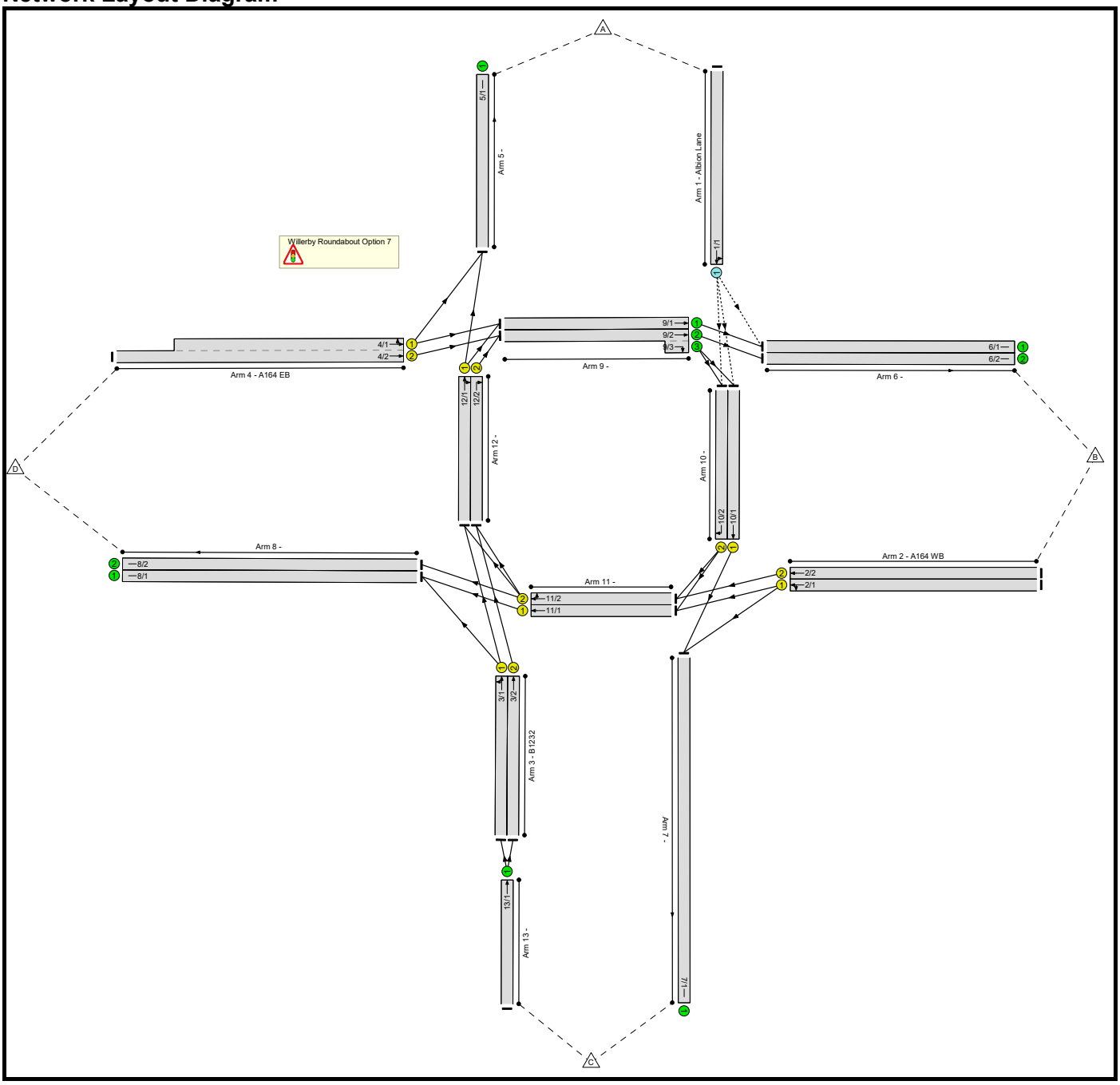
Full Input Data And Results

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

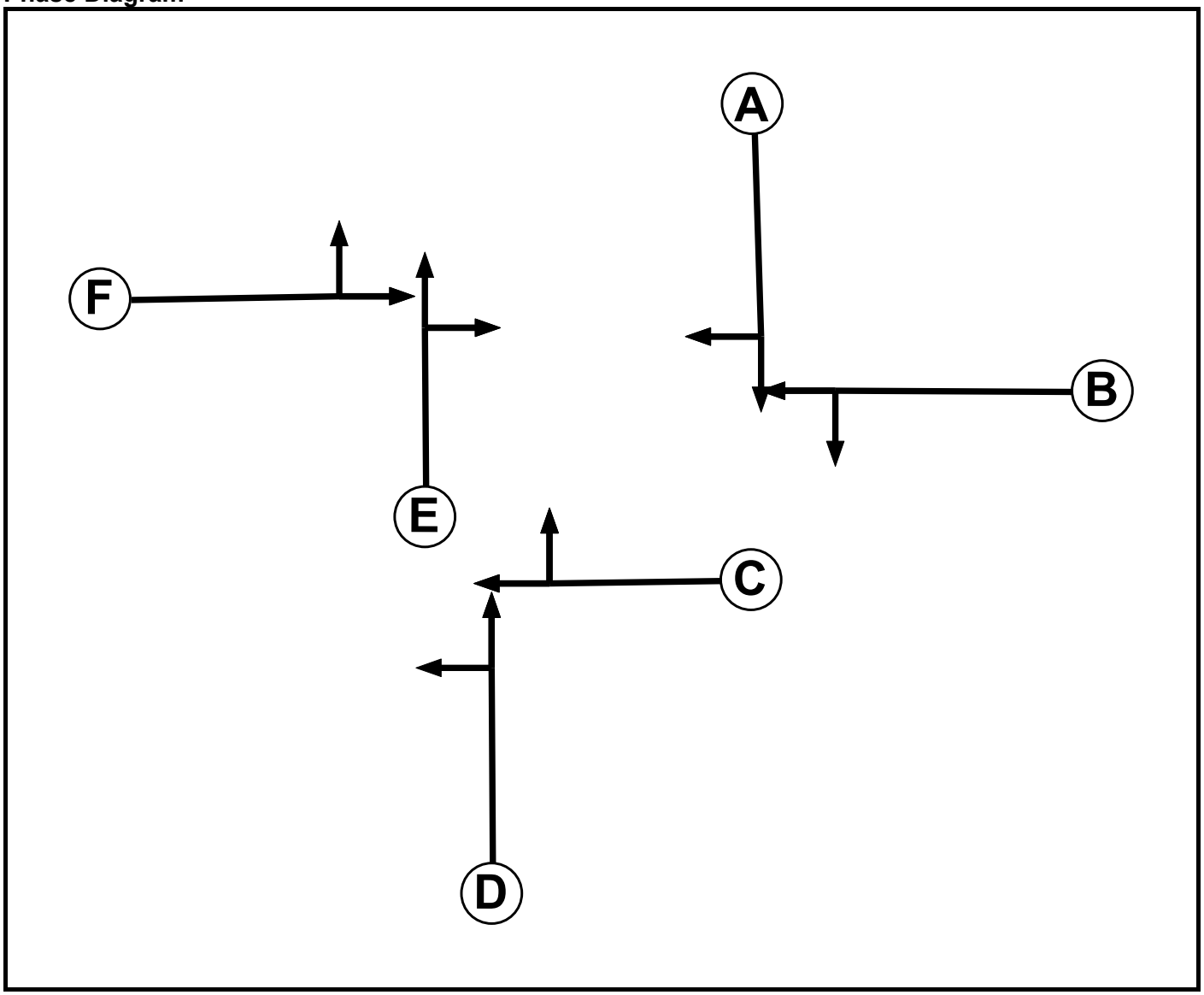
Full Input Data And Results

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

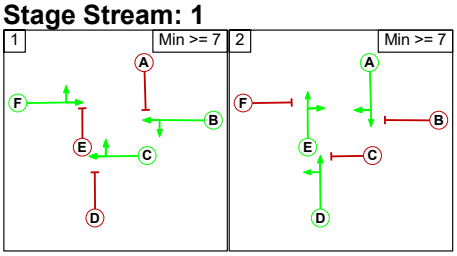
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		6	-	-	-	-
	B	6		-	-	-	-
	C	-	-		6	-	-
	D	-	-	6		-	-
	E	-	-	-	-		6
	F	-	-	-	-	6	

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

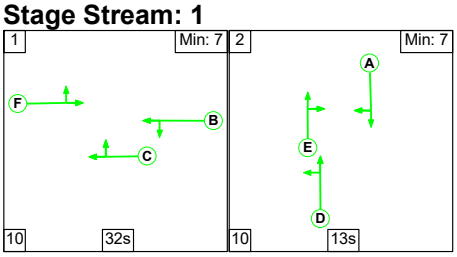
Lane Saturation Flows

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



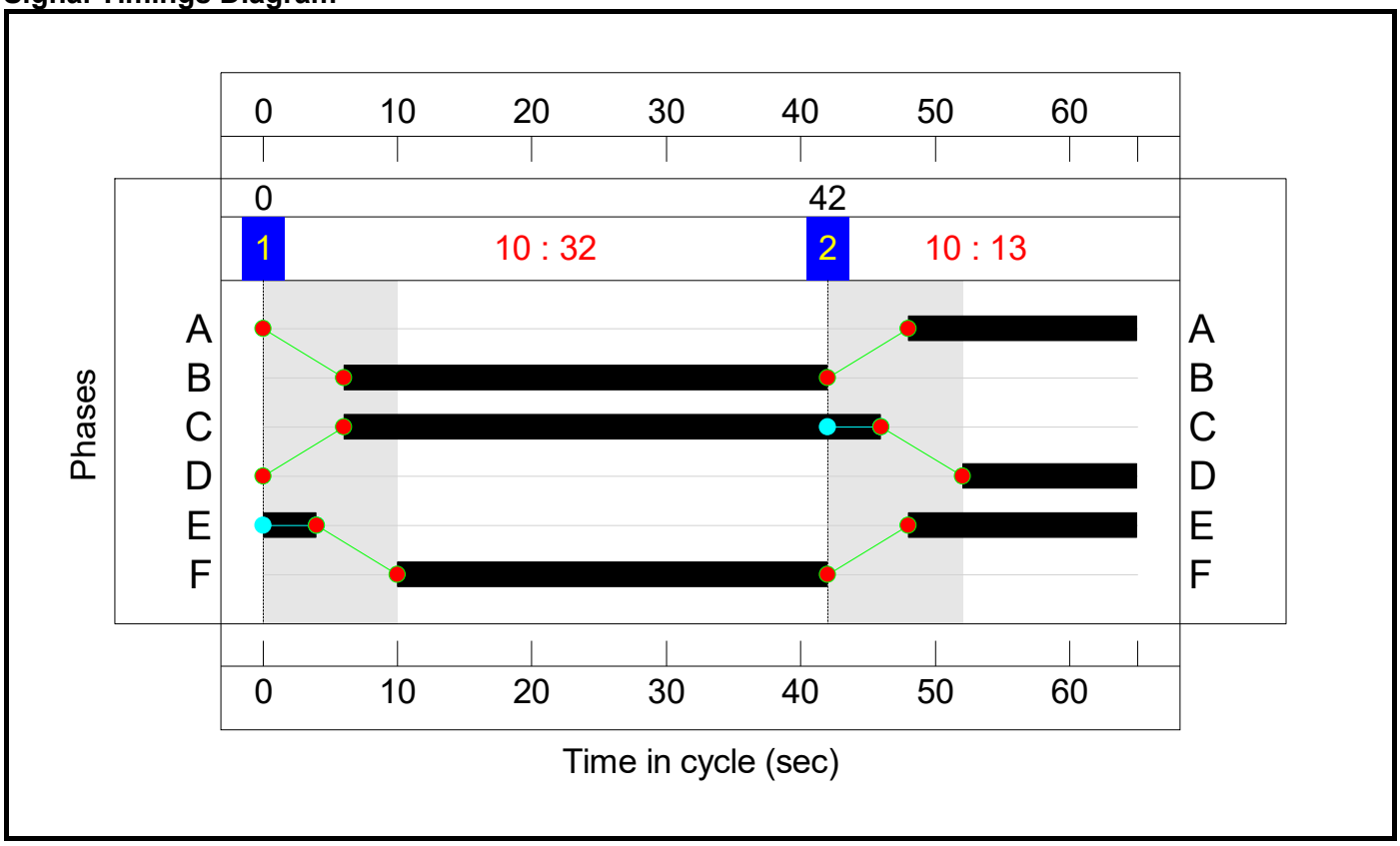
Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	13
Change Point	0	42

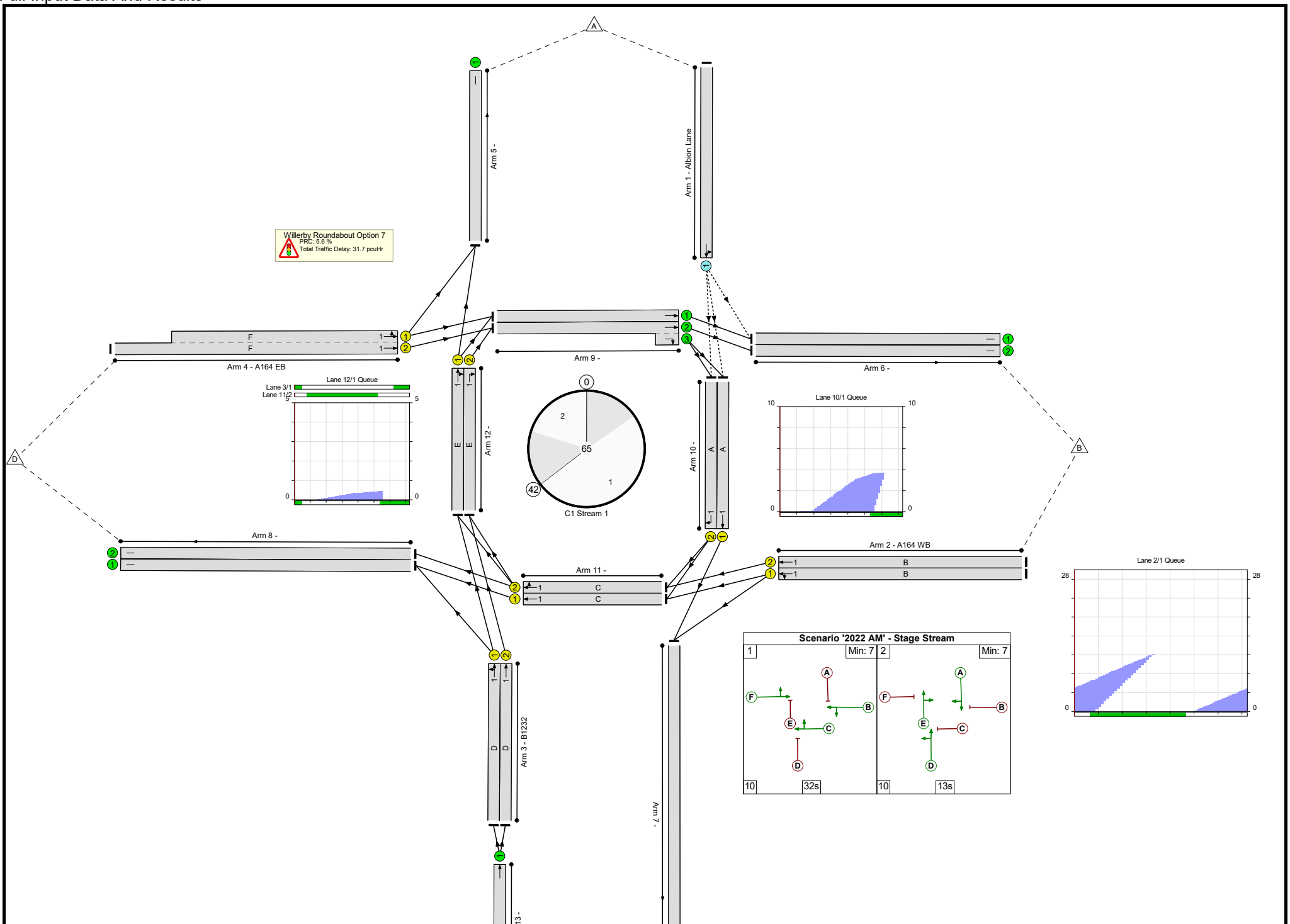
Signal Timings Diagram



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

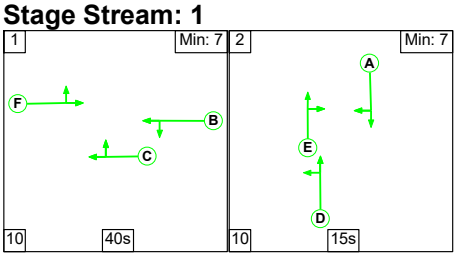
Full Input Data And Results

Full Input Data And Results

Scenario 2: '2022 PM' (FG2: '2022 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

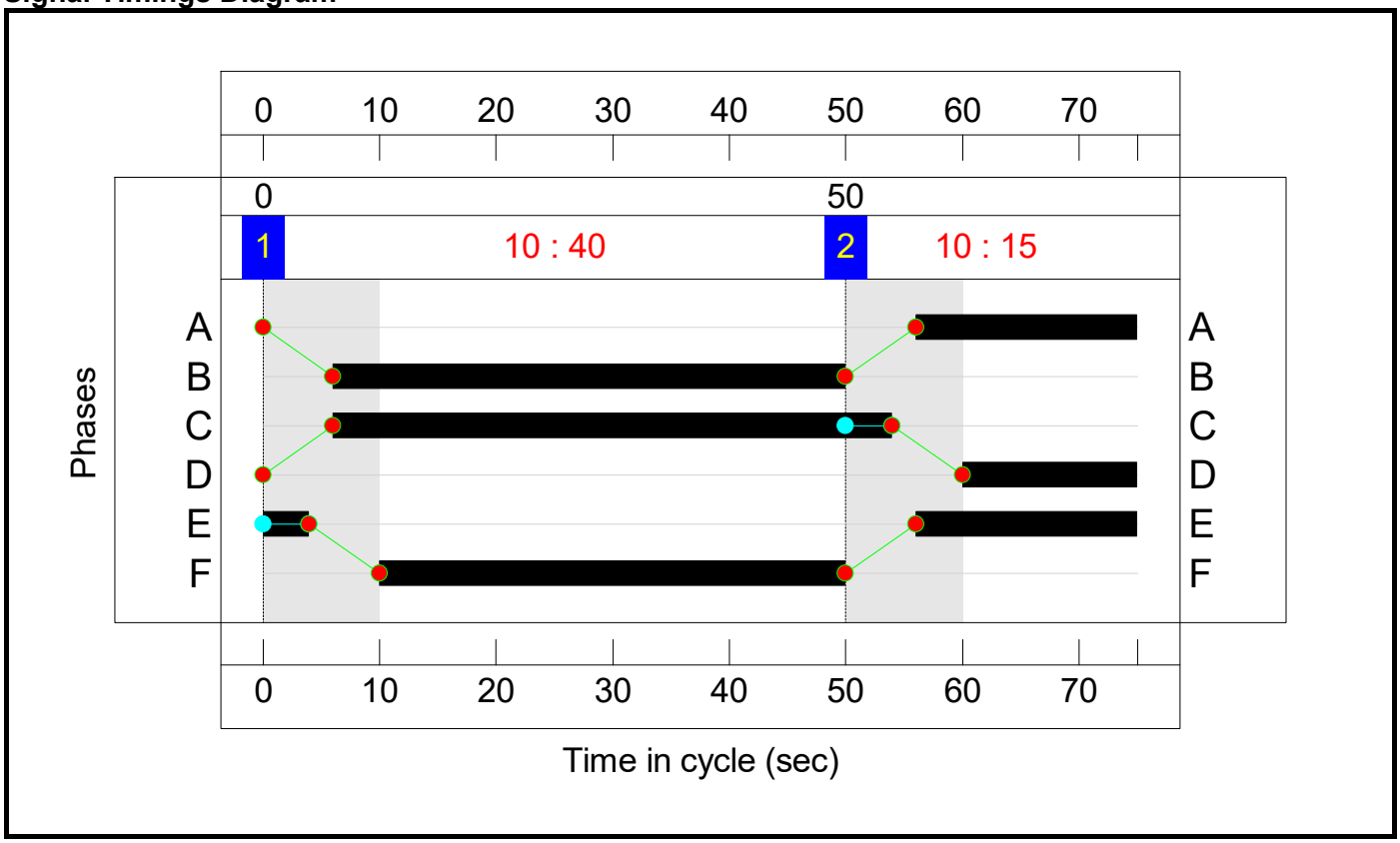


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	15
Change Point	0	50

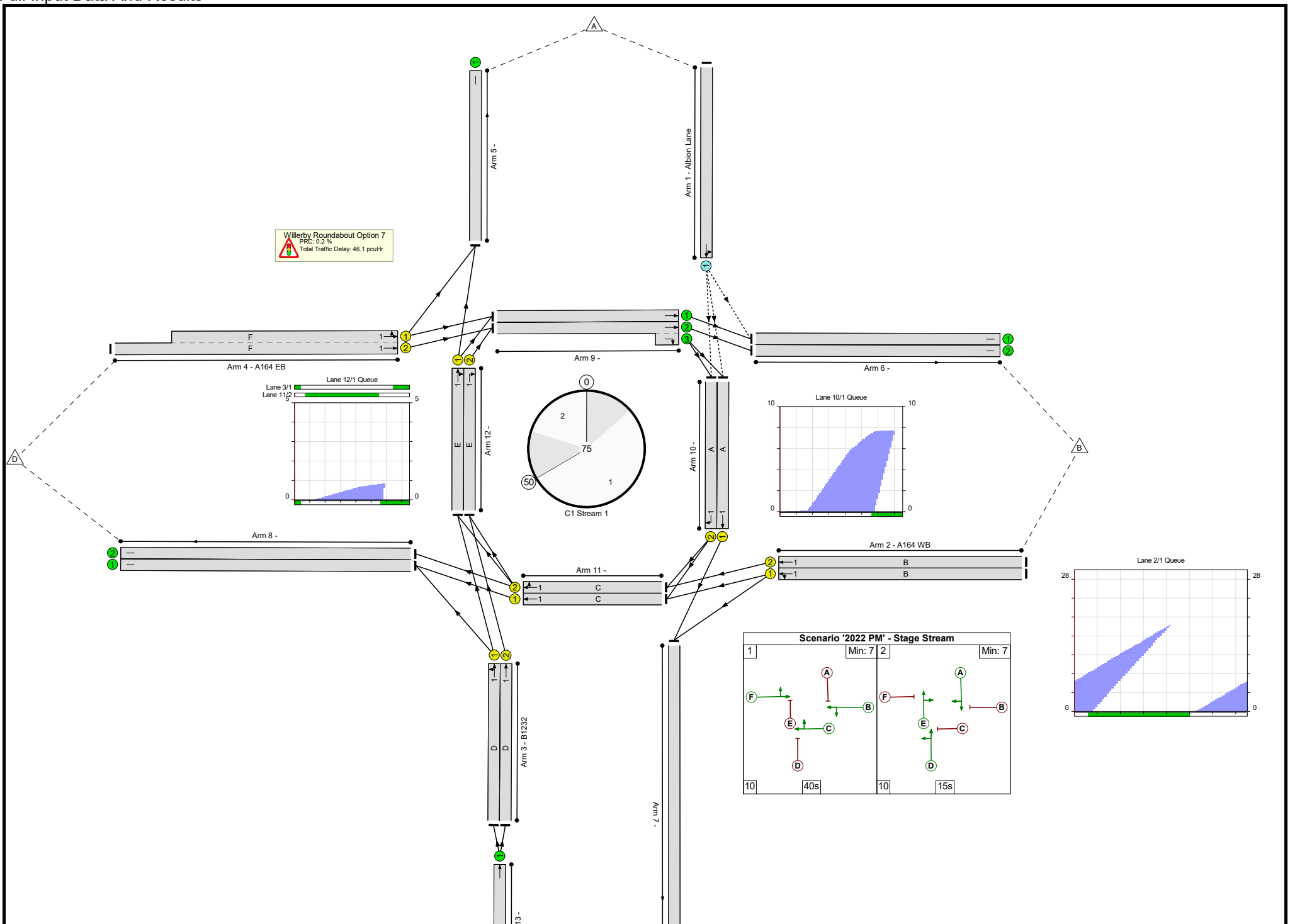
Signal Timings Diagram



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

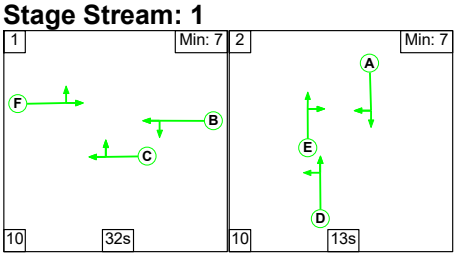
Full Input Data And Results

Full Input Data And Results

Scenario 3: '2026 AM' (FG3: '2026 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

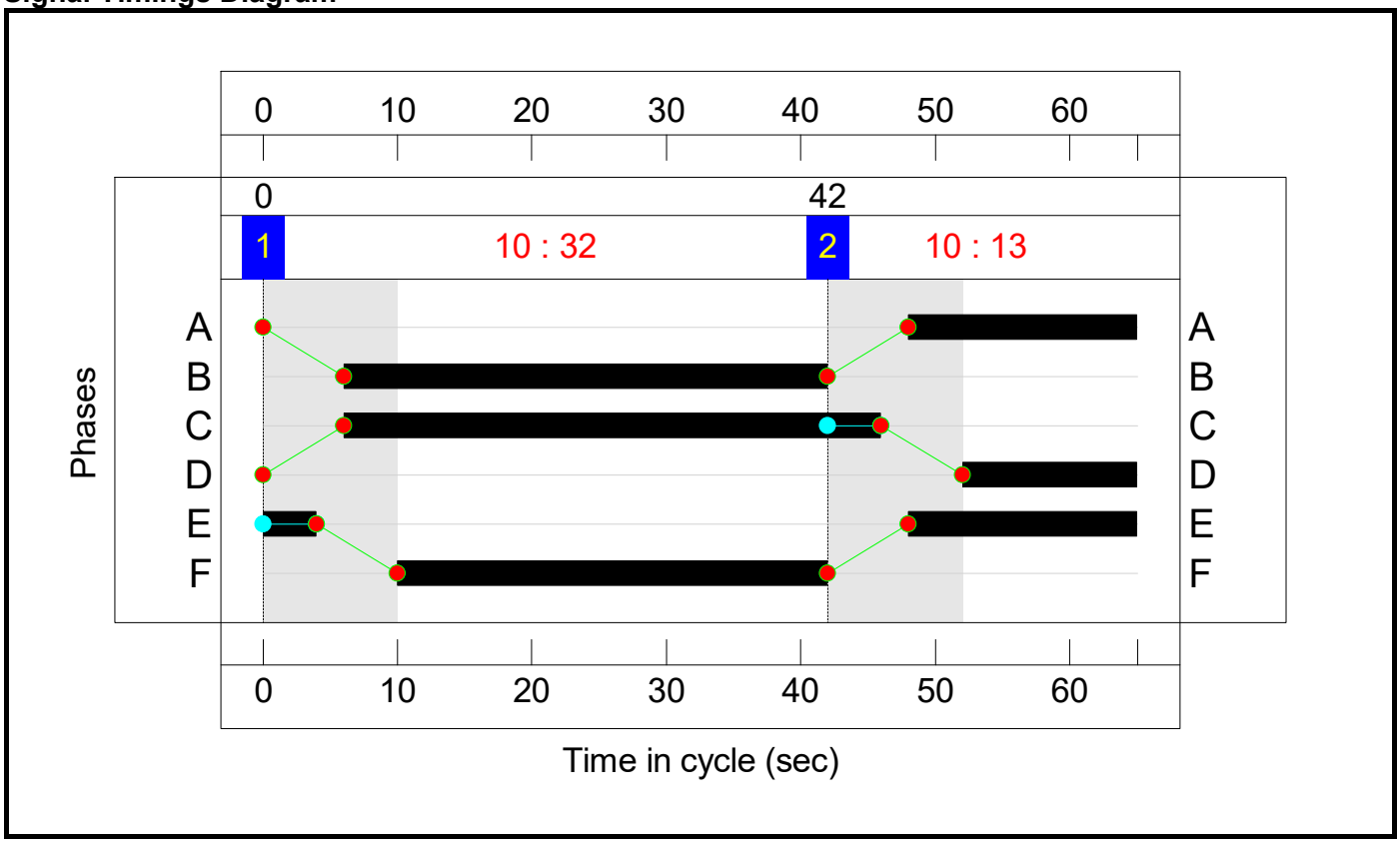


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	13
Change Point	0	42

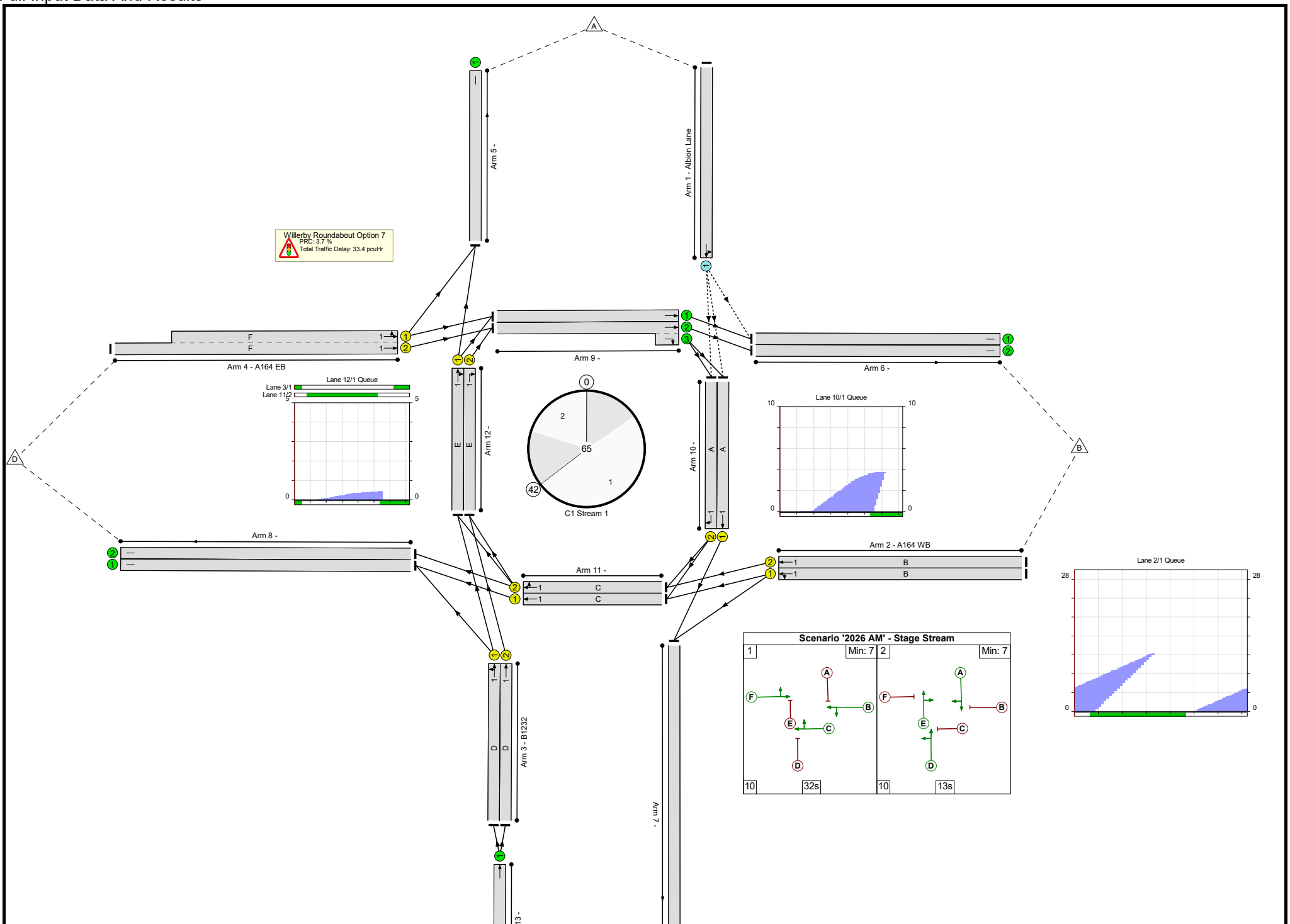
Signal Timings Diagram



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

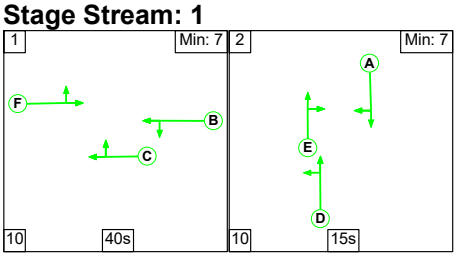
Full Input Data And Results

Full Input Data And Results

Scenario 4: '2026 PM' (FG4: '2026 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

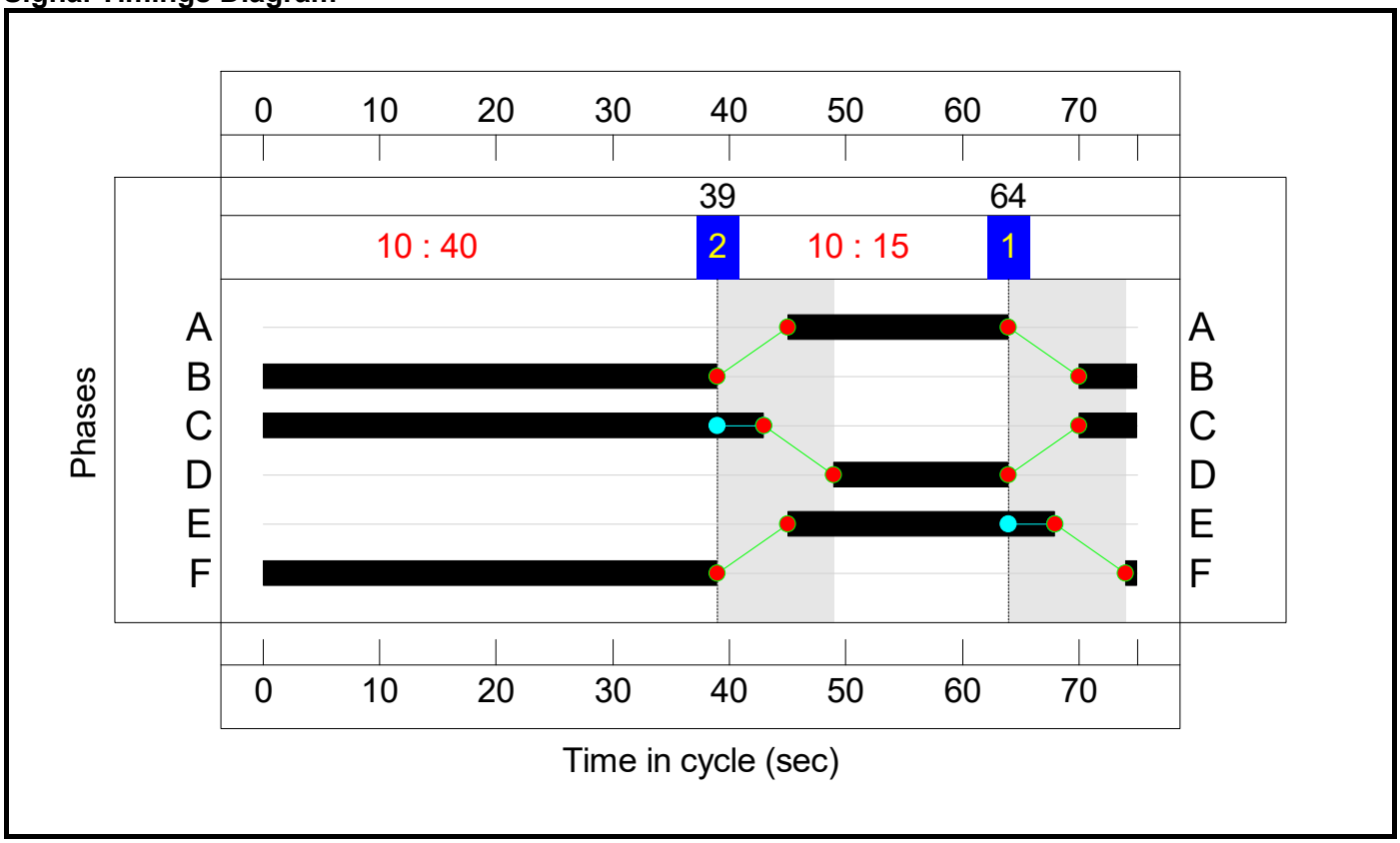


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	15
Change Point	64	39

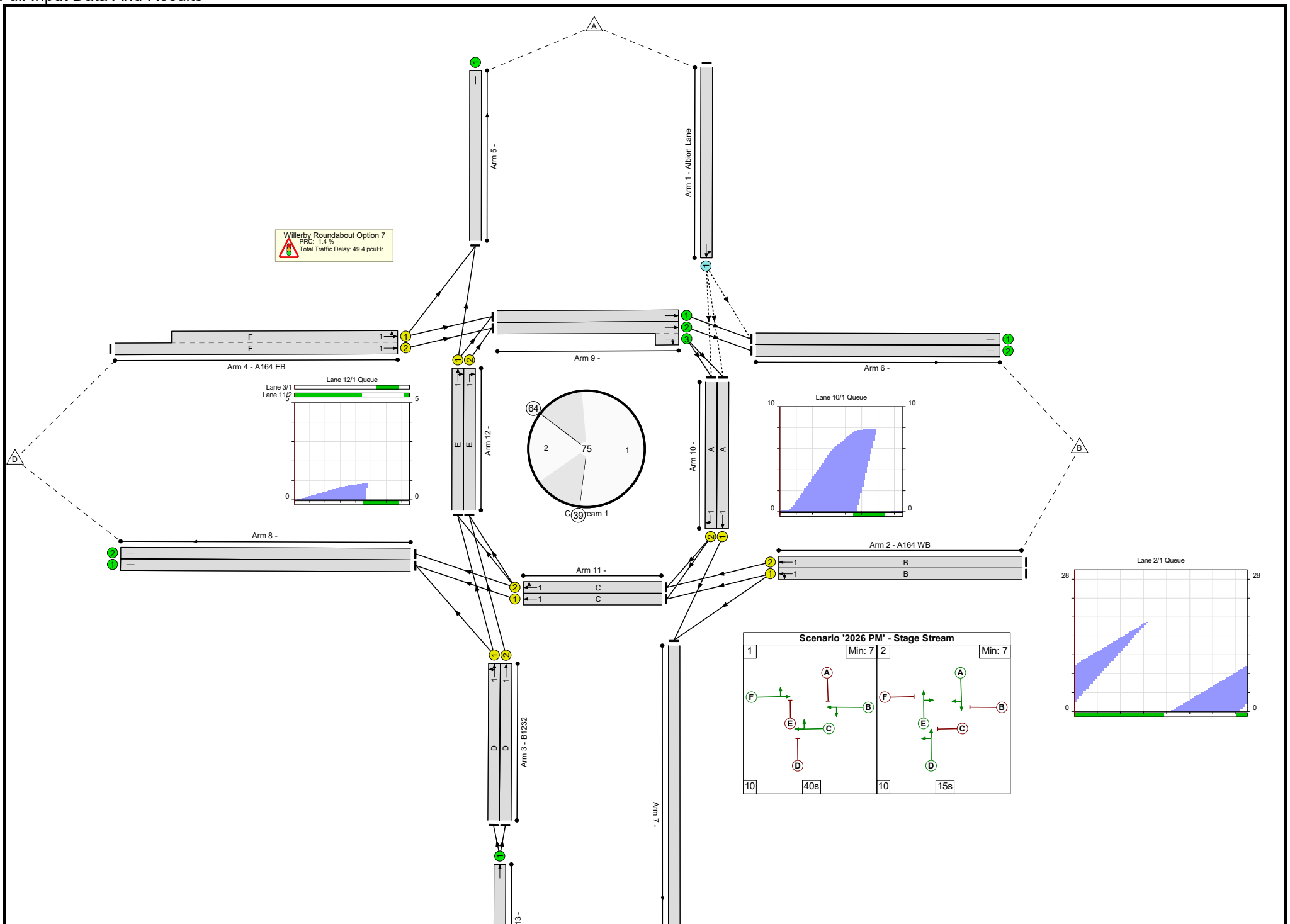
Signal Timings Diagram



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

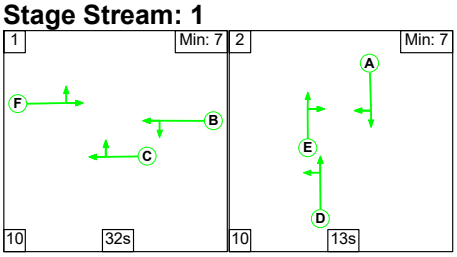
Full Input Data And Results

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

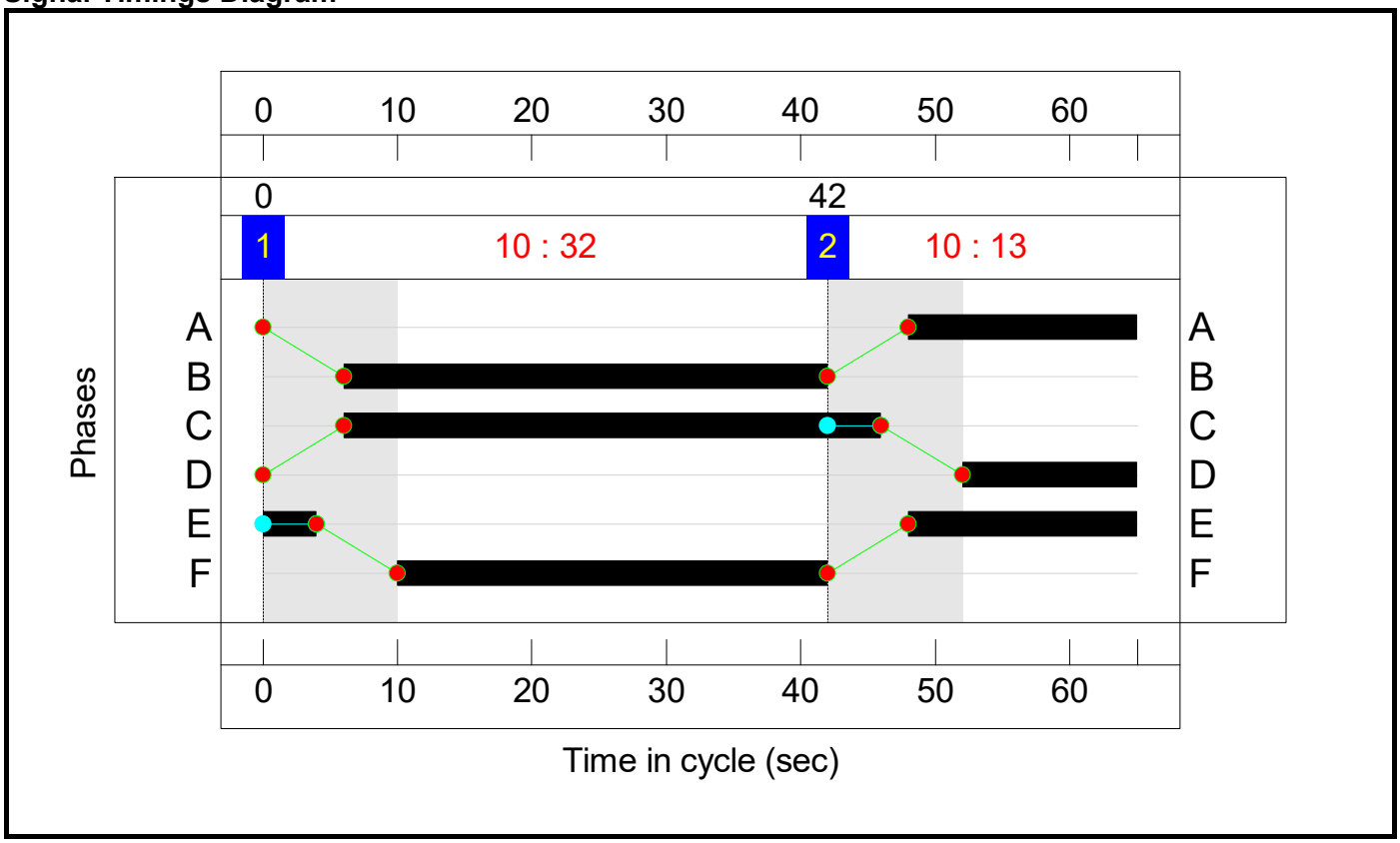


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	32	13
Change Point	0	42

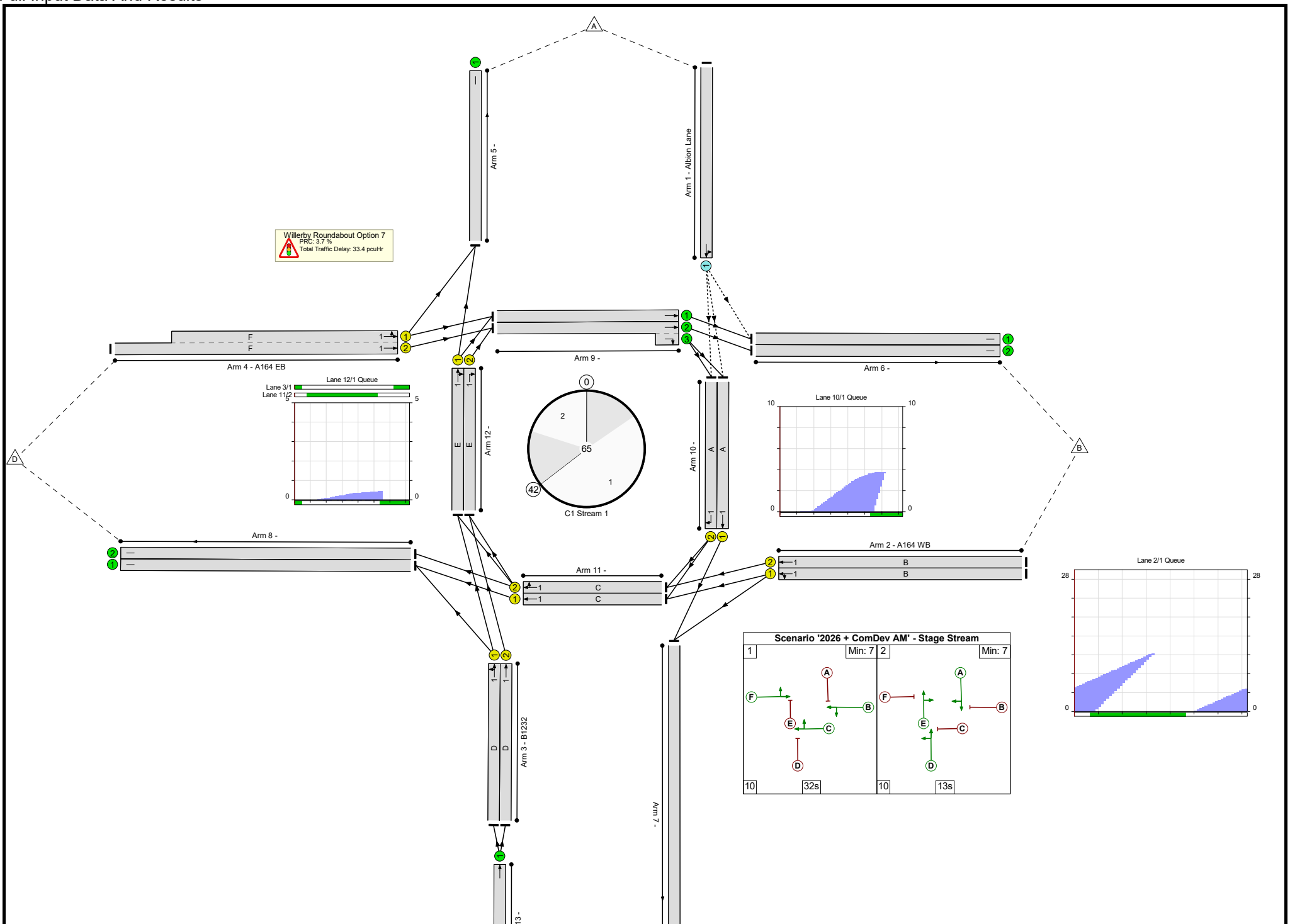
Signal Timings Diagram



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

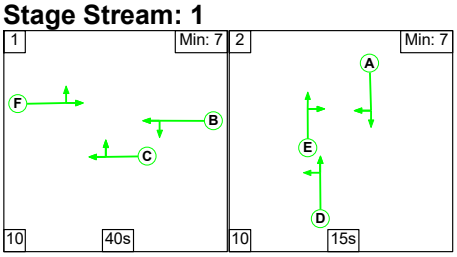
Full Input Data And Results

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

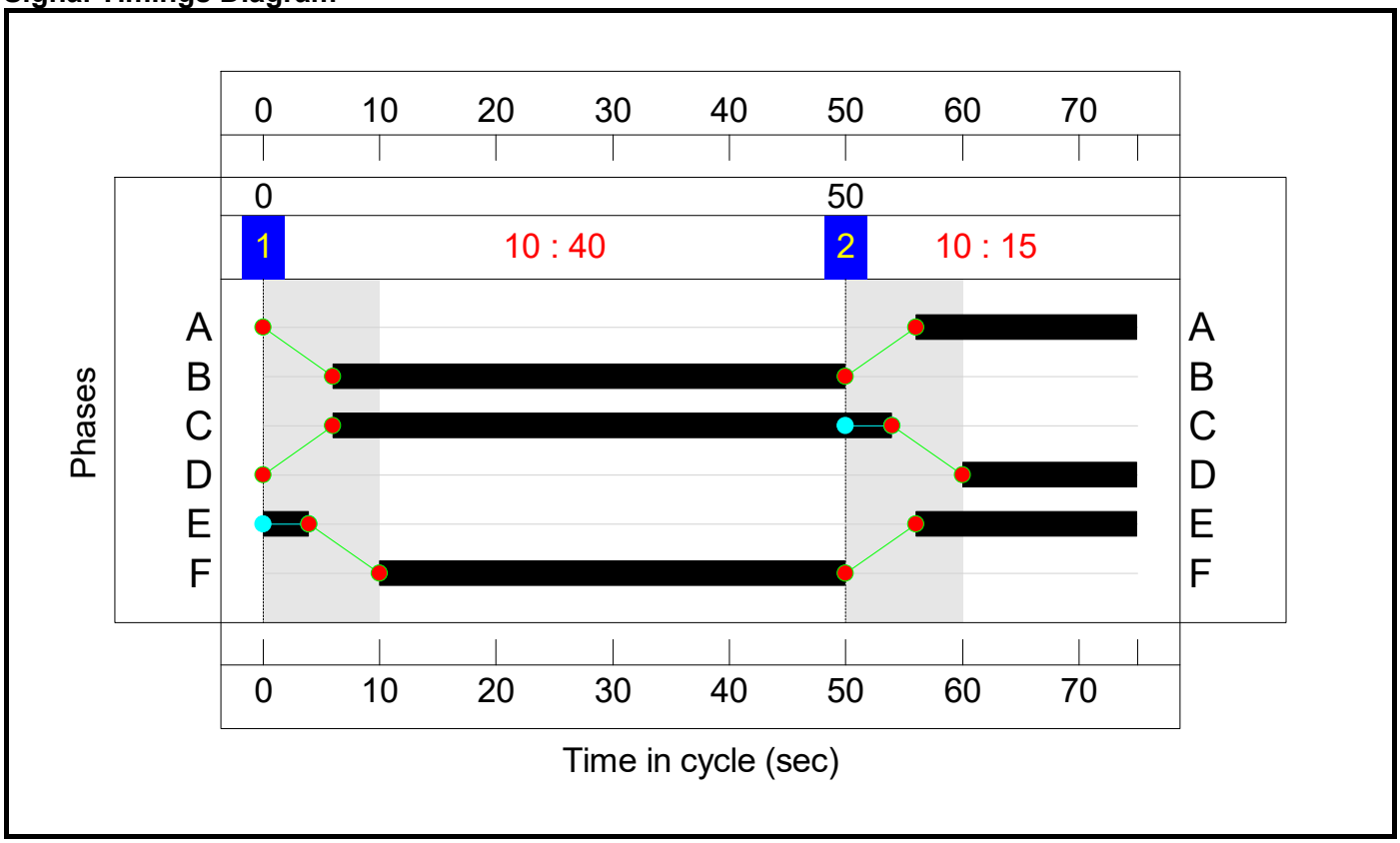


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	15
Change Point	0	50

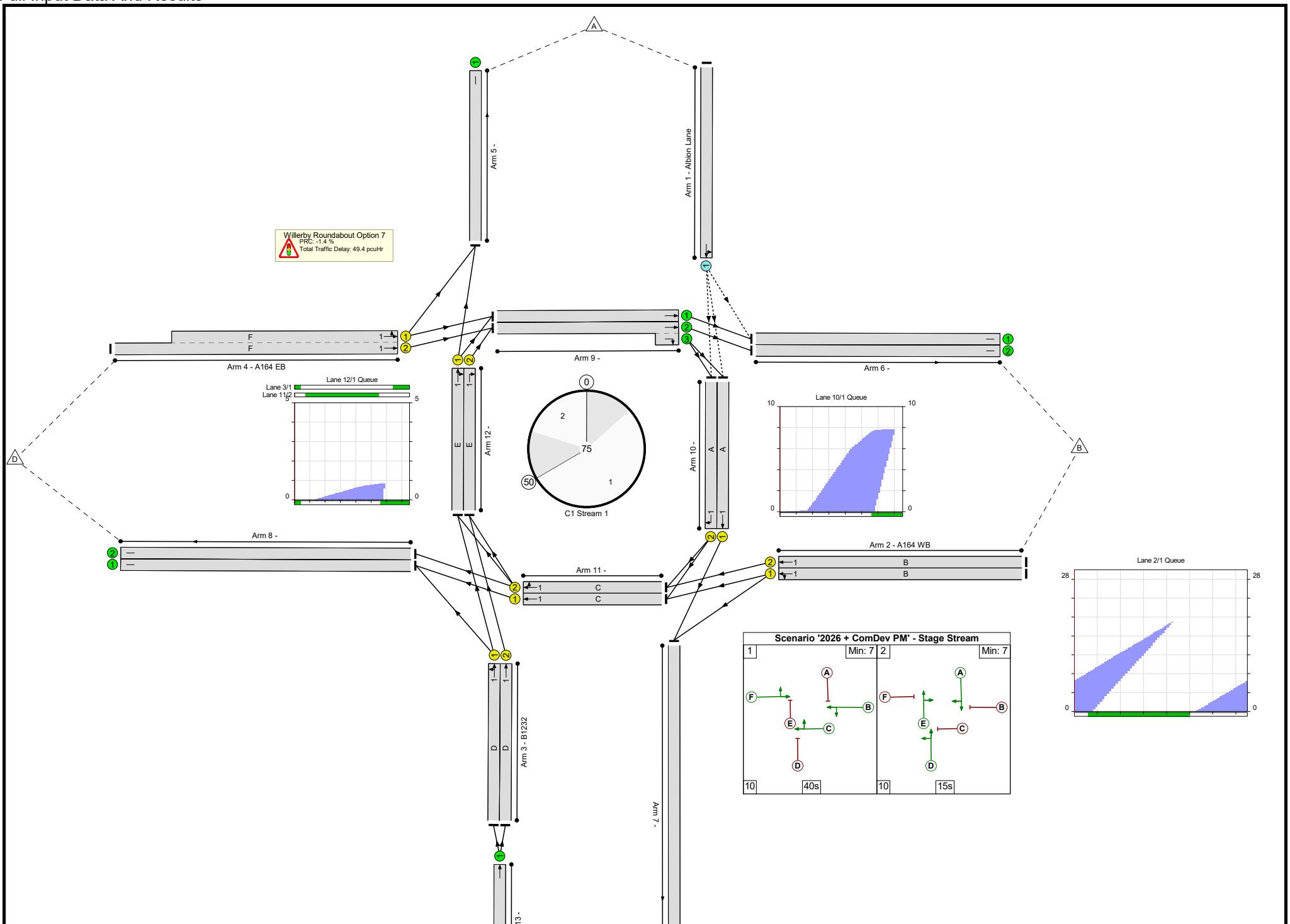
Signal Timings Diagram



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

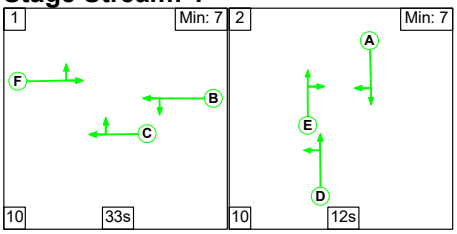
Full Input Data And Results

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

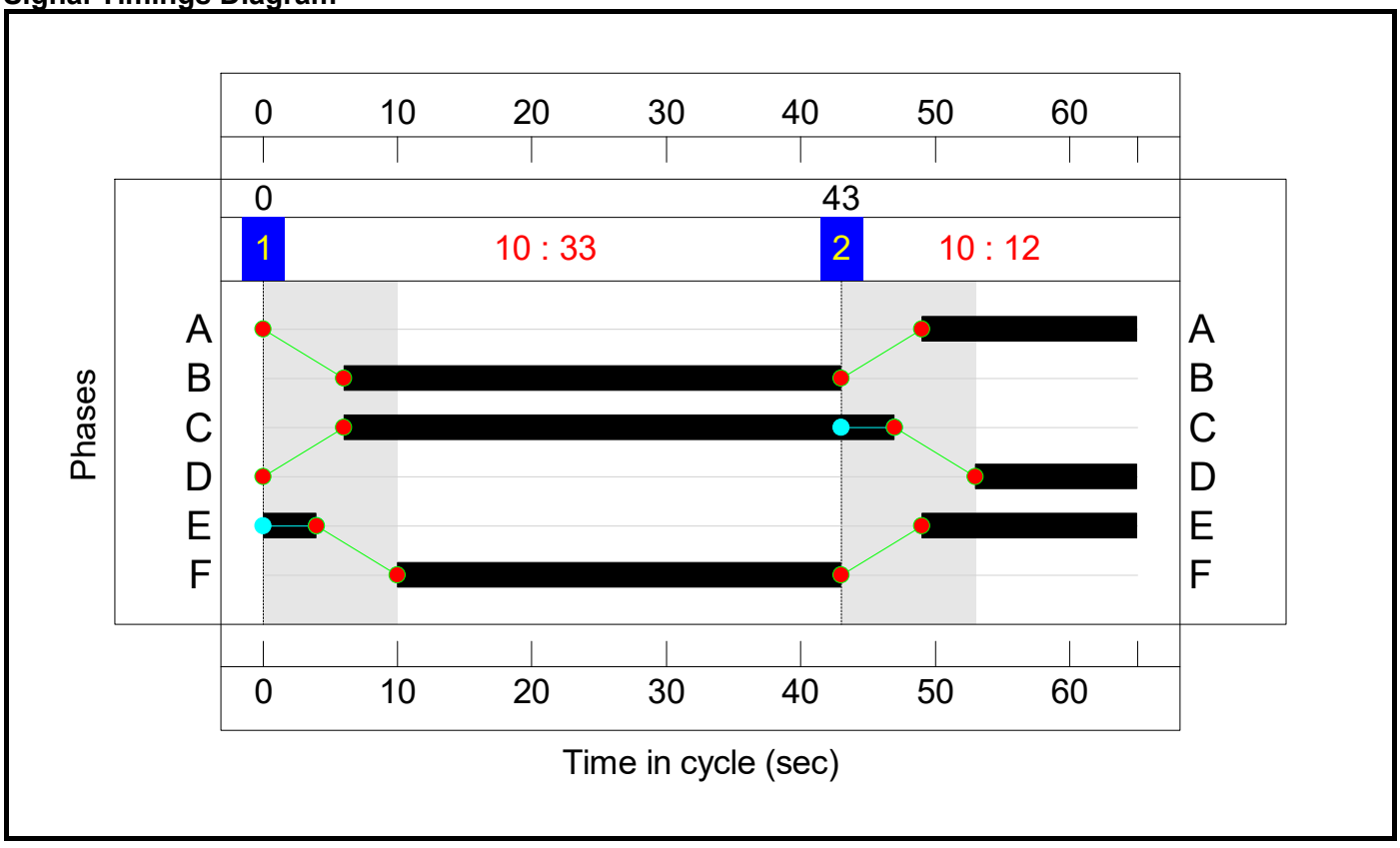


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	12
Change Point	0	43

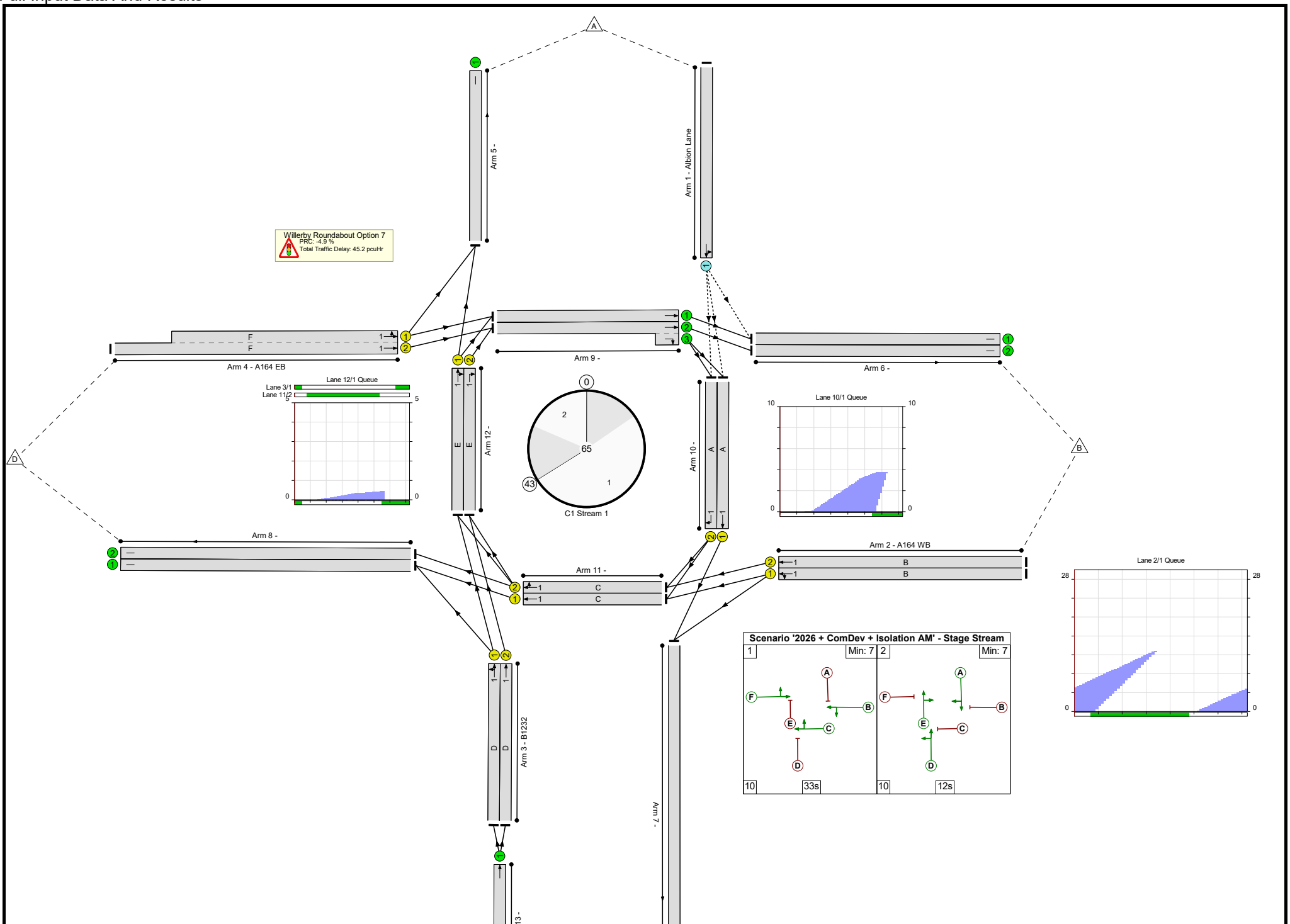
Signal Timings Diagram



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

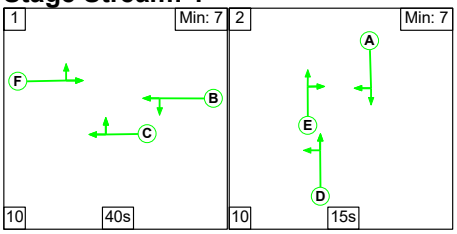
Full Input Data And Results

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

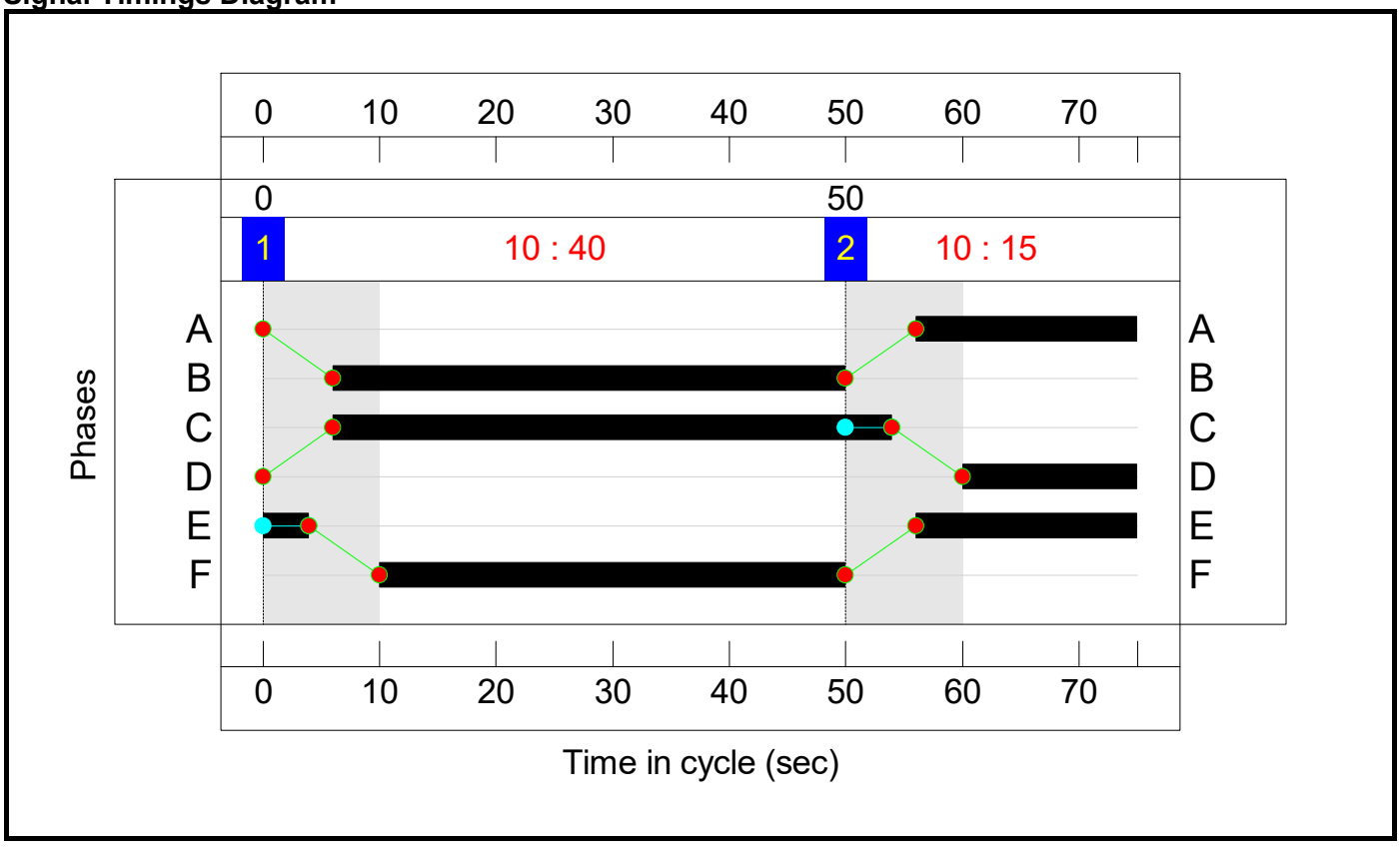


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	15
Change Point	0	50

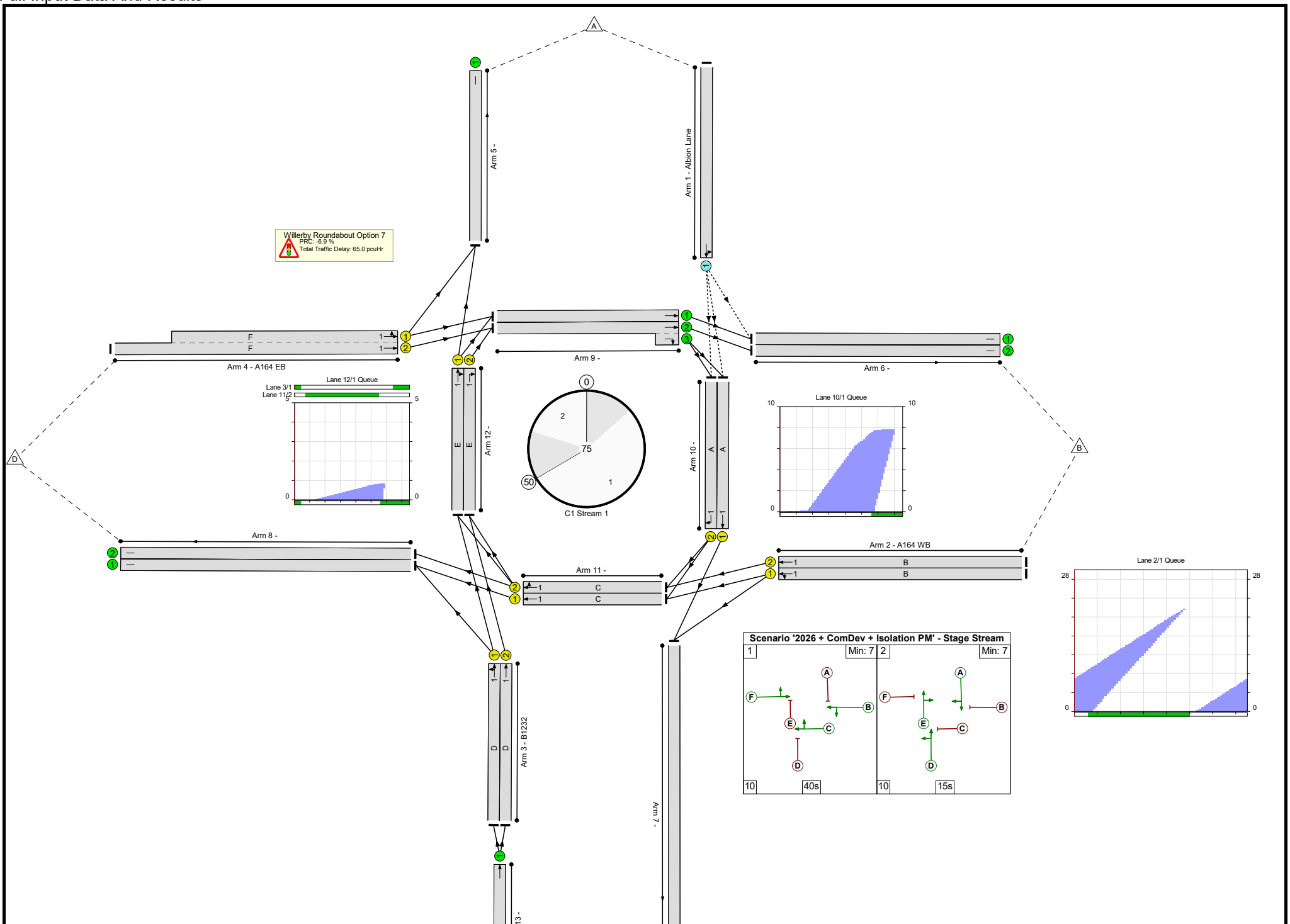
Signal Timings Diagram



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

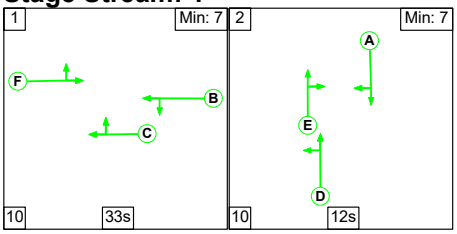
Full Input Data And Results

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

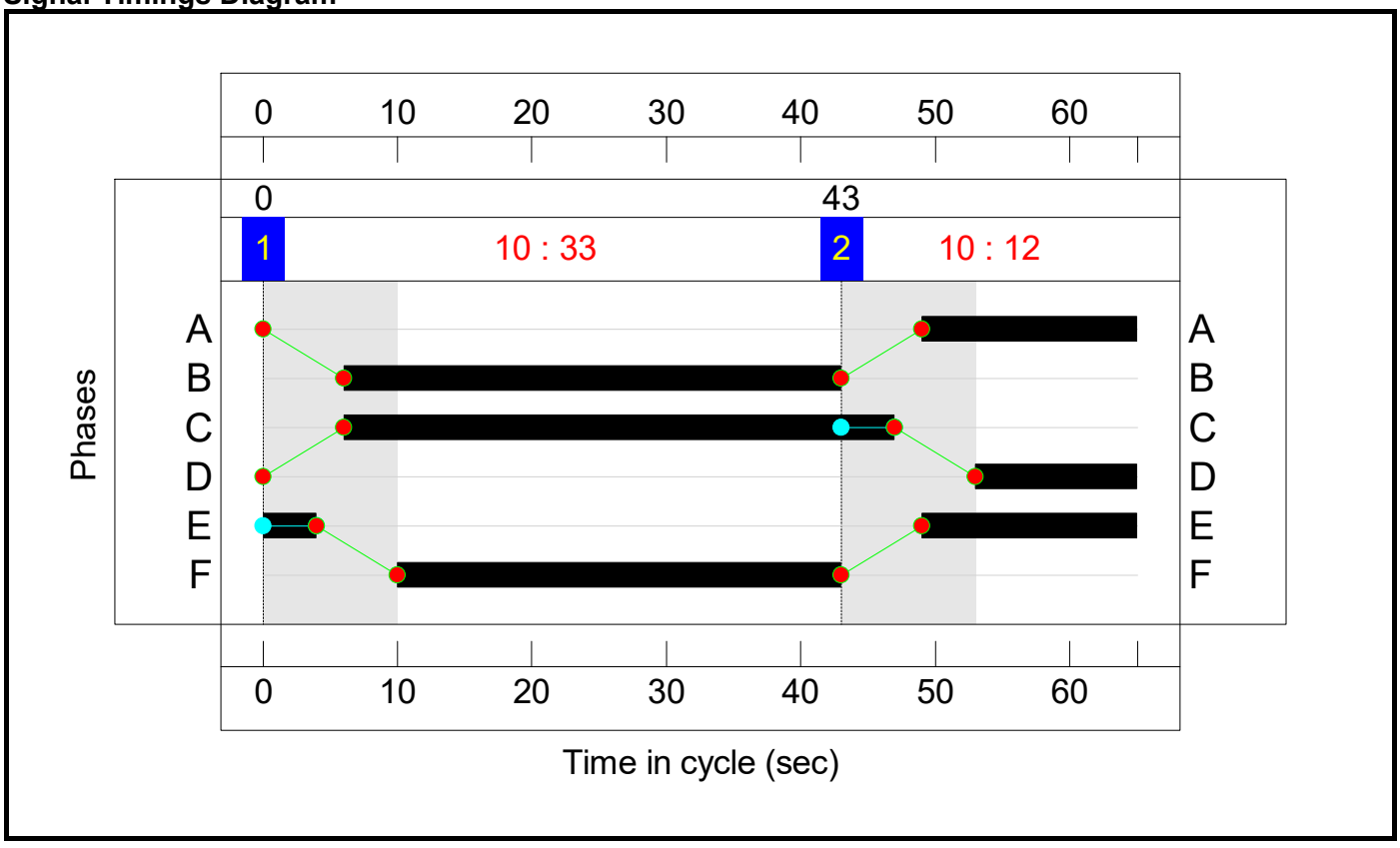


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	12
Change Point	0	43

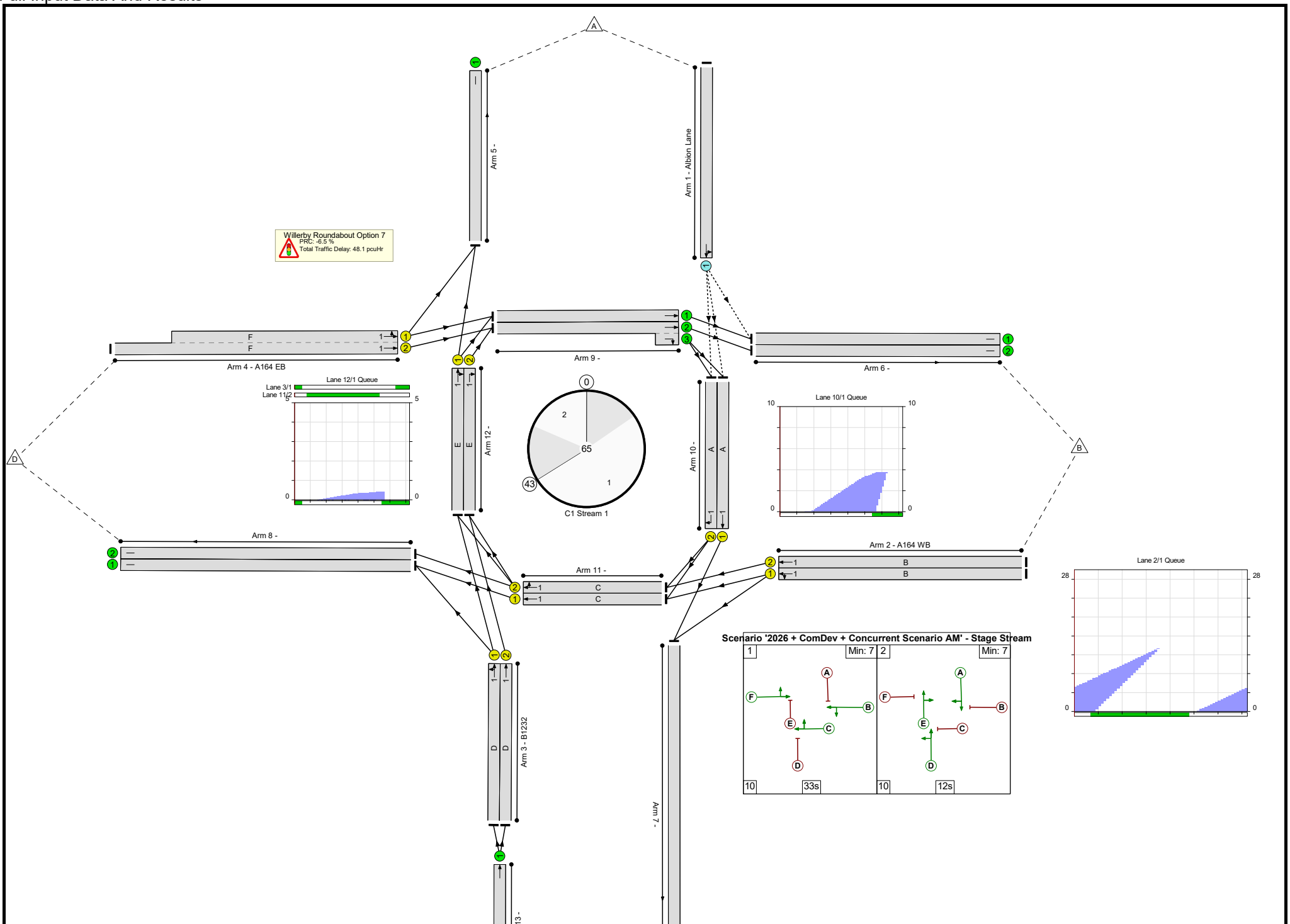
Signal Timings Diagram



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

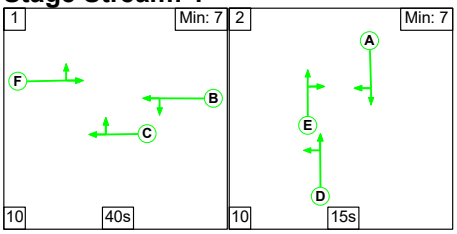
Full Input Data And Results

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

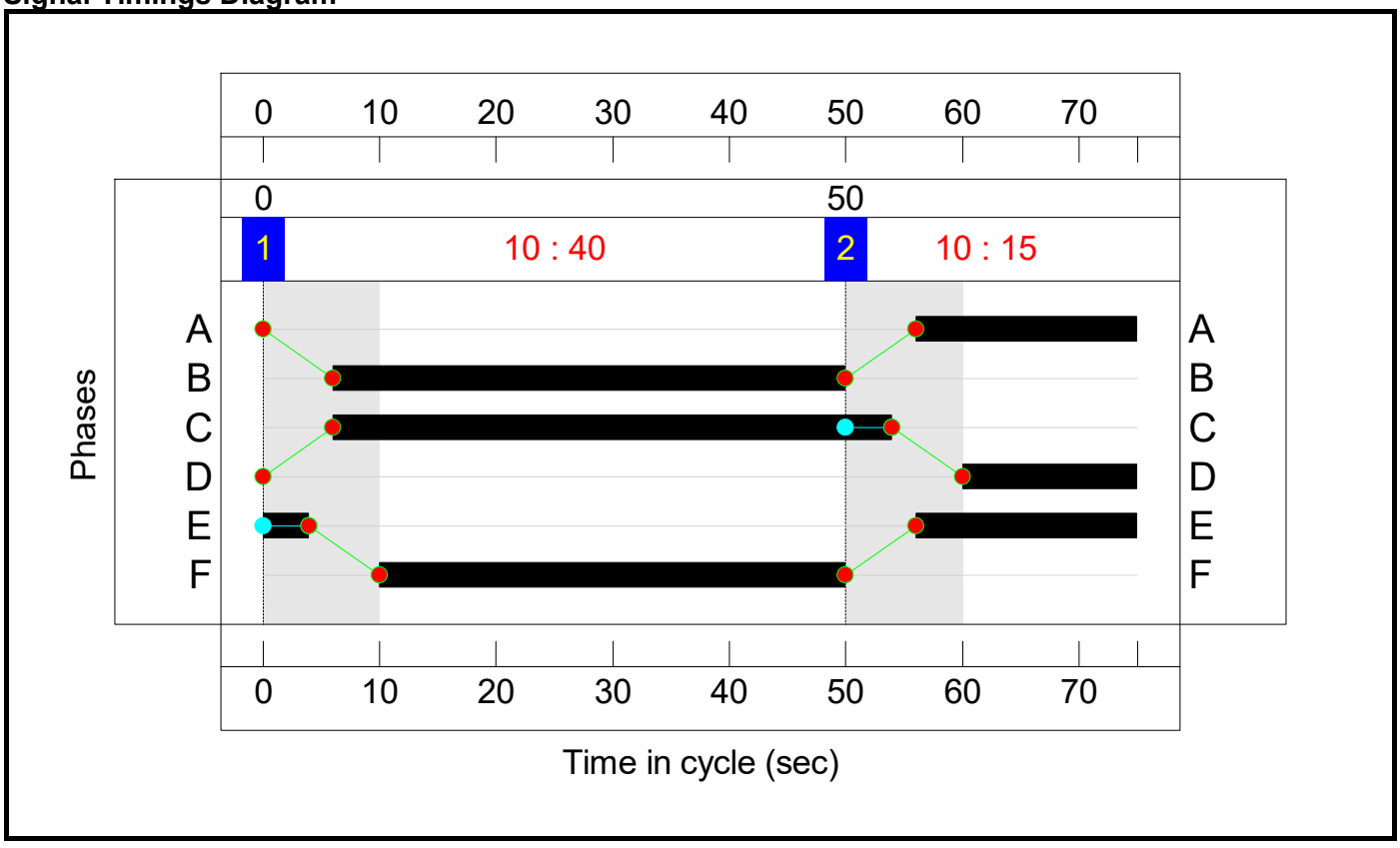


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	15
Change Point	0	50

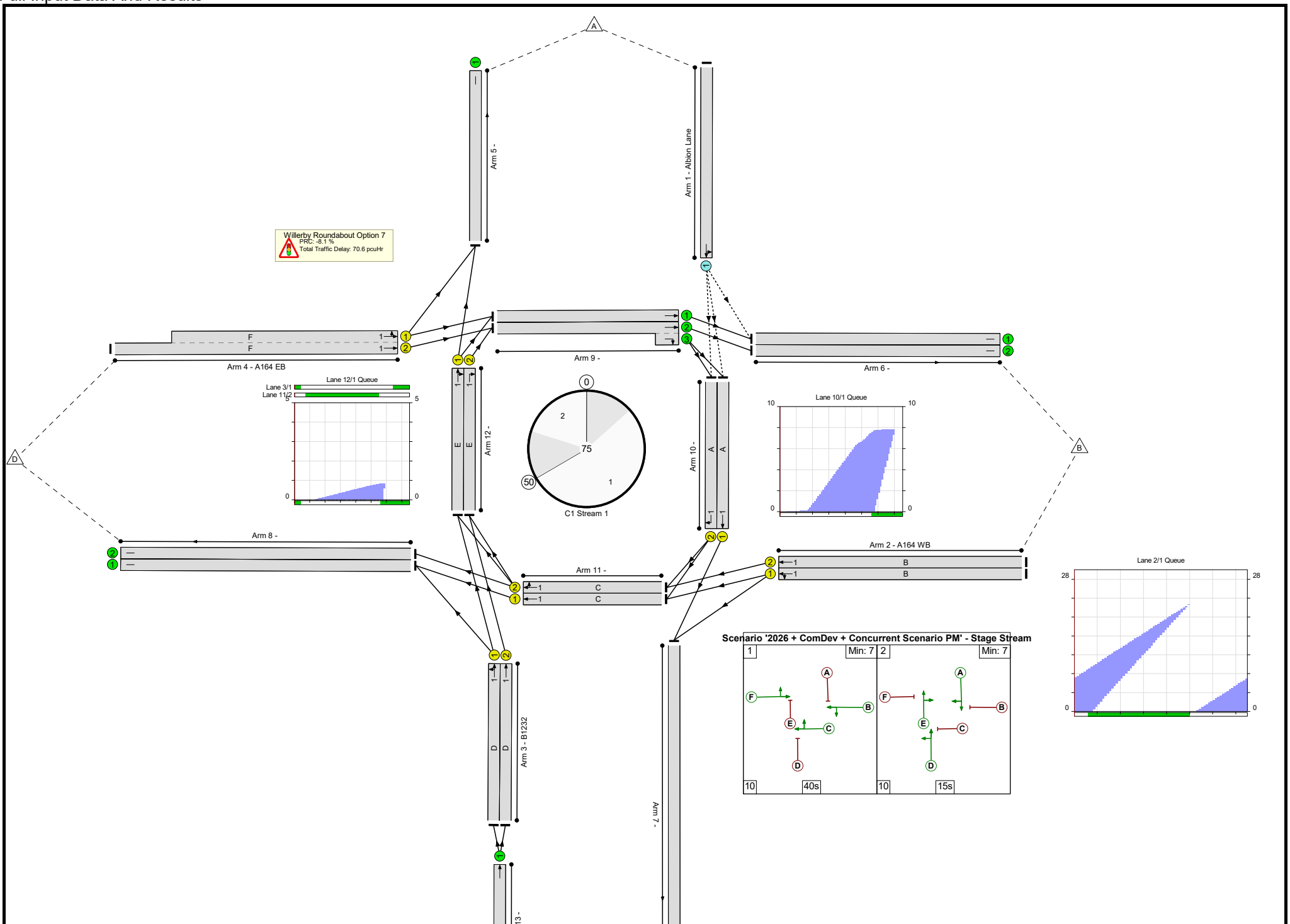
Signal Timings Diagram



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.

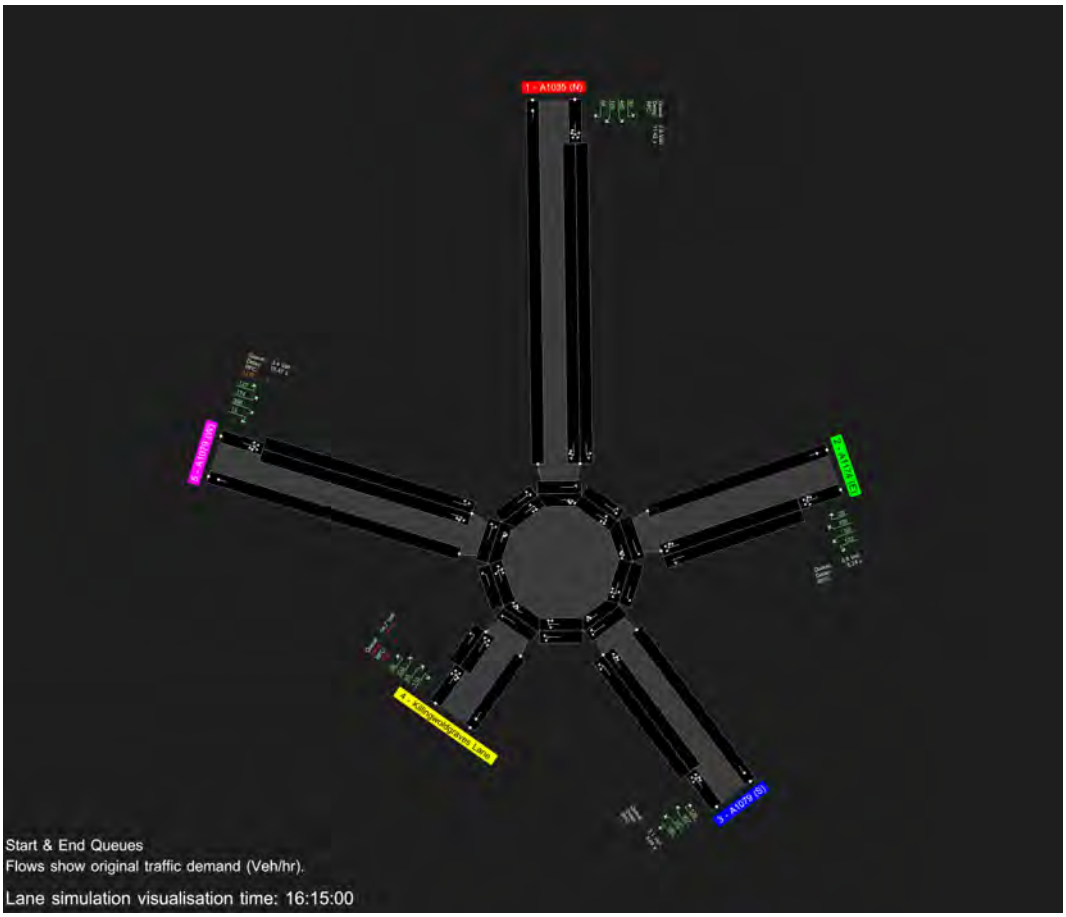
File summary

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
	CircBase	1		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	
				4	0	0	0	0	0.000	0	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	564	0.029	15	16	0.0	0.1	6.237	A
				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
	CircLink	1		5	274	68	-	-	-	274	268	0.0	0.0	0.000	A
				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	
	CircBase	1		5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				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	1	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
	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	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
	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	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	1	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
				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
	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	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
				1	0	0	0	0	0.000	0	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	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
				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
	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	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	
				1	77	19	-	-	-	77	97	0.0	0.0	0.000	A
				2	99	25	-	-	-	99	103	0.0	0.0	0.000	A
	Entry	2	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
			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	49	12	-	-	-	49	47	0.0	0.0	0.000	A
				5	148	37	-	-	-	148	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	A
				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
			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
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	30	8	769	456	0.068	30	26	0.0	0.1	8.632	A
			2	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
				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
	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	151	38	-	-	-	151	158	0.0	0.0	0.000	A
				5	344	86	-	-	-	344	379	0.0	0.0	0.000	A
			2	1	477	119	-	-	-	477	514	0.0	0.0	0.000	A
				2	59	15	-	-	-	59	69	0.0	0.0	0.000	A
				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
	CircBase	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	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	477	119	-	-	-	477	514	0.0	0.0	0.000	A
				2	59	15	-	-	-	59	69	0.0	0.0	0.000	A
				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
	Entry	2	1	1	177	44	-	-	-	188	196	4.1	0.7	27.974	D
				2	46	11	-	-	-	50	45	4.1	0.1	32.067	D
				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
5 - A1079 (W)	Entry	1	1	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
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				5	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				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
	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	26	0.0	0.0	0.000	A
			2	1	189	47	-	-	-	189	198	0.0	0.0	0.000	A
				2	51	13	-	-	-	51	45	0.0	0.0	0.000	A
				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
	CircBase	1	1	1	189	47	-	-	-	189	198	0.0	0.0	0.000	A
				2	51	13	-	-	-	51	45	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	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	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	
	Entry	2	1	1	79	20	-	-	-	79	90	0.0	0.0	0.000	A
				2	106	27	-	-	-	106	108	0.0	0.0	0.000	A
				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
				1	0	0	0	0	0.000	0	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
	CircBase	1		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
				1	0	0	0	0	0.000	0	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	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
				1	0	0	0	0	0.000	0	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
	CircLink	1		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
				1	0	0	0	0	0.000	0	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	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
				1	135	34	-	-	-	137	142	0.0	0.0	1.753	A
				2	33	8	-	-	-	33	34	0.0	0.0	0.512	A
	Entry	2	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
				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
	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	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
				1	0	0	0	0	0.000	0	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	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
				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
	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	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	
				1	57	14	-	-	-	57	66	0.0	0.0	0.000	A
				2	62	15	-	-	-	62	63	0.0	0.0	0.000	A
	Entry	2	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
				1	0	0	0	0	0.000	0	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
	CircBase	1		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
				1	0	0	0	0	0.000	0	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	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
				1	0	0	0	0	0.000	0	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
	CircLink	1		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
				1	0	0	0	0	0.000	0	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	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
				1	216	54	-	-	-	217	215	0.7	0.5	6.417	A
				2	79	20	-	-	-	79	71	0.7	0.2	5.647	A
	Entry	2	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
				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
	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	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
				1	0	0	0	0	0.000	0	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	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
				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
	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	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	
				1	103	26	-	-	-	103	119	0.0	0.0	0.000	A
				2	148	37	-	-	-	148	164	0.0	0.0	0.000	A
	Entry	2	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
	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	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
				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	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
	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	100	25	-	-	-	100	110	0.0	0.0	0.000	A
				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
	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	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
	Entry	2		1	131	33	-	-	-	132	137	0.0	0.0	0.882	A
				2	31	8	-	-	-	31	31	0.0	0.0	1.384	A
			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
	Entry	1		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
				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
	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	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
	CircBase	1		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
				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	
	Entry	2		1	57	14	-	-	-	57	71	0.0	0.0	0.000	A
				2	73	18	-	-	-	73	72	0.0	0.0	0.000	A
			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

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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	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	42	0.0	0.0	0.000	A
				5	134	34	-	-	-	134	142	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	37	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	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	441	0.050	22	24	0.0	0.1	8.959	A
				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
	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	149	37	-	-	-	149	168	0.0	0.0	0.000	A
				5	371	93	-	-	-	371	396	0.0	0.0	0.000	A
				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
	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	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
	Entry	2		1	183	46	-	-	-	172	189	0.3	1.6	14.176	B
				2	56	14	-	-	-	52	48	0.3	0.5	14.772	B
			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
	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	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
	CircBase	1		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
				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	
	Entry	2		1	80	20	-	-	-	80	96	0.0	0.0	0.000	A
				2	100	25	-	-	-	100	100	0.0	0.0	0.000	A
			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
				1	0	0	0	0	0.000	0	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
	CircBase	1		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
				1	0	0	0	0	0.000	0	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	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
				1	0	0	0	0	0.000	0	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
	CircLink	1		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
				1	0	0	0	0	0.000	0	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	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
				1	184	46	-	-	-	179	188	3.1	1.3	24.541	C
				2	55	14	-	-	-	50	50	3.1	0.6	23.742	C
	Entry	2	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
				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
	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	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
				1	0	0	0	0	0.000	0	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	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
				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
	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	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	
				1	66	16	-	-	-	66	92	0.0	0.0	0.000	A
				2	106	27	-	-	-	106	105	0.0	0.0	0.000	A
	Entry	2	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
				1	0	0	0	0	0.000	0	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
	CircBase	1		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
				1	0	0	0	0	0.000	0	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	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
				1	0	0	0	0	0.000	0	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
	CircLink	1		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
				1	0	0	0	0	0.000	0	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	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
				1	184	46	-	-	-	182	190	2.3	0.3	5.920	A
				2	62	15	-	-	-	60	61	2.3	0.2	7.091	A
	Entry	2	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
				1	0	0	0	0	0.000	0	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	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
				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
	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	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	
				1	94	23	-	-	-	94	107	0.0	0.0	0.000	A
				2	136	34	-	-	-	136	144	0.0	0.0	0.000	A
	Entry	2	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