The Great Grid Upgrade

Sea Link

Sea Link

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Contents

1. Introduction 1

1.1 Proposed Project 1

1.2 Report Scope and Purpose 1

2. Consultation 3

3. Transport Assessment Guidelines 4

4. Transport Assessment Component Index 6

5. Traffic and Transport Assessment Summary 9

6. Collision Data Analysis 10

6.1 Introduction 10

6.2 A299 Hengist Way, between the Monkton and Minster Roundabouts (K-RL1) 10

6.3 A299 Hengist Way, between the Minster and Cliffsend Roundabouts (K-RL2) 10

6.4 A256 Richborough Way, between the Sevenscore and Ebbsfleet Roundabouts (K-RL5) 11

6.5 Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout) (K-RL7) 11

6.6 A299/ A253/ Willets Hill (Monkton Roundabout) (K-RJ1) 12

6.7 A299/ B2190/ Tothill Street (Minster) Roundabout (K-RJ2) 12

6.8 A299/ A256/ Cottington Link Road (Sevenscore) Roundabout (K-RJ4) 12

7. Strategic Road Network 14

7.1 Introduction 14

7.2 Walking, Cycling and Horse-riding Assessment Report (WCHAR) 14

7.3 Development Traffic Flow Impact on the SRN 14

8. Permanent Access Points 19

9. Cumulative Developments 20

9.1 Introduction 20

9.2 Manston Airport (ID10) 21

9.3 Land on the West Side of Tothill Street (ID 329) 21

9.4 Land to the East Side of Preston Road and South of Manston Court Road (ID 365) 21

9.5 Land to the East of New Haine Road (ID 366) 22
9.6 Land on the North East Side of Nash Road (ID 398) 22
9.7 Land North and East of Canterbury Road (ID 441) 23
9.8 Land South of Westgate and Garlinge (ID 443) 23
9.9 Land on South Side of Manston Court Road and West Side of Haine Road (ID 447) 24
9.10 Land on the North West and South East Sides of Shottendane Road (ID 449) 24
9.11 Land at New Haine Road (Spitfire Green) (ID 511) 24
9.12 Conclusion 25

10. Junction Capacity Modelling 26
10.1 Background 26
10.2 Methodology 26
10.3 Scenarios 27
10.4 Minster Roundabout 28
10.5 Sevenscore Roundabout 30
10.6 Ebbsfleet Roundabout 32
10.7 Conclusion 35

11. Summary 36

Annex A Full Collision Data 37

Annex B Construction Staff Distribution (SRN) 38

Annex C Junction Capacity Modelling Results 39
C.1 A299/B2190/Tothill Street (Minster) Roundabout 40
C.2 A299/A256/Cottington Link Road (Sevenscore) Roundabout 41
C.3 A256/Ramsgate Road/Jutes Lane (Ebbsfleet) Roundabout 42

Table of Tables

Table 7.1 Forecast peak daily construction vehicle movements (all accesses, weekday profile, 2026) 15
Table 7.2 Forecast SRN trip distribution 16
Table 7.3 Forecast peak daily construction vehicle movements on the A2 (south) 16
Table 7.4 Forecast peak daily construction vehicle movements on the M2 (west) 17
Table 10.1 Forecast change in traffic flows through Minster Roundabout 28
Table 10.2 Forecast change in traffic flows through Sevenscore Roundabout 30
Table 10.3 Forecast change in traffic flows through Ebbsfleet Roundabout 33

Table of Plates

Plate 7.1 Forecast peak daily trips between the study area and SRN 18

Version History			
Date	**Version**	**Status**	**Description / Changes**
March 2025	A	Final	For DCO Submission
March 2026	B	Final	Updated to include results of junction capacity modelling, for Deadline 5

1. Introduction

1.1 Proposed Project

1.1.1 The Sea Link Project (hereafter referred to as the 'Proposed Project') is a proposal by National Grid Electricity Transmission plc (hereafter referred to as National Grid) to reinforce the transmission network in the South East and East Anglia. The Proposed Project is required to accommodate additional power flows generated from renewable and low carbon generation, as well as accommodating additional new interconnection with mainland Europe.

1.1.2 National Grid owns, builds and maintains the electricity transmission network in England and Wales. Under the Electricity Act 1989, National Grid holds a transmission licence under which it is required to develop and maintain an efficient, coordinated, and economic electricity transmission system.

1.1.3 This would be achieved by reinforcing the network with a High Voltage Direct Current (HVDC) Link between the proposed Friston substation in the Sizewell area of Suffolk and the existing Richborough to Canterbury 400 kV overhead line close to Richborough in Kent.

1.1.4 The Kent Onshore Scheme comprises:

- A landfall point on the Kent coast at Pegwell Bay.
- A Transition Joint Bay (TJB) approximately 800 m inshore to transition from offshore HVDC cable to onshore HVDC cable, before continuing underground for approximately 1.7 km to a new converter station (below).
- A 2 GW HVDC converter station (including a new permanent access off the A256), up to 28 m high plus external equipment such as lightning protection, safety rails for maintenance works, ventilation equipment, aerials, and similar small scale operational plant near Minster. A new substation would be located immediately adjacent.
- Removal of approximately 2.2 km of existing HVAC overhead line, and installation of two sections of new HVAC overhead line, together totalling approximately 3.5 km, each connecting from the substation near Minster and the existing Richborough to Canterbury overhead line.

1.2 Report Scope and Purpose

1.2.1 This Transport Assessment Note (TAN) forms **Application Document 6.3.3.7.A Appendix 3.7.A Kent Transport Assessment Note** and has been prepared to identify where the information that would typically form part of a standalone Transport Assessment (TA) can be found in other chapters and reports that have been prepared for the Kent Onshore Scheme. This approach is designed to reduce repetition between documents. This TAN also includes further information where necessary, including in response to feedback received from National Highways.

1.2.2 The majority of the information that would typically be contained within a standalone TA is set out within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** of the Environmental Statement (ES). **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** is also supported by **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent (Outline CTMTP – Kent)**, as well as **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent (Outline PRoWMP – Kent)**. This TAN cross-refers to these other parts of the ES where necessary.

1.2.3 This TAN also includes junction capacity modelling within Section 10 and **Annex C**, which has been carried out for three junctions within the Kent study area at the request of the Examining Authority (First Written Question 1TT11).

1.2.4 This TAN has been informed by consultation with Kent County Council (KCC) as the local highway authority, and National Highways which manages the Strategic Road Network (SRN). Further details of the discussions and meetings held, as well as meeting minutes etc. are provided within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. A summary is also provided in Section 2 of this TAN.

1.2.5 The focus of the traffic and transport assessment within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** is the construction phase. The Proposed Project is expected to generate a low level of vehicle movements during the operational and maintenance phase, and a review of operational phase transport effects has been excluded from the scope of the assessment. This is consistent with the advice received from the Planning Inspectorate in the Scoping Opinion published in December 2022 (**Application Document 6.15 Scoping Opinion 2022**).

2. Consultation

2.1.1 A transport scoping meeting was held with KCC Highways on 12 April 2023 when it was proposed to incorporate the majority of the TA within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, rather than preparing a separate standalone TA document, to reduce repetition between documents. This was confirmed as being a reasonable approach by KCC Highways who subsequently confirmed by email (on 27 April 2023) that they were satisfied that the TA could largely be incorporated within the ES, assuming that assessment methodologies would follow the TA guidelines. In addition, KCC noted that the KCC PRoW Officer should be included in any discussion regarding the management of PRoW including information to be contained within **Application Document 7.5.9.2 Outline PRoWMP – Kent** and/ or **Application Document 7.5.1.2 Outline CTMTP – Kent**.

2.1.2 Comments were received from KCC Highways and National Highways during Statutory Consultation that took place between 24 October and 18 December 2023. The comments are considered within this TAN as well as the aforementioned submission documents.

2.1.3 A transport thematic meeting was subsequently held with KCC Highways, Thanet District Council (TDC) and Dover District Council (DDC) on 16 April 2024 to review the proposed content for the TAN, following the agreed approach to produce this document in place of a full TA (and as an alternative to incorporating the contents of a TA into **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**). It was agreed that the TAN would include additional information where necessary but would otherwise direct the reader towards the relevant sections of other documents to reduce duplication between them.

2.1.4 As confirmed by email on 21 October 2024, National Highways also agreed that the production of this TAN is appropriate in place of a full TA. This TAN includes further details relating to the SRN in Section 7 in response to feedback received from National Highways.

2.1.5 In view of the above, this TAN has been prepared to identify where the information that would typically form part of a standalone TA can be found based on the other chapters and reports which have been prepared for the Kent Onshore Scheme. An assessment of PRoW closures and diversions is set out within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** and **Application Document 7.5.9.2 Outline PRoWMP – Kent**.

3. Transport Assessment Guidelines

3.1.1 **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** includes a section on National Policy and references the National Planning Practice Guidance (NPPG), which provides advice on when a TA or Transport Statement is required and what they should contain. A summary of the most relevant paragraphs of that section of the NPPG (Travel Plans, Transport Assessments and Statements), and where they are addressed in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** is provided below.

3.1.2 Paragraph 002 of the NPPG states that "*Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements*". Details of the embedded mitigation designed to minimise any impacts of the Proposed Project from the outset, and the assessment of the impacts and likely significant effects with this embedded mitigation in place are provided in Sections 7.8 and 7.9 respectively in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

3.1.3 Paragraphs 004 and 005 of the NPPG state that "*Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".* Details of the embedded mitigation designed to minimise any impacts of the Proposed Project from the outset, and the assessment of the impacts and likely significant effects with this embedded mitigation in place are provided in Sections 7.8 and 7.9 respectively in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

3.1.4 Paragraph 006 of the NPPG states that TAs *"Support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable*". Section 9 of the National Planning Policy Framework (NPPF) provides details of the elements of the NPPF that are relevant to **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** and where these are covered, whilst **Application Document 7.5.1.2 Outline CTMTP – Kent** outlines the measures of implementing sustainable travel in the construction phase as well as road safety considerations in Section 7.

3.1.5 Paragraph 007 of the NPPG states that TAs should be *"Established at the earliest practicable possible stage of a development proposal"* and *"be tailored to particular local circumstances".* In addition, they should *"be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency* [now National Highways] *where there may be implications for the strategic road network and other relevant bodies*". Details regarding scoping meetings held with KCC Highways to agree the scope of the Traffic and Transport chapter and the approach for the supporting deliverables are held in **Application Document 6.3.3.7.B Appendix 3.7.B Traffic and Transport Thematic Meeting Minutes**. In terms of addressing feedback received from National Highways in the Scoping Opinion, the Proposed Project is not expected to result in any adverse

impacts on the SRN as set out within Section 7.3 of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** and Section 7 of this TAN.

3.1.6 Paragraphs 013 to 015 of the NPPG provide further details of when a TA is required, how the need and scope of a TA should be established and what information should be included. **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** includes the components which typically form part of a TA, and this TAN signposts where the information that would typically form part of a standalone TA can be found based on the other chapters and reports which have been prepared for the Kent Onshore Scheme. This TAN has been informed by consultation with KCC as the local highway authority, as well as National Highways.

4. Transport Assessment Component Index

4.1.1 There is no standard structure for a Transport Assessment set out in the NPPG guidance. However, the following list sets out a typical report structure for a TA based on previous experience of preparing such documents. The list identifies where the information that would typically be provided under these headings in a standalone TA can be found within the ES as a whole:

- Site location and existing use – **Application Document 6.2.1.1 Part 1 Introduction Chapter 1 Introduction**;
- Policy context:
  - **Application Document 6.2.1.2 Part 1 Introduction Chapter 2 Regulatory and Planning Policy Context**;
  - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.2 Regulatory and Planning Context;
  - **Application Document 7.5.1.2 Outline CTMTP – Kent**, Section 4 Best Practice and Policy;
  - **Section 5** of this TAN, with respect to National Planning Practice Guidance (NPPG) and when a TA or Transport Statement is required and what they should contain.
- Consultation:
  - **Application Document 6.2.1.6 Part 1 Introduction Chapter 6 Scoping Opinion and EIA Consultation**;
  - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.3 Scoping Opinion and Consultation (supported by **Application Document 6.3.3.7.B Appendix 3.7.B Traffic and Transport Thematic Meeting Minutes**); and
  - Section 2 of this TAN, with respect to agreeing the approach for this TAN.
- Accessibility appraisal:
  - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.7 Baseline Conditions;
  - **Application Document 7.5.1.2 Outline CTMTP – Kent**, Section 2 Existing Conditions; and
  - **Application Document 6.4.3.7.4 Walking and Cycling Routes (including PRoW)** and **Application Document 6.4.3.7.6 Road Link and Road Junction Receptors**.
- Collision review:
  - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.7 Baseline Conditions includes a review of collisions across the study

area and a comparison of collision rates with national road safety statistics. The full collision data is held in **Annex A** of this TAN; and

  - Section 6 of this TAN provides commentary on the locations assessed as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** that recorded five or more collisions within the five-year period (representing at least one collision per year).

- Development proposals:

  - **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**; and

  - **Application Document 7.5.1.2 Outline CTMTP – Kent**, which includes further details of the proposals during the construction phase, including access points. The locations of the additional permanent (operational) access points are summarised in Section 8 of this TAN.

- Future baseline:

  - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.7 Baseline Conditions (supported by **Application Document 6.3.3.7.D Appendix 3.7.D Baseline Traffic Movements**); and

  - **Application Document 7.5.1.2 Outline CTMTP – Kent**, Section 3 Future Highway Network.

- Trip attraction and distribution including construction vehicle routing:

  - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.9 Assessment of Impacts and Likely Significant Effects (supported by **Application Document 6.3.3.7.E Appendix 3.7.E Construction Worker Trip Distribution**, **Application Document 6.3.3.7.F Appendix 3.7.F Saturday Trip Generation Tables** and **Application Document 6.3.3.7.G Appendix 3.7.G Traffic Flow Diagrams**);

  - **Application Document 7.5.1.2 Outline CTMTP – Kent**, Section 5 Construction Movements and Section 6 Site Access and Vehicle Routing;

  - Section 7 of this TAN with respect to estimating peak construction vehicle trips on the SRN (including **Annex B** for the construction worker trip distribution); and

  - **Application Document 6.4.3.7.2 HGV Routing Plan and Application Document 6.4.3.7.3 Abnormal Load Routing Plan**.

- Cumulative development:

  - **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects** contains the cumulative assessment; and

  - Section 9 of this TAN provides further details of the developments which have been included as part of the cumulative assessment, including the approach for identifying forecast vehicle trips and potential impacts on the walking and cycling network.

- Assessment methodology:

  - **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**; and
  - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.4 Approach and Methodology, Section 7.5 Basis of Assessment and Section 7.6 Study Area.
- Pedestrians and cyclists:
  - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.7 Baseline Conditions, Section 7.8 Proposed Project Design and Embedded Mitigation and Section 7.9 Assessment of Impacts and Likely Significant Effects;
  - **Application Document 7.5.1.2 Outline CTMTP – Kent**, Section 2 Existing Conditions and Section 7 Management and Mitigation; and
  - **Application Document 7.5.9.2 Outline PRoWMP – Kent** (full document).
- Highway assessment – **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.9 Assessment of Impacts and Likely Significant Effects (supported by **Application Document 6.3.3.7.H Appendix 3.7.H Preliminary Highway Impact Assessment** and **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**).
- Highway junction capacity modelling – the Proposed Project is not expected to result in any significant traffic and transport effects including, with regard to Driver Delay, at junctions (see **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.9 Assessment of Impacts and Likely Significant Effects). Nonetheless, junction capacity modelling has been carried out for three junctions within the Kent study area (the Ebbsfleet, Sevenscore and Minster roundabouts) at the request of the Examining Authority (First Written Question 1TT11) and following a meeting with KCC Highways on 15 January 2026. The results are presented within Section 10 and **Annex C** of this TAN;
- Access layouts, visibility splays and vehicle swept paths – details of these are provided in **Application Document 7.5.1.2 Outline CTMTP – Kent** and **Application Document 2.13.2 Design and Layout Drawings – Kent**;
- Mitigation:
  - **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.8 Proposed Project Design and Embedded Mitigation and Section 7.10 Additional Mitigation and Enhancement Measures;
  - **Application Document 7.5.1.2 Outline CTMTP – Kent**, Section 7 Management and Mitigation;
  - **Application Document 7.5.3.2 Construction Environmental Management Plan Appendix B Register of Environmental Actions and Commitments**; and
  - **Application Document 7.5.9.2 Outline PRoWMP – Kent** (full document).
- Conclusion – **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, Section 7.11 Residual Effects and Conclusions.

5. Traffic and Transport Assessment Summary

5.1.1 An assessment of the peak construction phase for the Kent Onshore Scheme (2030), including for the weekday network peak hours (8am-9am and 5pm-6pm), development (shoulder) peak hours (7am-8am and 6pm-7pm), as well as 12-hour weekday (7am-7pm), 24 hour (daily) and Saturday lunchtime (12pm-1pm) has been carried out and is reported within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. The chapter includes an assessment of Severance, Pedestrian Delay, Non-Motorised User Amenity, Fear and Intimidation, Driver Delay, Road Safety, Hazardous/ Large Loads, and PRoW Diversions and Closures. The assessment of Road Safety and Hazardous/ Large Loads is informed by the full set of Personal Injury Accident (PIA) data obtained from KCC Highways (see **Annex A**).

5.1.2 The proposed working hours are designed to minimise additional construction worker vehicle trips on the surrounding highway network at the busiest times (during the network peak hours) and peak construction traffic levels will be short-term and temporary in duration. Therefore, no potential for significant effects have been identified for the assessment of Driver Delay at junctions based on queue length surveys carried out at these junctions during the weekday AM and PM peak periods.. Junction capacity modelling has nonetheless been carried out at three junctions within the Kent study area (namely, the Ebbsfleet, Sevenscore and Minster roundabouts) at the request of the Examining Authority (First Written Question 1TT11) and following a meeting with KCC Highways on 15 January 2026. The results are presented within Section 10 and **Annex C** of this TAN.

5.1.3 As identified above, the focus of the traffic and transport assessment is on the construction phase. The Proposed Development is not expected to have any impacts during the operational and maintenance phase, as vehicle movements associated with the operation of the site and maintenance requirements are anticipated to be infrequent and low. Therefore, additional traffic movements during the operational phase are not anticipated to have a significant effect on the transport network or receptors. As such, an assessment of the operational phase has been scoped out. This position was confirmed by the Planning Inspectorate in the Scoping Opinion published in December 2022 (**Application Document 6.15 Scoping Opinion 2022**).

5.1.4 The **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** concludes that no significant effects related to traffic and transport are likely to result from the Proposed Project during any phase, with embedded mitigation in place, as all effects have either been categorised as minor adverse or negligible. As such, no additional mitigation to that already identified within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, **Application Document 7.5.1.2 Outline CTMTP – Kent** and **Application Document 7.5.9.2 Outline PRoWMP – Kent** is considered to be necessary.

5.1.5 The cumulative assessment work is reported in **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects** and informed by the approach outlined within Section 9 of this TAN.

6. Collision Data Analysis

6.1 Introduction

6.1.1 **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** provides a summary of the Personal Injury Accident (PIA) data obtained from KCC for the most recently available five-year period for the highway network within the agreed study area.

6.1.2 This section of the TAN provides further commentary on the road links or junctions where five or more collisions occurred (representing at least one collision per year), looking further into detail regarding the causes of collisions and their severity and the types of vehicles involved.

6.2 A299 Hengist Way, between the Monkton and Minster Roundabouts (K-RL1)

6.2.1 A total of ten collisions occurred on this link for the most recently available five-year period, eight of which were slight in severity, and two were serious in severity.

6.2.2 Of the ten collisions, four involved cars only, two involved cars and HGVs (of which one also involved a pedestrian), two involved motorcyclists, one involved a car and a Light Goods Vehicle (LGV) and one involved a car and a cyclist.

6.2.3 Out of the two serious collisions, one involved a car and cyclist and the other involved a car and motorcyclist. The causation factor of the former was attributed to a gust of wind which caused the cyclist to move onto the outside lane of the carriageway and to collide with the car. The causation of the latter was at least partly attributed to the driver of the car having a medical episode which impaired the driver and resulted in a collision with the motorcyclist.

6.2.4 Out of the two collisions involving a car and HGV, one was attributed to the car driver not seeing the HGV slow down due to the glare of the sun and the other collision was attributed to a car going through a red light (which also involved a collision with a pedestrian).

6.2.5 Overall, there were no common causation factors of the collisions recorded on this link to suggest there are safety concerns with the link. Nonetheless, this link has been attributed with a very high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

6.3 A299 Hengist Way, between the Minster and Cliffsend Roundabouts (K-RL2)

6.3.1 A total of 13 collisions occurred on this link for the most recently available five-year period, ten of which were slight in severity and three were serious in severity.

6.3.2 Of the 13 collisions, eight involved cars only, two involved cars and HGVs, two involved cars and LGVs and one involved a car, taxi and LGV.

6.3.3 The three serious collisions either involved a car and HGV, three cars, or a car and LGV. The collision involving a car and HGV was attributed to the car stopping after suspectedly breaking down, causing the HGV to collide with the car (despite the car driver attempting to place a reflective triangle on the road). The incident involving three cars was attributed to one of the cars stopping on the carriageway to check on the welfare of a pedestrian walking in the central reservation. The collision involving the car and LGV was attributed to the LGV colliding with the car as it joined the carriageway from the roundabout.

6.3.4 Overall, there were no common causation factors of the collisions recorded on this link to suggest there are safety concerns with the link. Nonetheless, this link has been attributed with a very high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

6.4 A256 Richborough Way, between the Sevenscore and Ebbsfleet Roundabouts (K-RL5)

6.4.1 A total of eight collisions occurred on this link for the most recently available five-year period, five of which were slight in severity and three were serious in severity.

6.4.2 Of the eight collisions, five involved cars only, one involved a tractor and motorcyclist, one involved a LGV and motorcyclist and one involved a car and LGV.

6.4.3 The three serious collisions either involved a tractor and motorcyclist, a motorcyclist and LGV, or a car only. Two of the collisions were attributed to a driver failing to look properly resulting in a collision with the vehicle in-front, whilst the causation factor of the other serious collision was attributed to the wet and slippery carriageway surface causing the vehicle to aquaplane.

6.4.4 Overall, there were no common causation factors of the collisions recorded on this link to suggest there are safety concerns with the link. This link has been attributed with a medium level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, in consideration of the collision rate for this link which is below the national average for a rural A-road.

6.5 Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout) (K-RL7)

6.5.1 A total of six collisions occurred on this link for the most recently available five-year period, five of which were slight in severity and one was serious in severity.

6.5.2 Of the six collisions, two involved a car and a motorcyclist, two involved a vehicle and a cyclist, one involved a car and an HGV, and one involved three vehicles (one car and two LGVs).

6.5.3 The serious collision involved a motorcyclist being struck by a car from behind after attempting to turn to Courtlands Close from Sandwich Road. The slight collision involving an HGV occurred after a car driver (under the influence of alcohol) lost control of their vehicle and collided with a stationary tanker.

6.5.4 Overall, there were no common causation factors of the collisions recorded on this link to suggest there are safety concerns with the link. This link has been attributed with a

medium level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

6.6 A299/ A253/ Willets Hill (Monkton Roundabout) (K-RJ1)

6.6.1 A total of ten collisions occurred at this junction for the most recently available five-year period, nine of which were slight in severity and one was serious in severity.

6.6.2 Of the ten collisions, four involved cars only, two involved a car and cyclist, and the remaining four collisions either involved a car and HGV, a car and LGV, a car and motorcyclist or an LGV only.

6.6.3 The serious collision involved a single car and was attributed to the car travelling at excessive speed and failing to stop at the roundabout, causing the car to flip onto its roof. The slight collision between the car and HGV was attributed to the car attempting to overtake the HGV on the roundabout with limited available space, causing the two vehicles to collide.

6.6.4 Overall, there were no common causation factors of the collisions recorded at this junction to suggest there are safety concerns with the link. Nonetheless, this junction has been attributed with a very high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

6.7 A299/ B2190/ Tothill Street (Minster) Roundabout (K-RJ2)

6.7.1 A total of seven collisions occurred at this junction for the most recently available five-year period, six of which were slight in severity and one was serious in severity.

6.7.2 Of the seven collisions, three involved cars only, and the remaining four collisions either involved a car and HGV, a car and cyclist, a car and motorcyclist, or LGVs only.

6.7.3 The serious collision involved a car and cyclist and was at least partly attributed to the car driver not looking properly at the roundabout prior to colliding with the cyclist. The slight collision between the car and HGV was attributed to the HGV cutting across the car's path, causing the car to spin out of control after a collision.

6.7.4 Overall, there were no common causation factors of the collisions recorded at this junction to suggest there are safety concerns with the link. Nonetheless, this junction has been attributed with a high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

6.8 A299/ A256/ Cottington Link Road (Sevenscore) Roundabout (K-RJ4)

6.8.1 A total of nine collisions occurred at this junction for the most recently available five-year period, eight of which were slight in severity and one was serious in severity.

6.8.2 Of the nine collisions, five involved cars only, two involved a car and motorcyclist, one involved a car and LGV and one involved a car and HGV.

6.8.3 The serious collision involved a car and LGV, which was at least partly attributed to the car travelling at excessive speed prior to colliding with the LGV at the roundabout when both vehicles subsequently mounted the roundabout. The slight collision between the car and HGV was at least partly attributed to the HGV being in the incorrect lane at the roundabout by trying to turn left in the right lane.

6.8.4 Overall, there were no common causation factors of the collisions recorded at this junction to suggest there are safety concerns with the link. Nonetheless, this junction has been attributed with a high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

7. Strategic Road Network

7.1 Introduction

7.1.1 In response to the Statutory Consultation, which took place from 24 October to 18 December 2023, National Highways provided comments regarding the Kent Onshore Scheme on 12 December 2023. The comments and subsequent correspondence informed this assessment of the potential for effects on the SRN.

7.2 Walking, Cycling and Horse-riding Assessment Report (WCHAR)

7.2.1 In a letter dated 12 December 2023, National Highways requested that a Walking, Cycling and Horse-riding Assessment Report (WCHAR) should be produced. However, it was subsequently agreed (with National Highways, by email on 21 October 2024) that a WCHAR would not be necessary given that the Order Limits are sufficiently far from the SRN (see below). The Proposed Project would not result in any pedestrians or cyclists near the SRN and there are not expected to be any construction vehicle impacts on the SRN for non-motorised users. Therefore, a WCHAR has not been prepared.

7.3 Development Traffic Flow Impact on the SRN

7.3.1 For the Kent Onshore Scheme, the two nearest SRN junctions are the M2 Junction 7 with the A2 (circa 35 km to the east of the Order Limits) and the junction between the A2 and A256 in Dover (circa 23 km to the south of the Order Limits). Therefore, both areas fall a significant distance beyond the Order Limits and have not been assessed as part of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** for the Kent Onshore Scheme.

7.3.2 In comments received by email on 21 October 2024, National Highways requested evidence of how the Kent Onshore Scheme may affect the nearest SRN junctions (identified above). This section therefore details the forecast peak daily construction vehicle trips on the SRN, following on from the trip distribution work as described in Section 7.9 of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

7.3.3 Table 7.1 below presents the forecast peak daily construction movements for the Kent Onshore Scheme (as presented within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**) which has been used to inform the number of trips expected on the SRN.

Table 7.1 Forecast peak daily construction vehicle movements (all accesses, weekday profile, 2026)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	81	0	6	5	0	0	87	5	92
08:00-09:00	0	0	5	6	14	14	19	20	39
09:00-10:00	0	0	6	5	13	13	19	18	37
10:00-11:00	0	0	5	6	12	12	17	18	35
11:00-12:00	0	0	6	5	12	12	18	17	35
12:00-13:00	0	0	5	6	13	13	18	19	37
13:00-14:00	0	0	6	5	12	12	18	17	35
14:00-15:00	0	0	5	6	12	12	17	18	35
15:00-16:00	0	0	6	5	10	10	16	15	31
16:00-17:00	0	0	5	6	7	7	12	13	25
17:00-18:00	0	0	5	5	3	3	8	8	16
18:00-19:00	0	81	5	5	0	0	5	86	91
Total	**81**	**81**	**65**	**65**	**108**	**108**	**254**	**254**	**508**

7.3.4 In order to identify peak daily construction vehicle trips on the SRN, trip distributions were derived and then applied to the peak daily trip generations for the Kent Onshore Scheme. These were informed by 2021 Census data for construction staff, as per the approach taken for the main assessment work detailed in Section 7.9 of **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. The associated calculations and resulting distribution for construction workers for the SRN (A2 south and M2 west) is provided in **Annex B**.

7.3.5 The distribution of HGVs and LGVs on the SRN has also been taken forward from the main assessment work, which is worst-case, where the majority of trips are expected to enter/ exit the study area via the A299 (west) and M2 (west). This is because this part of the highway network ultimately serves the majority of Kent and routes to/from London and further afield. For the A2 (south) a much lower percentage profile was adopted for HGVs and LGVs due to the limited number of routes to/ from the south.

7.3.6 Further details of the methodology and calculations are provided in **Application Document 6.3.3.7.E Appendix 3.7.E Construction Worker Trip Distribution**, and the adopted distribution of construction vehicle trips across the highway network is illustrated on the traffic flow diagrams held in **Application Document 6.3.3.7.G Appendix 3.7.G Traffic Flow Diagrams**.

7.3.7 Following this, Table 7.2 below shows the distribution assumptions for trips assigned to the SRN.

Table 7.2 Forecast SRN trip distribution

Vehicle Type	A2 (S)	M2 (W)	Non-SRN	Total
HGV	10%	80%	10%	100%
LGV	10%	65%	25%	100%
Staff	15%*	50%*	35%	100%

*values rounded up from 12% (A2 south) and 48% (M2 west) for robustness (see **Annex B** for calculations)

7.3.8 Based on Table 7.1 and Table 7.2, the peak daily trips on the SRN are shown in Table 7.3 and Table 7.4 below which are for the busiest day of the programme for the Kent Onshore Scheme.

Table 7.3 Forecast peak daily construction vehicle movements on the A2 (south)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	13	0	1	0	0	0	14	0	14
08:00-09:00	0	0	0	1	2	2	2	3	5
09:00-10:00	0	0	1	0	2	2	3	2	5
10:00-11:00	0	0	0	1	1	1	1	2	3
11:00-12:00	0	0	1	0	1	1	2	1	3
12:00-13:00	0	0	0	1	1	1	1	2	3
13:00-14:00	0	0	1	0	1	1	2	1	3
14:00-15:00	0	0	0	1	1	1	1	2	3
15:00-16:00	0	0	1	0	1	1	2	1	3
16:00-17:00	0	0	0	1	1	1	1	2	3
17:00-18:00	0	0	1	0	0	0	1	0	1
18:00-19:00	0	13	0	1	0	0	0	14	14
Total	**13**	**13**	**6**	**6**	**11**	**11**	**30**	**30**	**60**

Table 7.4 Forecast peak daily construction vehicle movements on the M2 (west)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	41	0	4	3	0	0	45	3	48
08:00-09:00	0	0	4	4	11	11	15	15	30
09:00-10:00	0	0	4	4	10	10	14	14	28
10:00-11:00	0	0	3	4	10	10	13	14	27
11:00-12:00	0	0	4	3	10	10	14	13	27
12:00-13:00	0	0	3	4	10	10	13	14	27
13:00-14:00	0	0	4	3	10	10	14	13	27
14:00-15:00	0	0	3	4	10	10	13	14	27
15:00-16:00	0	0	4	3	8	8	12	11	23
16:00-17:00	0	0	3	4	6	6	9	10	19
17:00-18:00	0	0	3	3	2	2	5	5	10
18:00-19:00	0	41	3	3	0	0	3	44	47
Total	**41**	**41**	**42**	**42**	**87**	**87**	**170**	**170**	**340**

7.3.9 It is evident from Table 7.3 and Table 7.4 that construction vehicle trips on the SRN during the network peak hours of 8am to 9am and 5pm to 6pm would not exceed 30 vehicles per hour during the busiest day. Where flows exceeding this are forecast, these would occur during the development 'shoulder' peak hours (7am-8am and 6pm-7pm) and managed through the measures set out within **Application Document 7.5.1.2 Outline CTMTP – Kent**.

7.3.10 Further to the tables above, a flow diagram has been created to show the peak daily trips (12-hour weekday) travelling between the study area for the Kent Onshore Scheme and the SRN, shown in Plate 7.1 below (note peak daily traffic flows for the A299 and A256 within the study area have been taken from **Application Document 6.3.3.7.G Appendix 3.7.G Traffic Flow Diagrams**).

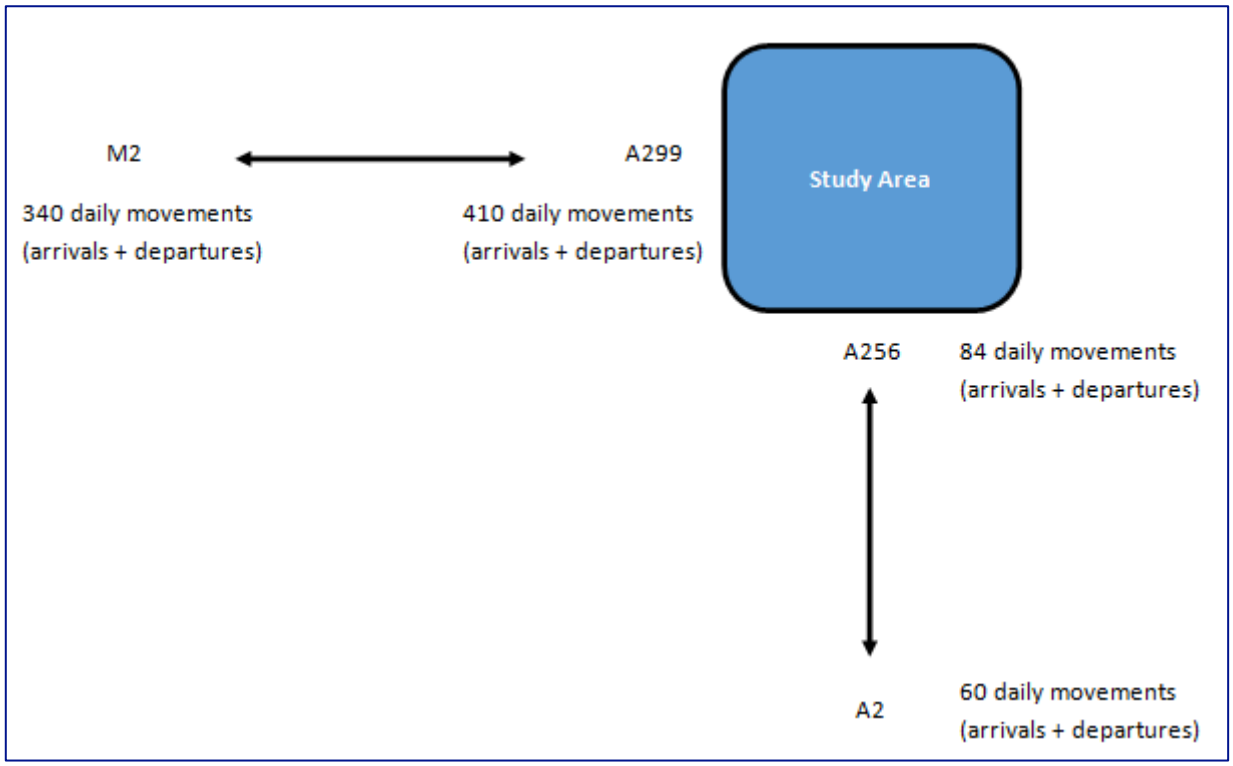


Plate 7.1 Forecast peak daily trips between the study area and SRN

7.3.11 The above shows that there will be fewer construction vehicle trips on the SRN than the levels assessed within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** for the local highway network within the study area. Therefore, based on the main assessment in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, which concludes that there are not expected to be any significant effects on the highway network as a result of the Proposed Project, the lower levels of forecast construction vehicle movements on both the A2 (south) and M2 (west) are similarly not expected to have an impact on the SRN.

8. Permanent Access Points

8.1.1 For the Kent Onshore Scheme, the construction access point (K-BM02) on the A256 Richborough Way will be retained as a permanent (operational) access point for the future maintenance of the Substation and Converter Station. Further details of this access point are provided within **Application Document 7.5.1.2 Outline CTMTP – Kent**. The proposed location and layout of this permanent access point is also shown within **Application Document 2.13.2 Design and Layout Drawings – Kent**.

8.1.2 Several permanent (operational) access routes will also be used by light vehicles to access the Order Limits for the full lifespan of the Proposed Project, including for monitoring purposes and to access parcels of land for ecological mitigation and enhancement. These will utilise existing routes including the A256, the Pegwell Road access track towards landfall (via Sandwich Road), Cottington Lane to the east of the A256 and Ebbsfleet Lane North to the west of the A256, as well as Marsh Farm Road and Whitehouse Drove. Agreements will be established with the relevant landowners to access permanent works (e.g. cables passing through fields), using existing tracks and field entrances where possible.

9. Cumulative Developments

9.1 Introduction

9.1.1 The assessment of cumulative developments is set out within **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. The following cumulative developments have been included as part of the cumulative assessment for traffic and transport, based on the developments identified on the short-list:

- Manston Airport (ID10) – construction phase (peak trips) and operational phase (50% operational trips);
- Land on the West Side of Tothill Street (ID 329) – full operational phase;
- Land to the East Side of Preston Road and South of Manston Court Road (ID 365) – construction phase (peak trips) and operational phase (75% operational trips);
- Land to the East of New Haine Road (ID 366) – full operational phase;
- Land on the North East Side of Nash Road (ID 398) – construction phase (peak trips) and operational phase (50% operational trips);
- Land North and East of Canterbury Road (ID 441) – construction phase (peak trips) and operational phase (50% operational trips);
- Land South of Westgate and Garlinge (ID 443) – construction phase (peak trips) and operational phase (50% operational trips);
- Land on South Side of Manston Court Road and West Side of Haine Road (ID 447) – construction phase (peak trips) and operational phase (75% operational trips);
- Land on the North West and South East Sides of Shottendane Road (ID 449) – full operational phase; and
- Land at New Haine Road (Spitfire Green) (ID 511) – construction phase (peak trips), with no increase in trips expected through the study area during the operational phase.

9.1.1 Further details relating to the above developments in terms of the phases assessed, associated trip generations/ distributions are provided below. The overall trip generation tables for all of the cumulative schemes combined are contained within **Application Document 6.3.3.13.B Appendix 3.13.B Kent Cumulative Traffic Flows**. It should be noted that no cumulative impacts are expected on the walking and cycling network (including PRoW) as a result of these cumulative developments due to their location.

9.1.2 Further information on the schemes which have been scoped out of the assessment, including the justifications for excluding these, are provided within the relevant tables within **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**.

9.2 Manston Airport (ID10)

9.2.1 The Manston Airport (ID10) site is located circa 1 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Manston Airport (ID10) includes 100% construction traffic and 50% operational traffic on the assumption that this development would be partially built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.

9.2.2 The trip generation and distribution in terms of peak hour and daily construction traffic forecasts (both total vehicles and HGVs) has been taken from Table 6.1 of the Preliminary Construction Traffic Management Plan for the construction traffic and peak hour operational traffic forecasts have been taken from the traffic flow diagrams on pages 84-86 of the Transport Assessment (TA) for the operational traffic (PINS Ref: TR020002). Daily operational trips across the network have been based on the 24-hour trip generation in Section 6.4 of the TA, when compared against the AM, PM and airport peak hour trip generations. To inform the distribution of construction traffic through the study area, it has been assumed that 50% vehicles would travel to/from the A299 (West) and 50% vehicles would travel to/from the A256 (South), with all construction vehicles using the A299 (East) to provide a robust assessment.

9.3 Land on the West Side of Tothill Street (ID 329)

9.3.1 The residential development, Land on the West Side of Tothill Street (ID 329) site is located circa 1.3 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land on the West Side of Tothill Street (ID 329) includes 100% operational traffic on the assumption that this development would be fully built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust assessment as operational trips associated with this scheme are expected to be higher than construction trips.

9.3.2 The trip generation and distribution in terms of peak hour forecasts (total vehicles) has been taken from the traffic flow diagrams in Appendix K of the TA (TDC Planning Application Ref: OL/TH/18/1488). Daily operational trips have been determined based on the TRICS output held in Appendix J of the TA, where a factor of 4.34 has been applied to the combined AM and PM peak hour trips.

9.4 Land to the East Side of Preston Road and South of Manston Court Road (ID 365)

9.4.1 The residential development, Land to the East Side of Preston Road and South of Manston Court Road (ID 365) site is located circa 2.7 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land to the East Side of Preston Road and South of Manston Court Road (ID 365) includes 100% construction traffic and 75% operational traffic on the assumption that this development would be largely built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.

9.4.2 The trip generation in terms of peak hour and daily construction traffic forecasts has been taken from Table D5.1 of the Construction and Environmental Management Plan (CEMP) for the construction traffic (both total vehicles and HGVs) and peak hour

operational traffic forecasts have been taken from the traffic flow diagrams held in Appendix H of the Transport Assessment for the operational traffic (TDC Planning Application Ref: OL/TH/23/1592). In the absence of a daily operational trip generation, a robust factor of 4.63 has been applied to the combined AM and PM peak hour trips to estimate daily trips across the network, which is associated with a TRICS output associated with scheme ID 447. The construction vehicle trip distribution has been informed by that adopted for the Proposed Project (based on HGVs and staff), based on trips expected to pass through the study area to/ from the A299 West and the A256 South to provide a robust assessment.

9.5 Land to the East of New Haine Road (ID 366)

9.5.1 The commercial and healthcare development, Land to the East of New Haine Road (ID 366) site is located circa 2.6 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land to the East of New Haine Road (ID 366) includes 100% operational traffic on the assumption that this development would be fully built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust assessment as operational trips associated with this scheme are expected to be higher than construction trips.

9.5.2 The trip generation and distribution in terms of peak hour forecasts has been taken from Table 5.3 of the TA (TDC Planning Application Ref: OL/TH/23/1606), based on zones 4-8 (representing trips travelling to/from the study area to the south). Additional trips identified in Table 2.3 of the TA Addendum have also been included for the PM peak (there was no change in trips during the AM peak). In the absence of a daily operational trip generation, a robust factor of 4.63 has been applied to the combined AM and PM peak hour trips to estimate daily trips across the network, which is associated with a TRICS output associated with scheme ID 447. The trip distribution for the network within the study area (A299 and A256) has been informed by the proposed trip distribution for the Proposed Project (based on staff). It has been assumed that all trips assigned to the A299 West and A256 South would travel through the study area to provide a robust assessment.

9.6 Land on the North East Side of Nash Road (ID 398)

9.6.1 The residential development, Land on the North East Side of Nash Road (ID 398) site is located circa 4 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land on the North East Side of Nash Road (ID 398) includes 100% construction traffic and 50% operational traffic on the assumption that this development would be partially built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.

9.6.2 The trip generation in terms of daily construction traffic forecasts has been taken from page 15 of the ES Transport chapter for the construction traffic (both HGVs and total vehicles) and peak hour operational traffic forecasts have been taken from Table 6.5 of the Transport Assessment for the operational traffic (TDC Planning Application Ref: OL/TH/23/0685). In the absence of a daily operational trip generation, a robust factor of 4.63 has been applied to the combined AM and PM peak hour trips to estimate daily trips across the network, which is associated with a TRICS output associated with scheme ID 447. The construction vehicle and operational vehicle trip distribution has been informed by that adopted for the Proposed Project (based on HGVs, LGVs and

staff for construction vehicles, and staff for operational vehicles), based on trips expected to travel through the study area to/ from the A299 West and the A256 South to provide a robust assessment.

9.7 Land North and East of Canterbury Road (ID 441)

9.7.1 The mixed-use development, Land North and East of Canterbury Road (ID 441) site is located circa 3.7 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land North and East of Canterbury Road (ID 441) includes 100% construction traffic and 50% operational traffic on the assumption that this development would be partially built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.

9.7.2 The trip generation in terms of daily construction traffic forecasts has been taken from page 12 of the ES Traffic and Transport chapter for the construction traffic (HGVs) and peak hour operational traffic forecasts have been taken from Table 6.12 of the TA for the operational traffic (TDC Planning Application Ref: OL/TH/20/1755). It has been assumed that all construction staff would arrive during the AM peak hour and depart during the PM peak hour for robustness. Daily operational trips across the network have been determined based on the TRICS output held in Appendix K of the TA, where a factor of 4.16 has been applied to the combined AM and PM peak hour trips. The construction vehicle and operational vehicle trip distribution has been informed by that adopted for the Proposed Project (based on HGVs for construction vehicles, and staff for operational vehicles), based on trips expected to travel through the study area to/ from the A299 West, A299 East and the A256 South to provide a robust assessment.

9.8 Land South of Westgate and Garlinge (ID 443)

9.8.1 The residential development, Land South of Westgate and Garlinge (ID 443) site is located circa 4.9 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land South of Westgate and Garlinge (ID 443) includes 100% construction traffic and 50% operational traffic on the assumption that this development would be partially built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.

9.8.2 The trip generation in terms of daily construction traffic forecasts) has been taken from page 26 of the ES Traffic and Transport chapter for the construction traffic (both HGVs and total vehicles) and peak hour operational traffic forecasts have been taken from Table 7-8 of the TA for the operational traffic (TDC Planning Application Ref: OL/TH/20/1400). It has been assumed that all construction staff would arrive during the AM peak hour and depart during the PM peak hour for robustness. In the absence of a daily operational trip generation, a robust factor of 4.63 has been applied to the combined AM and PM peak hour trips to estimate daily trips across the network, which is associated with a TRICS output associated with scheme ID 447. The construction vehicle and operational vehicle trip distribution has been informed by that adopted for the Proposed Project (based on HGVs, LGVs and staff for construction vehicles, and staff for operational vehicles), based on trips expected to travel through the study area to/ from the A299 East and the A256 South to provide a robust assessment.

9.9 Land on South Side of Manston Court Road and West Side of Haine Road (ID 447)

9.9.1 The mixed-use development, Land on South Side of Manston Court Road and West Side of Haine Road (ID 447) site is located circa 2.3 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land on South Side of Manston Court Road and West Side of Haine Road (ID 447) includes 100% construction traffic and 75% operational traffic on the assumption that this development would be largely built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust approach by including traffic associated with both phases.

9.9.2 The trip generation and distribution in terms of daily construction traffic forecasts has been taken from page 13 of the ES Transport and Access chapter for construction traffic (both HGVs and total vehicles) and peak hour operational traffic forecasts have been taken from the traffic flow diagrams provided in Appendix H of the ES Transport and access chapter for the operational traffic (TDC Planning Application Ref: OL/TH/18/0261). It has been assumed that all construction staff would arrive during the AM peak hour and depart during the PM peak hour for robustness. Daily operational trips have been determined based on the TRICS output held in Appendix B of the TA, where a factor of 4.63 has been applied to the combined AM and PM peak hour trips. The construction vehicle trip distribution has been informed by that adopted for the Proposed Project (based on HGVs and staff), based on trips expected to travel through the study area to/ from the A299 West, A299 East and the A256 South to provide a robust assessment.

9.10 Land on the North West and South East Sides of Shottendane Road (ID 449)

9.10.1 The residential development, Land on the North West and South East sides of Shottendane Road (ID 449) site is located circa 4.4 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Land on the North West and South East sides of Shottendane Road (ID 449) includes 100% operational traffic on the assumption that this development would be fully built out (and therefore operational) during the construction phase of the Proposed Project. This is designed to provide a robust assessment as operational trips associated with this scheme are expected to be higher than construction trips.

9.10.2 The trip generation in terms of peak hour forecasts has been taken from Table 6.1 of the TA (TDC Planning Application Ref: OL/TH/20/0847). Daily operational trips have been determined based on the TRICS output held in Appendix A2 of the TA, where a factor of 4.22 has been applied to the combined AM and PM peak hour trips. The operational vehicle trip distribution has been informed by that adopted for the Proposed Project (based on staff), based on trips expected to travel through the study area to/ from the A299 East and A256 South to provide a robust assessment.

9.11 Land at New Haine Road (Spitfire Green) (ID 511)

9.11.1 The residential development, Land at New Haine Road (Spitfire Green) (ID 511) site is located circa 3 km to the north of the Order Limits for the Kent Onshore Scheme. The cumulative assessment of Spitfire Green (ID 511) includes 100% construction traffic on

the assumption that this development would not be fully built out/ operational during the construction phase of the Proposed Project. This is designed to provide a robust assessment as the scheme is not expected to result in an increase in operational trips within the study area (to the south) based on a comparison of the Do Minimum and Do Something traffic flow diagrams contained within the Transport Assessment.

9.11.2 The trip generation in terms of daily forecasts has been taken from Table 5.4 of the CEMP for the construction traffic (both HGVs and total vehicles) (TDC Planning Application Ref: F/TH/21/0417). It has been assumed that all construction staff would arrive during the AM peak hour and depart during the PM peak hour for robustness. The construction vehicle trip distribution has been informed by that adopted for the Proposed Project (based on HGVs and staff), based on trips expected to travel through the study area to/ from the A299 West and the A256 South to provide a robust assessment.

9.12 Conclusion

9.12.1 The assessment of cumulative developments within **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects** is considered to be robust based on the schemes and parameters adopted to identify forecast cumulative development trips on the highway network within the study area**. Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects** concludes that no significant cumulative effects on traffic and transport are expected as a result of construction traffic associated with the Kent Onshore Scheme when combined with construction/ operational traffic associated with other cumulative developments in isolation or when considering all cumulative developments combined. In terms of PRoW closures/ diversions, all the cumulative developments fall outside the Order Limits for the Kent Onshore Scheme and no cumulative effects on PRoW are expected.

10. Junction Capacity Modelling

10.1 Background

10.1.1 Highway junction capacity modelling has been carried out in response to the Examining Authority's First Written Question 1TT11. The proposed scope and methodology of the modelling was agreed with KCC Highways during a meeting on 15 January 2026. The following junctions have been modelled as agreed:

- A299/B2190/Tothill Street (Minster) Roundabout (K-RJ2);
- A299/A256/Cottington Link Road (Sevenscore) Roundabout (K-RJ4); and
- A256/Ramsgate Road/Jutes Lane (Ebbsfleet) Roundabout (K-RJ5).

10.1.2 This section provides a summary of the modelling results.

10.2 Methodology

10.2.1 The junction capacity modelling has been undertaken using the appropriate industry-standard software. This comprises ARCADY for conventional roundabouts, forming part of the Transport Research Laboratory's 'Junctions 11' suite. The 'One Hour' (formerly ODTab) option has been used to model a 90-minute period (the peak hour itself plus 15 minutes either side) with a synthesised flow profile which effectively assumes a busiest time within each peak AM and PM 90-minute period.

10.2.2 The existing operation of the junctions has been assessed based on the 2024 observed flows obtained from traffic surveys. For validation purposes, the modelled queues have then been compared against the actual queue lengths recorded by the 2024 traffic surveys for each junction to determine whether any calibration adjustments should be made. The ARCADY model for each junction has then been calibrated by applying capacity adjustments to certain arms where necessary, so that the modelled queues for each 60-minute period (network peaks) more closely reflect the queue lengths derived from the surveys during these network peaks. These calibration adjustments are shown within the model output files in **Annex C**.

10.2.3 To determine how closely the Base (2024) models reflect the observed queuing data, the Geoffrey E. Havers (GEH) statistic has been used, which is a formula used in traffic modelling as a measure of correlation between two datasets. This approach was also adopted for the junction assessments for the consented Manston Airport DCO as part of the junction modelling validation exercise for the same junctions. The following parameters have been referenced to compare the two sets of queues during the validation exercise, which are consistent with those adopted for the Manston Airport DCO (cited to provide an industry standard approach and also agreed with National Highways as part of the Manston Airport DCO):

- Red – GEH > 5 – the observed and modelled queues differ statistically and do not validate;

- Amber – GEH between 2 and 5 – the observed and modelled queues alter slightly from each other in terms of magnitude, but validation can be considered to be achieved;
- Green – GEH <2 – the observed and modelled queues are statistically the same – validation achieved.

10.2.4 The ARCADY results Tables (held within **Annex C**) provide the maximum Ratio of Flow to Capacity (RFC) values predicted for each arm, together with the maximum average queue (in vehicles) and the average overall delay incurred by each vehicle passing through the junction. An RFC value of 0.85 is usually taken to indicate that the manoeuvre is operating at practical capacity, while a value of 1.0 indicates that it is operating at theoretical capacity. Once a manoeuvre is operating at an RFC above 0.85 it becomes very sensitive to any increase in traffic, and the software is not well suited to model the impact of additional traffic on approaches already operating close to, or above theoretical capacity, tending to exaggerate the resultant increase in queue lengths.

10.2.5 The ARCADY results Tables also provide the Level of Service (LOS) values forecast for each arm, across the following categories:

- A = Free flow;
- B = Reasonably free flow;
- C = Stable flow;
- D = Approaching unstable flow;
- E = Unstable flow; and.
- F = Forced or breakdown flow.

10.3 Scenarios

10.3.1 The following scenarios have been modelled for each junction:

- 2024 Observed Baseline;
- 2030 Future Baseline (TEMPro background growth);
- 2030 Future Baseline + Proposed Project (busiest day);
- 2030 Future Baseline + Cumulative Development; and
- 2030 Future Baseline + Cumulative Development + Proposed Project (busiest day).

10.3.2 The following time periods have been modelled for each junction:

- AM Development Peak plus 15 minutes either side (6:45am-8:15am);
- AM Network Peak plus 15 minutes either side (7:45am-9:15am);
- PM Network Peak plus 15 minutes either side (4:45pm-6:15pm); and
- PM Development Peak plus 15 minutes either side (5:45pm-7:15pm).

10.3.3 The 2024 and 2030 Baseline traffic flows have been extracted from **Application Document 6.3.3.7.D ES Appendix 3.7.D Baseline Traffic Movements [APP-178]** based on the 2024 traffic surveys and growth factors derived from TEMPro. The peak

construction traffic flows for the Proposed Project have been taken from **Application Document 6.3.3.7.G ES Appendix 3.7.G Traffic Flow Diagrams [APP-181]** based on the highest traffic flows at each junction for a given period. The cumulative development traffic flows have been derived by following the approach set out within Section 9 of this TAN, with further interrogation to determine turning movements at each of the junctions and to make adjustments between the network and development peak hours where sufficient information was available (otherwise worst-case peak flows have been adopted for both network and development peaks).

10.3.4 The traffic flows which have informed the junction models for each of the scenarios and time periods identified above, are contained within the respective junction capacity modelling outputs in **Annex C**.

10.4 Minster Roundabout

Traffic Flow Summary

10.4.1 The total forecast traffic flows through the Minster Roundabout are presented in Table 10.1.

Table 10.1 Forecast change in traffic flows through Minster Roundabout

Scenario	AM Dev Peak (07:00-08:00)	AM Network Peak (08:00-09:00)	PM Network Peak (17:00-18:00)	PM Dev Peak (18:00-19:00)
2030 Base	3,766	4,027	3,600	2,344
Proposed Project (Busiest Day)	102	34	15	101
Total	3,869	4,061	3,615	2,445
% Increase	**2.7%**	**0.9%**	**0.4%**	**4.3%**
Cumulative Developments	579	555	679	612
Total (with 2030 Base)	4,345	4,582	4,278	2,956
% Increase	**15.4%**	**13.8%**	**18.8%**	**26.1%**
Proposed Project + Cumulative Developments	681	589	694	713
Total (with 2030 Base)	4,447	4,616	4,294	3,057
% Increase	**18.1%**	**14.6%**	**19.3%**	**30.4%**

10.4.2 The results from Table 10.1 indicate the following:

- Construction traffic associated with the Proposed Project (busiest day) will result in a less than 1% increase in traffic levels through the Minster Roundabout during each of the network peak hours (7am-8am; and 5pm-6pm), when compared to 2030 Base (Do Minimum);
- There will be fewer than the standard threshold for assessment of 30 additional traffic movements through the Minster Roundabout as a result of peak construction traffic during the PM network peak;
- Total traffic levels with peak construction traffic during the development peak hours (7am-8am / 6pm-7pm) will be below 2030 Base (Do Minimum) traffic levels during the network peak hours (8am-9am / 5pm-6pm); and
- Construction traffic associated with the Proposed Project (busiest day) represents around 6% (AM network peak) and 2% (PM network peak) of the total forecast increase in traffic through the Minster Roundabout when this is combined with cumulative development traffic.

10.4.3 Further to the above, average construction traffic levels through the Minster Roundabout during the peak construction phase (2030) will be around 46% lower than levels during the busiest day, further reducing the potential for impacts to arise as a result of the Proposed Project.

Junction Modelling Results

10.4.4 The junction geometry of the Minster Roundabout has been taken from the capacity modelling carried out for this junction as part of the Land at Tothill Street, Minster development, within Appendix L of the Transport Assessment (TDC Planning Application Ref: OL/TH/18/1488). This includes a recent capacity improvement made to the Tothill Street (southern) arm of the junction which was implemented after the traffic surveys in 2024, increasing both the approach and entry to the roundabout from one lane to two lanes.

10.4.5 Following an initial review of the 2024 Baseline modelling results for the AM and PM network peaks, the ARCADY model has been calibrated by applying capacity adjustments to the two A299 arms as well as the B2190 Minster Road (northern) arm, so that the modelled queues for each 60-minute period (network peaks) more closely reflect the queue lengths derived from the surveys during these network peaks. Separate AM and PM models have been created to allow appropriate adjustments to be made. The calibration adjustments have resulted in a GEH of <2 to be achieved for each arm during the AM and PM network peaks, confirming that the model validates and provides a robust platform for assessment. These calibration adjustments are shown within the model output files in **Annex C**. A calibration adjustment has not been made to the Tothill Street (southern) arm as this will operate with greater capacity and lower queuing than identified by 2024 queue length surveys, following the recent capacity improvement to this arm.

10.4.6 The ARCADY results for the Minster Roundabout are presented in **Annex C**.

10.4.7 The results show that when comparing the 2030 Base scenarios with and without the Proposed Project (excluding cumulative development traffic), that at least one arm of the junction is expected to exceed theoretical capacity (RFC value of 1.0) during the AM development peak, AM network peak and PM network peak hours under both assessment scenarios. The junction is expected to operate within capacity during the PM development peak hour with and without the Proposed Project.

10.4.8 The results show that when comparing the 2030 Base scenarios with and without the Proposed Project (including cumulative development traffic), that at least two arms of the junction are expected to exceed theoretical capacity (RFC value of 1.0) during the AM development peak, AM network peak and PM network peak hours under both assessment scenarios. During the PM development peak hour, one arm of the junction is forecast to exceed practical capacity (RFC value of 0.85) with and without the Proposed Project.

10.4.9 In summary, the Minster Roundabout is expected to operate over capacity during the peak construction year (2030) with and without the Proposed Project. The junction modelling undertaken as part of the Manston Airport DCO similarly showed this junction to operate over theoretical capacity (RFC value of 1.0) during the 2039 Future assessment year with and without Manston Airport traffic for both network peak hours.

10.4.10 In view of the above, it is not considered that peak construction traffic associated with the Proposed Project will materially affect the operation of this junction. Average construction traffic levels will also be around 46% lower through this junction than the levels modelled for the busiest day, further reducing the potential for impacts to arise as a result of the Proposed Project.

10.4.11 Further to the above, a Very High level of sensitivity was adopted for the assessment of Driver Delay at this junction within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067]** based on the queue length surveys at the Minster Roundabout, to acknowledge the very high levels of queuing currently experienced during the AM and PM network peak hours. Therefore, the findings of this assessment are considered to remain both valid and robust.

10.5 Sevenscore Roundabout

Traffic Flow Summary

10.5.1 The total forecast traffic flows through the Sevenscore Roundabout are presented in Table 10.2.

Table 10.2 Forecast change in traffic flows through Sevenscore Roundabout

Scenario	AM Dev Peak (07:00-08:00)	AM Network Peak (08:00-09:00)	PM Network Peak (17:00-18:00)	PM Dev Peak (18:00-19:00)
2030 Base	3,856	4,030	3,498	2,166
Proposed Project (Busiest Day)	127	40	18	167
Total	3,983	4,070	3,515	2,333
% Increase	**3.3%**	**1.0%**	**0.5%**	**7.7%**
Cumulative Developments	768	662	716	644
Total (with 2030 Base)	4,624	4,692	4,214	2,811

Scenario	AM Dev Peak (07:00-08:00)	AM Network Peak (08:00-09:00)	PM Network Peak (17:00-18:00)	PM Dev Peak (18:00-19:00)
% Increase	**19.9%**	**16.4%**	**20.5%**	**29.7%**
Proposed Project + Cumulative Developments	896	702	734	811
Total (with 2030 Base)	4,752	4,732	4,231	2,977
% Increase	**23.2%**	**17.4%**	**21.0%**	**37.4%**

10.5.2 The results in Table 10.2 indicate the following:

- Construction traffic associated with the Proposed Project (busiest day) will result in a maximum 1% increase in traffic levels through the Sevenscore Roundabout during each of the network peak hours, when compared to 2030 Base (Do Minimum);
- There will be fewer than the standard threshold for assessment of 30 additional traffic movements through the Sevenscore Roundabout as a result of peak construction traffic during the PM network peak;
- Total traffic levels with peak construction traffic during the development peak hours (7am-8am/6pm-7pm) will be below 2030 Base (Do Minimum) traffic levels during the network peak hours (8am-9am / 5pm-6pm); and
- Construction traffic associated with the Proposed Project (busiest day) represents around 6% (AM network peak) and 2% (PM network peak) of the total forecast increase in traffic through the Sevenscore Roundabout when this is combined with cumulative development traffic.

10.5.3 Further to the above, average construction traffic levels through the Sevenscore Roundabout during the peak construction phase (2030) will be around 41% lower than levels during the busiest day, further reducing the potential for impacts to arise as a result of the Proposed Project.

Junction Modelling Results

10.5.4 The junction geometry of the Sevenscore Roundabout has been taken from the capacity modelling carried out for this junction as part of the Manston Airport DCO, within Environmental Statement Volume 19: Transport Assessment, Appendix F (PINS Ref: TR020002).

10.5.5 Following an initial review of the 2024 Baseline modelling results for the AM and PM network peaks, the ARCADY model has been calibrated by applying capacity adjustments to the A299 and A256 arms, so that the modelled queues for each 60-minute period (network peaks) more closely reflect the queue lengths derived from the surveys during these network peaks. Separate AM and PM models have been created to allow appropriate adjustments to be made. The calibration adjustments have resulted in a GEH of <2 to be achieved for each arm during the AM and PM network peaks, confirming that the model validates and provides a robust platform for assessment. These calibration adjustments are shown within the model output file in **Annex C**.

10.5.6 The ARCADY results for the Sevenscore Roundabout are presented in **Annex C**. The validated Base model for this junction uses the lane simulation option within Junctions 11 /ARCADY to more closely reflect unequal lane usage. As a consequence, the RFC value is not available and the below is therefore based on the LOS.

10.5.7 The results show that when comparing the 2030 Base scenarios with and without the Proposed Project (excluding cumulative development traffic), that at least one arm of the junction is expected to have a 'forced or breakdown of flow' (Category F) during the AM development peak, AM network peak and PM network peak hours under both assessment scenarios. The junction is expected to operate with 'reasonably free flows' (Category B) during the PM development peak hour, with and without the Proposed Project.

10.5.8 The results show that when comparing the 2030 Base scenarios with and without the Proposed Project (including cumulative development traffic), that at least one arm of the junction is expected to have a 'forced or breakdown of flow' (Category F) during the AM development peak, PM network peak and PM development peak hours under both assessment scenarios. All arms of the junction are expected to operate with 'forced or breakdown of flow' (Category F) during the AM network peak hour, with and without the Proposed Project.

10.5.9 In summary, the Sevenscore Roundabout is expected to operate over capacity during the peak construction year (2030) with and without the Proposed Project. The junction modelling carried out as part of the Manston Airport DCO similarly showed this junction to operate over capacity (LOS Category F for at least two arms of the junction) during the 2039 future assessment year with and without Manston Airport traffic for both network peak hours.

10.5.10 In view of the above, it is not considered that peak construction traffic associated with the Proposed Project will materially affect the operation of this junction. Average construction traffic levels will also be around 41% lower through this junction than the levels modelled for the busiest day, further reducing the potential for impacts to arise as a result of the Proposed Project.

10.5.11 Further to the above, a High level of sensitivity was adopted for the assessment of Driver Delay at this junction within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067]** based on the queue length surveys at the Sevenscore Roundabout, to acknowledge the high levels of queuing currently experienced during the AM and PM network peak hours. Therefore, the findings of this assessment are considered to remain both valid and robust.

10.6 Ebbsfleet Roundabout

Traffic Flow Summary

10.6.1 The total forecast traffic flows through the Ebbsfleet Roundabout are presented in Table 10.3.

Table 10.3 Forecast change in traffic flows through Ebbsfleet Roundabout

Scenario	AM Dev Peak (07:00-08:00)	AM Network Peak (08:00-09:00)	PM Network Peak (17:00-18:00)	PM Dev Peak (18:00-19:00)
2030 Base	2,982	3,083	2,694	1,523
Proposed Project (Busiest Day)	165	33	15	68
Total	3,147	3,116	2,709	1,591
% Increase	**5.5%**	**1.1%**	**0.5%**	**4.5%**
Cumulative Developments	362	342	367	327
Total (with 2030 Base)	3,344	3,425	3,061	1,851
% Increase	**12.2%**	**11.1%**	**13.6%**	**21.5%**
Proposed Project + Cumulative Developments	528	375	382	395
Total (with 2030 Base)	3,509	3,458	3,076	1,919
% Increase	**17.7%**	**12.2%**	**14.2%**	**26.0%**

10.6.2 The results in Table 10.3 indicate the following:

- Construction traffic associated with the Proposed Project (busiest day) will result in a maximum 1.1% increase in traffic levels through the Ebbsfleet Roundabout during each of the network peak hours, when compared to 2030 Base (Do Minimum);
- There will be fewer than the standard threshold for assessment of 30 additional traffic movements through the Ebbsfleet Roundabout as a result of peak construction traffic during the PM network peak;
- Total traffic levels with peak construction traffic during the PM development peak hour (6pm-7pm) will be below 2030 Base (Do Minimum) traffic levels during the PM network peak hour (5pm-6pm); and
- Construction traffic associated with the Proposed Project (busiest day) represents around 9% (AM network peak) and 4% (PM network peak) of the total forecast increase in traffic through the Ebbsfleet Roundabout when this is combined with cumulative development traffic.

10.6.3 Further to the above, average construction traffic levels through the Ebbsfleet Roundabout during the peak construction phase (2030) will be around 54% lower than levels during the busiest day, further reducing the potential for impacts to arise as a result of the Proposed Project.

Junction Modelling Results

10.6.4 The junction geometry of the Ebbsfleet Roundabout has been taken from the capacity modelling undertaken for this junction as part of the Manston Airport DCO, within Environmental Statement Volume 19: Transport Assessment, Appendix F (PINS Ref: TR020002).

10.6.5 Following an initial review of the 2024 Baseline modelling results for the AM and PM network peaks, the ARCADY model has been calibrated by applying a capacity adjustment to the Sandwich Road arm, so that the modelled queues for each 60-minute period (network peaks) more closely reflect the queue lengths derived from the surveys during these network peaks. The calibration adjustments have resulted in a GEH of <2 to be achieved for each arm during the AM and PM network peaks, confirming that the model validates and provides a robust platform for assessment. These calibration adjustments are shown within the model output file in **Annex C**.

10.6.6 The ARCADY results for the Ebbsfleet Roundabout are presented in **Annex C**.

10.6.7 The results show that when comparing the 2030 Base scenarios with and without the Proposed Project (excluding cumulative development traffic), that one arm of the junction is expected to exceed theoretical capacity (RFC value of 1.0) during the AM development peak and AM network peak hours under both assessment scenarios. The junction is forecast to operate within capacity during the PM development peak and PM network peak hours with and without the Proposed Project.

10.6.8 The results show that when comparing the 2030 Base scenarios with and without the Proposed Project (including cumulative development traffic), that one arm of the junction is expected to exceed theoretical capacity (RFC value of 1.0) during the AM development peak and AM network peak hours under both assessment scenarios. During the PM network peak hour, one arm of the junction is expected to exceed practical capacity (RFC value of 0.85) with and without the Proposed Project. The junction is expected to operate within capacity during the PM development peak hour with and without the Proposed Project.

10.6.9 In summary, the Ebbsfleet Roundabout is forecast to operate over capacity during the peak construction year (2030) with and without the Proposed Project. The junction modelling carried as part of the Manston Airport DCO similarly showed this junction to operate over theoretical capacity (RFC value of 1.0) during the future assessment year with and without Manston Airport traffic for both network peak hours.

10.6.10 In view of the above, it is not considered that peak construction traffic associated with the Proposed Project will materially affect the operation of this junction. Average construction traffic levels will also be around 54% lower through this junction than the levels modelled for the busiest day, further reducing the potential for impacts to arise as a result of the Proposed Project.

10.6.11 Further to the above, a Medium level of sensitivity was adopted for the assessment of Driver Delay at this junction within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067]** based on the queue length surveys at the Ebbsfleet Roundabout, to acknowledge the moderate levels of queuing currently experienced during the AM and PM network peak hours. Therefore, the findings of this assessment are considered to remain both valid and robust.

10.7 Conclusion

10.7.1 Junction capacity modelling has been carried out in response to the Examining Authority's First Written Question 1TT11, for the Minster, Sevenscore and Ebbsfleet roundabouts, as agreed with KCC Highways.

10.7.2 The junction modelling has been undertaken using the appropriate industry-standard software ARCADY for conventional roundabouts, which forms part of the Transport Research Laboratory's 'Junctions 11' suite. The existing operation of the junctions has been assessed based on the 2024 observed flows obtained from traffic surveys. For validation purposes, the ARCADY model for each junction has then been calibrated by applying capacity adjustments to certain arms where necessary, so that the modelled queues for each 60-minute period (network peaks) more closely reflect the queue lengths derived from the surveys during these network peaks. Five scenarios have been assessed for each roundabout (with and without traffic associated with the Proposed Project, as well as other cumulative developments), which each include four time periods comprising the AM and PM network and development peak hours.

10.7.3 To provide some context, construction traffic associated with the Proposed Project (busiest day) will result in a maximum 1.1% increase in traffic levels through each of the three roundabouts during the network peak hours, when compared to 2030 Base (Do Minimum). There will also be fewer than 30 additional traffic movements through the three roundabouts as a result of peak construction traffic during the PM network peak. Construction traffic associated with the Proposed Project (busiest day) represents between 6-9% (AM network Peak) and between 2-4% (PM network peak) of total forecast increases in traffic through the three roundabouts when this is combined with cumulative development traffic.

10.7.4 In summary, the three roundabouts are expected to operate over capacity during the peak construction year (2030) with and without the Proposed Project. The junction modelling carried as part of the Manston Airport DCO similarly showed these junctions to operate over capacity during the 2039 future assessment year with and without Manston Airport traffic for both network peak hours.

10.7.5 As previously stated, the proposed working hours are designed to minimise additional construction worker vehicle trips on the surrounding highway network at the busiest times (during the network peak hours) and peak construction traffic levels will be short-term and temporary in duration. No potential for significant effects have been identified with respect to Driver Delay at junctions within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067]** based on queue length surveys carried out at these junctions during the AM and PM peak periods, and peak construction traffic forecasts.

10.7.6 In view of the above, it is not considered that peak construction traffic associated with the Proposed Project will materially affect the operation of the three roundabouts which have been modelled. Average construction traffic levels through the three roundabouts during the peak construction phase (2030) will also be between 41-54% lower than the levels which have been modelled for the busiest day, further reducing the potential for impacts to arise as a result of the Proposed Project. The assessment of Driver Delay at these junctions within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067]** is also considered to remain both valid and robust.

11. Summary

11.1.1 This Transport Assessment Note (TAN) forms **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note** and has been prepared to identify where the information that would typically form part of a standalone Transport Assessment (TA) can be found within the other application documents that have been prepared for the Kent Onshore Scheme. This approach is designed to reduce repetition between documents. This TAN also includes further information where necessary, including in response to feedback received from National Highways and to provide further information on the collision review, permanent access points and cumulative schemes.

11.1.2 The approach of preparing a TAN in place of a full standalone TA has been agreed with KCC Highways and National Highways. It was agreed that the TAN would include additional information where necessary, including with respect to the Strategic Road Network (SRN), but would otherwise direct the reader towards the other documents to reduce duplication between them.

11.1.3 Following the additional information presented within this TAN, there are not expected to be any significant effects on the SRN as a result of the Proposed Project, with lower levels of forecast construction vehicle movements on both the A2 (south) and M2 (west) than the levels assessed within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** for the local highway network within the study area.

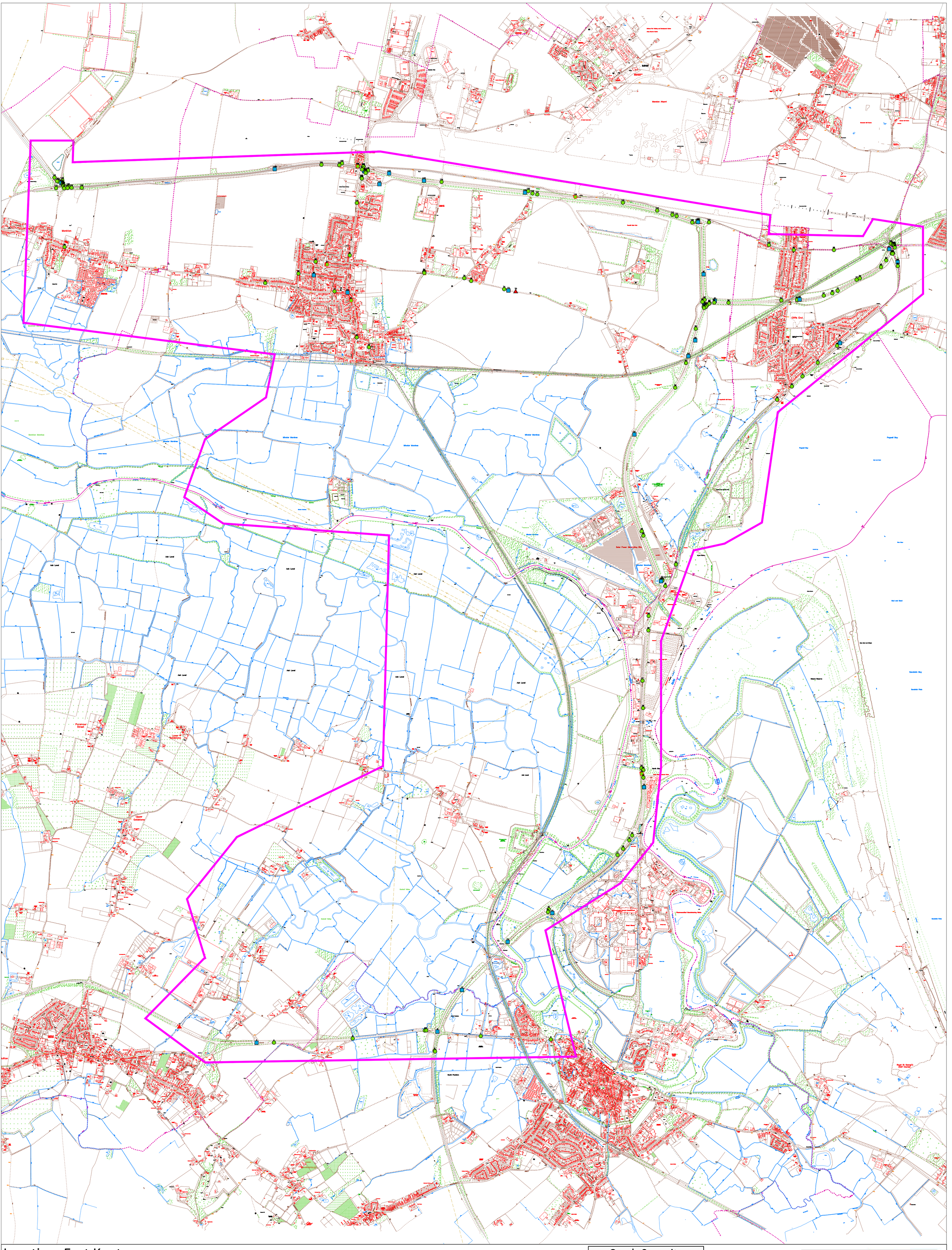
11.1.4 In addition, it is not considered that a Walking, Cycling and Horse-riding Assessment Report (WCHAR) is required given that the Proposed Project would not generate any pedestrians or cyclists near the SRN and there are not expected to be any construction vehicle impacts on the SRN for non-motorised users. This approach has been agreed with National Highways.

11.1.5 It is considered that this TAN, along with **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**, **Application Document 7.5.1.2 Outline CTMTP – Kent**, as well as **Application Document 7.5.9.2 Outline PRoWMP – Kent** include the necessary information that would be expected to be included within a TA based on the scale and nature of the Proposed Project. An assessment of cumulative schemes is also held within **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**.

11.1.6 The junction capacity assessments carried out pursuant to discussions with KCC Highways demonstrate that the Proposed Project will not have a significant effect on the operation of key local junctions, and that the conclusions within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067]** are correct.

11.1.7 It is not considered that a standalone TA or any further information is required to that presented within the collective deliverables.

Annex A Full Collision Data



Location: East Kent

5 years personal injury crash data up to 31/03/2023

KCC Ref number: EXT/168/23

Crash Severity

- Slight
- Serious
- Fatal

N

Kent County Council
kent.gov.uk

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Date: 27-September-2023
Time: 17:41:48

Title: **East Kent**

Requested output:**D - Print Crash Report**

Date: 27-September-2023

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

There were 155 reported crashes resulting in injury

D-PRINT CRASH REPORT

27-Sep-2023
17:41:48

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	**Road No A256 Grid 631699E** **Section 225 Ref 158438N**	SLIGHT	20/11/2018	3	05:00	DRK NSL	Wet/Damp	Rain Wind		S.VEH	
	A256 SANDWICH BYPASS, SANDWICH (MAPPED TO NEW COORDINATES, ORIGINAL COORDINATES 630489, 150271)								Dover		
	D1 WAS DRIVING ALONG SANDWICH ROAD WHEN A DOG (NOT ON A LEAD) RAN OUT INFRONT OF THEM. THEY SWERVED TO AVOID HITTING THE DOG, THE CAR CAUGHT THE KERB, WHICH PUSHED THE CAR UP ONTO THE VERGE AND HIT A POLE. NO DETAILS EXCHANGED. AFTER THE ACCIDENT, D1 CONTINUED TO WORK AND BECAME AWARE THAT THEIR LOWER BACK AND LEFT SHOULDER WERE HURTING SO WENT TO ROYAL VICTORIA HOSPITAL, FOLKESTONE.						Veh1, car, S -> N			Casualties 1 Vehicles 1	
2	**Road No A256 Grid 631695E** **Section 225 Ref 158444N**	SLIGHT	10/10/2018	4	18:42	DRK NSL	Dry	Fine			M/C
	A256 SANDWICH BYPASS, SANDWICH (MAPPED TO COORDS)								Dover		
	R1 came off V1 and rolled across the carriageway. V1 then collided with the rear of V2.						Veh1, m/cycle > 500cc, SW -> NE Veh2, car, SW -> NE			Casualties 1 Vehicles 2	
3	**Road No A257 Grid 630222E** **Section 108 Ref 158510N**	SERIOUS	18/11/2022	6	16:05	L	Dry	Fine			M/C
	A257, SANDWICH RD J/W COOPER STREET DROVE, ASH.								Dover		
	V1 had pulled out into SANDWICH RD as R2 was approaching. R2 did not have enough time to brake and has gone into the back of V1.						Veh1, car, N -> S Veh2, m/cycle > 500cc, E -> W			Casualties 1 Vehicles 2	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023
17:41:48

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	**Road No A257 Grid 630366E** **Section Ref 158511N**	SLIGHT	21/01/2022	6	06:10	DRK NSL	Dry	Fine		O/TAKE	P/C
	A257, ASH BYPASS, ASH (MAPPED TO COORDS)								Dover		
	OLR: R2 was cycling along the A257 in the direction of Canterbury about 50 ft before the Cooper Street Drove/East Street junction when a car hit handlebars knocking R2 to the ground. V1 drove off.						Veh1, car, E -> W Veh2, pedal cycle, E -> W				Casualties 1 Vehicles 2
5	**Road No C480 Grid 632657E** **Section 003 Ref 158537N**	SLIGHT	01/11/2019	6	21:53	DRK STL	Wet/Damp	Rain		S.VEH +VE	
	C480 STRAND ST J/W THE BUTTS, SANDWICH								Dover		
	A witness arrived at the scene and saw V1 damaged on the road and C1 on the ground with injuries to their hand.						Veh1, car, W -> E				Casualties 1 Vehicles 1
6	**Road No A257 Grid 631018E** **Section 113 Ref 158545N**	SLIGHT	23/06/2021	4	19:04	L	Dry	Fine		R.TURN	
	A257, ASH BYPASS J/W C220 PEDDING HILL/GUILTON, ASH.								Dover		
	D2 driving down A257 towards Wingham. D1 has pulled out of junction at Guilton and cars have collided.						Veh1, car, SE -> NE Veh2, car, NE -> SW				Casualties 2 Vehicles 2
7	**Road No C480 Grid 632077E** **Section 001 Ref 158565N**	SLIGHT	07/09/2021	3	16:32	L	Dry	Fine		R.TURN	
	C480 ASH ROAD J/W ARCHERS LOW NURSERY, SANDWICH								Dover		
	V2 was travelling west on Ash Rd when V1 turned right out of Archers Low Nursery and collided with the offside rear of V2. V2 span out of control and entered a ditch.						Veh1, car, NE -> W Veh2, car, E -> W				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

27-Sep-2023
17:41:48

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
8	**Road No A256 Grid 631718E** **Section Ref 158602N**	SERIOUS	28/02/2022	2	15:05	L	Dry	Fine			
	A256, SANDWICH BYPASS RNDBT J/W A257 ASH BYPASS, SANDWICH								Dover		
	Collision occurred whereby V1 pulled onto the roundabout at the path of V2, V2 could not avoid and collided with V1.						Veh1, car, W -> E Veh2, car, S -> N				Casualties 1 Vehicles 2
9	**Road No A257 Grid 631614E** **Section 115 Ref 158611N**	SLIGHT	03/12/2019	3	00:05	DRK STL	Frost/Ice	Other		S.VEH	
	A257 EACH END, RICHBOROUGH (MAPPED TO COORDS)								Dover		
	V1 was travelling east on Each End when it lost control and collided with a tree to the offside of the carriageway.						Veh1, car, W -> E				Casualties 1 Vehicles 1
10	**Road No A257 Grid 631626E** **Section 115 Ref 158612N**	SLIGHT	31/01/2023	3	06:27	L	Dry	Fine		O/TAKE	GV P/C
	A257, ASH BYPASS, ASH, (MAPPED TO COORDS).								Dover		
	V1 WAS TRAVELLING ALONG A257 WHEN THEY HAVE COLLIDED WITH R2/CYCLIST. D1 SAW R2 AT THE LAST MINUTE.						Veh1, goods < 3.5t, E -> W Veh2, pedal cycle, E -> W				Casualties 2 Vehicles 2
11	**Road No A257 Grid 629584E** **Section Ref 158640N**	FATAL	24/01/2022	2	06:50	DRK NSL	Wet/Damp	Fine	SW	S.VEH	
	A257 ASH BYPASS J/W HILLS COURT ROAD, DOVER								Dover		PED
	V1 was travelling generally south easterly along the A257 Ash Bypass, while at the same time C1 was believed to have been crossing the road from Hills Court Road crossing generally south west towards a public right of way through an open field. At this time a collision occurred.						Veh1, car, NW -> SE				Casualties 1 Vehicles 1

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023
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East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
12	**Road No A256 Grid 631922E** **Section 227 Ref 158946N**	SERIOUS	01/06/2020	2	12:30	L	Dry	Fine		O/TAKE	P/C
	A256, SANDWICH BYPASS, RICHBOROUGH (MAPPED TO COORDS).								Dover		
	V2/push bike was travelling along the A256 towards the Deal Roundabout approaching the M&N Snack Bar. V1 has struck V2 from behind causing R2 to be thrown from the bike into the trees and bushes at the side of the road. V1 did not stop and the vehicle details are unknown. R2 sustained injuries.						Veh1, unknown veh type, NE -> SW Veh2, pedal cycle, NE -> SW				Casualties 1 Vehicles 2
13	**Road No A256 Grid 632300E** **Section 228 Ref 159345N**	SERIOUS	16/11/2019	7	06:23	DRK STU	Wet/Damp	Fine		O/TAKE	M/C
	A256 SANDWICH BYPASS, RICHBOROUGH (MAPPED TO COORDS)								Dover		
	V1, TRAVELLING SOUTHWEST ON SANDWICH BYPASS, OVERTOOK AN HGV AND COLLIDED WITH THE FRONT OF V2, WHICH WAS TRAVELLING IN THE OPPOSITE DIRECTION.						Veh1, car, NE -> SW Veh2, m/cycle 50 - 125cc, SW -> NE				Casualties 1 Vehicles 2
14	**Road No U Grid 632669E** **Section 235 Ref 159583N**	SERIOUS	29/10/2020	5	08:20	L	Dry	Fine			GV
	MONKS WAY, SANDWICH (MAPPED TO COORDS)								Dover		
	Copied from OLR: D2 was driving on the inside lane round the roundabout, V1 was driving on the outside lane. V1 crossed over to D2's lane and hit them with their trailer.						Veh1, goods < 3.5t, NW -> SE Veh2, car, NW -> SE				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

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Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
15	**Road No A256 Grid 632633E** **Section 230 Ref 159591N**	SLIGHT	08/10/2018	2	19:08	DRK USL	Dry	Fog Mist		S.VEH	
	A256 SANDWICH BYPASS RNDBT J/W MONKS WAY, RICHBOROUGH MAPPED TO DESCRIPTION, ORIGINAL COORDS 632716, 159535)								Dover		
	V1 travelling down on A256 failed to negotiate roundabout, lost control and collided with chevron boards.						Veh1, car, NE -> SW			Casualties 1 Vehicles 1	
16	**Road No A256 Grid 632639E** **Section 230 Ref 159614N**	SLIGHT	08/10/2018	2	19:42	DRK USL	Dry	Fog Mist		S.VEH	
	A256 SANDWICH RD RNDBT J/W A256 MONKS WAY, RICHBOROUGH								Dover		
	V1 was travelling soutbound from Ramsgate to Sandwich when it failed to negotiate the rndbt, travelling over the centre of it and overturning in the process.						Veh1, car, NE -> SW			Casualties 2 Vehicles 1	
17	**Road No A256 Grid 633209E** **Section 232 Ref 160063N**	SLIGHT	30/07/2020	5	18:00	L	Dry	Fine			
	A256, SANDWICH BYPASS (MAPPED TO COORDS)								Dover		
	Copied and pasted from the online report: D2 was stationary in traffic which had built up from congestion at the roundabout. There was space behind as they were the last vehicle to enter the road from the previous junction (there was a natural break in the traffic behind). They were stationary for about 15-20 seconds, looked behind and noticed a fast-moving V1 so braced for an impact. V1 collided with the rear of V2 at approx 20-30mph. The airbag did not deploy. Immediately after the collision both vehicles moved into the conned off lane and exchanged details. D1 said they had been talking on a handsfree set and had been distracted.						Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 1 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

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East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
18	**Road No A256 Grid 633255E** **Section 232 Ref 160114N**	SLIGHT	08/12/2020	3	06:07	L	Frost/Ice	Fine		S.VEH	M/C
	A256 SANDWICH BYPASS, SANDWICH (MAPPED TO COORDS)								Dover		
	V1 was travelling northeast on Sandwich Bypass when it skidded on the road surface, causing R1 to fall to the ground.						Veh1, m/cycle 50 - 125cc, SW -> NE				Casualties 1 Vehicles 1
19	**Road No A256 Grid 633306E** **Section 232 Ref 160185N**	SLIGHT	10/08/2018	6	13:59	L	Wet/Damp	Rain		S.VEH	M/C
	A256 SANDWICH BYPASS, SANDWICH (MAPPED TO COORDS)								Dover		
	R1 lost control approaching a rndbt at low speed, however, weather conditions were poor due to rain and surface water. V1 has slid from underneath R1 with R1 falling off in the other direction onto their right knee.						Veh1, m/cycle 50 - 125cc, SW -> NE				Casualties 1 Vehicles 1
20	**Road No A256 Grid 633330E** **Section 174 Ref 160225N**	SLIGHT	22/01/2020	4	07:05	L	Wet/Damp	Fine			
	A256 SANDWICH BYPASS RNDBT J/W RAMSGATE RD, GREAT STONAR								Dover		
	V2, travelling northwest on Sandwich Bypass, came to a stop at the rndbt when it was struck from behind by V1						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 1 Vehicles 2
21	**Road No A256 Grid 633428E** **Section 176 Ref 160624N**	SERIOUS	17/06/2018	1	10:30	L	Dry	Fine		S.VEH	M/C
	A256, RAMSGATE RD, STONAR CUT, (MAPPED TO COORDS).								Dover		
	V1 WAS TRAVELLING IN L2 TRAVELLING TOWARDS SANDWICH. V1 APPEARS TO HAVE STRUCK A KERB, THE RIDER LOST CONTROL AND FELL OFF SUSTAINING INJURY. (NO AREA CODE)						Veh1, m/cycle > 500cc, N -> S				Casualties 1 Vehicles 1

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

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East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
22	**Road No A256 Grid 633422E** **Section 176 Ref 160703N**	SLIGHT	22/10/2022	7	00:39	DRK STL	Dry	Fine		S.VEH	M/C
	A256, RAMSGATE RD, SANDWICH, (MAPPED TO COORDS).								Dover		
	R1 has fallen off motorcycle at low speed. This is likely due to the rider only purchasing the bike the night before.						Veh1, m/cycle > 500cc, SW -> N				Casualties 1 Vehicles 1
23	**Road No A256 Grid 633409E** **Section 176 Ref 160734N**	SLIGHT	18/02/2020	3	17:50	DRK STL	Dry	Fine Wind	Stand		
	A256, RAMSGATE RD, SANDWICH (MAPPED TO COORDS)								Dover		PED
	Passenger in V2 has stated that a vehicle pulled out in front of them and hit the wingmirror on the car, which has caused damage. D2 pulled away to stop any further damage happening, the passenger then got out of the vehicle to tell D1 to stop what they were doing – D1 then let their car roll into the passenger, blocking them between V1 and V2. D1 then reversed - got out vehicle and then tried to hit D2 with a walking stick. Passengers in V2 were very frightened.						Veh1, car, S -> N Veh2, car, S -> N				Casualties 1 Vehicles 2
24	**Road No A256 Grid 633422E** **Section 176 Ref 160766N**	SLIGHT	20/08/2019	3	12:00	L	Dry	Fine		S.VEH	P/C
	A256 RAMSGATE RD, RICHBOROUGH PORT (MAPPED TO COORDS)								Dover		
	R1 hit debris in the carriageway causing them to fall over the handlebars.						Veh1, pedal cycle, N -> S				Casualties 1 Vehicles 1

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
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NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

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East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
25	**Road No A256 Grid 633407E** **Section 176 Ref 160782N**	SLIGHT	30/03/2021	3	14:20	L	Dry	Fine		O/TAKE S.VEH	
	A256, RAMSGATE RD, A C/WAY, SANDWICH, (MAPPED TO COORDS).								Dover		
	V1 travelling approx. 55-66 mph, moved from lane 1 to 2 in order to overtake vehs in front. In doing so, o/s has clipped kerb along central reservation, causing loss of control, spun, rolled onto roof.						Veh1, car, S -> N			Casualties 1 Vehicles 1	
26	**Road No A256 Grid 633420E** **Section 177 Ref 161278N**	SLIGHT	15/11/2018	5	18:35	DRK STL	Dry	Fine			P/C
	A256 RAMSGATE RD J/W SKIP YARD, RICHBOROUGH PORT								Dover		
	V2 WAS TRAVELLING NORTH ON RAMSGATE RD ON THE PAVEMENT ON THE SOUTHBOUND CARRIAGEWAY. V1 TURNED LEFT OUT OF THE SKIP YARD IN FRONT OF V2 CAUSING A COLLISION. D1 STATED THAT THEY COULD NOT SEE V2 DESPITE R2 WEARING FLUORESCENT CLOTHING, A HEADLIGHT AND HAVING LIGHTS ON THE VEHICLE.						Veh1, car, SE -> SW Veh2, pedal cycle, SW -> NE			Casualties 1 Vehicles 2	
27	**Road No A256 Grid 633415E** **Section 178 Ref 161504N**	SLIGHT	23/09/2019	2	16:15	L	Dry	Fine			GV
	A256 RAMSGATE RD J/W PRIVATE ROAD, SANDWICH								Dover		
	V1 turned left onto Ramsgate Rd from the private industrial estate and was struck from behind by V2.						Veh1, car, NW -> NE Veh2, goods < 3.5t, SW -> NE			Casualties 1 Vehicles 2	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
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D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
28	**Road No A256 Grid 633464E** **Section 179 Ref 161921N**	SLIGHT	09/02/2021	3	13:45	L	Wet/Damp	Fine			HGV
	A256 RAMSGATE RD RNDBT J/W PRIVATE ROAD, RICHBOROUGH PORT								Dover		
	V2 was travelling south on Ramsgate Rd in lane 2 and entered the rndbt when they were struck by V1, which had crossed into lane 2. V2 was forced up onto the rndbt.						Veh1, goods > 7.5t, N -> S Veh2, car, N -> S				Casualties 1 Vehicles 2
29	**Road No A256 Grid 633466E** **Section 179 Ref 162040N**	SLIGHT	17/07/2019	4	10:10	L	Dry	Fine		S.VEH	
	A256 RAMSGATE RD, RICHBOROUGH PORT (MAPPED TO DESCRIPTION, ORIGINAL COORDINATES 633479, 162032)								Dover		
	V1 WAS TRAVELLING NORTH ON RAMSGATE RD WHEN IT MOUNTED THE KERB AND COLLIDED WITH A METAL POST, WHICH WAS FORCED OUT OF THE GROUND.						Veh1, car, SW -> NE				Casualties 1 Vehicles 1
30	**Road No A256 Grid 633604E** **Section 180 Ref 162287N**	SLIGHT	15/07/2020	4	14:10	L	Dry	Fine			M/C
	A256 EBBSFLEET RNDBT J/W A256 RAMSGATE RD, RICHBOROUGH PORT								Thanet		
	V2 was travelling south on the A256 in lane 1. V1 entered the rndbt with V2 alongside them in lane 2. As V2 was about to leave the rndbt onto the dual carriageway, V1 collided with the rear offside of V2. (No age for V1 / C1).						Veh1, m/cycle 50 - 125cc, NW -> SW Veh2, car, NW -> SW				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
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- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
31	**Road No A256 Grid 633569E** **Section 183 Ref 162327N**	SERIOUS	09/07/2021	6	13:05	L	Wet/Damp	Rain			M/C
	A256 EBBSFLEET RNDBT J/W A256 RICHBOROUGH WAY, CLIFFS END								Thanet		
	V1 and V2 were travelling northeast on Ramsgate Rd and entered Ebbsfleet Rndbt intending to travel straight ahead. V1's offside collided with the nearside of V2 as they were both exiting the rndbt.						Veh1, car, SW -> NW Veh2, m/cycle > 500cc, SW -> NW				Casualties 1 Vehicles 2
32	**Road No A256 Grid 633580E** **Section 183 Ref 162333N**	SLIGHT	28/01/2021	5	08:30	L	Dry	Fine			
	A256, EBBSFLEET RNDBT J/W RICHBOROUGH WAY, RAMSGATE, (MAPPED TO COORDS).								Thanet		
	V2 was going around the roundabout taking the third exit. V1 has come out of the 2nd exit thinking V2 was going to be taking 2nd exit. V1 has then collided with V2 on the roundabout.						Veh1, car, S -> E Veh2, car, W -> SW				Casualties 3 Vehicles 2
33	**Road No A256 Grid 633577E** **Section Ref 162343N**	SLIGHT	28/01/2022	6	19:30	DRK STL	Wet/Damp	Fine			
	A256, RICHBOROUGH WAY J/W EBBSFLEET RNDBT, CLIFFS END								Thanet		
	V1 suspected to be travelling at excess speed. V2 slowing on approach to the roundabout. V1 skidded, lost control, and collided with the rear of V2. V2 shunted across roundabout and landed on the roundabout. D1 fled from scene.						Veh1, car, NW -> SE Veh2, car, NW -> SE				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
34	**Road No U Grid 633692E** **Section 001 Ref 162466N**	SLIGHT	04/12/2018	3	16:30	DRK NSL	Wet/Damp	Fine			
	SANDWICH RD J/W EBBSFLEET LANE, RICHBOROUGH PORT								Thanet		
	V2 was travelling northeast on Sandwich Rd. V1 was travelling in the opposite direction and proceeded to turn right into Ebbsfleet Rd, not seeing V2 or allowing enough room for V2 to stop in time. Front to front contact between V1 and V2.						Veh1, car, NE -> NW Veh2, car, SW -> NE			Casualties 2 Vehicles 2	
35	**Road No A256 Grid 633422E** **Section 183 Ref 162704N**	SLIGHT	04/09/2022	1	16:44	L	Dry	Fine		S.VEH	
	A256, RICHBOROUGH WAY, RAMSGATE (MAPPED TO COORDS)								Thanet		
	D1 HAS LOST CONTROL OF THE VEHICLE LEAVING THE CARRIAGEWAY ON LEFT SIDE HITTING KERB GOING UP VERGE AND ROLLING ONTO IT'S ROOF.						Veh1, car, NW -> SE			Casualties 2 Vehicles 1	
36	**Road No A256 Grid 633409E** **Section 183 Ref 162740N**	SLIGHT	06/04/2020	2	21:19	L	Dry	Fine		S.VEH	
	A256 RICHBOROUGH WAY, MINSTER (MAPPED TO COORDS)								Thanet		
	V1 was travelling south on Richborough Way and entered a nearside bend. Just after the bend, V1 collided with the central reservation and skidded along the road for around 50 meters causing extensive damage to the offside and front of the vehicle with the front offside wheel detaching from V1 at the point of impact.						Veh1, car, NE -> SE			Casualties 1 Vehicles 1	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
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PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
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FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
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East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
37	**Road No A256 Grid 633348E** **Section 183 Ref 163541N**	SERIOUS	06/06/2020	7	13:44	L	Wet/Damp	Rain			M/C
	A256, B CARRIAGEWAY, RICHBOROUGH, RAMSGATE.								Thanet		
	Tractor (V2) was travelling in the left hand lane. The motorbike (V1) came up the rear of V2 and had a collision with the rear of V2.						Veh1, m/cycle 50 - 125cc, S -> NE Veh2, agric veh, S -> NE				Casualties 1 Vehicles 2
38	**Road No U Grid 634529E** **Section 185 Ref 163829N**	SLIGHT	15/05/2019	4	07:50	L	Dry	Fine			GV P/C
	SANDWICH RD J/W PETROL STATION, CLIFFS END								Thanet		
	V1 turned right out of the petrol station when R2 approached from V1's offside and the two vehicles collided. R2 came off V2 and fell to the ground.						Veh1, goods < 3.5t, SE -> NE Veh2, pedal cycle, NE -> SW				Casualties 2 Vehicles 2
39	**Road No A256 Grid 633686E** **Section 183 Ref 163928N**	SLIGHT	01/02/2023	4	07:43	L	Dry	Fine		S.VEH	
	A256, RICHBOROUGH WAY, RAMSGATE, (MAPPED TO COORDS).								Thanet		
	D1 was travelling on A256 Dover bound at regular speed limit when the traction light in V1 started flashing. To avoid the car in front of V1, D1 applied the brakes and this is when V1's rear tyres started veering left to right and lost control. V1 then hit the barrier on the left of lane 1 damaging the front left of the car and this caused the vehicle to do a 180 degree spin.						Veh1, car, NE -> SW				Casualties 1 Vehicles 1
40	**Road No U Grid 634651E** **Section 001 Ref 163938N**	SLIGHT	19/12/2019	5	00:40	DRK STL	Dry	Fine		+VE	HGV
	SANDWICH RD, CLIFFS END, (MAPPED TO COORDS)								Thanet		
	V1 has been seen swerving down the road and eventually collided with a stationary tanker.						Veh1, car, NE -> SW Veh2, goods > 7.5t, P -> P				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
41	**Road No U Grid 634739E** **Section 001 Ref 164022N**	SLIGHT	28/02/2021	1	09:12	L	Dry	Fine		O/TAKE	P/C
	SANDWICH RD, CLIFFS END, (MAPPED TO COORDS).								Thanet		
	Cyclist was on road heading towards Sandwich. A vehicle drove past and clipped the cyclist with wing mirror. Cyclist fell onto pavement. Injuries are a cut to forehead and grazed arm. Cyclist did not know the vehicle or the registration. No witnesses saw the actual incident.						Veh1, car, NE -> SW Veh2, pedal cycle, NE -> SW				Casualties 1 Vehicles 2
42	**Road No A256 Grid 633775E** **Section 183 Ref 164132N**	SLIGHT	31/12/2020	5	15:30	L	Frost/Ice	Fine		S.VEH	
	A256, RICHBOROUGH WAY, CLIFFS END, (MAPPED TO COORDS).								Thanet		
	V1 was travelling along A256 towards Thanet & hit an icy/slippery patch causing V1 to fishtail. V1 has hit barriers on both sides of the carriageway. No other vehicles were hit. V1 passenger had minor injuries. No CCTV or independent witnesses to say if any offences took place. S170 complied with.						Veh1, car, SW -> N				Casualties 1 Vehicles 1
43	**Road No U Grid 634865E** **Section 001 Ref 164135N**	SLIGHT	25/07/2021	1	12:15	L	Wet/Damp	Rain		R.TURN	M/C
	SANDWICH RD J/W CLIFFS END GROVE, CLIFFS END								Thanet		
	OLR: D2 was travelling Ramsgate bound along the Sandwich Rd. V1 was travelling in the opposite direction, as V2 was travelling along, V1 turned right into Cliffs End Grove across D2's path causing them to collide with the front of V1.						Veh1, car, NE -> NW Veh2, m/cycle 125 - 500cc, SW -> NE				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
44	**Road No A256 Grid 633795E** **Section 183 Ref 164189N**	SERIOUS	18/06/2018	2	17:45	L	Dry	Fine			GV M/C
	A256, RICHBOROUGH WAY, RAMSGATE, (MAPPED TO COORDS).								Thanet		
	V1 has collided with rear of V2 which was stationary at the end of the queue of traffic.						Veh1, m/cycle > 500cc, SW -> NE Veh2, goods < 3.5t, SW -> NE				Casualties 2 Vehicles 2
45	**Road No U Grid 631152E** **Section 183 Ref 164263N**	SLIGHT	11/02/2020	3	07:40	L	Dry	Fine Wind			
	CONYNGHAM RD J/W ABBEY RD, MINSTER								Thanet		
	V1 HAS TURNED ONTO CONYNGHAM RD WHERE THE DRIVER HAS LOST THEIR GLASSES IN THE VEHICLE. V1 HAS DEVIATED TO THE OTHER SIDE OF THE ROAD AND COLLIDED WITH V2 WHICH WAS COMING IN THE OPPOSITE DIRECTION.						Veh1, car, S -> N Veh2, car, N -> S				Casualties 1 Vehicles 2
46	**Road No U Grid 635025E** **Section 001 Ref 164275N**	SLIGHT	28/02/2020	6	09:28	L	Wet/Damp	Rain		R.TURN	GV
	SANDWICH RD J/W PRIVATE DRIVE, CLIFFS END								Thanet		
	V2 was travelling along road towards Ramsgate, with the viking ship on offside. V1 was stationary, stopped in road with no indicatior on. As V2 approached, V1 then put indicator on to turn across road onto driveway. V2 continued, but as V2 passed V1, V1 decided to turn, clipping rear corner of V2. V2 was caused to spin 3 times across road and collided with V3, which was parked. No CCTV, no Independent witnesses.						Veh1, goods < 3.5t, NE -> NW Veh2, car, SW -> NE Veh3, goods < 3.5t, P -> P				Casualties 1 Vehicles 3

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
47	**Road No U Grid 635049E** **Section 001 Ref 164297N**	SERIOUS	19/04/2019	6	11:20	L	Dry	Fine			M/C
	SANDWICH RD J/W COURTLANDS CLOSE, CLIFFS END.								Thanet		
	V2 PULLLED ACROSS LANE TO TURN INTO JUNCTION ON LEFT HAND SIDE, V1 NOT BEEN SEEN AND CRASHED INTO BACK END OF V2 AS IN WAY OF CARRIAGEWAY.						Veh1, m/cycle > 500cc, SW -> NE Veh2, car, SW -> NW				Casualties 1 Vehicles 2
48	**Road No A256 Grid 633852E** **Section 183 Ref 164319N**	SERIOUS	10/11/2018	7	11:20	L	Wet/Damp	Rain		S.VEH	
	A256 RICHBOROUGH WAY, CLIFFS END (MAPPED TO COORDS)								Thanet		
	V1 WAS TRAVELLING SOUTHBOUND ON THE A256 IN HEAVY RAIN. THERE WAS AN AREA OF SURFACE WATER JUST BEFORE WHERE THE RTC OCCURRED. V1 HAD SEEMINGLY AQUAPLANED INTO THE ARMCO ON THE NEARSIDE.						Veh1, car, NE -> SW				Casualties 1 Vehicles 1
49	**Road No U Grid 631051E** **Section 183 Ref 164344N**	SLIGHT	19/08/2018	1	23:51	DRK STL	Dry	Fine		S.VEH R.TURN +VE	
	HIGH ST J/W STATION RD, MINSTER.								Thanet		
	V1 travelling North on Station Rd, Minster. V1 turns left onto High St then sharply turns to right and collides with corner wall of Minster Village Hall. V1 then rolls back and comes to stop outside of Bell Inn.						Veh1, car, SW -> N				Casualties 1 Vehicles 1

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
50	**Road No A256 Grid 633856E** **Section 183 Ref 164416N**	SLIGHT	21/06/2022	3	16:45	L	Dry	Fine			GV
	A256, RICHBOROUGH WAY, RAMSGATE (MAPPED TO COORDS)								Thanet		
	V1 was approaching roundabout whilst looking at the navigation on phone. D1 did not see the queue in time, and rear ended V2.						Veh1, car, SW -> NE Veh2, goods < 3.5t, SW -> NE				Casualties 3 Vehicles 2
51	**Road No A256 Grid 633925E** **Section 183 Ref 164588N**	SLIGHT	05/09/2020	7	11:53	L	Dry	Fine			M/C
	A256 RICHBOROUGH WAY J/W A299 SEVENSCORE RNDBT, CLIFFS END								Thanet		
	V1 was travelling northeast on Richborough Way on the approach to the Sevenscore Rndbt when D1 was distracted by their Satnav. As D1 looked back at the road they saw V2 directly in front of them before colliding with its rear. V2 had just changed from lane 1 to lane 2 prior to the collision.						Veh1, car, SW -> NE Veh2, m/cycle > 500cc, SW -> NE				Casualties 1 Vehicles 2
52	**Road No A256 Grid 633922E** **Section 183 Ref 164595N**	SLIGHT	28/12/2018	6	12:00	L	Dry	Fine			
	A256, RICHBOROUGH WAY J/W SEVENSCORE RNDBT, CLIFFS END								Thanet		
	V2 on approach to the roundabout. V1 has misjudged and collided with the rear of V2. (AGE FOR V2/C1 NOT KNOWN)						Veh1, car, SW -> N Veh2, car, SW -> N				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
53	**Road No A256 Grid 633939E** **Section Ref 164596N**	SLIGHT	21/04/2022	5	12:13	L	Dry	Fine		O/TAKE	
	A256, RICHBOROUGH WAY J/W A299 SEVENSCORE RNDBT, RAMSGATE								Thanet		
	From ARC: V1 & V2 travelling from A299 Ramsgate. V1 was turning left on to Richborough Way A256. As V1 was turning it moved into lane 2 to avoid a lorry in lane 1 on A256. V1 was hit to the rear side causing it to swerve into Armco barrier and V2 to stop in central reservation.						Veh1, car, E -> SW Veh2, car, E -> W			Casualties 2 Vehicles 2	
54	**Road No A299 Grid 633947E** **Section Ref 164607N**	SLIGHT	04/05/2022	4	13:21	L	Dry	Fine		O/TAKE	
	A299 SEVENSCORE RNDBT J/W A256 RICHBOROUGH WAY, RAMSGATE								Thanet		
	V2 was travelling west on Hengist Way in the right-hand lane and V1 was in the left-hand lane. Both vehicles turned left towards Richborough Way, with V1 changing lane to the right and colliding with the nearside of V2, forcing V2 into the central crash barrier.						Veh1, car, E -> SW Veh2, car, E -> SW			Casualties 1 Vehicles 2	
55	**Road No A299 Grid 633926E** **Section 183 Ref 164610N**	SERIOUS	13/08/2022	7	06:48	L	Dry	Fine		R.TURN	GV
	A299, SEVENSCORE RNDBT J/W A256 RICHBOROUGH WAY, RAMSGATE.								Thanet		
	V1 was travelling along Richborough Way toward Hengist Way at speed. V2 was on the roundabout travelling from A299 toward Hengist Way. V1 collided with N/S panel of V2 causing both vehicles to mount roundabout. V2 remained on roundabout whilst V1 collided with a lampost between Cottington Link Road and Hengist Way.						Veh1, car, SW -> N Veh2, goods < 3.5t, E -> N			Casualties 1 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
56	**Road No A299 Grid 633967E** **Section 183 Ref 164623N**	SLIGHT	26/08/2019	2	22:35	DRK STL	Dry	Fine		S.VEH	
	A299, HENGIST WAY J/W SEVENSCORE RNDBT, CLIFFS END, (RE-MAPPED TO DESC/LOCATION, OLD COORDS: 635493:165074)								Thanet		
	V1 travelling on Hengist Way towards Sevenscore roundabout. D1 corrected steering which caused V1 to swerve and lose control. V1 hit Nearside Kerb and left carriageway up the embankment and overturned.						Veh1, car, E -> W			Casualties 1 Vehicles 1	
57	**Road No A299 Grid 633970E** **Section 183 Ref 164628N**	SLIGHT	08/12/2020	3	18:07	DRK STL	Frost/Ice	Fine			
	A299 HENGIST WAY RNDBT J/W A256 RICHBOROUGH WAY, CLIFFS END								Thanet		
	V2 was travelling west on Hengist Way and approached the rndbt when they were struck from behind by V1. V1 did not stop at the scene.						Veh1, car, E -> W Veh2, car, E -> W			Casualties 1 Vehicles 2	
58	**Road No A299 Grid 634127E** **Section 183 Ref 164630N**	SLIGHT	05/08/2020	4	11:42	L	Dry	Fine		S.VEH	
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)								Thanet		
	V1 WAS TRAVELLING WEST ON HENGIST WAY IN LANE 2 WHEN V1 ALLEGEDLY LOST TRACTION RESULTING IN THE FRONT OFFSIDE TYRE COLLIDING WITH THE KERB OF THE CENTRAL RESERVATION. V1 BOUNCED OFF THE KERB BACK INTO LANE 2 WHERE D1 TRIED TO CORRECT THEMSELVES BUT FLIPPED ONTO ITS NEARSIDE.						Veh1, car, E -> W			Casualties 2 Vehicles 1	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
59	**Road No A299 Grid 634009E** **Section 183 Ref 164632N**	SLIGHT	18/11/2022	6	16:25	DRK STL	Dry	Fine		+VE	
	A299, HENGIST WAY, RAMSGATE, (MAPPED TO DESC).								Thanet		
	V1 was driving in right hand lane in front of V2. Ambulance approached on blue lights so both vehs moved to left lane to allow to pass, V1 then indicated and moved back into the right lane as they were approaching a roundabout and needed to turn right. As they did, they were hit from behind by V2 and both cars rolled over and landed correct way up.						Veh1, car, E -> W Veh2, car, E -> W			Casualties 2 Vehicles 2	
60	**Road No A299 Grid 633911E** **Section 183 Ref 164638N**	SLIGHT	27/02/2023	2	09:04	L	Dry	Fine			HGV
	A299, SEVENSCORE RNDBT J/W COTTINGTON LINK, RAMSGATE.								Thanet		
	OLR: V2 was in the left lane on the A299, going to go straight ahead onto Cottington link rd and V1/ambulance was in the right lane to turn right and follow the A299. As they both went round the roundabout, V1 pulled into V2's lane, hitting the side of V2, causing V2 to lose control. V1 was in right lane to turn left onto A256 with no signal.						Veh1, goods 3.5 - 7.5t, E -> S Veh2, car, N -> SW			Casualties 1 Vehicles 2	
61	**Road No A299 Grid 634014E** **Section 183 Ref 164647N**	SERIOUS	26/02/2019	3	13:35	L	Dry	Fine			M/C
	A299, HENGIST WAY, 66 METRES FROM J/W SEVENSCORE RNDBT, CLIFFS END.								Thanet		
	V2 was stationary in lane 1 of the A299 Hengist Way near Sevenscore rndbt, having come from the direction of Lord of the Manor rndbt. V2 was stationary due to a flat tyre and had been for between 30-45 minutes. V1 has been travelling in Lane 1, has failed to see V2 and has collided with the rear of V2. Speed limit had just changed from 50pmh to 70mph around 10-15 metres prior to accident occurring.						Veh1, m/cycle 50 - 125cc, E -> W Veh2, agric veh, P -> P			Casualties 1 Vehicles 2	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
62	**Road No U Grid 631005E** **Section 183 Ref 164649N**	SLIGHT	21/05/2019	3	10:20	L	Dry	Fine	SE	S.VEH R.TURN	
	NORTON DRIVE J/W HIGH ST, MINSTER								Thanet		PED
	V1 was turning right into Norton Drive where there were parked vehicles on either side of the corner. As V1 turned in they collided with C1, who was crossing the road in a south-easterly direction, causing them to fall to the ground.						Veh1, car, NW -> SW				Casualties 1 Vehicles 1
63	**Road No A299 Grid 634564E** **Section 001 Ref 164650N**	SLIGHT	25/06/2018	2	15:25	L	Dry	Fine			HGV
	A299, HENGIST WAY, TUNNEL ENTRANCE, CLIFFSEND.								Thanet		
	V1 and V2 travelling along A299 as they come into the tunnel, D1 states V2 slows slightly, swerves, then stops as V1 has tried to avoid has struck V2 at the rear and pushed V2 along the road.						Veh1, goods > 7.5t, W -> E Veh2, car, W -> E				Casualties 1 Vehicles 2
64	**Road No A299 Grid 634694E** **Section 001 Ref 164654N**	SLIGHT	01/06/2021	3	16:00	L	Dry	Fine			
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)								Thanet		
	V2 was travelling east on Hengist Way in lane 1 when V1 swerved into their lane, causing V2 to steer into the nearside kerb and perform an emergency stop. V1 did not stop at the scene. (No age for V2/C1).						Veh1, car, W -> E Veh2, car, W -> E				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
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FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
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- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
65	**Road No A299 Grid 633929E** **Section 183 Ref 164655N**	SLIGHT	21/03/2020	7	11:16	L	Dry	Fine		R.TURN	M/C
	A299 SEVENSCORE RNDBT J/W A299 HENGIST WAY, MINSTER								Thanet		
	Both V1 & V2 have approached the roundabout in the wrong lane (lane 1). V1 has continued around the roundabout on the outside failing to take an exit. V2 has started to change to inside lane on the roundabout, passing between V1 and another vehicle (no details known). V1 has cut across V2 resulting in a collision.						Veh1, car, S -> E Veh2, m/cycle > 500cc, S -> E				Casualties 1 Vehicles 2
66	**Road No A299 Grid 634715E** **Section 001 Ref 164658N**	SERIOUS	19/08/2021	5	22:33	DRK NSL	Dry	Fine		O/TAKE	M/C
	A299 HENGIST WAY CLIFFSEND (MAPPED TO DESCRIPTION, ORIGINAL GRIDS 632798, 165502)								Thanet		
	V2 HAS EXITED THE TUNNEL ON A299 TOWARDS RAMSGATE, V1 HAS FOLLOWED V2 THEN GONE TO OVERTAKE V2. AS D1 HAS GOT ONTO THE OFFSIDE THEY CLIPPED THE KERB WHICH CAUSED THEM TO FALL OFF THEIR BIKE CAUSING DAMAGE AND INJURIES.						Veh1, m/cycle > 500cc, W -> NE Veh2, car, W -> NE				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
67	**Road No A299 Grid 634915E** **Section 001 Ref 164690N**	SLIGHT	26/07/2019	6	18:30	L	Dry	Fine			
	A299, HENGIST WAY, CLIFFSEND, (MAPPED TO COORDS).								Thanet		
	D2 was driving with partner & friend to an address in Ramsgate. They were on the A299 Thanet Way between the roundabouts near Ramsgate. As V2 came around the first roundabout they were in the right hand lane and D2 noticed V1 was very close to V2. D2's partner shouted out to D1. V1 then began swerving toward V2 causing D2 to take evasive action. Both cars continued towards Boundary Rd. Along this road D1 slammed on their brakes, causing V2 to brake sharply. V1 started moving and so did V2. D1 then slammed on the brakes again, causing V2 to collide with the rear of V1. V1 then drove off at speed.						Veh1, car, W -> NE Veh2, car, W -> NE				Casualties 1 Vehicles 2
68	**Road No A299 Grid 634986E** **Section 001 Ref 164709N**	SLIGHT	26/06/2022	1	15:06	L	Dry	Fine			M/C
	A299 HENGIST WAY, CLIFFSEND (MAPPED TO GRID REF BUT MOVED TO OPPOSITE CARRIAGEWAY)								Thanet		
	V1 WAS TRAVELLING LONDON BOUND ALONG HENGIST WAY. V1 HAS ATTEMPTED TO PULL UP BEHIND V2 BUT HAS FAILED TO ACHIEVE THE CORRECT SPEED AND HAS CONTACTED TO REAR OFFSIDE AREA OF V2. SUBJECT ON V1 HAS FALLEN OFF V1 LANDING ON THEIR WRIST.						Veh1, m/cycle 125 - 500cc, NE -> SW Veh2, car, NE -> SW				Casualties 1 Vehicles 2
69	**Road No U Grid 630975E** **Section 183 Ref 164715N**	SERIOUS	20/06/2021	1	01:00	DRK STL	Wet/Damp	Rain		S.VEH	
	TOTHILL ST J/W MONKTON RD, MINSTER.								Thanet		
	R1 was on an electric scooter and has fallen off it causing slight injury. No other vehicles involved, no collisions, no third party involvement.						Veh1, Electric Scooter, N -> S				Casualties 1 Vehicles 1

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
70	**Road No U** **Grid 632366E** **Section 183** **Ref 164721N**	FATAL	06/10/2022	5	07:20	L	Dry	Fine			GV P/C
	GRINSELL HILL, MINSTER, RAMSGATE (MAPPED TO GRID REF)								Thanet		
	C1 WAS RIDING THEIR PEDAL CYCLE UPHILL HEADING EAST TOWARDS SEVENSCORE WHEN THEY WERE STRUCK FROM BEHIND BY V1. THIS CAUSED THEM TO BE THROWN FROM THEIR CYCLE RESULTING IN AN INJURY TO THEIR BACK IN ADDITION TO SUFFERING A CARDIAC ARREST RESULTING IN C1'S DEATH.						Veh1, goods < 3.5t, NW -> SE Veh2, pedal cycle, NW -> SE				Casualties 1 Vehicles 2
71	**Road No U** **Grid 630867E** **Section 183** **Ref 164725N**	SLIGHT	20/11/2021	7	11:15	L	Dry	Fine			P/C
	MONKTON RD, O/S CO-OP, MINSTER. (RE-MAPPED TO DESC THAT STATES LAYBY O/S SHOP, ORIGINAL COORDS: 630283,164791)								Thanet		
	V1 was on opposite carriageway, D1 has indicated and pulled over to offside to pull into layby outside a shop. R2 was coming from opposite direction at speed. Parked vehs were blocking R2 from view of V1. V1 has pulled into path of R2. R2 has not been able to brake in time causing R2 to come off onto the bonnet of V1 hitting windscreen. SECAMB arrived, R2 had neck pain.						Veh1, car, E -> NW Veh2, pedal cycle, W -> E				Casualties 1 Vehicles 2
72	**Road No A299** **Grid 635030E** **Section 001** **Ref 164730N**	SLIGHT	11/10/2021	2	07:35	L	Dry	Fine			
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)								Thanet		
	V2 was travelling southwest on Hengist Way when a van overtook V2 on its nearside to merge into the right-hand lane. V2 had to slow down to allow the van to move in front when they were struck from behind by V1. V3 then collided with the rear of V2. (No age or postcode for V1.						Veh1, car, NE -> SW Veh2, car, W -> E Veh3, car, NE -> SW				Casualties 1 Vehicles 3

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023
17:41:48

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
73	**Road No U Grid 632306E** **Section 183 Ref 164732N**	SERIOUS	11/07/2021	1	23:16	DRK NSL	Wet/Damp	Fine		S.VEH +VE	
	GRINSELL HILL, WAY, (MAPPED TO COORDS).								Thanet		
	V1 has been travelling towards Ramsgate and has lost control of veh causing it to roll and come to a stop in the road which has been completely blocked by the vehicle. D1 was possibly intoxicated which is why they lost control of the vehicle.						Veh1, car, NW -> SE			Casualties 1 Vehicles 1	
74	**Road No U Grid 632271E** **Section Ref 164743N**	SLIGHT	24/04/2022	1	12:12	L	Dry	Fine			
	GRINSELL HILL, MINSTER (MAPPED TO COORDS)								Thanet		
	V2 travelling East along GRINSELL HILL, V1 travelling West along GRINSELL HILL. This road is a very narrow road, V1 travelling in middle of carriageway, colliding with V2. V2 flipped over went onto roof and landed on 3 wheels, rear offside wheel came off.						Veh1, car, E -> W Veh2, car, W -> E			Casualties 3 Vehicles 2	
75	**Road No C578 Grid 630294E** **Section 183 Ref 164794N**	SLIGHT	19/05/2019	1	15:55	L	Dry	Fine			
	C578 MONKTON RD, MINSTER (MAPPED TO COORDS)								Thanet		
	V1 was travelling east on Monkton Rd. D1 has suffered a medical episode resulting in them blacking out. This caused V1 to veer to the nearside and collide with V2, which was parked at the side of the road.						Veh1, car, NW -> SE Veh2, car, P -> P			Casualties 1 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
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PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
76	**Road No U Grid 631998E** **Section 183 Ref 164811N**	SLIGHT	20/07/2021	3	13:30	L	Dry	Fine			
	GRINSELL HILL, MINSTER (MAPPED TO COORDS)								Thanet		
	V1 has veered into the path of the correctly proceeding V2, resulting in a collision between the FNS of both vehs. V1 is described travelling at between 15-20mph prior to the collision and did not appear to be reaching to any hazard when veering into V2's path. Airbags deployed on V1. Injuries sustained to both drivers, 1 passenger in V1 and 2 passengers in V2.						Veh1, car, SE -> NW Veh2, car, NW -> SE				Casualties 5 Vehicles 2
77	**Road No A299 Grid 635187E** **Section Ref 164821N**	SLIGHT	15/06/2022	4	07:57	L	Dry	Fine			
	A299, HENGIST WAY, RAMSGATE (MAPPED TO COORDS)								Thanet		
	V1 was driving along a busy A299 in slow moving traffic. V2 was travelling in front coming to a stop when V1 went into the back of V2.						Veh1, car, SW -> NE Veh2, car, SW -> NE				Casualties 2 Vehicles 2
78	**Road No A299 Grid 635213E** **Section 001 Ref 164832N**	SLIGHT	05/08/2020	4	22:28	DRK NSL	Dry	Fine		S.VEH	M/C
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)								Thanet		
	V1 was travelling northeast on Hengist Way. As R1 accelerated, it is believed that they caught their right boot on the offside kerb and slightly raised off the surface of the road before losing control and falling off V1.						Veh1, m/cycle > 500cc, SW -> NE				Casualties 1 Vehicles 1

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
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FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
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- *SIGNS* Road Signs Defective or Obscurred
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D-PRINT CRASH REPORT

27-Sep-2023
17:41:48

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
79	**Road No C223 Grid 631941E** **Section 183 Ref 164834N**	SLIGHT	24/07/2018	3	21:53	DRK NSL	Dry	Fine		S.VEH	
	C223 THE LANES J/W WAY HILL, MINSTER								Thanet		
	D1 STATES THAT A SECOND VEHICLE PULLED OUT CAUSING D1 TO SWERVE AND LOSE CONTROL. A WITNESS STATED THAT THEY COULD NOT BE CERTAIN BUT THEY BELIEVE V1 OVERTOOK A SECOND VEHICLE WHICH CAUSED IT TO LOSE CONTROL.						Veh1, car, W -> SE			Casualties 1 Vehicles 1	
80	**Road No U Grid 630696E** **Section 183 Ref 164858N**	SERIOUS	11/11/2019	2	19:35	DRK STL	Wet/Damp	Fine		R.TURN	M/C
	FREEMANS RD J/W AUGUSTINE RD, MINSTER								Thanet		
	V2 WAS TRAVELLING SOUTHWEST ON FREEMANS RD WHEN V1 TURNED RIGHT ACROSS THEIR PATH TOWARDS AUGUSTINE RD AND COLLIDED WITH THEM.						Veh1, car, SW -> SE Veh2, m/cycle 50 - 125cc, NE -> SW			Casualties 1 Vehicles 2	
81	**Road No A299 Grid 633921E** **Section 183 Ref 164866N**	SERIOUS	10/04/2019	4	20:30	DRK NSL	Dry	Fine			
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)								Thanet		
	V1 HAD BEEN ABANDONED HALF IN LANE 1 AND HALF ON THE GRASS VERGE WITH NO HEADLIGHTS OR HAZARD LIGHTS ON. DUE TO POOR VISIBILITY AND DARKNESS, D2 DID NOT SEE V1 AND COLLIDED WITH IT. V3, TRAVELLING BEHIND V2, COLLIDED WITH THE DEBRIS FROM THE COLLISION.						Veh1, car, P -> P Veh2, car, N -> S Veh3, car, N -> S			Casualties 1 Vehicles 3	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
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D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
82	**Road No U Grid 630569E** **Section 183 Ref 164872N**	SLIGHT	23/12/2018	1	15:08	L	Dry	Unknown		R.TURN	
	PROSPECT RD J/W AUGUSTINE RD, MINSTER								Thanet		
	V2 HAS EMERGED FROM THE JUNCTION WITH AUGUSTINE AND PROSPECT RD. V1 HAS APPROACHED AT SPEED AND NOT PAID ATTENTION TO V2. V1 HAS THEN SWERVED TO AVOID COLLIDING WITH V2 AND COLLIDED WITH A FENCE BELONGING TO NUMBER 20. R1 HAS FLIPPED OVER THE HANDLE BARS INTO A GARDEN CAUSING MINOR INJURY.						Veh1, DIRT BIKE, S -> N Veh2, car, E -> N			Casualties 1 Vehicles 2	
83	**Road No U Grid 631610E** **Section 183 Ref 164877N**	SLIGHT	17/04/2019	4	17:50	L	Dry	Fine		R.TURN	GV
	LAUNDRY RD J/W C223 THE LANES, MINSTER								Thanet		
	V1 turned right out of Bedlam Court Lane onto The Lanes and collided with V2 which was travelling west on The Lanes. D1 states that V2 was travelling at speed prior to the collision. D2 states that V1 pulled out into their path.						Veh1, car, SW -> SE Veh2, goods < 3.5t, SE -> NW			Casualties 3 Vehicles 2	
84	**Road No U Grid 631609E** **Section 183 Ref 164886N**	SLIGHT	25/07/2020	7	13:55	L	Wet/Damp	Fine		S.VEH	
	LAUNDRY RD J/W FOXBOROUGH LANE, MINSTER.								Thanet		
	V1 was travelling down Foxborough Lane in the direction away from Minster village. V1 approached a cross junction and an unknown vehicle has pulled out of Bedlam Court Lane which is the junction to the offside of V1. This has caused V1 to swerve out the way and has crashed into a grass bank adjacent to Wensley house on Laundry Rd.						Veh1, car, W -> E			Casualties 2 Vehicles 1	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
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- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
85	**Road No A299 Grid 635389E** **Section Ref 164926N**	SLIGHT	26/02/2022	7	12:15	L	Dry	Fine			
	A299, HENGIST WAY, CLIFFS END (MAPPED TO COORDS)								Thanet		
	OLR: D2 was travelling from Canterbury Rd East and on the rndbt at Hengist Way, D2 noticed V1 getting close to V2. V1 noticeably swerved left and as V2 left the rndbt and joined the A299 Hengist Way, V1 undertook V2 and came in front of V2 without indicating. D2 slowed down and pulled back. V1 had slowed down as well. D1 made hand gestures then put on brakes sharply, which made V2 put on brakes to avoid a collision. However, V3 behind V2 braked but went into them. V1 sped off.						Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW				Casualties 2 Vehicles 3
86	**Road No U Grid 635527E** **Section 001 Ref 164934N**	SLIGHT	26/07/2022	3	15:25	L	Dry	Fine			
	SANDWICH RD, RAMSGATE (MAPPED TO COORDS)								Thanet		
	V2 HAS STOPPED SUDDENLY, POSSIBLY DUE TO ANOTHER VEHICLE ENTERING IT'S PATH. V1 HAS APPLIED BRAKES BUT NOT QUITE STOPPED IN TIME.						Veh1, car, S -> N Veh2, car, S -> N				Casualties 2 Vehicles 2
87	**Road No U Grid 630806E** **Section 183 Ref 164947N**	SLIGHT	13/11/2020	6	18:15	L	Dry	Fine	Stand	S.VEH	M/C
	ROSE GARDENS, MINSTER (MAPPED TO COORDS)								Thanet		PED
	C1 WAS STANDING ON THE PAVEMENT WITH THEIR DOG ON A LEAD WHEN V1 APPROACHED THEM FROM THE CYCLE PATH. THE DOG LEAD WAS CAUGHT BY THE REAR WHEEL OF V1, LAUNCHING C1 INTO THE AIR.						Veh1, m/cycle <= 50cc, NW -> SE				Casualties 1 Vehicles 1

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
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- *USL* Street LIghts Unlit
- *NSL* No Street Lights
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FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
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Special Conditions
- *ATS OUT* Traffic Lights Not Working
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D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
88	**Road No U Grid 635526E** **Section Ref 164966N**	SERIOUS	06/05/2021	5	10:25	L	Dry	Fine		S.VEH	
	SANDWICH RD, CLIFFSEND (MAPPED TO COORDS)								Thanet		
	V1 WAS TRAVELLING NORTHWEST ON SANDWICH RD AND VEERED OFF THE CARRIAGEWAY TO THE OFFSIDE BEFORE COLLIDING WITH A TREE. THERE IS NO OBVIOUS INDICATION OF ANY ATTEMPT TO BRAKE AND A SUICIDE NOTE WAS FOUND ON C1'S PERSON.						Veh1, car, SE -> NW				Casualties 1 Vehicles 1
89	**Road No U Grid 630711E** **Section 183 Ref 164971N**	SLIGHT	04/05/2019	7	18:40	L	Dry	Fine		R.TURN	
	FREEMAN'S RD J/W EDGAR RD, MINSTER								Thanet		
	V2 was travelling southwest on Freeman's Rd when V1 turned right out of Edgar Rd and collided with the offside of V2. V1 failed to stop at the scene.						Veh1, car, NW -> SW Veh2, car, NE -> SW				Casualties 1 Vehicles 2
90	**Road No A299 Grid 635432E** **Section 001 Ref 164981N**	SLIGHT	07/10/2021	5	12:36	L	Dry	Fine		S.VEH	
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)								Thanet		
	V1 was travelling southwest on Hengist Way when it changed lane to the right and struck the offside kerb before spinning out of control and colliding with the nearside barrier.						Veh1, car, NE -> SW				Casualties 1 Vehicles 1

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
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FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
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- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
91	**Road No U Grid 630993E** **Section 183 Ref 165023N**	SLIGHT	07/03/2020	7	13:29	L	Dry	Fine		+VE	
	TOTHILL ST, MINSTER (MAPPED TO COORDS)								Thanet		
	V2 was travelling north on Tothill Street, V1 was travelling south towards Minster Village. Due to parked vehicles V2 has to cross onto the opposite side of the carriageway. V2 has stopped to allow V1 to pass through at which point V1 has collided with the offside of V2. V1 then failed to stop.						Veh1, car, N -> S Veh2, car, S -> N			Casualties 1 Vehicles 2	
92	**Road No A299 Grid 635484E** **Section 001 Ref 165036N**	SLIGHT	23/02/2021	3	16:23	L	Dry	Fine			
	A299, HENGIST WAY J/W SANDWICH RD, RAMSGATE.								Thanet		
	V1 has stopped at the roundabout. V2 has entered the roundabout further up. V1 has entered the roundabout, failing to give way to V2. V1 has hit V2 on the left side.						Veh1, car, S -> N Veh2, car, E -> SW			Casualties 1 Vehicles 2	
93	**Road No A299 Grid 635478E** **Section 001 Ref 165039N**	SLIGHT	19/07/2022	3	13:28	L	Dry	Fine			
	A299, LORD OF THE MANOR RNDBT J/W SANDWICH RD, RAMSGATE								Thanet		
	OLR: D2 was in the right hand lane travelling to Dover from Ramsgate when V1 crossed solid white lines to change directions and cut across the front of V2.						Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties 2 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
94	**Road No A299 Grid 635488E** **Section 001 Ref 165041N**	SLIGHT	27/02/2021	7	09:45	L	Dry	Fine			HGV GV
	A299, HENGIST WAY/LORD OF THE MANOR RNDBT J/W SANDWICH RD, RAMSGATE.								Thanet		
	V2 has approached roundabout and remained in outside lane, due to size of vehicle, on their attempt to do a full circle back to the exit they've come from. V1 has entered roundabout in inside lane to take the second exit. As V1 has attempted to exit, they've collided with V2. No CCTV. No independent witnesses. 170 Complied with.						Veh1, goods < 3.5t, SW -> S Veh2, goods > 7.5t, SW -> SW				Casualties 1 Vehicles 2
95	**Road No U Grid 634667E** **Section 001 Ref 165067N**	SLIGHT	05/04/2018	5	17:20	L	Dry	Fine		R.TURN	
	CANTERBURY RD WEST J/W FOADS HILL (ORIGINAL COORDS - 634685,165509)								Thanet		
	V2 TRAVELLING FROM RAMSGATE TOWARDS MINSTER WHEN V1 PULLED OUT OF OFFSIDE JUNCTION HITTING NEARSIDE OF V2						Veh1, car, SW -> E Veh2, car, E -> NW				Casualties 1 Vehicles 2
96	**Road No U Grid 634999E** **Section 001 Ref 165067N**	SLIGHT	11/05/2018	6	19:22	L	Dry	Fine			HGV GV
	CANTERBURY RD WEST, CLIFFSEND (MAPPED TO NEW COORDS - ORIGINAL COORDS 634999,165293)								Thanet		
	V1 has gone to move off at traffic lights and, for unclear reasons, has reversed at 20-25 mph into a V2 which was stationary behind. D1 states this occurred due to the vehicle having a fault/feature if there is an obstacle in front, causing it to go backwards. Driver of V2 states V1 had reverse lights on and was beeping.						Veh1, goods > 7.5t, SE -> NW Veh2, goods < 3.5t, NW -> SE				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
97	**Road No A299 Grid 635457E** **Section 001 Ref 165074N**	SERIOUS	25/07/2020	7	23:12	DRK STL	Wet/Damp	Fine		S.VEH	
	A299 LORD OF THE MANOR RNDBT J/W A256 CANTERBURY RD WEST, CLIFFSEND								Thanet		
	V1 located by police halfway in carriageway and half on kerb leading to dual carriageway (A299 Hengist way). V1 was locked and abandoned by owner. Witness stated they pulled over and spoke to the driver and passenger of V1, and driver stated they took the corner too quick and lost control of the vehicle. It is believed that upon seeing police presence the driver and passenger made off on foo away from their vehicle.						Veh1, car, SW -> NW			Casualties 1 Vehicles 1	
98	**Road No A299 Grid 635502E** **Section 001 Ref 165087N**	SLIGHT	04/02/2023	7	11:22	L	Dry	Fine			
	A299, LORD OF THE MANOR RNDBT J/W A255 CANTERBURY RD EAST, RAMSGATE, (MAPPED TO THE DESC).								Thanet		
	CAD: V2 was coming round the roundabout and was stopped by ATS. When given green light moved off however road was blocked by a van and another car. As they moved, V1 went into the back of V2. D2 states did not get D1's details as there appeared to be no damage. D2 then later called back to say that they had received injuries and damage to vehicle.						Veh1, car, E -> SW Veh2, car, E -> SW			Casualties 1 Vehicles 2	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
99	**Road No U Grid 628634E** **Section 186 Ref 165092N**	SLIGHT	21/09/2021	3	07:40	L	Dry	Fine			P/C
	MONKTON STREET, BY PRIMARY SCHOOL, MONKTON								Thanet		
	OLR: V1 came to a stop outside the school gate, V2 started to pedal to go past them on the offside. When almost level V1 then pulled across the road immediately in front of V2 with no indication. V2 turned to the right but was unable to avoid V1 and bounced off the side of the car (rear quarter) landing on the road. (V1 age unknown)						Veh1, car, NW -> SE Veh2, pedal cycle, NW -> SE				Casualties 1 Vehicles 2
100	**Road No A299 Grid 635499E** **Section 001 Ref 165103N**	SLIGHT	01/03/2021	2	11:34	L	Dry	Fine			HGV
	A299 HENGIST WAY RNDBT J/W A299 CANTERBURY RD EAST, CLIFFS END								Thanet		
	D2 was travelling south on Lord of the Manor Rndbt in the left-hand lane and came to a stop at a red traffic light when they were struck from behind by V1. (No gender, age or postcode for V1).						Veh1, goods > 7.5t, NW -> S Veh2, car, NW -> S				Casualties 2 Vehicles 2
101	**Road No A299 Grid 635493E** **Section 001 Ref 165107N**	SLIGHT	17/03/2021	4	10:03	L	Dry	Fine Wind			HGV
	A299, HENGIST WAY/LORD OF THE MANOR RNDBT J/W CANTERBURY RD EAST, RAMSGATE								Thanet		
	V1 entered the rndbt in the outside lane & V2 in the inside lane, from A299 HENGIST WAY, both heading in east direction. V2 went to exit the roundabout heading south, second exit. V1 has gone to go around the rndbt again back in the direction they came from. V1 has hit the passenger side of V2 resulting in V2 spinning around ending up in the central reservation.						Veh1, goods > 7.5t, SW -> SW Veh2, car, SW -> S				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
102	**Road No U Grid 634461E** **Section 001 Ref 165108N**	SLIGHT	28/07/2020	3	12:00	L	Dry	Fine		O/TAKE R.TURN	
	CANTERBURY RD WEST, CLIFFSEND (MAPPED TO COORDS).								Thanet		
	Copied from OLR: R2 & friend were riding towards Ramsgate on the way back to the stables in full HiViz. They planned to turn right, so R2 extended their right arm and moved their horse towards the middle of the road. Also, so that they could see around the bend in front of them to see if it was safe to turn. V1 then came along behind them as they were then nearer to the middle of the road, which spooked the horse. V1 clipped the back of the horse's legs and the horse kicked the car in fright. V1 pulled over and they moved the horses to one side. The driver wanted R2 to input their details into D1's phone but as their horse was distressed and anxious, R2 didn't want to get off or hang about, R2 wanted to get horse off the road as soon as possible. R2 gave name, telephone number and address. R2 injured their back.						Veh1, car, NW -> E Veh2, ridden horse, NW -> S				Casualties 1 Vehicles 2
103	**Road No A299 Grid 635496E** **Section 001 Ref 165109N**	SLIGHT	19/01/2020	1	10:34	L	Dry	Fine			P/C
	A299 HENGIST WAY RNDBT J/W A299 CANTERBURY RD EAST, SAINT LAWRENCE								Thanet		
	V2 was travelling southeast on Canterbury Rd West and intended to continue south at the rndbt onto Sandwich Rd in the left-hand lane. As V2 entered the rndbt, V1 attempted to turn left onto Canterbury Rd East from the right-hand lane and collided with the offside of V2.						Veh1, car, NW -> E Veh2, pedal cycle, NW -> SE				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
104	**Road No A256 Grid 635486E** **Section 001 Ref 165110N**	SLIGHT	09/08/2019	6	18:05	L	Dry	Fine			GV
	A256 SANDWICH ROAD AT JUNCTION WITH A299 HENGIST WAY								Thanet		
	V1 WAS CHASING V2, WHO WAS TRYING TO ESCAPE D1. D2 TRIED TO GET BETWEEN 2 STATIONARY VEHICLES IN TRAFFIC CAUSING DAMAGE TO 5 OTHER CARS. V2 STOPPED AT THE SCENE BUT D1 FLED THE SCENE AFTER BEING CHALLENGED BY AN OFF-DUTY POLICE OFFICER.						Veh1, car, N -> S Veh2, goods < 3.5t, N -> S Veh3, car, N -> S Veh4, car, N -> S Veh5, car, N -> S Veh6, car, N -> S Veh7, goods < 3.5t, N -> S				Casualties 1 Vehicles 7
105	**Road No A256 Grid 635470E** **Section 001 Ref 165120N**	SLIGHT	03/11/2022	5	12:00	L	Wet/Damp	Rain			
	A256, CANTERBURY RD WEST J/W A299 HENGIST WAY, MANSTON.								Thanet		
	OLR: V2 had come from Westwood way to head towards Deal just before main roundabout where the traffic lights are. D2 had got into the right to go to Deal down the bypass, about halfway along the lanes, V1 in the left lane, without looking, decided to come across and caught the side/back of V2. D1 sped off from scene. V1 UNKNOWN.						Veh1, car, NW -> SE Veh2, car, NW -> SE				Casualties 1 Vehicles 2
106	**Road No A299 Grid 633827E** **Section 183 Ref 165295N**	SLIGHT	13/10/2020	3	07:53	L	Wet/Damp	Rain			
	A299 HENGIST WAY, MANSTON (MAPPED TO COORDS)								Thanet		
	V1 was travelling northwest on Hengist Way in lane 1 and began to brake from a high speed. V1 started to skid and lose control before colliding with the offside of V2. V2 then collided with V3.						Veh1, car, SE -> NW Veh2, car, SE -> NW Veh3, car, SE -> NW				Casualties 2 Vehicles 3

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
107	**Road No U Grid 633966E** **Section 183 Ref 165296N**	SLIGHT	08/10/2022	7	14:44	L	Dry	Fine		S.VEH	
	CANTERBURY ROAD WEST, RAMSGATE, (MAPPED TO COORDS).								Thanet		
	D1 STATES THAT BRAKES LOCKED CAUSING THEM TO LOSE CONTROL, COLLIDING WITH THE MUD BANK ON THE OPPOSITE SIDE OF ROAD AND SPINNING.						Veh1, car, SE -> NW			Casualties 1 Vehicles 1	
108	**Road No A299 Grid 633875E** **Section 183 Ref 165298N**	SERIOUS	12/11/2019	3	11:20	L	Dry	Fine		S.VEH	
	A299 HENGIST WAY RNDBT J/W A299 HENGIST WAY, RAMSGATE (MAPPED TO COORDS)								Thanet		
	V1 was travelling southeast on Hengist Way and entered Cliffsend Rdnbt, failing to slowing and colliding with the rndbt itself. V1 became airborne and flipped several times before coming to a stop on the opposite side of the rndbt.						Veh1, car, NW -> NE			Casualties 2 Vehicles 1	
109	**Road No A299 Grid 633866E** **Section 183 Ref 165298N**	SLIGHT	13/02/2020	5	16:12	L	Wet/Damp	Rain			
	A299, CLIFFSEND RNDBT J/W HENGIST WAY, MINSTER.								Thanet		
	V1 and V2 were travelling down A229 Hengist Way towards the Cliffsend Rndbt. V2 had rounded the roundabout in a clockwise direction. V1 applied brakes to slow down before rounding the roundabout, however stated that due to a mechanical issue the brake did not work.						Veh1, car, S -> NW Veh2, car, SE -> NW			Casualties 2 Vehicles 2	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
110	**Road No A299 Grid 633876E** **Section 183 Ref 165305N**	SLIGHT	31/07/2021	7	09:54	L	Dry	Fine		R.TURN +VE	
	A299, CLIFFSEND RNDBT J/W HENGIST WAY, RAMSGATE.								Thanet		
	V1 was driving along A299 Hengist Way Coastbound towards the cliffsend Roundabout. V1 has not slowed on approach to the roundabout. V2 has entered the roundabout first. V1 has then driven over the roundabout and collided with V2.						Veh1, car, W -> E Veh2, car, W -> S			Casualties 2 Vehicles 2	
111	**Road No A299 Grid 633698E** **Section 183 Ref 165347N**	SLIGHT	29/01/2019	3	15:00	DRK STL	Wet/Damp	Fine Wind			HGV
	A299, HENGIST WAY, 117 METRES FROM J/W CANTERBURY RD WEST, RAMSGATE								Thanet		
	FROM ONLINE REPORT: No injuries at the time of accident, no collision with another car, just shock. Since then, back pain and abdomen pains. D2 driving to work behind a heavy goods work truck, open topped with wood or other materials inside, top cover flapping open, was very windy and some wood came out of the lorry & was heading for D2's windscreen. D2 had to just swerve to avoid it going straight through, at which point it hit the side of their car. D2 was shaken up but carried on driving to the garage where they pulled over. Their tyre was flat where something must of hit it, but no other damage.						Veh1, goods > 7.5t, NW -> SE Veh2, car, NW -> SE			Casualties 1 Vehicles 2	
112	**Road No A299 Grid 633663E** **Section 183 Ref 165358N**	SLIGHT	11/07/2022	2	13:50	L	Dry	Fine			GV
	A299, HENGIST WAY, RAMSGATE (MAPPED TO COORDS)								Thanet		
	V1 HAS BEEN BROKEN DOWN ON THE A299 DUE TO A MECHANICAL ISSUE. V2 HAS PASSED V1 AND FOR AN UNKNOWN REASON, V1 HAS RE-STARTED AND DRIVEN OFF INTO THE SIDE OF V2.						Veh1, car, W -> E Veh2, goods < 3.5t, W -> E			Casualties 1 Vehicles 2	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
113	**Road No A299 Grid 633537E** **Section 183 Ref 165394N**	SLIGHT	08/02/2019	6	12:13	DRK STU	Wet/Damp	Fine Wind			
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)								Thanet		
	V1 stated they braked due to an object (a green bag / sheet) was in the road. V2 tried to brake but collided with the rear of V1.						Veh1, car, NW -> SE Veh2, car, NW -> SE				Casualties 1 Vehicles 2
114	**Road No C578 Grid 631052E** **Section 183 Ref 165456N**	SLIGHT	06/04/2019	7	20:10	DRK STL	Dry	Fine		+VE	
	C578 TOTHILL ST, MINSTER (MAPPED TO COORDS)								Thanet		
	V1 was travelling southwest on Tothill St and collided with V2, which was parked, shunting it forward into V3, which was also parked unattended. V1 then continued down Tothill St where it has crashed into a small garden wall and came to a stop in the next-door neighbour's wall, causing further damage. D1 was breath tested at the roadside and arrested for EBA.						Veh1, car, NE -> SW Veh2, car, P -> P Veh3, car, P -> P				Casualties 1 Vehicles 3
115	**Road No A299 Grid 633253E** **Section 183 Ref 165459N**	SLIGHT	26/01/2019	7	12:21	L	Dry	Fine			
	A299 HENGIST WAY, CLIFFS END (MAPPED TO COORDS)								Thanet		
	V2, travelling southeast on Hengist Way, braked in heavy traffic, causing V3 and V4 to brake behind V2. V1 then collided with V4, pushing it into V3, and V3 was pushed into V2 which then hit V5. V1 left the scene without stopping.						Veh1, unknown veh type, NW -> SE Veh2, car, NW -> SE Veh3, car, NW -> SE Veh4, car, NW -> SE Veh5, car, NW -> SE				Casualties 1 Vehicles 5

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
116	**Road No A299 Grid 632860E** **Section 183 Ref 165506N**	SLIGHT	19/04/2019	6	17:20	L	Dry	Fine	Stand	S.VEH	
	A299, HENGIST WAY, A CARRIAGEWAY, MINSTER, (MAPPED TO COORDS).								Thanet		PED
	V1 was being driven by a learner driver. As they travelled along the A299 they've collided with a person who was on the road after pulling over due to an earlier collision they've been involved in. C1 was knocked over and seen by Secamb. C1 has minor injuries.						Veh1, car, E -> W			Casualties 1 Vehicles 1	
117	**Road No A299 Grid 632545E** **Section 183 Ref 165527N**	SLIGHT	19/10/2021	3	07:25	L	Wet/Damp	Fine			
	A299 HENGIST WAY, MINSTER (MAPPED TO COORDS)								Thanet		
	V2 was travelling west on Hengist Way when traffic suddenly slowed down in front of them. V1 then collided with the rear of V2.						Veh1, car, SE -> NW Veh2, car, SE -> NW			Casualties 1 Vehicles 2	
118	**Road No A299 Grid 632505E** **Section 183 Ref 165535N**	SLIGHT	24/07/2021	7	14:18	L	Dry	Fine			GV
	A299, HENGIST WAY, MANSTON, (MAPPED TO COORDS).								Thanet		
	V1 drives off Minster roundabout onto Hengist Way and overtakes V2. V1 then pulls back across into Lane 1 in front of V2, braking hard. V2 has pressed brakes and swerved into lane 2 to avoid V1. V2 lost traction and spun off carriageway into grass verge colliding with V3 as they were spinning.						Veh1, taxi, SE -> NW Veh2, car, SE -> NW Veh3, goods < 3.5t, P -> P Veh4, car, P -> P			Casualties 1 Vehicles 4	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
119	**Road No A299 Grid 632443E** **Section 183 Ref 165542N**	SERIOUS	28/11/2019	5	08:16	L	Wet/Damp	Fine			HGV
	A299, HENGIST WAY, B CARRIAGEWAY, MINSTER, (MAPPED TO COORDS).								Thanet		
	V2 has stopped their vehicle on the A299 Thanet Way going London bound between the roundabout at top of Cliffsend and the Minster McDonalds roundabout. V2 has stopped and while attempting to place a reflective triangle on road, V1/large lorry has collided with V2 shunting it over the embankment on the nearside of the carriageway. V1 and V2 have then come to a stop some distance from the carriageway. V2 had three passengers still inside the vehicle which are recorded on this card. (POSTCODE FOR V2 NOT VISIBLE & VRM NOT VALID ON OUR SYSTEM - PLS PROVIDE IF POSSIBLE OR STATE IF UNKNOWN) KM 23120 (ALL CHECKED)						Veh1, goods > 7.5t, SE -> NW Veh2, car, P -> P				Casualties 4 Vehicles 2
120	**Road No A299 Grid 632471E** **Section 183 Ref 165554N**	SLIGHT	27/08/2018	2	13:36	L	Dry	Fine			
	A299 THANET WAY NR JN WITH ST NICHOLAS AT WADE ROUNDABOUT (MAPPED TO NEW COORDINATES, ORIGINAL COORDINATES 632474, 165611)								Thanet		
	There has been a build up of traffic due to the approach onto the roundabout, D1 has stated they went to brake but foot got caught on the accelerator causing V1 to go into the rear of V2.						Veh1, car, W -> E Veh2, car, W -> E				Casualties 2 Vehicles 2
121	**Road No A299 Grid 628630E** **Section 186 Ref 165577N**	SLIGHT	15/07/2019	2	17:00	L	Dry	Fine			
	A299 CANTERBURY RD WEST J/W A299 MONKTON RNDBT, MONKTON								Thanet		
	V2 WAS STATIONARY ON CANTERBURY RD WEST, WAITING TO PULL ONTO THE RNDBT, WHEN V1 COLLIDED WITH V2'S REAR.						Veh1, car, E -> W Veh2, car, E -> W				Casualties 2 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

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122	**Road No A253 Grid 628564E** **Section 014 Ref 165579N**	SLIGHT	21/09/2018	6	17:46	L	Dry	Fine			P/C
	A253, MONKTON RNDBT J/W C224 SEAMARK RD, ST NICHOLAS AT WADE.								Thanet		
	C1 WAS TRAVELLING FROM SEAMARK RD TOWARDS MONKTON RNDBT, WAS 3/4 OF THE WAY ACROSS RNDBT WHEN CAR CAME FROM RAMSGATE DIRECTION (THEIR LEFT) AND DID NOT SEE THEM/SLOW DOWN/STOP. C1 MOVED THEIR BICYCLE - TOOK EVASIVE ACTION. NOT SURE IF THEY IMPACTED, CANNOT REMEMBER, NEXT THING THEY DO REMEMBER IS COMING AROUND ON THE FLOOR WITH PEOPLE STOOD OVER THEM.						Veh1, car, NE -> SW Veh2, pedal cycle, SW -> N				Casualties 1 Vehicles 2
123	**Road No A299 Grid 628658E** **Section 186 Ref 165580N**	SLIGHT	08/08/2019	5	17:57	L	Dry	Fine			GV
	A299 CANTERBURY RD WEST, MONKTON (MAPPED TO COORDS)								Thanet		
	V1 was travelling west on Canterbury Rd West in lane 1 and was approaching Monkton Rndbt when it collided with the rear of V2, forcing it into the rear of V3.						Veh1, car, E -> W Veh2, car, E -> W Veh3, goods < 3.5t, E -> W				Casualties 2 Vehicles 3
124	**Road No A299 Grid 628692E** **Section 186 Ref 165582N**	SLIGHT	11/10/2020	1	17:27	L	Dry	Fine		S.VEH	
	A299 CANTERBURY RD WEST, MONKTON (MAPPED TO COORDS)								Thanet		
	V1 WAS TRAVELLING EAST ON CANTERBURY RD WEST WHEN IT SWERVED TO AVOID AN OBJECT COLLIDING WITH ITS WINDSCREEN. V1 LOST CONTROL BEFORE MOUNTING THE OFFSIDE VERGE AND OVERTURNING.						Veh1, car, W -> E				Casualties 1 Vehicles 1

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D-PRINT CRASH REPORT

27-Sep-2023
17:41:48

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
125	**Road No A299 Grid 628776E** **Section 186 Ref 165582N**	SLIGHT	12/03/2023	1	20:20	DRK STL	Wet/Damp	Rain			
	A299, CANTERBURY ROAD WEST, MINSTER, (MAPPED TO COORDS).								Thanet		
	OLR: V2 was approaching the roundabout in the right lane, the car in front on the left lane was driving erratically and pulled across the lane in front of V2, D2 braked to give space and V1 behind hit V2 pushing it forward towards the crash barrier.						Veh1, car, E -> W Veh2, car, E -> W				Casualties 1 Vehicles 2
126	**Road No A299 Grid 628664E** **Section 186 Ref 165592N**	SLIGHT	25/07/2019	5	17:40	L	Dry	Fine			
	A299, A CARRIAGEWAY, CANTERBURY RD WEST, 43 METRES FROM J/W MONKTON RNDBT, MONKTON.								Thanet		
	Both vehicles coming off rndbt onto A299, coast bound. V1 was in the nearside lane and V2 was in overtaking lane. The vehicles have then collided and V1's offside front had hit the passenger rear of V2. Cars stopped approx. 500m east from Minster rndbt. D1 complained of pain.						Veh1, car, NW -> E Veh2, car, NW -> E				Casualties 1 Vehicles 2
127	**Road No A299 Grid 628624E** **Section 186 Ref 165596N**	SLIGHT	13/01/2021	4	11:45	L	Wet/Damp	Rain		O/TAKE	HGV
	A299, MONKTON RNDBT J/W CANTERBURY RD WEST, MONKTON.								Thanet		
	V1 enters roundabout in lane 1, V2 enters roundabout and attempts to overtake V1 on roundabout. As V1 turns on roundabout to continue on A299, V2 has emerged towards the front of V1 and due to lack of space V1 and V2 have collided.						Veh1, goods > 7.5t, NW -> E Veh2, car, NW -> E				Casualties 1 Vehicles 2

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
128	**Road No A299 Grid 628624E** **Section 080 Ref 165602N**	SLIGHT	08/10/2019	3	09:45	L	Dry	Fine			P/C
	A299 MONKTON RNDBT J/W A299 CANTERBURY RD WEST, MONKTON								Thanet		
	R2 was cycling around the rndbt having entered from Seamark Rd. Whilst passing the junction with Canterbury Rd East, R2 was knocked off V2 and slid along the road. V1 did not stop at the scene.						Veh1, car, N -> E Veh2, pedal cycle, N -> S				Casualties 1 Vehicles 2
129	**Road No A299 Grid 628625E** **Section 186 Ref 165602N**	SLIGHT	05/04/2019	6	15:22	L	Dry	Fine			GV
	A299 MONKTON RNDBT J/W A299 CANTERBURY RD WEST, MONKTON								Thanet		
	V1 WAS TRAVELLING SOUTHEAST IN LANE 1 ON THANET WAY TOWARDS MONKTON RNDBT. V2 WAS TRAVELLING IN SAME DIRECTION IN LANE 2. V1 AND V2 ENTERED THE RNDBT WITH V1 INTENDING TO TRAVEL BACK TO WHERE THEY CAME FROM AND V2 INTENDING TO TAKE THE SECOND EXIT. V1 COLLIDED WITH V2'S NEARSIDE AS V2 WAS EXITING THE RNDBT. THIS CAUSED V2 TO LEAVE THE CARRIAGEWAY TO THE OFFSIDE AND COLLIDE WITH A ROAD SIGN.						Veh1, goods < 3.5t, NW -> SW Veh2, car, NW -> E				Casualties 1 Vehicles 2
130	**Road No A299 Grid 628620E** **Section 186 Ref 165606N**	SLIGHT	04/10/2022	3	17:40	L	Dry	Fine			HGV GV
	A299, MONKTON RNDBT J/W A299 CANTERBURY ROAD WEST, MONKTON								Thanet		
	V1 & V2 WERE TRAVELLING ALONG THE A229 TOWARDS THE MONKTON RNDBT, V2 WAS IN LANE 1 MAKING A FULL RECEPTABLE TURN TO GO BACK ALONG THE OTHER C/WAY. V1 HAS USED LANE 2 TO ENTER THE RNDBT IN A BID TO TAKE THE SECOND EXIT ON THE A299 CUTTING ACROSS THE FRONT OF V2 CAUSING THE COLLISION.						Veh1, goods < 3.5t, E -> W Veh2, goods > 7.5t, E -> E				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
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131	**Road No U Grid 631239E** **Section Ref 165611N**	SERIOUS	16/12/2021	5	14:00	L	Dry	Fine		R.TURN	HGV M/C
	LAUNDRY RD J/W CAR PARK, MINSTER.								Thanet		
	R1 has crashed into the side (passenger side) of V2 at low speed whilst V2 has turned into a car park, cutting across the road R1 was on. R1 is a motor cyclist who, as a result of the crash, was knocked from bike and onto the road and injured. Damage to bike (R1) and V2.						Veh1, m/cycle > 500cc, W -> E Veh2, goods 3.5 - 7.5t, E -> N				Casualties 1 Vehicles 2
132	**Road No A299 Grid 628617E** **Section 014 Ref 165615N**	SLIGHT	22/10/2019	3	08:32	L	Dry	Fine			
	A299, MONKTON RNDBT J/W SEAMARK RD, MONKTON.								Thanet		
	Copied and pasted from the online report: D2 had just entered the roundabout coming from Canterbury heading towards Ramsgate. D2 was preparing to exit the roundabout when they were struck from the side (front) by V1. V2 was pushed toward the centre of the roundabout which has a central island with a raised brick surround. The vehicle was forced up onto the brick surround and i had to regain control of the vehicle to avoid being spun onto the roof and to be able to exit the roundabout. V1 confirmed was their fault. (AGE & VRM FOR V1 NOT KNOWN)						Veh1, car, NE -> SW Veh2, car, SW -> E				Casualties 1 Vehicles 2

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133	**Road No A299 Grid 628606E** **Section 186 Ref 165621N**	SERIOUS	21/02/2023	3	10:54	L	Dry	Fine		S.VEH	
	A299, MONKTON RNDBT J/W A299 THANET WAY, MONKTON.								Thanet		
	V1 has approached MONKTON RNDBT from the direction of BIRCHINGTON along the A299. It appears to have failed to stop at the roundabout, driving into the rndbt at speed and leaving the ground, landing in front of the junction of the A299 in front of traffic travelling from the direction of MINSTER. V1 has then flipped over onto its roof as it left the road, landing in bushes.						Veh1, car, NW -> SE				Casualties 1 Vehicles 1
134	**Road No A299 Grid 631753E** **Section 183 Ref 165630N**	SLIGHT	03/12/2019	3	17:22	DRK NSL	Dry	Fine			
	A299 HENGIST WAY, MINSTER (MAPPED TO COORDS)								Thanet		
	V1 was travelling east on Hengist Way at speed when it pulled into lane 1, forcing V2 to swerve away from them. V2 ended up leaving the carriageway to the nearside through a gate into a field before coming to a stop. V1 did not stop at the scene.						Veh1, car, NW -> SE Veh2, car, NW -> SE				Casualties 1 Vehicles 2
135	**Road No A299 Grid 628583E** **Section 186 Ref 165633N**	SLIGHT	14/02/2023	3	15:50	L	Dry	Fine			M/C
	A299 THANET WAY J/W MONKTON RNDBT, MONKTON.								Thanet		
	OLR: R2 was traveling towards the Monkton roundabout A299 going towards Ramsgate, had to stop at the roundabout as there was traffic coming round the roundabout from the Canterbury direction. R2 was stationary at the giveaway dotted line when R2 was hit from the rear, bike went up in the air and R2 left in the road.						Veh1, car, NW -> SE Veh2, m/cycle > 500cc, NW -> SE				Casualties 1 Vehicles 2

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136	**Road No A299 Grid 628571E** **Section 186 Ref 165636N**	SLIGHT	10/01/2021	1	03:42	DRK STL	Frost/Ice	Fog Mist		S.VEH	
	A299, THANET WAY J/W MONKTON RNDBT, MONKTON.								Thanet		
	V1 was travelling on A299, Thanet Way, towards the Monkton rndbt. On approach to the rndbt, D1 was taking the second exit to A299 Canterbury Rd West. D1 lost control of the vehicle and the offside mounted the kerb. V1 then hit the central reservation, causing the vehicle to lift off the ground, landing on the other side of the carriageway on its side. As it came to a stop the car tipped onto its roof. The road conditions were icy with fog. The driver was walking wounded with a cut to hand.						Veh1, car, NW -> E			Casualties 1 Vehicles 1	
137	**Road No A299 Grid 631608E** **Section 183 Ref 165640N**	SERIOUS	21/07/2020	3	21:10	DRK STL	Dry	Fine		+VE	
	A299, HENGIST WAY, A CARRIAGEWAY, RAMSGATE (MAPPED TO COORDS).								Thanet		
	V2 SPOTTED A PEDESTRIAN WALKING IN THE CENTRAL RESERVATION, STOPPED IN LANE 2 TO CHECK ON THAT PERSON'S WELFARE WITH HAZARD WARNING LIGHTS ILLUMINATED. V1 FAILED TO OBSERVE V2 AND STRUCK THE REAR OF V2 AT SPEED.						Veh1, car, NW -> SE Veh2, car, NW -> SE Veh3, car, SE -> NW			Casualties 2 Vehicles 3	
138	**Road No C224 Grid 628615E** **Section 186 Ref 165642N**	SLIGHT	15/02/2019	6	09:05	L	Wet/Damp	Fine		S.VEH	GV
	C224, SEAMARK RD, 24 METRES FROM J/W MONKTON RNDBT, MONKTON.								Thanet		
	V1 lost control and left road to nearside hitting roadside furniture belonging to highways.						Veh1, goods < 3.5t, NE -> S			Casualties 1 Vehicles 1	

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139	**Road No C578 Grid 631093E** **Section 183 Ref 165658N**	SLIGHT	19/11/2020	5	15:30	L	Dry	Fine		R.TURN	
	C578 TOTHILL ST J/W LAUNDRY RD, MINSTER								Thanet		
	V1 was slowly turning right out of Laundry Rd and collided with V2, which was travelling southwest on Tothill St.						Veh1, car, SE -> NE Veh2, car, NE -> SW				Casualties 2 Vehicles 2
140	**Road No C578 Grid 631090E** **Section 183 Ref 165664N**	SLIGHT	13/01/2020	2	20:50	DRK STL	Wet/Damp	Rain Wind		R.TURN	
	C578 TOTHILL ST J/W LAUNDRY RD, MOUNT PLEASANT								Thanet		
	V1 turned right onto Tothill St from Laundry Rd in front of V2, which was travelling north on Tothill St. V2 collided with the nearside of V1.						Veh1, car, SE -> NE Veh2, car, SW -> NE				Casualties 2 Vehicles 2
141	**Road No A299 Grid 628550E** **Section 186 Ref 165666N**	SLIGHT	22/02/2021	2	14:47	L	Dry	Fine		O/TAKE	HGV
	A299, THANET WAY, MONKTON (MAPPED TO COORDS)								Thanet		
	Both V1 and V2 have been travelling along the A229, from St. Nicholas roundabout in the direction of Ramsgate. On approaching the Willetts Hill roundabout V1 has moved from lane 1 to lane 2, colliding with V2. This caused substantial damage to the nearside of V2.						Veh1, goods > 7.5t, NW -> SE Veh2, car, NW -> SE				Casualties 1 Vehicles 2

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142	**Road No A299 Grid 631319E** **Section 183 Ref 165700N**	SERIOUS	16/07/2018	2	16:00	L	Dry	Fine			GV
	A299, A CARRIAGEWAY, HENGIST WAY, RAMSGATE, (MAPPED TO COORDS).								Thanet		
	V1 HAS JOINED THE CARRIAGEWAY FROM THE MINSTER RNDBT AND HEADED COASTBOUND, V1 HAS THEN COLLIDED WITH V2 WHICH CAUSED THE VEHICLES TO SPIN AND CRASH, D2 WAS INJURED AND HAD TO BE TAKEN TO HOSPITAL. BOTH VEHICLES HAD SEVERE DAMAGE AND HAD TO BE RECOVERED.						Veh1, goods < 3.5t, NW -> SE Veh2, car, NW -> SE				Casualties 1 Vehicles 2
143	**Road No C578 Grid 631125E** **Section 183 Ref 165705N**	SLIGHT	16/11/2022	4	08:00	L	Dry	Fine			
	C578, TOTHILL ST J/W A299 MOUNT PLEASANT RNDBT, MINSTER.								Thanet		
	OLR: D2 and D1 were queueing waiting to cross the roundabout. V2 was in front of V1. D1 deemed it to be safe to go across the roundabout and was looking right to see if there were any more cars coming, assuming D2 had naturally moved forward. At approximately 5 mph, the front of V1 went into the back of V2.						Veh1, car, S -> N Veh2, car, S -> N				Casualties 1 Vehicles 2
144	**Road No A299 Grid 631124E** **Section 183 Ref 165715N**	SLIGHT	02/09/2020	4	08:40	L	Dry	Fine		R.TURN	HGV
	A299 MOUNT PLEASANT RNDBT J/W C578 TOTHILL ST, MINSTER								Thanet		
	V1 was travelling west on Hengist Way and entered the rndbt in lane with V2 to its offside in lane 2. V1 cut across V2's lane and collided with V2's nearside, causing it to spin out of control.						Veh1, goods > 7.5t, SE -> NW Veh2, car, SE -> N				Casualties 1 Vehicles 2

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Involved

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GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
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FACTORS

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
145	**Road No A299 Grid 631112E** **Section Ref 165718N**	SERIOUS	12/01/2022	4	15:00	L	Dry	Fine			P/C
	A299 MOUNT PLEASANT RNDBT J/W C578 TOTHILL ST, MINSTER								Thanet		
	V1 moved off onto the rndbt from Tothill St and collided with the rear of V2, knocking R2 to the ground.						Veh1, car, SW -> N Veh2, pedal cycle, E -> W				Casualties 1 Vehicles 2
146	**Road No A299 Grid 631144E** **Section Ref 165725N**	SLIGHT	30/04/2022	7	02:56	DRK STU	Dry	Fine		S.VEH +VE	
	A299, MINSTER RNDBT J/W HENGIST WAY, MINSTER								Thanet		
	V1 was travelling along A299 towards roundabout heading towards Minster. V1 was travelling at speed and lost control hitting the raised roundabout causing the vehicle to flip on the roof back off the roundabout in the live lane.						Veh1, car, S -> N				Casualties 1 Vehicles 1
147	**Road No A299 Grid 631095E** **Section 183 Ref 165733N**	SLIGHT	10/08/2020	2	15:20	L	Dry	Fine			GV
	A299 CANTERBURY RD WEST J/W A299 MOUNT PLEASANT, MINSTER								Thanet		
	V2 had just exited the rndbt lane 2, travelling west on Canterbury Rd West, when V1 was reversing towards them and steered into V2's nearside. D1, who was intoxicated, briefly spoke to D2 saying they had taken the wrong exit off the rndbt. There was no exchange of details before D1 fled the scene.						Veh1, goods < 3.5t, NW -> SE Veh2, goods < 3.5t, SE -> NW				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
148	**Road No A299 Grid 630372E** **Section 183 Ref 165736N**	SERIOUS	06/10/2018	7	20:05	DRK NSL	Wet/Damp	Rain Wind			P/C
	A299 THANET WAY, MINSTER (MAPPED TO COORDS)								Thanet		
	R2 WAS CYCLING ON THE A CARRIAGEWAY OF THE A299 IN THE INSIDE LANE WITH ANOTHER CYCLIST. DUE TO BAD WEATHER CONDITION, A GUST OF WIND BLEW R2 INTO THE OUTSIDE LANE OF THE CARRIAGEWAY AND V2 WAS STRUCK FROM BEHIND BY V1. THE IMPACT CAUSED R2 TO BE THROWN FROM V2 AND ROLL ACROSS THE FRONT OF THE V1. V1 DROVE OFF, MAKING NO ATTEMPT TO STOP.						Veh1, car, SW -> NE Veh2, pedal cycle, SW -> NE				Casualties 1 Vehicles 2
149	**Road No A299 Grid 631108E** **Section 183 Ref 165757N**	SLIGHT	07/11/2020	7	09:18	L	Dry	Fine			M/C
	A299 MOUNT PLEASANT RNDBT J/W B2190 MINSTER RD, MINSTER								Thanet		
	V1 ENTERED THE RNDBT FROM CANTERBURY RD WEST AND COLLIDED WITH V2 WHICH WAS TRAVELLING NORTH, KNOCKING R2 FROM V2.						Veh1, car, NW -> SE Veh2, m/cycle <= 50cc, S -> N				Casualties 1 Vehicles 2
150	**Road No A299 Grid 631105E** **Section 183 Ref 165757N**	SLIGHT	20/03/2020	6	14:25	L	Dry	Fine			
	A299 MINSTER RNDBT J/W A299 CANTERBURY RD WEST, MOUNT PLEASANT								Thanet		
	V1 travelling from Monkton roundabout towards Minster roundabout. V1 failed to stop at the roundabout and crashed into V2 hitting it side on the nearside front. Impact sent V2 across the edge of the roundabout and down the A299 towards Ramsgate. V1 then carried on and crashed into the fence of Manston Air Field, collapsing the fence.						Veh1, car, W -> E Veh2, car, S -> N				Casualties 2 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

27-Sep-2023
17:41:48

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
151	**Road No B2190 Grid 631061E** **Section 183 Ref 165759N**	SERIOUS	29/01/2021	6	09:51	L	Dry	Fine		O/TAKE	M/C
	B2190, MINSTER RD, A C/WAY, MINSTER, (MAPPED TO COORDS).								Thanet		
	V1 was driving on A299 coastbound. Approaches Minster Roundabout, applies brakes. V1 states had a medical episode just before the roundabout. This has impaired V1 and has not seen V2 coming from the right hand side, offside. They have come side to side and come together. V1 has collided on offside and V2 on nearside. D2 and passengers fallen off moped into road.						Veh1, car, W -> SE Veh2, m/cycle 50 - 125cc, W -> SE				Casualties 3 Vehicles 2
152	**Road No A299 Grid 631059E** **Section 183 Ref 165759N**	SLIGHT	05/09/2022	2	09:55	L	Dry	Fine	S		HGV
	A299 CANTERBURY ROAD WEST AT PED CROSSING/TRAFFIC LIGHTS NEAR MINSTER RNDBT, MINSTER								Thanet		PED
	OLR: C1 was waiting at pedestrian crossing. Lights turned red, a big lorry to their right stopped (V2), then C1 started to the cross the road and that's when V1 hit them. V1 had gone through a red light. (LIMITED INFO FOR V2)						Veh1, car, NW -> SE Veh2, goods > 7.5t, NW -> SE				Casualties 1 Vehicles 2
153	**Road No A299 Grid 630907E** **Section 183 Ref 165769N**	SLIGHT	12/07/2019	6	15:00	L	Dry	Fine		S.VEH	M/C
	A299 THANET WAY, MINSTER (MAPPED TO COORDS)								Thanet		
	V1 WAS TRAVELLING EAST ON CANTERBURY RD WEST WHEN ITS REAR TYRE BLEW OUT. R1 ATTEMPTED TO STRAIGHTEN OUT V1 BY PRESSING THE CLUTCH BUT DIRECTED IT TOWARDS THE GRASS VERGE AND FELL OFF V1 BEFORE IT LEFT THE CARRIAGEWAY AFTER SKIDDING ACROSS THE ROAD.						Veh1, m/cycle 50 - 125cc, SE -> NW				Casualties 1 Vehicles 1

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

27-Sep-2023
17:41:48

East Kent
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
154	**Road No A299 Grid 630759E** **Section 183 Ref 165772N**	SLIGHT	02/09/2019	2	10:06	L	Dry	Fine		S.VEH	
	A299 CANTERBURY RD WEST, MINSTER (MAPPED TO COORDS)								Thanet		
	V1, travelling west on Canterbury Rd West, left the carriageway to the nearside and crashed into a field.						Veh1, car, E -> W			Casualties 2 Vehicles 1	
155	**Road No A299 Grid 630929E** **Section 183 Ref 165784N**	SLIGHT	20/12/2018	5	09:05	L	Dry	Fine Wind			HGV
	A299 CANTERBURY RD WEST, MINSTER (MAPPED TO COORDS)								Thanet		
	V2 was approaching the Minster Roundabout and began to slow down. D1 did not see V1 slowing down due to the glare of the sun and drove into the rear of V2.						Veh1, car, NW -> SE Veh2, goods 3.5 - 7.5t, NW -> SE			Casualties 2 Vehicles 2	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

Annex B Construction Staff Distribution (SRN)

Sea Link (Kent) - Forecast Construction Worker Trip Distribution - SRN - M2 (West)

TS060 - Industry

ONS Crown Copyright Reserved [from Nomis on 21 October 2024]

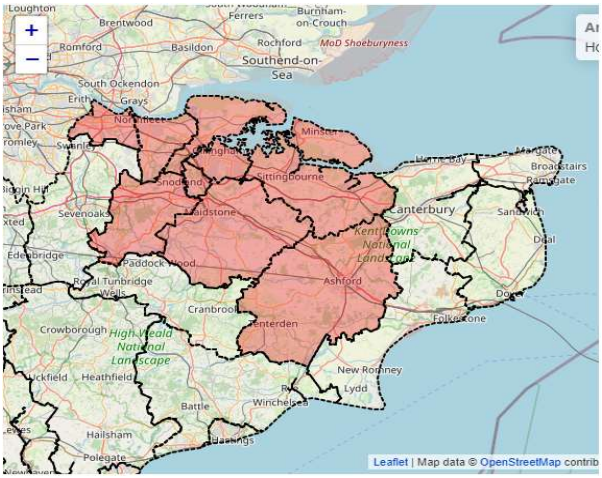
population	All usual residents aged 16 years and over in employment the week before the census
units	Persons
date	2021
industry	F: Construction

usual residence: local authorities - district/ unitary (as of April 2023)	usual residence: 2021 super output area - middle layer	F: Construction	Journey Time (mins)	Factored	Via M2/A299	Total
Ashford	Ashford 001	368	45	*8*	100%	8
	Ashford 002	461	50	*9*	100%	9
	Ashford 003	326	50	*7*	75%	5
	Ashford 011	380	55	*7*	100%	7
	Ashford 012	599	55	*11*	50%	5
	Ashford 013	448	60	*7*	100%	7
	Ashford 015	313	50	*6*	75%	5
Dartford	ALL	7,002	60	*117*	100%	117
Gravesham	ALL	6,803	55	*124*	100%	124
Maidstone	ALL	10,442	55	*190*	100%	190
Medway	ALL	16,803	50	*336*	100%	336
Swale	ALL	8,499	45	*189*	100%	189
Tonbridge and Malling	ALL	7,123	60	*119*	100%	119
Total						**1,121**

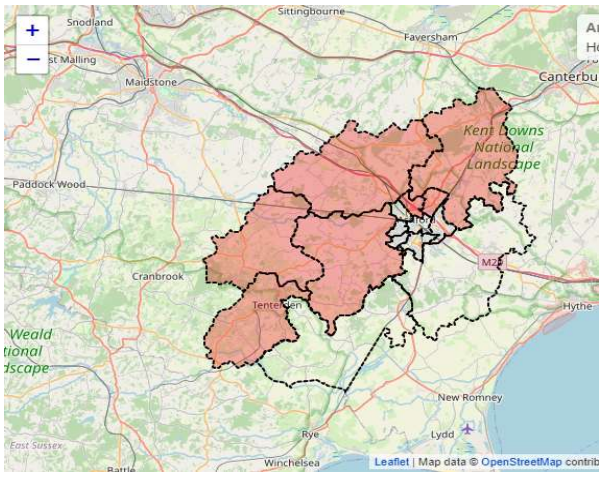
Summary

Route	#	Percentage	
SRN: M2/A299 (West)	1,121	48%	*calculated above
Other Routes	1,221	52%	*remainder (see main distribution in the ES Traffic & Transport chapter)
Total	**2,341**	**100%**	*total taken from main distribution

Maps of Included Districts (Points of Origin, within 60-Minute Catchment Area)



Maps of Included MSOAs (Ashford)



Sea Link (Kent) - Forecast Construction Worker Trip Distribution - SRN - A2 (South)

TS060 - Industry
ONS Crown Copyright Reserved [from Nomis on 21 October 2024]

population	All usual residents aged 16 years and over in employment the week before the census
units	Persons
date	2021
industry	F: Construction

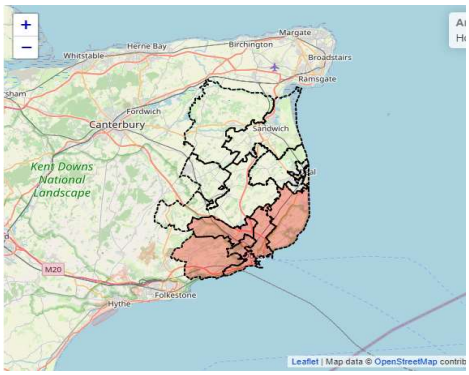
usual residence: 2021 super output area - middle layer	F: Construction	Journey Time (mins)	Factored	Via A2/A256	Total
Dover 009	234	25	*9*	50%	5
Dover 010	461	20	*23*	100%	23
Dover 011	548	25	*22*	100%	22
Dover 012	238	20	*12*	75%	9
Dover 013	345	25	*14*	100%	14
Dover 014	310	30	*10*	100%	10
Ashford 003	326	50	*7*	25%	2
Ashford 005	503	50	*10*	100%	10
Ashford 006	496	50	*10*	100%	10
Ashford 007	496	55	*9*	100%	9
Ashford 008	484	55	*9*	100%	9
Ashford 009	695	50	*14*	100%	14
Ashford 010	662	50	*13*	100%	13
Ashford 012	599	55	*11*	50%	5
Ashford 014	347	60	*6*	100%	6
Ashford 015	313	50	*6*	25%	2
Ashford 016	402	50	*8*	100%	8
Folkestone and Hythe 002	483	30	*16*	50%	8
Folkestone and Hythe 003	406	35	*12*	100%	12
Folkestone and Hythe 004	384	35	*11*	100%	11
Folkestone and Hythe 005	485	35	*14*	100%	14
Folkestone and Hythe 006	576	35	*16*	100%	16
Folkestone and Hythe 008	302	40	*8*	100%	8
Folkestone and Hythe 009	380	45	*8*	100%	8
Folkestone and Hythe 010	299	40	*7*	100%	7
Folkestone and Hythe 011	370	60	*6*	100%	6
Folkestone and Hythe 012	365	55	*7*	100%	7
Folkestone and Hythe 013	349	60	*6*	100%	6
Folkestone and Hythe 014	256	35	*7*	100%	7
Folkestone and Hythe 015	249	35	*7*	100%	7
Total					**288**

Summary

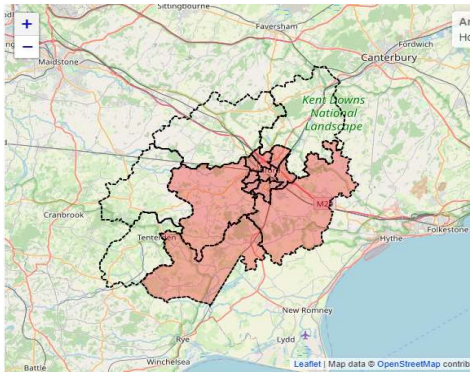
Route	#	Percentage	
SRN: A2/A256 (South)	288	12%	*calculated above
Other Routes	2,054	88%	*remainder (see main distribution in the ES Traffic & Transport chapter)
Total	**2,341**	**100%**	*total taken from main distribution

Maps of Included MSOAs (Points of Origin, within 60-Minute Catchment Area)

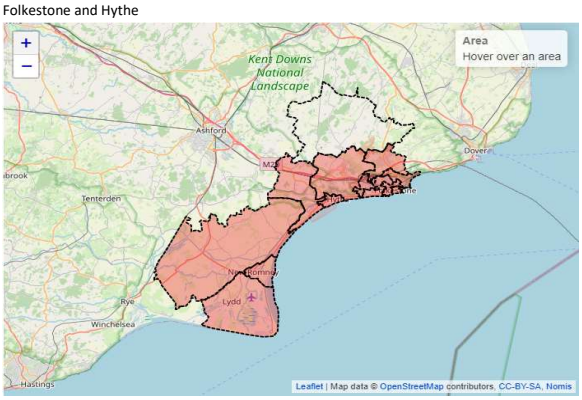
Dover



Ashford



Folkestone and Hythe



Annex C Junction Capacity Modelling Results

C.1 A299/B2190/Tothill Street (Minster) Roundabout

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: Sea Link_Minster Roundabout_AM_v3Cal_WG.j11
Path: \\?\UNC\na.aecomnet.com\lfs\EMEA\Chelmsford-UKCHF1\Legacy\CM-MAN-002\WIP\CTB_CHE_eng\Transport Consultancy Projects\Job Folders_606\60606139 - SEA Link\400 - Technical\32 Jct Modelling\Junction Models\Kent\Models\V3\Calibration
Report generation date: 10/03/2026 14:45:28

»2024 | Base | AM Development Peak
»2024 | Base | AM Network Peak
»2030 | Base (TEMPro) | AM Development Peak
»2030 | Base (TEMPro) | AM Network Peak
»2030 | Base (TEMPro) + Committed Devs | AM Development Peak
»2030 | Base (TEMPro) + Committed Devs | AM Network Peak
»2030 | Base (TEMPro) + Sea Link | AM Development Peak
»2030 | Base (TEMPro) + Sea Link | AM Network Peak
»2030 | Base (TEMPro) + Committed Devs + Sea Link | AM Development Peak
»2030 | Base (TEMPro) + Committed Devs + Sea Link | AM Network Peak

Summary of junction performance

	AM Development Peak						AM Network Peak					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2024 - Base											
Arm A	D1	7.3	20.11	0.89	C	-3 % [Arm B]	D2	13.3	37.28	0.95	E	-6 % [Arm B]
Arm B		9.5	45.51	0.93	E			15.8	68.05	0.98	F	
Arm C		3.5	11.07	0.78	B			13.4	37.98	0.95	E	
Arm D		0.5	3.80	0.35	A			0.6	4.18	0.39	A	
	2030 - Base (TEMPro)											
Arm A	D5	17.9	45.49	0.97	E	-9 % [Arm B]	D6	43.7	99.58	1.04	F	-12 % [Arm B]
Arm B		29.3	115.96	1.04	F			42.9	153.76	1.08	F	
Arm C		5.2	15.78	0.85	C			37.3	88.07	1.03	F	
Arm D		0.6	4.24	0.39	A			0.7	4.61	0.43	A	
	2030 - Base (TEMPro) + Committed Devs											
Arm A	D9	172.2	377.36	1.21	F	-25 % [Arm B]	D10	164.2	398.70	1.22	F	-27 % [Arm B]
Arm B		135.3	604.71	1.28	F			175.4	730.12	1.32	F	
Arm C		6.0	17.37	0.87	C			54.0	116.89	1.05	F	
Arm D		0.8	4.79	0.46	A			1.1	5.65	0.53	A	
	2030 - Base (TEMPro) + Committed Devs + Sea Link											
Arm A	D17	232.1	527.56	1.28	F	-27 % [Arm B]	D18	178.4	442.82	1.24	F	-27 % [Arm B]
Arm B		144.4	648.06	1.29	F			179.6	747.11	1.33	F	
Arm C		6.0	17.25	0.86	C			68.5	144.50	1.08	F	
Arm D		0.8	4.79	0.46	A			1.1	5.70	0.53	A	
	2030 - Base (TEMPro) + Sea Link											
Arm A	D13	47.4	99.09	1.04	F	-12 % [Arm B]	D14	57.4	126.06	1.06	F	-13 % [Arm B]
Arm B		38.4	148.85	1.07	F			45.6	163.81	1.09	F	
Arm C		5.1	15.20	0.84	C			45.7	104.12	1.04	F	
Arm D		0.6	4.20	0.39	A			0.8	4.64	0.43	A	

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

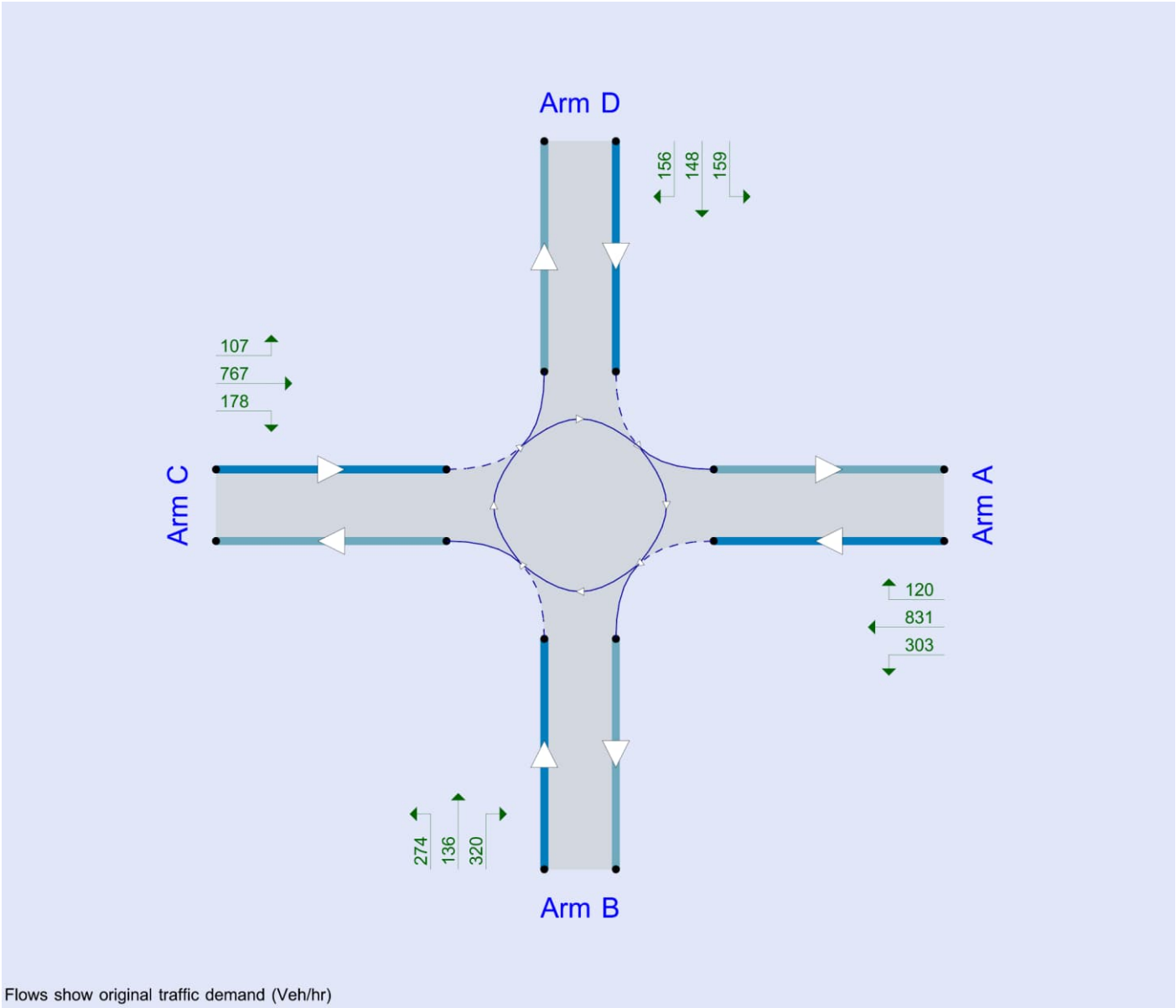
File summary

File Description

Title	
Location	
Site number	
Date	18/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\Catherine.Durbin
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



Flows show original traffic demand (Veh/hr)

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		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D2	2024	Base	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D5	2030	Base (TEMPro)	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D6	2030	Base (TEMPro)	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D9	2030	Base (TEMPro) + Committed Devs	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D10	2030	Base (TEMPro) + Committed Devs	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D13	2030	Base (TEMPro) + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D14	2030	Base (TEMPro) + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D17	2030	Base (TEMPro) + Committed Devs + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D18	2030	Base (TEMPro) + Committed Devs + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

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

2024 | Base | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	20.52	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	Arm B	20.52	C

Arms

Arms

Arm	Name	Description	No give-way line
A	A299 W		
B	B2190 N		
C	A299 Hengis Way E		
D	Tothill Street		

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
A	7.25	7.25	0.0	34.0	64.7	20.5		
B	6.82	6.82	0.0	23.5	64.7	14.0		
C	8.76	8.76	0.0	43.8	64.7	11.5		
D	7.00	8.10	8.3	25.0	64.7	20.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.646	2313
B	0.629	2196
C	0.752	2895
D	0.668	2460

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage	Calibration adjustment	84.00
B	Percentage	Calibration adjustment	65.00
C	Percentage	Calibration adjustment	64.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM Development Peak	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1254	100.000
B		ONE HOUR	✓	730	100.000
C		ONE HOUR	✓	1052	100.000
D		ONE HOUR	✓	463	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	303	831	120
	B	320	0	274	136
	C	767	178	0	107
	D	159	148	156	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	2	9	3
	B	3	0	4	2
	C	4	1	0	7
	D	5	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.89	20.11	7.3	C	1151	1726
B	0.93	45.51	9.5	E	670	1005
C	0.78	11.07	3.5	B	965	1448
D	0.35	3.80	0.5	A	425	637

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	944	236	362	1640	0.576	939	933	0.0	1.3	5.095	A
B	550	137	829	1031	0.533	545	471	0.0	1.1	7.345	A
C	792	198	430	1577	0.502	788	944	0.0	1.0	4.541	A
D	349	87	947	1755	0.199	348	272	0.0	0.2	2.557	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1127	282	433	1603	0.703	1123	1117	1.3	2.3	7.441	A
B	656	164	992	962	0.682	652	564	1.1	2.1	11.500	B
C	946	236	515	1537	0.615	943	1129	1.0	1.6	6.041	A
D	416	104	1133	1629	0.255	416	325	0.2	0.3	2.966	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1381	345	529	1554	0.889	1363	1356	2.3	6.8	17.425	C
B	804	201	1205	872	0.922	780	687	2.1	7.9	33.375	D
C	1158	290	618	1488	0.779	1151	1368	1.6	3.3	10.486	B
D	510	127	1376	1466	0.348	509	393	0.3	0.5	3.758	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1381	345	531	1553	0.889	1379	1369	6.8	7.3	20.105	C
B	804	201	1217	866	0.928	797	692	7.9	9.5	45.511	E
C	1158	290	630	1482	0.782	1158	1385	3.3	3.5	11.069	B
D	510	127	1390	1457	0.350	510	398	0.5	0.5	3.799	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1127	282	435	1602	0.704	1147	1138	7.3	2.4	8.229	A
B	656	164	1010	954	0.688	685	572	9.5	2.3	14.702	B
C	946	236	538	1526	0.620	953	1158	3.5	1.7	6.361	A
D	416	104	1156	1614	0.258	417	334	0.5	0.3	3.008	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	944	236	364	1639	0.576	948	942	2.4	1.4	5.243	A
B	550	137	837	1027	0.535	554	475	2.3	1.2	7.674	A
C	792	198	437	1574	0.503	795	954	1.7	1.0	4.634	A
D	349	87	957	1748	0.199	349	275	0.3	0.2	2.574	A

2024 | Base | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	39.54	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-6	Arm B	39.54	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Base	AM Network Peak	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 (%)
A		ONE HOUR	✓	1239	100.000
B		ONE HOUR	✓	784	100.000
C		ONE HOUR	✓	1223	100.000
D		ONE HOUR	✓	495	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	291	821	127
	B	257	0	294	233
	C	715	332	0	176
	D	130	222	143	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	2	7	5
	B	3	0	4	2
	C	10	2	0	7
	D	4	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.95	37.28	13.3	E	1137	1705
B	0.98	68.05	15.8	F	719	1079
C	0.95	37.98	13.4	E	1122	1683
D	0.39	4.18	0.6	A	454	681

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	933	233	522	1565	0.596	927	824	0.0	1.5	5.590	A
B	590	148	817	1041	0.567	585	633	0.0	1.3	7.809	A
C	921	230	461	1513	0.609	915	941	0.0	1.5	5.959	A
D	373	93	975	1715	0.217	372	401	0.0	0.3	2.677	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1114	278	625	1511	0.737	1109	986	1.5	2.7	8.832	A
B	705	176	977	974	0.724	700	757	1.3	2.5	12.919	B
C	1099	275	551	1471	0.747	1094	1126	1.5	2.8	9.422	A
D	445	111	1166	1582	0.281	445	479	0.3	0.4	3.161	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1364	341	758	1441	0.946	1331	1182	2.7	11.0	26.911	D
B	863	216	1175	890	0.970	827	913	2.5	11.5	42.907	E
C	1347	337	653	1424	0.946	1314	1349	2.8	10.9	27.178	D
D	545	136	1396	1423	0.383	544	571	0.4	0.6	4.090	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1364	341	765	1438	0.949	1355	1202	11.0	13.3	37.281	E
B	863	216	1194	882	0.978	846	926	11.5	15.8	68.050	F
C	1347	337	668	1417	0.950	1337	1373	10.9	13.4	37.978	E
D	545	136	1422	1406	0.388	545	583	0.6	0.6	4.182	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1114	278	638	1504	0.740	1155	1031	13.3	3.0	11.445	B
B	705	176	1013	959	0.735	756	781	15.8	3.0	21.748	C
C	1099	275	591	1453	0.757	1140	1178	13.4	3.3	12.867	B
D	445	111	1224	1543	0.288	446	507	0.6	0.4	3.283	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	933	233	527	1563	0.597	939	836	3.0	1.5	5.819	A
B	590	148	826	1037	0.569	597	640	3.0	1.3	8.288	A
C	921	230	469	1509	0.610	927	954	3.3	1.6	6.263	A
D	373	93	990	1705	0.219	373	407	0.4	0.3	2.706	A

2030 | Base (TEMPro) | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	45.75	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-9	Arm B	45.75	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base (TEMPro)	AM Development Peak	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1350	100.000
B		ONE HOUR	✓	785	100.000
C		ONE HOUR	✓	1133	100.000
D		ONE HOUR	✓	498	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	326	895	129
	B	344	0	295	146
	C	826	192	0	115
	D	171	159	168	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	2	9	3
	B	3	0	4	2
	C	4	1	0	7
	D	5	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.97	45.49	17.9	E	1239	1858
B	1.04	115.96	29.3	F	720	1080
C	0.85	15.78	5.2	C	1040	1559
D	0.39	4.24	0.6	A	457	685

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1016	254	389	1626	0.625	1010	1003	0.0	1.6	5.784	A
B	591	148	892	1004	0.589	585	507	0.0	1.4	8.489	A
C	853	213	462	1562	0.546	848	1016	0.0	1.2	5.012	A
D	375	94	1019	1707	0.220	374	291	0.0	0.3	2.698	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1214	303	466	1586	0.765	1208	1200	1.6	3.1	9.363	A
B	706	176	1067	930	0.759	700	606	1.4	2.9	15.219	C
C	1019	255	552	1519	0.671	1015	1214	1.2	2.0	7.103	A
D	448	112	1219	1572	0.285	447	349	0.3	0.4	3.199	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1486	372	569	1533	0.970	1442	1441	3.1	14.2	30.574	D
B	864	216	1279	840	1.028	804	732	2.9	17.9	61.258	F
C	1247	312	640	1477	0.845	1236	1443	2.0	4.9	14.255	B
D	548	137	1463	1408	0.390	547	413	0.4	0.6	4.181	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1486	372	571	1532	0.970	1471	1456	14.2	17.9	45.493	E
B	864	216	1301	831	1.040	819	742	17.9	29.3	115.956	F
C	1247	312	652	1472	0.848	1246	1468	4.9	5.2	15.776	C
D	548	137	1478	1397	0.393	548	419	0.6	0.6	4.241	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1214	303	469	1584	0.766	1272	1259	17.9	3.4	13.489	B
B	706	176	1116	909	0.776	807	625	29.3	4.0	53.026	F
C	1019	255	625	1484	0.686	1031	1298	5.2	2.2	8.139	A
D	448	112	1280	1531	0.292	449	376	0.6	0.4	3.328	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1016	254	392	1624	0.626	1023	1017	3.4	1.7	6.057	A
B	591	148	903	999	0.591	601	512	4.0	1.5	9.246	A
C	853	213	473	1557	0.548	857	1031	2.2	1.2	5.174	A
D	375	94	1033	1697	0.221	375	297	0.4	0.3	2.727	A

2030 | Base (TEMPro) | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	94.57	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-12	Arm B	94.57	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base (TEMPro)	AM Network Peak	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 (%)
A		ONE HOUR	✓	1334	100.000
B		ONE HOUR	✓	844	100.000
C		ONE HOUR	✓	1316	100.000
D		ONE HOUR	✓	533	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	313	884	137
	B	277	0	316	251
	C	770	357	0	189
	D	140	239	154	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	2	7	5
	B	3	0	4	2
	C	10	2	0	7
	D	4	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	1.04	99.58	43.7	F	1224	1836
B	1.08	153.76	42.9	F	774	1162
C	1.03	88.07	37.3	F	1208	1811
D	0.43	4.61	0.7	A	489	734

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1004	251	562	1545	0.650	997	887	0.0	1.8	6.493	A
B	635	159	879	1015	0.626	629	680	0.0	1.6	9.175	A
C	991	248	496	1496	0.662	983	1012	0.0	1.9	6.914	A
D	401	100	1048	1664	0.241	400	431	0.0	0.3	2.846	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1199	300	671	1487	0.807	1191	1059	1.8	3.9	11.836	B
B	759	190	1050	943	0.805	750	813	1.6	3.7	17.923	C
C	1183	296	592	1452	0.815	1174	1208	1.9	4.1	12.568	B
D	479	120	1252	1523	0.315	479	514	0.3	0.5	3.445	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1469	367	804	1417	1.036	1377	1233	3.9	26.8	51.155	F
B	929	232	1223	870	1.068	846	958	3.7	24.7	75.073	F
C	1449	362	670	1416	1.023	1370	1398	4.1	23.8	47.544	E
D	587	147	1451	1385	0.424	586	590	0.5	0.7	4.496	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1469	367	811	1413	1.039	1401	1251	26.8	43.7	99.576	F
B	929	232	1242	862	1.078	856	970	24.7	42.9	153.764	F
C	1449	362	680	1412	1.026	1395	1419	23.8	37.3	88.074	F
D	587	147	1476	1368	0.429	587	599	0.7	0.7	4.607	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1199	300	709	1467	0.817	1353	1177	43.7	5.1	49.633	E
B	759	190	1175	890	0.852	870	888	42.9	15.1	125.251	F
C	1183	296	683	1410	0.839	1308	1361	37.3	6.1	48.784	E
D	479	120	1405	1417	0.338	480	585	0.7	0.5	3.844	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1004	251	570	1540	0.652	1017	921	5.1	1.9	7.045	A
B	635	159	895	1008	0.630	689	692	15.1	1.8	13.163	B
C	991	248	535	1478	0.670	1007	1048	6.1	2.1	7.888	A
D	401	100	1088	1636	0.245	402	454	0.5	0.3	2.919	A

2030 | Base (TEMPro) + Committed Devs | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	278.36	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-25	Arm B	278.36	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030	Base (TEMPro) + Committed Devs	AM Development Peak	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1657	100.000
B		ONE HOUR	✓	918	100.000
C		ONE HOUR	✓	1185	100.000
D		ONE HOUR	✓	583	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	349	1171	137
	B	378	0	387	153
	C	864	196	0	125
	D	199	183	201	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	3	7	2
	B	5	0	3	2
	C	4	1	0	6
	D	4	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	1.21	377.36	172.2	F	1520	2281
B	1.28	604.71	135.3	F	842	1264
C	0.87	17.37	6.0	C	1087	1631
D	0.46	4.79	0.8	A	535	802

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1247	312	435	1612	0.774	1234	1076	0.0	3.3	9.250	A
B	691	173	1125	907	0.762	679	544	0.0	3.0	15.092	C
C	892	223	495	1549	0.576	887	1310	0.0	1.3	5.398	A
D	439	110	1073	1676	0.262	437	309	0.0	0.4	2.905	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1490	372	520	1567	0.951	1456	1273	3.3	11.8	26.534	D
B	825	206	1329	822	1.004	778	646	3.0	14.7	55.142	F
C	1065	266	571	1512	0.704	1061	1537	1.3	2.3	7.917	A
D	524	131	1270	1542	0.340	523	362	0.4	0.5	3.531	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1824	456	635	1507	1.210	1502	1484	11.8	92.4	133.337	F
B	1011	253	1407	790	1.279	788	731	14.7	70.4	207.009	F
C	1305	326	580	1508	0.865	1291	1614	2.3	5.7	15.712	C
D	642	160	1479	1401	0.458	641	392	0.5	0.8	4.727	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1824	456	638	1506	1.212	1505	1494	92.4	172.2	318.813	F
B	1011	253	1409	789	1.281	789	734	70.4	125.9	456.936	F
C	1305	326	581	1507	0.866	1303	1618	5.7	6.0	17.373	C
D	642	160	1491	1393	0.461	642	393	0.8	0.8	4.790	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1490	372	525	1565	0.952	1556	1291	172.2	155.6	377.361	F
B	825	206	1409	788	1.047	788	671	125.9	135.3	604.709	F
C	1065	266	584	1506	0.708	1079	1613	6.0	2.5	8.711	A
D	524	131	1290	1529	0.343	525	374	0.8	0.5	3.591	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1247	312	438	1610	0.775	1600	1125	155.6	67.5	252.830	F
B	691	173	1414	786	0.880	780	623	135.3	113.1	573.959	F
C	892	223	583	1506	0.592	896	1611	2.5	1.5	5.943	A
D	439	110	1123	1642	0.267	440	357	0.5	0.4	2.995	A

2030 | Base (TEMPro) + Committed Devs | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	329.18	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-27	Arm B	329.18	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030	Base (TEMPro) + Committed Devs	AM Network Peak	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 (%)
A		ONE HOUR	✓	1522	100.000
B		ONE HOUR	✓	1016	100.000
C		ONE HOUR	✓	1387	100.000
D		ONE HOUR	✓	657	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	338	1035	149
	B	317	0	439	260
	C	822	362	0	203
	D	181	272	204	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	4	6	4
	B	5	0	3	2
	C	9	2	0	6
	D	3	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	1.22	398.70	164.2	F	1397	2095
B	1.32	730.12	175.4	F	932	1398
C	1.05	116.89	54.0	F	1273	1909
D	0.53	5.65	1.1	A	603	904

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1146	286	627	1514	0.757	1134	983	0.0	3.0	9.209	A
B	765	191	1035	950	0.805	750	726	0.0	3.7	16.895	C
C	1044	261	537	1485	0.703	1035	1248	0.0	2.3	7.848	A
D	495	124	1118	1621	0.305	493	454	0.0	0.4	3.186	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1368	342	749	1449	0.944	1337	1157	3.0	10.8	26.644	D
B	913	228	1223	872	1.047	843	863	3.7	21.4	68.290	F
C	1247	312	610	1451	0.859	1234	1456	2.3	5.4	15.747	C
D	591	148	1317	1483	0.398	590	527	0.4	0.7	4.024	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1676	419	893	1374	1.220	1369	1303	10.8	87.6	138.529	F
B	1119	280	1289	845	1.323	844	973	21.4	90.1	248.625	F
C	1527	382	613	1449	1.054	1419	1519	5.4	32.4	59.068	F
D	723	181	1475	1373	0.527	722	558	0.7	1.1	5.509	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1676	419	900	1370	1.223	1370	1317	87.6	164.2	333.597	F
B	1119	280	1290	845	1.324	845	980	90.1	158.6	537.196	F
C	1527	382	614	1449	1.054	1441	1521	32.4	54.0	116.886	F
D	723	181	1494	1360	0.532	723	561	1.1	1.1	5.649	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1368	342	800	1423	0.962	1414	1270	164.2	152.7	398.702	F
B	913	228	1284	847	1.079	846	930	158.6	175.4	722.050	F
C	1247	312	619	1447	0.862	1423	1511	54.0	10.1	87.505	F
D	591	148	1478	1371	0.431	592	563	1.1	0.8	4.630	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1146	286	640	1507	0.760	1498	1031	152.7	64.8	263.256	F
B	765	191	1319	832	0.920	827	818	175.4	159.9	730.122	F
C	1044	261	616	1448	0.721	1074	1530	10.1	2.7	10.335	B
D	495	124	1175	1582	0.313	496	515	0.8	0.5	3.320	A

2030 | Base (TEMPro) + Sea Link | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	72.58	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-12	Arm B	72.58	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2030	Base (TEMPro) + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1449	100.000
B		ONE HOUR	✓	785	100.000
C		ONE HOUR	✓	1135	100.000
D		ONE HOUR	✓	498	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	326	994	129
	B	344	0	295	146
	C	828	192	0	115
	D	171	159	168	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	2	8	3
	B	3	0	4	2
	C	4	1	0	7
	D	5	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	1.04	99.09	47.4	F	1330	1994
B	1.07	148.85	38.4	F	720	1080
C	0.84	15.20	5.1	C	1042	1562
D	0.39	4.20	0.6	A	457	685

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1091	273	389	1628	0.670	1083	1005	0.0	2.0	6.510	A
B	591	148	965	975	0.606	585	507	0.0	1.5	9.093	A
C	854	214	462	1565	0.546	850	1089	0.0	1.2	4.998	A
D	375	94	1020	1709	0.219	374	291	0.0	0.3	2.692	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1303	326	466	1589	0.820	1294	1201	2.0	4.3	11.844	B
B	706	176	1153	896	0.788	698	606	1.5	3.4	17.566	C
C	1020	255	551	1523	0.670	1017	1301	1.2	2.0	7.074	A
D	448	112	1220	1575	0.284	447	348	0.3	0.4	3.190	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1595	399	569	1535	1.039	1496	1437	4.3	29.1	50.754	F
B	864	216	1344	815	1.060	789	721	3.4	22.2	73.608	F
C	1250	312	626	1487	0.840	1238	1507	2.0	4.8	13.872	B
D	548	137	1459	1415	0.388	547	405	0.4	0.6	4.147	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1595	399	571	1534	1.040	1522	1450	29.1	47.4	99.087	F
B	864	216	1365	806	1.072	800	729	22.2	38.4	148.851	F
C	1250	312	635	1483	0.843	1249	1530	4.8	5.1	15.198	C
D	548	137	1472	1405	0.390	548	411	0.6	0.6	4.200	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1303	326	469	1587	0.821	1471	1264	47.4	5.3	49.737	E
B	706	176	1292	837	0.843	816	649	38.4	10.9	115.408	F
C	1020	255	640	1480	0.689	1032	1467	5.1	2.3	8.211	A
D	448	112	1284	1532	0.292	449	387	0.6	0.4	3.325	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1091	273	392	1627	0.671	1104	1031	5.3	2.1	7.039	A
B	591	148	982	968	0.610	628	513	10.9	1.6	11.724	B
C	854	214	490	1552	0.551	859	1120	2.3	1.2	5.227	A
D	375	94	1047	1691	0.222	375	302	0.4	0.3	2.736	A

2030 | Base (TEMPro) + Sea Link | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	110.87	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-13	Arm B	110.87	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2030	Base (TEMPro) + Sea Link	AM Network Peak	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 (%)
A		ONE HOUR	✓	1351	100.000
B		ONE HOUR	✓	844	100.000
C		ONE HOUR	✓	1332	100.000
D		ONE HOUR	✓	533	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	313	901	137
	B	277	0	316	251
	C	786	357	0	189
	D	140	239	154	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	2	9	5
	B	3	0	4	2
	C	11	2	0	7
	D	4	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	1.06	126.06	57.4	F	1240	1860
B	1.09	163.81	45.6	F	774	1162
C	1.04	104.12	45.7	F	1222	1833
D	0.43	4.64	0.8	A	489	734

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1017	254	562	1525	0.667	1009	898	0.0	2.0	6.880	A
B	635	159	891	1004	0.633	629	680	0.0	1.7	9.421	A
C	1003	251	496	1488	0.674	995	1024	0.0	2.0	7.187	A
D	401	100	1060	1652	0.243	400	430	0.0	0.3	2.873	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1215	304	671	1468	0.827	1205	1073	2.0	4.4	13.183	B
B	759	190	1064	931	0.815	750	812	1.7	4.0	18.965	C
C	1197	299	591	1444	0.829	1188	1222	2.0	4.5	13.533	B
D	479	120	1265	1509	0.318	479	514	0.3	0.5	3.491	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1487	372	800	1401	1.061	1372	1240	4.4	33.4	60.657	F
B	929	232	1223	863	1.077	841	948	4.0	26.1	79.112	F
C	1467	367	665	1410	1.040	1373	1399	4.5	27.8	53.444	F
D	587	147	1454	1377	0.426	586	584	0.5	0.7	4.541	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1487	372	807	1398	1.064	1391	1257	33.4	57.4	126.056	F
B	929	232	1238	856	1.085	851	959	26.1	45.6	163.813	F
C	1467	367	674	1406	1.043	1395	1416	27.8	45.7	104.116	F
D	587	147	1477	1362	0.431	587	592	0.7	0.8	4.645	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1215	304	716	1445	0.840	1414	1200	57.4	7.6	86.709	F
B	759	190	1225	861	0.881	843	905	45.6	24.6	152.646	F
C	1197	299	671	1408	0.851	1351	1397	45.7	7.3	68.881	F
D	479	120	1436	1390	0.345	480	586	0.8	0.5	3.958	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1017	254	571	1520	0.669	1039	948	7.6	2.1	7.809	A
B	635	159	915	994	0.639	726	695	24.6	1.8	18.470	C
C	1003	251	560	1459	0.688	1023	1081	7.3	2.3	8.631	A
D	401	100	1116	1613	0.249	402	467	0.5	0.3	2.973	A

2030 | Base (TEMPro) + Committed Devs + Sea Link | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	349.02	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-27	Arm B	349.02	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2030	Base (TEMPro) + Committed Devs + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1757	100.000
B		ONE HOUR	✓	918	100.000
C		ONE HOUR	✓	1188	100.000
D		ONE HOUR	✓	583	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	349	1271	137
	B	378	0	387	153
	C	867	196	0	125
	D	199	183	201	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	3	6	2
	B	5	0	3	2
	C	4	1	0	6
	D	4	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	1.28	527.56	232.1	F	1612	2418
B	1.29	648.06	144.4	F	842	1264
C	0.86	17.25	6.0	C	1090	1635
D	0.46	4.79	0.8	A	535	802

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1323	331	435	1622	0.816	1306	1077	0.0	4.1	10.907	B
B	691	173	1198	880	0.785	678	543	0.0	3.3	16.808	C
C	894	224	494	1549	0.577	889	1381	0.0	1.3	5.412	A
D	439	110	1075	1675	0.262	437	308	0.0	0.4	2.908	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1580	395	520	1577	1.002	1515	1271	4.1	20.3	38.971	E
B	825	206	1395	799	1.033	766	641	3.3	18.1	65.567	F
C	1068	267	561	1517	0.704	1064	1599	1.3	2.3	7.887	A
D	524	131	1268	1544	0.339	523	358	0.4	0.5	3.526	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1934	484	636	1517	1.276	1514	1485	20.3	125.3	180.444	F
B	1011	253	1434	783	1.291	781	715	18.1	75.6	228.191	F
C	1308	327	570	1513	0.865	1295	1645	2.3	5.7	15.616	C
D	642	160	1480	1401	0.458	641	384	0.5	0.8	4.729	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1934	484	638	1515	1.277	1515	1495	125.3	230.2	422.186	F
B	1011	253	1435	782	1.292	782	718	75.6	132.8	488.715	F
C	1308	327	571	1512	0.865	1307	1647	5.7	6.0	17.250	C
D	642	160	1491	1393	0.461	642	386	0.8	0.8	4.793	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1580	395	525	1575	1.003	1572	1290	230.2	232.1	527.564	F
B	825	206	1441	779	1.059	779	656	132.8	144.4	648.056	F
C	1068	267	573	1511	0.707	1082	1647	6.0	2.5	8.654	A
D	524	131	1289	1529	0.343	525	366	0.8	0.5	3.591	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1323	331	438	1620	0.817	1613	1124	232.1	159.5	437.649	F
B	691	173	1444	778	0.889	772	607	144.4	124.1	626.186	F
C	894	224	573	1511	0.592	898	1644	2.5	1.5	5.911	A
D	439	110	1122	1642	0.267	440	349	0.5	0.4	2.994	A

2030 | Base (TEMPro) + Committed Devs + Sea Link | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	355.11	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-27	Arm B	355.11	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2030	Base (TEMPro) + Committed Devs + Sea Link	AM Network Peak	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 (%)
A		ONE HOUR	✓	1540	100.000
B		ONE HOUR	✓	1016	100.000
C		ONE HOUR	✓	1404	100.000
D		ONE HOUR	✓	657	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	338	1053	149
	B	317	0	439	260
	C	839	362	0	203
	D	181	272	204	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	4	7	4
	B	5	0	3	2
	C	11	2	0	6
	D	3	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	1.24	442.82	178.4	F	1413	2120
B	1.33	747.11	179.6	F	932	1398
C	1.08	144.50	68.5	F	1288	1932
D	0.53	5.70	1.1	A	603	904

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1159	290	627	1504	0.771	1147	995	0.0	3.2	9.750	A
B	765	191	1048	942	0.812	749	726	0.0	3.9	17.511	C
C	1057	264	536	1468	0.720	1047	1261	0.0	2.5	8.358	A
D	495	124	1129	1605	0.308	493	454	0.0	0.4	3.232	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1384	346	749	1440	0.961	1346	1169	3.2	12.8	30.246	D
B	913	228	1234	864	1.057	837	861	3.9	22.9	72.273	F
C	1262	316	606	1436	0.879	1247	1465	2.5	6.2	17.739	C
D	591	148	1328	1465	0.403	590	525	0.4	0.7	4.107	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1696	424	887	1368	1.240	1364	1305	12.8	95.7	151.870	F
B	1119	280	1289	842	1.329	840	962	22.9	92.5	257.757	F
C	1546	386	609	1435	1.077	1413	1520	6.2	39.6	69.294	F
D	723	181	1471	1365	0.530	722	551	0.7	1.1	5.579	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1696	424	893	1365	1.242	1365	1316	95.7	178.4	363.467	F
B	1119	280	1290	841	1.330	841	968	92.5	161.9	551.490	F
C	1546	386	610	1435	1.078	1430	1521	39.6	68.5	144.504	F
D	723	181	1486	1354	0.534	723	554	1.1	1.1	5.701	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1384	346	793	1417	0.977	1409	1270	178.4	172.2	442.821	F
B	913	228	1284	843	1.084	843	918	161.9	179.6	739.769	F
C	1262	316	615	1432	0.881	1412	1512	68.5	31.2	130.069	F
D	591	148	1470	1365	0.433	592	556	1.1	0.8	4.667	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1159	290	661	1486	0.780	1478	1094	172.2	92.6	323.815	F
B	765	191	1307	832	0.919	828	831	179.6	163.9	747.114	F
C	1057	264	613	1433	0.738	1170	1522	31.2	3.0	19.820	C
D	495	124	1259	1514	0.327	496	524	0.8	0.5	3.538	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Sea Link_Minster Roundabout_PM_v3Cal_WG.j11
Path: \\?\UNC\na.aecomnet.com\lfs\EMEA\Chelmsford-UKCHF1\Legacy\CM-MAN-002\WIP\CTB_CHE_eng\Transport Consultancy Projects\Job Folders_606\60606139 - SEA Link\400 - Technical\32 Jct Modelling\Junction Models\Kent\Models\V3\Calibration
Report generation date: 10/03/2026 14:50:53

»2024 | Base | PM Network Peak
»2024 | Base | PM Development Peak
»2030 | Base (TEMPro) | PM Network Peak
»2030 | Base (TEMPro) | PM Development Peak
»2030 | Base (TEMPro) + Committed Devs | PM Network Peak
»2030 | Base (TEMPro) + Committed Devs | PM Development Peak
»2030 | Base (TEMPro) + Sea Link | PM Network Peak
»2030 | Base (TEMPro) + Sea Link | PM Development Peak
»2030 | Base (TEMPro) + Committed Devs + Sea Link | PM Network Peak
»2030 | Base (TEMPro) + Committed Devs + Sea Link | PM Development Peak

Summary of junction performance

	PM Network Peak						PM Development Peak					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2024 - Base											
Arm A	D3	11.6	35.24	0.94	E	-8 % [Arm B]	D4	1.8	6.84	0.64	A	39 % [Arm A]
Arm B		19.5	84.28	1.00	F			0.9	7.10	0.46	A	
Arm C		8.3	29.08	0.91	D			1.1	5.73	0.52	A	
Arm D		0.4	3.29	0.30	A			0.2	2.24	0.18	A	
	2030 - Base (TEMPro)											
Arm A	D7	36.3	90.97	1.03	F	-14 % [Arm B]	D8	2.3	8.20	0.70	A	29 % [Arm A]
Arm B		50.2	184.38	1.10	F			1.0	8.02	0.51	A	
Arm C		18.5	58.44	0.98	F			1.3	6.41	0.57	A	
Arm D		0.5	3.54	0.34	A			0.2	2.34	0.20	A	
	2030 - Base (TEMPro) + Committed Devs											
Arm A	D11	114.8	275.67	1.16	F	-29 % [Arm C]	D12	4.6	14.70	0.83	B	4 % [Arm C]
Arm B		120.4	527.08	1.26	F			2.0	12.35	0.67	B	
Arm C		273.9	800.85	1.35	F			7.0	24.16	0.89	C	
Arm D		0.6	3.89	0.38	A			0.3	2.94	0.25	A	
	2030 - Base (TEMPro) + Committed Devs + Sea Link											
Arm A	D19	119.1	288.77	1.16	F	-29 % [Arm C]	D20	4.6	14.83	0.83	B	-4 % [Arm C]
Arm B		121.3	531.14	1.26	F			2.0	12.40	0.67	B	
Arm C		280.3	821.68	1.35	F			17.6	54.40	0.97	F	
Arm D		0.6	3.89	0.38	A			0.4	3.11	0.26	A	
	2030 - Base (TEMPro) + Sea Link											
Arm A	D15	39.3	96.83	1.03	F	-14 % [Arm B]	D16	2.3	8.24	0.70	A	29 % [Arm A]
Arm B		50.8	187.05	1.10	F			1.0	8.03	0.51	A	
Arm C		20.2	62.72	0.99	F			1.8	7.82	0.65	A	
Arm D		0.5	3.56	0.34	A			0.3	2.45	0.20	A	

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

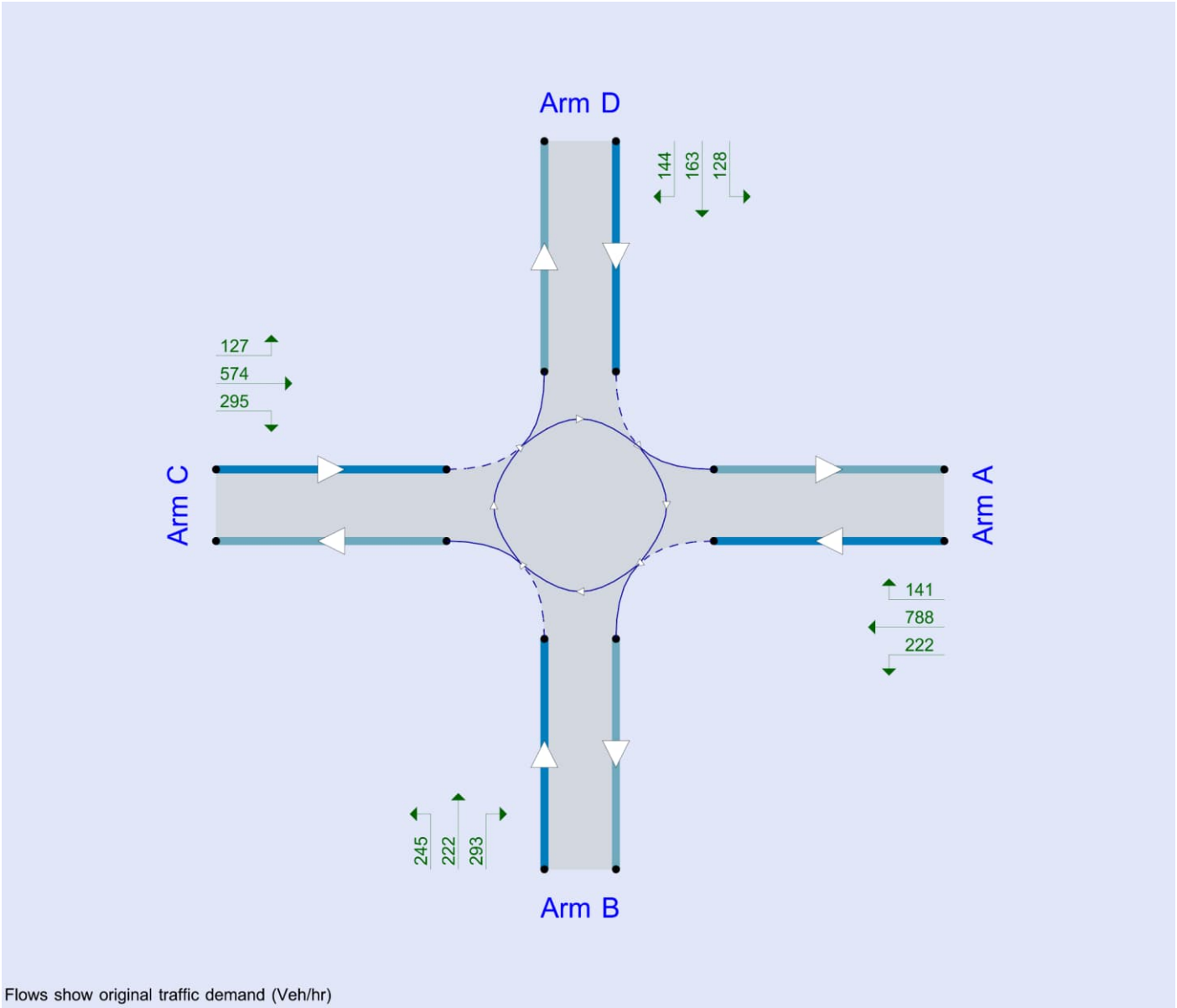
File summary

File Description

Title	
Location	
Site number	
Date	18/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\Catherine.Durbin
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



Flows show original traffic demand (Veh/hr)

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		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024	Base	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D4	2024	Base	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D7	2030	Base (TEMPro)	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D8	2030	Base (TEMPro)	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D11	2030	Base (TEMPro) + Committed Devs	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D12	2030	Base (TEMPro) + Committed Devs	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D15	2030	Base (TEMPro) + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D16	2030	Base (TEMPro) + Sea Link	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D19	2030	Base (TEMPro) + Committed Devs + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D20	2030	Base (TEMPro) + Committed Devs + Sea Link	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Analysis Set Details

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

2024 | Base | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	40.22	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-8	Arm B	40.22	E

Arms

Arms

Arm	Name	Description	No give-way line
A	A299 W		
B	B2190 N		
C	A299 Hengis Way E		
D	Tothill Street		

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
A	7.25	7.25	0.0	34.0	64.7	20.5		
B	6.82	6.82	0.0	23.5	64.7	14.0		
C	8.76	8.76	0.0	43.8	64.7	11.5		
D	7.00	8.10	8.3	25.0	64.7	20.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.646	2313
B	0.629	2196
C	0.752	2895
D	0.668	2460

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage	Calibration adjustment	73.00
B	Percentage	Calibration adjustment	58.00
C	Percentage	Calibration adjustment	52.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024	Base	PM Network Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1151	100.000
B		ONE HOUR	✓	760	100.000
C		ONE HOUR	✓	996	100.000
D		ONE HOUR	✓	435	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	222	788	141
	B	293	0	245	222
	C	574	295	0	127
	D	128	163	144	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	1	2	1
	B	0	0	0	0
	C	2	1	0	2
	D	4	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.94	35.24	11.6	E	1056	1584
B	1.00	84.28	19.5	F	697	1046
C	0.91	29.08	8.3	D	914	1371
D	0.30	3.29	0.4	A	399	599

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	867	217	451	1450	0.598	861	744	0.0	1.5	6.055	A
B	572	143	803	976	0.586	567	509	0.0	1.4	8.686	A
C	750	187	489	1292	0.580	744	880	0.0	1.4	6.514	A
D	327	82	868	1838	0.178	327	366	0.0	0.2	2.380	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1035	259	540	1408	0.735	1030	890	1.5	2.7	9.401	A
B	683	171	961	917	0.745	678	609	1.4	2.7	14.699	B
C	895	224	585	1255	0.714	891	1053	1.4	2.4	9.786	A
D	391	98	1039	1725	0.227	391	438	0.2	0.3	2.698	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1267	317	657	1353	0.936	1238	1068	2.7	9.9	26.446	D
B	837	209	1158	844	0.991	794	737	2.7	13.4	50.305	F
C	1097	274	690	1215	0.903	1077	1262	2.4	7.3	23.387	C
D	479	120	1246	1587	0.302	478	521	0.3	0.4	3.244	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1267	317	662	1351	0.938	1260	1084	9.9	11.6	35.236	E
B	837	209	1176	837	0.999	813	746	13.4	19.5	84.278	F
C	1097	274	705	1209	0.907	1093	1283	7.3	8.3	29.084	D
D	479	120	1267	1573	0.304	479	531	0.4	0.4	3.288	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1035	259	548	1404	0.737	1070	932	11.6	2.9	11.798	B
B	683	171	993	905	0.755	748	625	19.5	3.4	30.269	D
C	895	224	638	1235	0.725	918	1103	8.3	2.8	12.082	B
D	391	98	1089	1692	0.231	392	466	0.4	0.3	2.769	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	867	217	455	1448	0.599	872	755	2.9	1.5	6.314	A
B	572	143	812	972	0.589	580	515	3.4	1.5	9.341	A
C	750	187	500	1288	0.582	755	892	2.8	1.4	6.825	A
D	327	82	882	1829	0.179	328	372	0.3	0.2	2.398	A

2024 | Base | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	5.92	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	39	Arm A	5.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024	Base	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	851	100.000
B		ONE HOUR	✓	396	100.000
C		ONE HOUR	✓	615	100.000
D		ONE HOUR	✓	314	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	166	569	116
	B	127	0	115	154
	C	397	142	0	76
	D	77	140	97	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	2	2	1
	B	2	0	2	0
	C	3	1	0	0
	D	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.64	6.84	1.8	A	781	1171
B	0.46	7.10	0.9	A	363	545
C	0.52	5.73	1.1	A	564	847
D	0.18	2.24	0.2	A	288	432

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	641	160	284	1525	0.420	638	451	0.0	0.7	4.044	A
B	298	75	586	1044	0.286	297	336	0.0	0.4	4.809	A
C	463	116	297	1359	0.341	461	585	0.0	0.5	4.001	A
D	236	59	499	2109	0.112	236	259	0.0	0.1	1.922	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	765	191	340	1499	0.510	764	540	0.7	1.0	4.888	A
B	356	89	702	1001	0.356	355	402	0.4	0.5	5.568	A
C	553	138	356	1336	0.414	552	701	0.5	0.7	4.589	A
D	282	71	598	2042	0.138	282	311	0.1	0.2	2.045	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	937	234	417	1463	0.640	934	660	1.0	1.7	6.764	A
B	436	109	859	944	0.462	435	492	0.5	0.8	7.052	A
C	677	169	436	1305	0.519	676	858	0.7	1.1	5.705	A
D	346	86	732	1951	0.177	346	380	0.2	0.2	2.242	A

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	937	234	417	1463	0.640	937	662	1.7	1.8	6.836	A
B	436	109	861	943	0.462	436	493	0.8	0.9	7.097	A
C	677	169	437	1305	0.519	677	860	1.1	1.1	5.734	A
D	346	86	733	1950	0.177	346	381	0.2	0.2	2.244	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	765	191	341	1499	0.510	768	542	1.8	1.1	4.945	A
B	356	89	705	1000	0.356	357	404	0.9	0.6	5.609	A
C	553	138	358	1335	0.414	554	704	1.1	0.7	4.619	A
D	282	71	600	2040	0.138	282	312	0.2	0.2	2.049	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	641	160	286	1525	0.420	642	453	1.1	0.7	4.084	A
B	298	75	590	1042	0.286	299	338	0.6	0.4	4.846	A
C	463	116	299	1358	0.341	464	589	0.7	0.5	4.030	A
D	236	59	502	2107	0.112	237	261	0.2	0.1	1.926	A

2030 | Base (TEMPro) | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	90.75	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-14	Arm B	90.75	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	Base (TEMPro)	PM Network Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1240	100.000
B		ONE HOUR	✓	819	100.000
C		ONE HOUR	✓	1073	100.000
D		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	239	849	152
	B	316	0	264	239
	C	618	318	0	137
	D	138	176	155	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	1	2	1
	B	0	0	0	0
	C	2	1	0	2
	D	4	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	1.03	90.97	36.3	F	1138	1707
B	1.10	184.38	50.2	F	751	1127
C	0.98	58.44	18.5	F	985	1477
D	0.34	3.54	0.5	A	430	646

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	934	233	486	1433	0.651	926	800	0.0	1.8	7.004	A
B	616	154	864	953	0.647	609	548	0.0	1.8	10.272	B
C	808	202	526	1278	0.632	801	947	0.0	1.7	7.455	A
D	353	88	934	1795	0.197	352	394	0.0	0.2	2.495	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1115	279	581	1389	0.803	1107	956	1.8	3.8	12.433	B
B	736	184	1033	890	0.826	726	655	1.8	4.2	20.753	C
C	965	241	628	1239	0.779	958	1131	1.7	3.3	12.543	B
D	422	105	1116	1674	0.252	421	470	0.2	0.3	2.874	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1365	341	701	1332	1.025	1288	1118	3.8	23.1	48.997	E
B	901	225	1210	825	1.093	806	779	4.2	28.1	87.256	F
C	1181	295	704	1209	0.977	1139	1312	3.3	14.0	37.878	E
D	516	129	1304	1548	0.333	516	539	0.3	0.5	3.484	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1365	341	709	1329	1.028	1313	1135	23.1	36.3	90.965	F
B	901	225	1230	817	1.103	813	791	28.1	50.2	184.378	F
C	1181	295	712	1206	0.980	1163	1332	14.0	18.5	58.436	F
D	516	129	1328	1532	0.337	516	547	0.5	0.5	3.542	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1115	279	601	1379	0.808	1241	1034	36.3	4.7	40.204	E
B	736	184	1141	850	0.866	833	700	50.2	25.8	166.758	F
C	965	241	717	1204	0.801	1021	1258	18.5	4.4	24.273	C
D	422	105	1212	1610	0.262	422	526	0.5	0.4	3.032	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	934	233	492	1430	0.653	945	849	4.7	1.9	7.578	A
B	616	154	879	947	0.651	712	557	25.8	1.9	22.058	C
C	808	202	598	1250	0.646	818	993	4.4	1.9	8.518	A
D	353	88	988	1759	0.201	354	428	0.4	0.3	2.563	A

2030 | Base (TEMPro) | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	6.82	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	29	Arm A	6.82	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	Base (TEMPro)	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	917	100.000
B		ONE HOUR	✓	427	100.000
C		ONE HOUR	✓	663	100.000
D		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	179	613	125
	B	137	0	124	166
	C	428	153	0	82
	D	83	151	104	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	2	2	1
	B	2	0	2	0
	C	3	1	0	0
	D	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.70	8.20	2.3	A	841	1262
B	0.51	8.02	1.0	A	392	588
C	0.57	6.41	1.3	A	608	912
D	0.20	2.34	0.2	A	311	466

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	690	173	307	1515	0.456	687	486	0.0	0.8	4.331	A
B	321	80	631	1027	0.313	320	362	0.0	0.5	5.076	A
C	499	125	320	1350	0.370	497	631	0.0	0.6	4.209	A
D	255	64	538	2083	0.122	254	279	0.0	0.1	1.969	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	824	206	367	1487	0.554	823	582	0.8	1.2	5.408	A
B	384	96	756	982	0.391	383	434	0.5	0.6	6.007	A
C	596	149	384	1325	0.450	595	755	0.6	0.8	4.923	A
D	304	76	644	2010	0.151	304	334	0.1	0.2	2.110	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1010	252	449	1448	0.697	1006	712	1.2	2.2	8.057	A
B	470	118	924	920	0.511	468	530	0.6	1.0	7.946	A
C	730	182	469	1292	0.565	728	923	0.8	1.3	6.357	A
D	373	93	788	1912	0.195	372	409	0.2	0.2	2.338	A

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1010	252	450	1448	0.697	1010	713	2.2	2.3	8.201	A
B	470	118	927	919	0.512	470	532	1.0	1.0	8.020	A
C	730	182	471	1292	0.565	730	926	1.3	1.3	6.406	A
D	373	93	790	1911	0.195	373	410	0.2	0.2	2.340	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	824	206	368	1486	0.555	828	584	2.3	1.3	5.504	A
B	384	96	761	980	0.392	385	436	1.0	0.7	6.070	A
C	596	149	386	1324	0.450	598	760	1.3	0.8	4.968	A
D	304	76	648	2008	0.152	304	336	0.2	0.2	2.113	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	690	173	308	1514	0.456	692	489	1.3	0.8	4.388	A
B	321	80	636	1026	0.313	322	364	0.7	0.5	5.122	A
C	499	125	323	1349	0.370	500	635	0.8	0.6	4.246	A
D	255	64	542	2080	0.122	255	281	0.2	0.1	1.972	A

2030 | Base (TEMPro) + Committed Devs | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	475.61	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-29	Arm C	475.61	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2030	Base (TEMPro) + Committed Devs	PM Network Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1389	100.000
B		ONE HOUR	✓	927	100.000
C		ONE HOUR	✓	1454	100.000
D		ONE HOUR	✓	510	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	302	903	184
	B	391	0	270	266
	C	890	389	0	175
	D	152	186	172	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	3	2	1
	B	2	0	0	0
	C	2	1	0	1
	D	4	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	1.16	275.67	114.8	F	1275	1912
B	1.26	527.08	120.4	F	851	1276
C	1.35	800.85	273.9	F	1334	2001
D	0.38	3.89	0.6	A	468	702

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1046	261	555	1395	0.749	1034	1058	0.0	2.9	9.683	A
B	698	175	938	918	0.761	686	651	0.0	3.0	14.874	B
C	1095	274	623	1239	0.883	1069	1001	0.0	6.3	19.054	C
D	384	96	1230	1593	0.241	383	463	0.0	0.3	2.971	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1249	312	637	1357	0.920	1226	1195	2.9	8.6	24.029	C
B	834	208	1114	853	0.977	797	749	3.0	12.1	46.841	E
C	1307	327	727	1199	1.090	1180	1183	6.3	38.0	79.676	F
D	458	115	1374	1497	0.306	458	533	0.3	0.4	3.462	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1529	382	712	1322	1.157	1313	1238	8.6	62.7	108.034	F
B	1021	255	1217	815	1.252	812	808	12.1	64.3	182.126	F
C	1601	400	749	1190	1.345	1189	1279	38.0	140.9	278.274	F
D	562	140	1389	1488	0.377	561	550	0.4	0.6	3.882	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1529	382	712	1322	1.157	1321	1238	62.7	114.8	247.724	F
B	1021	255	1223	813	1.256	813	810	64.3	116.4	408.140	F
C	1601	400	751	1189	1.346	1189	1285	140.9	243.8	587.901	F
D	562	140	1389	1487	0.378	562	551	0.6	0.6	3.888	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1249	312	640	1356	0.921	1344	1208	114.8	91.0	275.672	F
B	834	208	1207	819	1.018	817	777	116.4	120.4	527.084	F
C	1307	327	757	1187	1.101	1187	1267	243.8	273.9	789.814	F
D	458	115	1389	1488	0.308	459	555	0.6	0.4	3.504	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1046	261	586	1381	0.757	1366	1182	91.0	10.9	139.008	F
B	698	175	1198	822	0.849	815	753	120.4	91.2	468.215	F
C	1095	274	759	1186	0.923	1182	1255	273.9	252.0	800.852	F
D	384	96	1384	1491	0.258	384	557	0.4	0.3	3.256	A

2030 | Base (TEMPro) + Committed Devs | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	16.03	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	4	Arm C	16.03	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2030	Base (TEMPro) + Committed Devs	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1051	100.000
B		ONE HOUR	✓	529	100.000
C		ONE HOUR	✓	1005	100.000
D		ONE HOUR	✓	370	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	239	663	149
	B	211	0	130	188
	C	667	218	0	120
	D	94	159	117	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	4	2	1
	B	5	0	2	0
	C	2	0	0	0
	D	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.83	14.70	4.6	B	964	1447
B	0.67	12.35	2.0	B	485	728
C	0.89	24.16	7.0	C	922	1383
D	0.25	2.94	0.3	A	340	509

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	791	198	370	1479	0.535	787	727	0.0	1.1	5.165	A
B	398	100	696	991	0.402	396	461	0.0	0.7	6.017	A
C	757	189	410	1324	0.571	751	681	0.0	1.3	6.230	A
D	279	70	819	1892	0.147	278	342	0.0	0.2	2.228	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	945	236	443	1446	0.654	942	871	1.1	1.8	7.105	A
B	476	119	833	942	0.505	474	552	0.7	1.0	7.677	A
C	903	226	491	1292	0.699	900	816	1.3	2.3	9.084	A
D	333	83	981	1782	0.187	332	410	0.2	0.2	2.483	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1157	289	540	1401	0.826	1147	1058	1.8	4.4	13.661	B
B	582	146	1015	876	0.665	579	672	1.0	1.9	11.973	B
C	1107	277	599	1250	0.886	1090	995	2.3	6.4	20.646	C
D	407	102	1191	1640	0.248	407	498	0.2	0.3	2.919	A

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1157	289	543	1399	0.827	1156	1069	4.4	4.6	14.700	B
B	582	146	1022	873	0.667	582	678	1.9	2.0	12.353	B
C	1107	277	603	1248	0.887	1104	1001	6.4	7.0	24.162	C
D	407	102	1205	1630	0.250	407	503	0.3	0.3	2.942	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	945	236	448	1443	0.655	955	888	4.6	1.9	7.529	A
B	476	119	843	938	0.507	479	560	2.0	1.0	7.911	A
C	903	226	497	1290	0.700	922	826	7.0	2.4	10.236	B
D	333	83	1003	1768	0.188	333	416	0.3	0.2	2.509	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	791	198	373	1478	0.535	794	735	1.9	1.2	5.289	A
B	398	100	702	989	0.403	400	465	1.0	0.7	6.122	A
C	757	189	414	1323	0.572	761	687	2.4	1.4	6.458	A
D	279	70	829	1886	0.148	279	346	0.2	0.2	2.242	A

2030 | Base (TEMPro) + Sea Link | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	94.59	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-14	Arm B	94.59	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2030	Base (TEMPro) + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1248	100.000
B		ONE HOUR	✓	819	100.000
C		ONE HOUR	✓	1081	100.000
D		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	239	857	152
	B	316	0	264	239
	C	626	318	0	137
	D	138	176	155	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	1	2	1
	B	0	0	0	0
	C	2	1	0	2
	D	4	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	1.03	96.83	39.3	F	1145	1718
B	1.10	187.05	50.8	F	751	1127
C	0.99	62.72	20.2	F	992	1488
D	0.34	3.56	0.5	A	430	646

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	940	235	486	1433	0.656	932	806	0.0	1.9	7.084	A
B	616	154	870	951	0.648	609	548	0.0	1.8	10.333	B
C	814	203	526	1278	0.637	807	953	0.0	1.7	7.533	A
D	353	88	940	1791	0.197	352	394	0.0	0.2	2.501	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1122	280	581	1389	0.808	1114	963	1.9	3.9	12.721	B
B	736	184	1040	888	0.829	726	655	1.8	4.3	21.030	C
C	972	243	628	1239	0.785	965	1138	1.7	3.4	12.840	B
D	422	105	1123	1669	0.253	421	470	0.2	0.3	2.885	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1374	344	701	1333	1.031	1291	1125	3.9	24.6	51.110	F
B	901	225	1215	823	1.095	804	777	4.3	28.5	88.320	F
C	1190	298	702	1210	0.984	1144	1317	3.4	14.9	39.663	E
D	516	129	1309	1545	0.334	516	537	0.3	0.5	3.496	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1374	344	708	1329	1.034	1315	1142	24.6	39.3	96.828	F
B	901	225	1234	816	1.105	812	789	28.5	50.8	187.049	F
C	1190	298	710	1207	0.986	1169	1336	14.9	20.2	62.724	F
D	516	129	1334	1529	0.338	516	546	0.5	0.5	3.555	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1122	280	602	1379	0.814	1259	1042	39.3	5.0	46.602	E
B	736	184	1158	844	0.872	828	704	50.8	27.9	173.434	F
C	972	243	714	1205	0.806	1034	1271	20.2	4.6	26.674	D
D	422	105	1222	1603	0.263	422	526	0.5	0.4	3.052	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	940	235	492	1430	0.657	952	859	5.0	2.0	7.704	A
B	616	154	886	945	0.652	720	557	27.9	2.0	24.256	C
C	814	203	604	1248	0.652	824	1002	4.6	1.9	8.708	A
D	353	88	998	1752	0.201	354	431	0.4	0.3	2.575	A

2030 | Base (TEMPro) + Sea Link | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	7.28	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	29	Arm A	7.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2030	Base (TEMPro) + Sea Link	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	919	100.000
B		ONE HOUR	✓	427	100.000
C		ONE HOUR	✓	762	100.000
D		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	179	615	125
	B	137	0	124	166
	C	527	153	0	82
	D	83	151	104	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	2	2	1
	B	2	0	2	0
	C	2	1	0	0
	D	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.70	8.24	2.3	A	843	1265
B	0.51	8.03	1.0	A	392	588
C	0.65	7.82	1.8	A	699	1049
D	0.20	2.45	0.3	A	311	466

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	692	173	307	1515	0.457	689	560	0.0	0.8	4.339	A
B	321	80	633	1027	0.313	320	362	0.0	0.5	5.080	A
C	574	143	320	1358	0.422	571	632	0.0	0.7	4.558	A
D	255	64	612	2035	0.125	254	279	0.0	0.1	2.022	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	826	207	367	1487	0.556	825	670	0.8	1.2	5.423	A
B	384	96	758	981	0.391	383	434	0.5	0.6	6.014	A
C	685	171	384	1333	0.514	684	757	0.7	1.0	5.532	A
D	304	76	733	1952	0.156	304	334	0.1	0.2	2.183	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1012	253	449	1448	0.699	1008	820	1.2	2.3	8.093	A
B	470	118	926	919	0.511	468	530	0.6	1.0	7.960	A
C	839	210	469	1300	0.645	836	925	1.0	1.8	7.712	A
D	373	93	896	1842	0.202	372	409	0.2	0.3	2.449	A

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1012	253	450	1448	0.699	1012	822	2.3	2.3	8.243	A
B	470	118	930	918	0.512	470	532	1.0	1.0	8.035	A
C	839	210	471	1299	0.646	839	929	1.8	1.8	7.816	A
D	373	93	899	1840	0.203	373	410	0.3	0.3	2.453	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	826	207	368	1486	0.556	830	674	2.3	1.3	5.520	A
B	384	96	763	979	0.392	385	436	1.0	0.7	6.079	A
C	685	171	386	1332	0.514	688	762	1.8	1.1	5.615	A
D	304	76	738	1949	0.156	305	337	0.3	0.2	2.190	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	692	173	308	1514	0.457	694	564	1.3	0.8	4.396	A
B	321	80	637	1025	0.314	322	364	0.7	0.5	5.126	A
C	574	143	323	1357	0.423	575	636	1.1	0.7	4.614	A
D	255	64	617	2031	0.125	255	281	0.2	0.1	2.028	A

2030 | Base (TEMPro) + Committed Devs + Sea Link | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	488.00	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-29	Arm C	488.00	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2030	Base (TEMPro) + Committed Devs + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1397	100.000
B		ONE HOUR	✓	927	100.000
C		ONE HOUR	✓	1461	100.000
D		ONE HOUR	✓	510	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	302	911	184
	B	391	0	270	266
	C	897	389	0	175
	D	152	186	172	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	3	2	1
	B	2	0	0	0
	C	2	1	0	1
	D	4	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	1.16	288.77	119.1	F	1282	1923
B	1.26	531.14	121.3	F	851	1276
C	1.35	821.68	280.3	F	1341	2011
D	0.38	3.89	0.6	A	468	702

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1052	263	555	1396	0.754	1040	1063	0.0	2.9	9.828	A
B	698	175	944	916	0.762	686	650	0.0	3.0	14.995	B
C	1100	275	623	1239	0.888	1074	1007	0.0	6.5	19.477	C
D	384	96	1235	1590	0.241	383	463	0.0	0.3	2.978	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1256	314	636	1358	0.925	1232	1198	2.9	9.0	24.814	C
B	834	208	1120	851	0.979	796	748	3.0	12.3	47.619	E
C	1313	328	727	1199	1.095	1182	1190	6.5	39.4	82.024	F
D	458	115	1376	1496	0.306	458	532	0.3	0.4	3.466	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1538	385	711	1323	1.163	1314	1240	9.0	64.9	111.433	F
B	1021	255	1219	814	1.253	811	806	12.3	64.8	183.862	F
C	1609	402	748	1191	1.351	1190	1283	39.4	144.1	285.064	F
D	562	140	1389	1487	0.378	561	548	0.4	0.6	3.885	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1538	385	711	1323	1.163	1322	1240	64.9	119.1	256.269	F
B	1021	255	1225	812	1.257	812	807	64.8	117.1	411.059	F
C	1609	402	749	1190	1.352	1190	1288	144.1	248.8	600.007	F
D	562	140	1390	1487	0.378	562	550	0.6	0.6	3.890	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1256	314	638	1356	0.926	1345	1210	119.1	96.8	288.767	F
B	834	208	1209	818	1.019	816	774	117.1	121.3	531.143	F
C	1313	328	756	1188	1.106	1187	1270	248.8	280.3	806.723	F
D	458	115	1389	1487	0.308	459	554	0.6	0.4	3.503	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1052	263	585	1381	0.761	1367	1184	96.8	17.9	154.954	F
B	698	175	1201	821	0.850	814	751	121.3	92.3	473.255	F
C	1100	275	757	1187	0.927	1183	1258	280.3	259.6	821.683	F
D	384	96	1384	1490	0.258	384	555	0.4	0.3	3.258	A

2030 | Base (TEMPro) + Committed Devs + Sea Link | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Minster Roundabout	Standard Roundabout		A, B, C, D	27.24	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-4	Arm C	27.24	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2030	Base (TEMPro) + Committed Devs + Sea Link	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1054	100.000
B		ONE HOUR	✓	529	100.000
C		ONE HOUR	✓	1104	100.000
D		ONE HOUR	✓	370	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	239	666	149
	B	211	0	130	188
	C	766	218	0	120
	D	94	159	117	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	4	2	1
	B	5	0	2	0
	C	2	0	0	0
	D	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.83	14.83	4.6	B	967	1451
B	0.67	12.40	2.0	B	485	728
C	0.97	54.40	17.6	F	1013	1519
D	0.26	3.11	0.4	A	340	509

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	794	198	370	1479	0.536	789	800	0.0	1.1	5.180	A
B	398	100	698	990	0.402	395	461	0.0	0.7	6.025	A
C	831	208	410	1323	0.628	824	684	0.0	1.7	7.124	A
D	279	70	893	1843	0.151	278	342	0.0	0.2	2.299	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	948	237	443	1446	0.655	945	958	1.1	1.9	7.143	A
B	475	119	836	941	0.505	474	552	0.7	1.0	7.693	A
C	992	248	491	1291	0.768	986	819	1.7	3.1	11.573	B
D	333	83	1068	1723	0.193	332	409	0.2	0.2	2.588	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1160	290	536	1403	0.827	1150	1148	1.9	4.4	13.726	B
B	582	146	1019	875	0.666	579	667	1.0	1.9	12.018	B
C	1215	304	599	1249	0.973	1174	998	3.1	13.6	35.953	E
D	407	102	1277	1581	0.258	407	496	0.2	0.3	3.065	A

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1160	290	541	1400	0.829	1160	1167	4.4	4.6	14.826	B
B	582	146	1026	872	0.668	582	675	1.9	2.0	12.401	B
C	1215	304	603	1247	0.974	1199	1005	13.6	17.6	54.404	F
D	407	102	1301	1565	0.260	407	501	0.3	0.4	3.109	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	948	237	456	1440	0.658	958	1003	4.6	2.0	7.629	A
B	475	119	847	937	0.508	479	567	2.0	1.0	7.929	A
C	992	248	497	1289	0.770	1049	829	17.6	3.6	18.048	C
D	333	83	1126	1684	0.197	333	419	0.4	0.2	2.664	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	794	198	374	1478	0.537	797	812	2.0	1.2	5.311	A
B	398	100	705	988	0.403	400	466	1.0	0.7	6.131	A
C	831	208	414	1322	0.629	838	690	3.6	1.7	7.554	A
D	279	70	907	1833	0.152	279	346	0.2	0.2	2.316	A

C.2 A299/A256/Cottington Link Road (Sevenscore) Roundabout

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Sea Link_Sevenscore Roundabout_AM_v3Cal_WG.j11
Path: \\?\UNC\na.aecomnet.com\lfs\EMEA\Chelmsford-UKCHF1\Legacy\CM-MAN-002\WIP\CTB_CHE_eng\Transport Consultancy Projects\Job Folders_606\60606139 - SEA Link\400 - Technical\32 Jct Modelling\Junction Models\Kent\Models\V3\Calibration
Report generation date: 10/03/2026 14:55:23

»2024 | Base | AM Development Peak
»2024 | Base | AM Network Peak
»2030 | Base (TEMPro) | AM Development Peak
»2030 | Base (TEMPro) | AM Network Peak
»2030 | Base (TEMPro) + Committed Devs | AM Development Peak
»2030 | Base (TEMPro) + Committed Devs | AM Network Peak
»2030 | Base (TEMPro) + Sea Link | AM Development Peak
»2030 | Base (TEMPro) + Sea Link | AM Network Peak
»2030 | Base (TEMPro) + Committed Devs + Sea Link | AM Development Peak
»2030 | Base (TEMPro) + Committed Devs + Sea Link | AM Network Peak

Summary of junction performance

	AM Development Peak						AM Network Peak					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	[Lane Simulation] - 2024 - Base											
Arm A	D1	0.3	12.27		B	% [ ]	D2	1.7	45.05		E	% [ ]
Arm B		1.7	10.55		B			2.7	13.88		B	
Arm C		43.1	79.39		F			17.0	39.75		E	
Arm D		2.7	9.65		A			16.7	44.09		E	
	[Lane Simulation] - 2030 - Base (TEMPro)											
Arm A	D5	0.6	16.47		C	% [ ]	D6	3.0	78.39		F	% [ ]
Arm B		2.9	13.53		B			3.8	19.10		C	
Arm C		114.0	193.41		F			52.4	98.67		F	
Arm D		4.2	12.35		B			42.5	96.69		F	
	[Lane Simulation] - 2030 - Base (TEMPro) + Committed Devs											
Arm A	D9	0.9	31.02		D	% [ ]	D10	3.4	85.36		F	% [ ]
Arm B		9.0	43.28		E			25.4	91.45		F	
Arm C		165.0	342.71		F			115.1	229.98		F	
Arm D		14.3	38.08		E			109.9	267.71		F	
	[Lane Simulation] - 2030 - Base (TEMPro) + Committed Devs + Sea Link											
Arm A	D17	0.8	27.73		D	% [ ]	D18	3.8	89.79		F	% [ ]
Arm B		29.9	105.13		F			32.1	113.98		F	
Arm C		215.4	484.07		F			124.4	268.25		F	
Arm D		12.7	34.31		D			121.4	308.99		F	
	[Lane Simulation] - 2030 - Base (TEMPro) + Sea Link											
Arm A	D13	0.5	13.45		B	% [ ]	D14	3.1	74.96		F	% [ ]
Arm B		4.8	20.11		C			5.1	24.68		C	
Arm C		155.7	302.10		F			65.2	119.97		F	
Arm D		4.3	11.76		B			50.4	115.98		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.

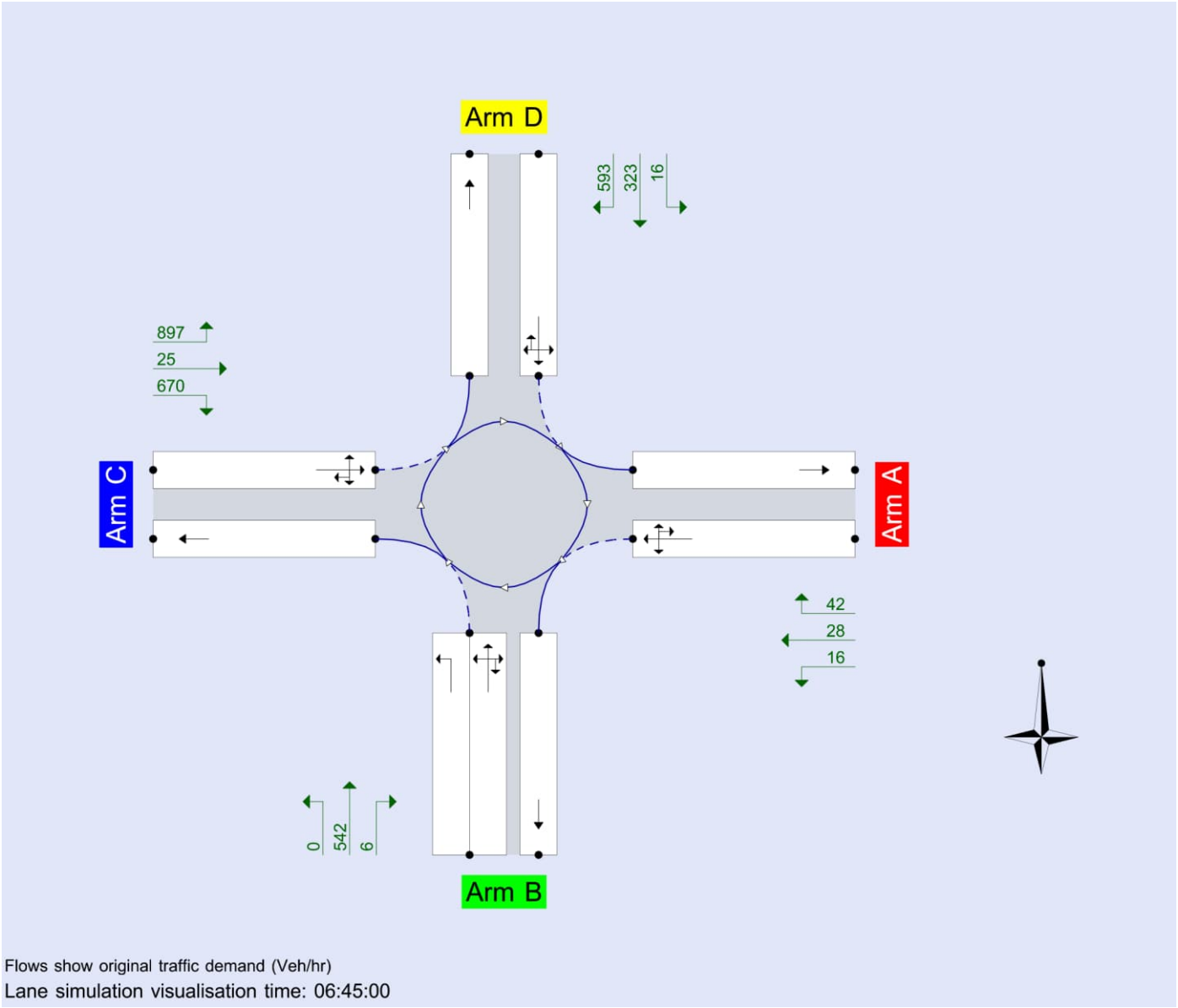
File summary

File Description

Title	
Location	
Site number	
Date	17/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\Catherine.Durbin
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



Flows show original traffic demand (Veh/hr)

Lane simulation visualisation time: 06:45:00

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	1.00	100000	100000	Do not calculate	-1	3	1	60	✓			1942422128	169	10.19

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D2	2024	Base	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D5	2030	Base (TEMPro)	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D6	2030	Base (TEMPro)	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D9	2030	Base (TEMPro) + Committed Devs	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D10	2030	Base (TEMPro) + Committed Devs	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D13	2030	Base (TEMPro) + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D14	2030	Base (TEMPro) + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D17	2030	Base (TEMPro) + Committed Devs + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D18	2030	Base (TEMPro) + Committed Devs + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

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

2024 | Base | AM Development Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	44.48	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	44.48	E

Arms

Arms

Arm	Name	Description	No give-way line
A	Cottington Link Road		
B	A299 Hengist Way N		
C	A299 Hengist Way E		
D	A256		

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
A	2.80	4.40	32.2	16.0	60.0	21.0		
B	7.37	10.01	4.5	23.2	60.0	22.0		
C	7.29	10.35	40.8	25.7	60.0	14.5		
D	7.66	10.35	16.0	23.7	60.0	0.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.491	1291
B	0.722	2598
C	0.825	3148
D	0.841	3169

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
C	Percentage		68.00
D	Percentage		59.00

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
A	Evenly split	10.00
B	Evenly split	10.00
C	Evenly split	10.00
D	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
A	Entry	1	1	A, B, C, D		Infinity			0	99999	
	Exit	1	1			Infinity					
B	Entry	1	1	C		Infinity			0	99999	
			2	A, B, C, D		Infinity			0	99999	
	Exit	1	1			Infinity					
C	Entry	1	1	A, B, C, D		Infinity			0	99999	
	Exit	1	1			Infinity					
D	Entry	1	1	A, B, C, D		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A	Entry	1	1	0.491	1291
B	Entry	1	1	0.361	1299
			2	0.361	1299
C	Entry	1	1	0.825	3148
D	Entry	1	1	0.841	3169

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			A	B	C	D
A	1	1	✓	✓	✓	✓
B	1	1			✓	
		2	✓	✓	✓	✓
C	1	1	✓	✓	✓	✓
D	1	1	✓	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM Development Peak	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	86	100.000
B		ONE HOUR	✓	548	100.000
C		ONE HOUR	✓	1595	100.000
D		ONE HOUR	✓	932	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	16	28	42
	B	6	0	0	542
	C	25	670	3	897
	D	16	323	593	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			
		A	B	C	D
From	A	0	6	0	0
	B	17	0	0	7
	C	0	2	0	2
	D	6	8	4	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	12.27	0.3	B	78	117
B	10.55	1.7	B	504	756
C	79.39	43.1	F	1467	2200
D	9.65	2.7	A	855	1282

Main Results for each time segment

06:45 - 07:00

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
A	63	16	1192	63	66	34	0.0	0.1	6.026	A
B	417	104	502	416	441	753	0.0	0.7	5.994	A
C	1196	299	447	1199	1213	470	0.0	1.9	5.593	A
D	704	176	525	701	741	1121	0.0	1.1	4.620	A

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
A	79	20	1422	79	83	44	0.1	0.2	7.181	A
B	500	125	591	502	535	909	0.7	1.0	7.416	A
C	1447	362	540	1442	1461	553	1.9	4.0	9.419	A
D	827	207	638	828	890	1344	1.1	1.2	5.799	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
A	92	23	1707	93	101	50	0.2	0.2	10.884	B
B	609	152	733	612	649	1066	1.0	1.6	9.897	A
C	1753	438	657	1686	1700	689	4.0	28.6	41.672	E
D	1019	255	738	1020	1079	1605	1.2	2.7	9.653	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
A	95	24	1732	96	102	52	0.2	0.3	12.272	B
B	595	149	737	597	649	1091	1.6	1.7	10.548	B
C	1759	440	644	1703	1735	690	28.6	43.2	79.390	F
D	1026	256	753	1031	1085	1593	2.7	2.5	9.583	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
A	74	19	1469	74	85	43	0.3	0.2	9.179	A
B	496	124	603	493	538	941	1.7	1.1	7.609	A
C	1437	359	528	1515	1618	567	43.2	7.3	45.087	E
D	845	211	669	844	903	1375	2.5	1.3	6.505	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
A	62	16	1202	63	70	38	0.2	0.1	6.719	A
B	409	102	501	408	447	764	1.1	0.7	6.030	A
C	1209	302	439	1209	1256	470	7.3	2.0	7.567	A
D	708	177	535	705	755	1113	1.3	1.0	4.726	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

06:45 - 07:00

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
A	Entry	1	1	A, B, C, D	63	675	0.094	63	66	0.0	0.1	6.026	A
	Exit	1	1		34			34	36	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1111	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	417	1041	0.401	416	441	0.0	0.7	5.994	A
	Exit	1	1		753			753	786	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1196	1837	0.652	1199	1213	0.0	1.9	5.593	A
	Exit	1	1		470			470	490	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	704	1519	0.464	701	741	0.0	1.1	4.620	A
	Exit	1	1		1121			1121	1150	0.0	0.0	0.000	A

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
A	Entry	1	1	A, B, C, D	79	558	0.141	79	83	0.1	0.2	7.181	A
	Exit	1	1		44			44	44	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1078	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	500	1006	0.498	502	535	0.7	1.0	7.416	A
	Exit	1	1		909			909	952	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1447	1781	0.813	1442	1461	1.9	4.0	9.419	A
	Exit	1	1		553			553	582	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	827	1467	0.564	828	890	1.1	1.2	5.799	A
	Exit	1	1		1344			1344	1393	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
A	Entry	1	1	A, B, C, D	92	412	0.224	93	101	0.2	0.2	10.884	B
	Exit	1	1		50			50	54	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1025	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	609	957	0.635	612	649	1.0	1.6	9.897	A
	Exit	1	1		1066			1066	1110	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1753	1714	1.023	1686	1700	4.0	28.6	41.672	E
	Exit	1	1		689			689	718	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1019	1419	0.718	1020	1079	1.2	2.7	9.653	A
	Exit	1	1		1605			1605	1647	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
A	Entry	1	1	A, B, C, D	95	403	0.237	96	102	0.2	0.3	12.272	B
	Exit	1	1		52			52	54	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1023	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	595	954	0.624	597	649	1.6	1.7	10.548	B
	Exit	1	1		1091			1091	1134	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1759	1720	1.022	1703	1735	28.6	43.2	79.390	F
	Exit	1	1		690			690	718	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1026	1414	0.726	1031	1085	2.7	2.5	9.583	A
	Exit	1	1		1593			1593	1666	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
A	Entry	1	1	A, B, C, D	74	534	0.139	74	85	0.3	0.2	9.179	A
	Exit	1	1		43			43	47	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1074	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	496	1004	0.494	493	538	1.7	1.1	7.609	A
	Exit	1	1		941			941	1020	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1437	1789	0.803	1515	1618	43.2	7.3	45.087	E
	Exit	1	1		567			567	598	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	845	1451	0.582	844	903	2.5	1.3	6.505	A
	Exit	1	1		1375			1375	1480	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
A	Entry	1	1	A, B, C, D	62	666	0.094	63	70	0.2	0.1	6.719	A
	Exit	1	1		38			38	40	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1112	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	409	1036	0.394	408	447	1.1	0.7	6.030	A
	Exit	1	1		764			764	806	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1209	1840	0.657	1209	1256	7.3	2.0	7.567	A
	Exit	1	1		470			470	499	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	708	1516	0.467	705	755	1.3	1.0	4.726	A
	Exit	1	1		1113			1113	1184	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

06:45 - 07:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	11	3	1245	621	0.018	11	13	0.0	0.0	6.191	A
				C	20	5	1283	680	0.030	20	21	0.0	0.0	5.666	A
				D	31	8	1291	683	0.046	31	32	0.0	0.1	6.199	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	5	1	838	645	0.008	5	5	0.0	0.0	5.712	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	412	103	1299	1041	0.395	411	437	0.0	0.7	5.997	A
C	Entry	1	1	A	17	4	3092	1847	0.009	17	18	0.0	0.0	5.739	A
				B	499	125	3148	1834	0.272	500	512	0.0	0.8	5.595	A
				C	3	0.76	1527	908	0.003	3	2	0.0	0.0	4.547	A
				D	676	169	3148	1837	0.369	679	681	0.0	1.1	5.592	A
D	Entry	1	1	A	12	3	3057	1431	0.008	12	14	0.0	0.0	4.651	A
				B	244	61	3169	1479	0.165	242	261	0.0	0.5	4.703	A
				C	448	112	3169	1543	0.291	447	466	0.0	0.6	4.575	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1260	527	0.028	15	18	0.1	0.0	7.302	A
				C	25	6	1291	566	0.045	25	26	0.1	0.1	7.345	A
				D	38	10	1291	563	0.068	38	40	0.1	0.1	7.025	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	5	1	976	673	0.007	5	6	0.7	0.0	7.391	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	495	124	1299	1007	0.492	497	529	0.7	0.9	7.416	A
C	Entry	1	1	A	24	6	3148	1827	0.013	23	22	1.9	0.1	9.597	A
				B	610	152	3148	1785	0.342	607	613	1.9	1.7	9.447	A
				C	2	0.60	1322	772	0.003	2	2	1.9	0.0	10.257	B
				D	811	203	3148	1776	0.457	809	824	1.9	2.2	9.391	A
D	Entry	1	1	A	15	4	3151	1432	0.011	15	15	1.1	0.0	6.006	A
				B	286	71	3169	1432	0.199	287	321	1.1	0.3	5.791	A
				C	526	132	3169	1488	0.354	526	554	1.1	0.8	5.799	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1268	372	0.044	17	20	0.2	0.1	11.912	B
				C	31	8	1291	421	0.075	32	33	0.2	0.1	10.785	B
				D	45	11	1291	414	0.108	44	48	0.2	0.1	10.555	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	2	1053	695	0.009	6	8	1.0	0.0	11.068	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	602	151	1299	958	0.627	606	641	1.0	1.5	9.883	A
C	Entry	1	1	A	27	7	3148	1746	0.016	27	27	4.0	0.4	40.880	E
				B	730	183	3148	1714	0.426	701	711	4.0	12.2	41.738	E
				C	3	0.76	1751	975	0.003	3	3	4.0	0.0	42.483	E
				D	993	248	3148	1713	0.580	955	959	4.0	16.0	41.642	E
D	Entry	1	1	A	16	4	3132	1392	0.012	16	19	1.2	0.0	9.933	A
				B	348	87	3169	1384	0.252	349	379	1.2	0.9	9.719	A
				C	655	164	3169	1439	0.455	654	681	1.2	1.8	9.611	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	18	5	1260	381	0.048	18	20	0.2	0.1	12.135	B
				C	31	8	1291	403	0.077	31	33	0.2	0.1	11.842	B
				D	46	12	1291	409	0.113	47	50	0.2	0.1	12.605	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	1	968	655	0.009	6	8	1.6	0.0	11.526	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	589	147	1299	954	0.617	591	641	1.6	1.7	10.537	B
C	Entry	1	1	A	30	8	3148	1753	0.017	29	27	28.6	0.8	81.882	F
				B	743	186	3148	1719	0.432	715	730	28.6	18.2	79.206	F
				C	3	0.82	1900	1056	0.003	3	3	28.5	0.1	79.406	F
				D	983	246	3148	1719	0.572	956	975	28.6	24.2	79.454	F
D	Entry	1	1	A	17	4	3132	1378	0.012	18	19	2.7	0.0	9.770	A
				B	355	89	3169	1387	0.256	357	384	2.7	0.9	9.634	A
				C	653	163	3169	1429	0.457	656	682	2.7	1.6	9.551	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	4	1260	478	0.030	14	17	0.3	0.0	9.367	A
				C	25	6	1283	533	0.047	25	27	0.3	0.1	8.997	A
				D	35	9	1291	529	0.066	35	41	0.3	0.1	9.226	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	2	1030	698	0.009	6	7	1.7	0.0	7.571	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	490	122	1299	1006	0.487	487	532	1.7	1.1	7.610	A
C	Entry	1	1	A	22	5	3129	1816	0.012	23	25	43.2	0.1	42.972	E
				B	604	151	3148	1790	0.337	637	683	43.2	3.0	45.080	E
				C	3	0.64	1620	931	0.003	2	3	43.1	0.0	42.175	E
				D	809	202	3148	1787	0.452	852	908	43.2	4.2	45.161	E
D	Entry	1	1	A	15	4	3076	1364	0.011	14	15	2.5	0.0	6.425	A
				B	290	73	3169	1411	0.205	289	320	2.5	0.5	6.607	A
				C	540	135	3169	1474	0.367	540	569	2.5	0.8	6.451	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	13	3	1253	594	0.021	13	13	0.2	0.0	7.090	A
				C	19	5	1291	671	0.028	19	22	0.2	0.0	6.462	A
				D	31	8	1291	676	0.046	31	34	0.2	0.0	6.750	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	5	1	876	652	0.008	5	6	1.1	0.0	6.727	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	404	101	1299	1037	0.389	403	442	1.1	0.7	6.022	A
C	Entry	1	1	A	21	5	3148	1878	0.011	20	20	7.4	0.0	7.046	A
				B	507	127	3148	1838	0.276	507	526	7.3	0.8	7.615	A
				C	3	0.69	1192	709	0.004	3	2	7.4	0.0	8.478	A
				D	679	170	3148	1840	0.369	678	708	7.3	1.1	7.543	A
D	Entry	1	1	A	13	3	3113	1479	0.009	13	14	1.3	0.0	4.570	A
				B	245	61	3169	1475	0.167	244	267	1.3	0.3	4.809	A
				C	450	112	3169	1541	0.292	448	474	1.3	0.7	4.685	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2024 | Base | AM Network Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	36.80	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	36.80	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Base	AM Network Peak	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 (%)
A		ONE HOUR	✓	123	100.000
B		ONE HOUR	✓	600	100.000
C		ONE HOUR	✓	1420	100.000
D		ONE HOUR	✓	1157	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	16	51	56
	B	7	0	0	593
	C	56	653	1	710
	D	28	471	658	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			
		A	B	C	D
From	A	0	0	2	2
	B	14	0	0	6
	C	0	5	0	4
	D	0	13	7	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	45.05	1.7	E	113	169
B	13.88	2.7	B	552	828
C	39.75	17.0	E	1306	1959
D	44.09	16.7	E	1061	1592

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
A	93	23	1342	93	95	71	0.0	0.2	7.729	A
B	445	111	572	447	476	863	0.0	0.7	6.568	A
C	1079	270	489	1077	1108	530	0.0	1.7	5.245	A
D	864	216	547	866	944	1019	0.0	1.5	6.296	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
A	109	27	1619	110	118	83	0.2	0.3	10.858	B
B	545	136	695	544	574	1033	0.7	1.3	8.382	A
C	1296	324	594	1288	1340	645	1.7	3.5	8.577	A
D	1053	263	647	1055	1137	1236	1.5	3.0	10.010	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
A	132	33	1939	129	136	98	0.3	1.5	26.834	D
B	666	167	824	666	699	1244	1.3	2.7	12.967	B
C	1568	392	724	1547	1586	766	3.5	15.4	27.289	D
D	1276	319	780	1257	1351	1491	3.0	12.9	27.832	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
A	136	34	1952	135	143	98	1.5	1.7	45.052	E
B	654	163	830	658	702	1258	2.7	2.2	13.880	B
C	1565	391	719	1569	1631	769	15.4	17.0	39.755	E
D	1263	316	792	1258	1380	1496	12.9	16.6	44.090	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
A	113	28	1602	114	124	83	1.7	0.4	22.141	C
B	550	137	698	549	582	1018	2.2	1.4	9.496	A
C	1273	318	600	1275	1404	647	17.0	3.1	15.829	C
D	1036	259	637	1048	1195	1239	16.6	3.2	21.080	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
A	93	23	1331	93	101	64	0.4	0.2	8.980	A
B	450	113	576	451	485	848	1.4	0.7	6.777	A
C	1053	263	493	1052	1116	533	3.1	1.8	5.602	A
D	871	218	525	870	967	1021	3.2	1.7	7.131	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
A	Entry	1	1	A, B, C, D	93	570	0.163	93	95	0.0	0.2	7.729	A
	Exit	1	1		71			71	67	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1079	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	445	1016	0.438	447	476	0.0	0.7	6.568	A
	Exit	1	1		863			863	925	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1079	1774	0.608	1077	1108	0.0	1.7	5.245	A
	Exit	1	1		530			530	567	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	864	1451	0.595	866	944	0.0	1.5	6.296	A
	Exit	1	1		1019			1019	1063	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
A	Entry	1	1	A, B, C, D	109	425	0.257	110	118	0.2	0.3	10.858	B
	Exit	1	1		83			83	84	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1032	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	545	971	0.562	544	574	0.7	1.3	8.382	A
	Exit	1	1		1033			1033	1112	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1296	1711	0.758	1288	1340	1.7	3.5	8.577	A
	Exit	1	1		645			645	679	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1053	1403	0.751	1055	1137	1.5	3.0	10.010	B
	Exit	1	1		1236			1236	1293	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
A	Entry	1	1	A, B, C, D	132	260	0.510	129	136	0.3	1.5	26.834	D
	Exit	1	1		98			98	98	0.0	0.0	0.000	A
B	Entry	1	1	C	0	983	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	666	926	0.720	666	699	1.3	2.7	12.967	B
	Exit	1	1		1244			1244	1314	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1568	1641	0.955	1547	1586	3.5	15.4	27.289	D
	Exit	1	1		766			766	811	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1276	1341	0.953	1257	1351	3.0	12.9	27.832	D
	Exit	1	1		1491			1491	1547	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
A	Entry	1	1	A, B, C, D	136	254	0.538	135	143	1.5	1.7	45.052	E
	Exit	1	1		98			98	101	0.0	0.0	0.000	A
B	Entry	1	1	C	0	980	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	654	922	0.709	658	702	2.7	2.2	13.880	B
	Exit	1	1		1258			1258	1358	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1565	1642	0.954	1569	1631	15.4	17.0	39.755	E
	Exit	1	1		769			769	830	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1263	1336	0.947	1258	1380	12.9	16.6	44.090	E
	Exit	1	1		1496			1496	1567	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
A	Entry	1	1	A, B, C, D	113	434	0.260	114	124	1.7	0.4	22.141	C
	Exit	1	1		83			83	86	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1031	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	550	972	0.566	549	582	2.2	1.4	9.496	A
	Exit	1	1		1018			1018	1168	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1273	1708	0.745	1275	1404	17.0	3.1	15.829	C
	Exit	1	1		647			647	719	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1036	1409	0.735	1048	1195	16.6	3.2	21.080	C
	Exit	1	1		1239			1239	1332	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
A	Entry	1	1	A, B, C, D	93	573	0.163	93	101	0.4	0.2	8.980	A
	Exit	1	1		64			64	67	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1077	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	450	1015	0.443	451	485	1.4	0.7	6.777	A
	Exit	1	1		848			848	939	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1053	1768	0.595	1052	1116	3.1	1.8	5.602	A
	Exit	1	1		533			533	582	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	871	1455	0.599	870	967	3.2	1.7	7.131	A
	Exit	1	1		1021			1021	1081	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	3	1241	568	0.024	14	13	0.0	0.1	7.878	A
				C	37	9	1291	570	0.065	37	40	0.0	0.1	7.504	A
				D	42	10	1291	574	0.073	42	43	0.0	0.1	7.892	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	1	949	675	0.008	6	6	0.0	0.0	7.044	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	439	110	1299	1018	0.432	441	470	0.0	0.7	6.563	A
C	Entry	1	1	A	43	11	3148	1850	0.023	43	41	0.0	0.0	5.115	A
				B	498	125	3148	1759	0.283	498	516	0.0	0.7	5.282	A
				C	0.69	0.17	620	364	0.002	0.69	0.85	0.0	0.0	4.420	A
				D	538	134	3148	1782	0.302	536	550	0.0	0.9	5.223	A
D	Entry	1	1	A	22	5	3124	1567	0.014	22	21	0.0	0.0	6.250	A
				B	351	88	3169	1409	0.249	351	397	0.0	0.6	6.370	A
				C	491	123	3169	1476	0.333	493	527	0.0	0.8	6.244	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1272	440	0.034	16	16	0.2	0.0	10.594	B
				C	44	11	1291	424	0.104	44	47	0.2	0.1	10.929	B
				D	50	13	1291	426	0.118	50	54	0.2	0.2	10.875	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	7	2	1012	723	0.009	6	7	0.7	0.0	8.293	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	539	135	1299	972	0.555	538	566	0.7	1.3	8.384	A
C	Entry	1	1	A	52	13	3148	1790	0.029	51	51	1.7	0.1	8.442	A
				B	590	148	3148	1698	0.348	589	616	1.7	1.5	8.615	A
				C	0.87	0.22	620	353	0.002	0.87	0.87	0.0	0.0	9.486	A
				D	654	163	3148	1719	0.381	648	673	1.7	1.9	8.552	A
D	Entry	1	1	A	25	6	3169	1535	0.016	25	26	1.5	0.0	9.661	A
				B	427	107	3169	1361	0.314	429	480	1.5	1.2	10.008	B
				C	601	150	3169	1429	0.421	600	631	1.5	1.8	10.027	B
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1266	285	0.060	16	17	0.3	0.2	25.920	D
				C	56	14	1291	264	0.212	55	56	0.3	0.6	27.209	D
				D	59	15	1291	267	0.223	58	62	0.3	0.6	26.751	D
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	7	2	1137	755	0.009	7	9	1.3	0.0	14.151	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	659	165	1299	927	0.712	659	690	1.3	2.6	12.952	B
C	Entry	1	1	A	62	16	3148	1712	0.037	60	59	3.5	0.7	27.138	D
				B	719	180	3148	1633	0.441	712	731	3.5	6.9	27.397	D
				C	0.98	0.25	757	415	0.002	1	1	0.0	0.0	23.200	C
				D	785	196	3148	1642	0.478	774	795	3.5	7.7	27.209	D
D	Entry	1	1	A	31	8	3169	1472	0.021	31	30	3.0	0.3	27.711	D
				B	523	131	3169	1297	0.405	516	566	3.0	5.2	27.908	D
				C	722	180	3169	1370	0.527	710	754	3.0	7.3	27.782	D
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1285	255	0.075	19	20	1.5	0.2	45.668	E
				C	55	14	1291	258	0.214	55	59	1.5	0.7	44.219	E
				D	62	16	1291	258	0.241	61	64	1.5	0.8	45.621	E
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	7	2	1143	707	0.010	7	9	2.7	0.0	15.965	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	647	162	1299	923	0.701	651	693	2.7	2.2	13.855	B
C	Entry	1	1	A	60	15	3148	1714	0.035	60	62	15.4	0.6	39.421	E
				B	725	181	3148	1636	0.444	724	758	15.4	7.9	39.599	E
				C	1	0.26	560	303	0.003	1	0.85	0.0	0.0	49.296	E
				D	780	195	3148	1641	0.475	784	810	15.4	8.4	39.914	E
D	Entry	1	1	A	29	7	3154	1455	0.020	30	30	12.9	0.4	44.958	E
				B	518	129	3169	1295	0.399	515	580	12.9	6.9	44.432	E
				C	716	179	3169	1362	0.527	713	770	12.9	9.3	43.808	E
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	4	1254	410	0.035	15	16	1.7	0.0	20.830	C
				C	47	12	1291	431	0.109	48	52	1.7	0.2	22.857	C
				D	52	13	1291	419	0.123	51	56	1.7	0.2	21.849	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	7	2	1074	701	0.010	7	8	2.2	0.0	9.581	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	543	136	1299	974	0.558	542	575	2.2	1.4	9.495	A
C	Entry	1	1	A	50	13	3148	1785	0.028	51	53	17.0	0.1	16.102	C
				B	579	145	3148	1696	0.341	579	649	17.0	1.4	15.829	C
				C	0.75	0.19	681	382	0.002	0.87	1	17.0	0.0	22.288	C
				D	644	161	3148	1712	0.376	645	701	17.0	1.5	15.797	C
D	Entry	1	1	A	25	6	3169	1531	0.016	25	26	16.6	0.1	19.724	C
				B	419	105	3169	1363	0.307	424	503	16.6	1.3	21.392	C
				C	591	148	3169	1437	0.412	598	666	16.6	1.8	20.916	C
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	11	3	1210	534	0.021	11	12	0.4	0.0	8.827	A
				C	39	10	1291	573	0.069	39	42	0.4	0.1	8.961	A
				D	43	11	1291	568	0.075	43	46	0.4	0.1	9.040	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	1	1024	747	0.008	6	6	1.4	0.0	6.936	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	444	111	1299	1016	0.437	445	479	1.4	0.7	6.775	A
C	Entry	1	1	A	39	10	3148	1848	0.021	39	41	3.1	0.1	5.585	A
				B	480	120	3148	1754	0.274	480	518	3.1	0.8	5.615	A
				C	0.87	0.22	666	390	0.002	0.87	0.94	0.0	0.0	4.582	A
				D	533	133	3148	1777	0.300	533	556	3.1	0.9	5.593	A
D	Entry	1	1	A	20	5	3169	1593	0.012	20	20	3.2	0.0	7.127	A
				B	356	89	3169	1408	0.253	357	408	3.2	0.7	7.229	A
				C	495	124	3169	1484	0.334	493	538	3.2	1.0	7.061	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Base (TEMPro) | AM Development Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	101.99	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	101.99	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base (TEMPro)	AM Development Peak	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	93	100.000
B		ONE HOUR	✓	590	100.000
C		ONE HOUR	✓	1717	100.000
D		ONE HOUR	✓	1003	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	17	30	45
	B	6	0	0	583
	C	27	721	3	966
	D	17	348	638	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			
		A	B	C	D
From	A	0	6	0	0
	B	17	0	0	7
	C	0	2	0	2
	D	6	8	4	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	16.47	0.6	C	86	128
B	13.53	2.9	B	547	820
C	193.41	114.0	F	1575	2363
D	12.35	4.2	B	924	1385

Main Results for each time segment

06:45 - 07:00

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
A	72	18	1270	73	73	37	0.0	0.2	6.327	A
B	444	111	537	445	473	806	0.0	0.7	6.045	A
C	1281	320	478	1273	1309	504	0.0	2.5	6.673	A
D	755	189	556	752	789	1195	0.0	1.2	4.844	A

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
A	81	20	1571	80	90	50	0.2	0.2	8.508	A
B	540	135	652	540	580	999	0.7	1.1	8.149	A
C	1564	391	578	1553	1564	614	2.5	7.8	15.059	C
D	922	231	697	923	960	1433	1.2	1.7	6.660	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
A	104	26	1805	106	111	50	0.2	0.3	14.517	B
B	652	163	797	648	699	1114	1.1	2.8	12.709	B
C	1883	471	701	1680	1714	744	7.8	63.2	79.924	F
D	1102	276	743	1112	1169	1638	1.7	3.2	12.237	B

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
A	108	27	1811	106	111	52	0.3	0.6	16.472	C
B	653	163	802	652	709	1115	2.8	2.5	13.527	B
C	1889	472	702	1687	1726	752	63.2	114.0	192.188	F
D	1117	279	749	1115	1170	1640	3.2	4.2	12.352	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
A	83	21	1610	84	91	48	0.6	0.2	11.815	B
B	538	134	640	536	584	1054	2.5	1.4	8.817	A
C	1545	386	575	1734	1762	601	114.0	68.1	193.407	F
D	888	222	771	888	959	1538	4.2	2.0	8.009	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
A	66	17	1333	67	75	38	0.2	0.1	7.913	A
B	453	113	544	452	489	856	1.4	0.9	6.594	A
C	1289	322	485	1402	1572	510	68.1	6.3	61.068	F
D	759	190	616	755	801	1271	2.0	1.2	5.490	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

06:45 - 07:00

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
A	Entry	1	1	A, B, C, D	72	638	0.113	73	73	0.0	0.2	6.327	A
	Exit	1	1		37			37	38	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1098	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	444	1021	0.434	445	473	0.0	0.7	6.045	A
	Exit	1	1		806			806	843	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1281	1820	0.704	1273	1309	0.0	2.5	6.673	A
	Exit	1	1		504			504	520	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	755	1509	0.501	752	789	0.0	1.2	4.844	A
	Exit	1	1		1195			1195	1244	0.0	0.0	0.000	A

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
A	Entry	1	1	A, B, C, D	81	483	0.168	80	90	0.2	0.2	8.508	A
	Exit	1	1		50			50	48	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1055	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	540	984	0.548	540	580	0.7	1.1	8.149	A
	Exit	1	1		999			999	1021	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1564	1762	0.887	1553	1564	2.5	7.8	15.059	C
	Exit	1	1		614			614	632	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	922	1437	0.641	923	960	1.2	1.7	6.660	A
	Exit	1	1		1433			1433	1492	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
A	Entry	1	1	A, B, C, D	104	363	0.285	106	111	0.2	0.3	14.517	B
	Exit	1	1		50			50	54	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1000	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	652	932	0.701	648	699	1.1	2.8	12.709	B
	Exit	1	1		1114			1114	1157	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1883	1689	1.114	1680	1714	7.8	63.2	79.924	F
	Exit	1	1		744			744	772	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1102	1416	0.778	1112	1169	1.7	3.2	12.237	B
	Exit	1	1		1638			1638	1711	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
A	Entry	1	1	A, B, C, D	108	363	0.297	106	111	0.3	0.6	16.472	C
	Exit	1	1		52			52	56	0.0	0.0	0.000	A
B	Entry	1	1	C	0	999	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	653	927	0.705	652	709	2.8	2.5	13.527	B
	Exit	1	1		1115			1115	1162	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1889	1688	1.119	1687	1726	63.2	114.0	192.188	F
	Exit	1	1		752			752	775	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1117	1417	0.788	1115	1170	3.2	4.2	12.352	B
	Exit	1	1		1640			1640	1723	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
A	Entry	1	1	A, B, C, D	83	467	0.177	84	91	0.6	0.2	11.815	B
	Exit	1	1		48			48	50	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1060	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	538	986	0.545	536	584	2.5	1.4	8.817	A
	Exit	1	1		1054			1054	1105	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1545	1766	0.876	1734	1762	114.0	68.1	193.407	F
	Exit	1	1		601			601	634	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	888	1410	0.630	888	959	4.2	2.0	8.009	A
	Exit	1	1		1538			1538	1608	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
A	Entry	1	1	A, B, C, D	66	604	0.110	67	75	0.2	0.1	7.913	A
	Exit	1	1		38			38	41	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1096	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	453	1025	0.443	452	489	1.4	0.9	6.594	A
	Exit	1	1		856			856	953	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1289	1816	0.710	1402	1572	68.1	6.3	61.068	F
	Exit	1	1		510			510	534	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	759	1482	0.512	755	801	2.0	1.2	5.490	A
	Exit	1	1		1271			1271	1410	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

06:45 - 07:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	13	3	1243	592	0.022	13	15	0.0	0.0	6.627	A
				C	27	7	1291	640	0.042	27	24	0.0	0.0	6.276	A
				D	33	8	1291	636	0.052	33	35	0.0	0.1	6.241	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	5	1	834	612	0.008	5	5	0.0	0.0	6.478	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	439	110	1299	1022	0.430	440	468	0.0	0.7	6.041	A
C	Entry	1	1	A	20	5	3148	1854	0.011	20	19	0.0	0.0	6.488	A
				B	532	133	3148	1824	0.292	529	547	0.0	1.1	6.709	A
				C	2	0.54	1399	827	0.003	2	2	0.0	0.0	6.541	A
				D	727	182	3148	1817	0.400	722	741	0.0	1.3	6.651	A
D	Entry	1	1	A	12	3	3130	1499	0.008	13	14	0.0	0.0	4.634	A
				B	266	67	3169	1478	0.180	264	282	0.0	0.5	4.898	A
				C	476	119	3169	1525	0.312	475	494	0.0	0.6	4.819	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1275	469	0.033	15	18	0.2	0.0	8.503	A
				C	28	7	1291	499	0.055	27	29	0.2	0.1	8.598	A
				D	38	10	1291	501	0.076	38	43	0.2	0.1	8.448	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	7	2	954	689	0.010	7	7	0.0	0.0	9.164	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	533	133	1299	985	0.541	533	573	0.7	1.1	8.138	A
C	Entry	1	1	A	26	7	3148	1799	0.015	26	24	2.5	0.1	15.409	C
				B	665	166	3148	1766	0.377	662	660	2.5	3.4	15.084	C
				C	3	0.65	1554	891	0.003	3	3	0.0	0.0	16.516	C
				D	870	218	3148	1760	0.495	862	876	2.5	4.3	15.026	C
D	Entry	1	1	A	17	4	3111	1330	0.013	17	17	1.2	0.0	6.600	A
				B	320	80	3169	1407	0.227	322	343	1.2	0.5	6.797	A
				C	586	146	3169	1458	0.402	584	600	1.2	1.2	6.586	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	18	4	1283	346	0.051	19	21	0.2	0.1	15.227	C
				C	33	8	1291	377	0.089	34	36	0.2	0.1	14.564	B
				D	52	13	1291	376	0.139	53	54	0.2	0.2	14.222	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	8	2	1098	737	0.011	7	8	1.1	0.1	16.147	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	645	161	1299	933	0.692	640	691	1.1	2.7	12.672	B
C	Entry	1	1	A	28	7	3148	1721	0.016	25	26	7.8	0.9	77.975	F
				B	791	198	3148	1692	0.467	706	719	7.8	26.4	79.810	F
				C	3	0.85	1826	1002	0.003	5	3	7.8	0.0	82.381	F
				D	1060	265	3148	1685	0.629	944	966	7.8	35.9	80.054	F
D	Entry	1	1	A	18	4	3130	1379	0.013	18	20	1.7	0.1	12.602	B
				B	387	97	3169	1388	0.278	389	416	1.7	1.2	12.310	B
				C	697	174	3169	1433	0.486	705	733	1.7	1.9	12.187	B
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	21	5	1291	348	0.059	20	22	0.3	0.2	18.437	C
				C	37	9	1291	367	0.099	37	36	0.3	0.2	16.262	C
				D	51	13	1291	369	0.137	50	52	0.3	0.2	15.833	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	2	1090	737	0.009	7	8	2.8	0.0	14.780	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	647	162	1299	928	0.698	645	701	2.8	2.5	13.513	B
C	Entry	1	1	A	31	8	3148	1723	0.018	28	27	63.2	1.9	193.608	F
				B	798	199	3148	1691	0.472	710	726	63.2	48.2	192.850	F
				C	3	0.83	1865	1020	0.003	3	3	63.3	0.2	185.021	F
				D	1057	264	3148	1685	0.627	945	970	63.2	63.7	191.672	F
D	Entry	1	1	A	17	4	3169	1414	0.012	17	20	3.2	0.1	12.736	B
				B	386	96	3169	1389	0.278	385	414	3.2	1.3	12.491	B
				C	713	178	3169	1433	0.498	712	736	3.2	2.7	12.267	B
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1283	429	0.037	16	18	0.6	0.0	11.907	B
				C	29	7	1291	466	0.062	29	29	0.6	0.1	11.128	B
				D	38	10	1291	463	0.083	39	44	0.6	0.0	12.249	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	1	978	662	0.009	6	6	2.5	0.0	8.461	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	532	133	1299	987	0.538	530	577	2.5	1.4	8.821	A
C	Entry	1	1	A	24	6	3128	1781	0.014	27	27	114.1	1.0	197.000	F
				B	647	162	3148	1767	0.366	734	745	114.0	28.4	193.351	F
				C	3	0.74	1690	957	0.003	3	3	114.2	0.2	205.839	F
				D	871	218	3148	1764	0.495	969	987	114.0	38.5	193.308	F
D	Entry	1	1	A	15	4	3111	1391	0.011	15	16	4.2	0.0	8.521	A
				B	305	76	3169	1378	0.221	305	342	4.2	0.7	8.135	A
				C	569	142	3169	1429	0.398	569	601	4.2	1.2	7.927	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	13	3	1267	540	0.023	13	15	0.2	0.0	7.471	A
				C	21	5	1291	599	0.034	21	24	0.2	0.0	7.822	A
				D	33	8	1291	603	0.055	34	37	0.2	0.1	8.134	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	5	1	890	659	0.008	5	5	1.4	0.0	6.005	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	448	112	1299	1025	0.437	447	484	1.4	0.9	6.600	A
C	Entry	1	1	A	19	5	3109	1831	0.010	20	23	68.1	0.1	58.145	F
				B	541	135	3148	1821	0.297	587	657	68.1	2.7	61.347	F
				C	3	0.83	1865	1091	0.003	4	3	68.0	0.0	64.679	F
				D	725	181	3148	1814	0.400	791	889	68.1	3.5	60.922	F
D	Entry	1	1	A	12	3	3033	1390	0.009	13	13	2.0	0.0	5.812	A
				B	258	65	3169	1447	0.178	257	281	2.0	0.4	5.559	A
				C	489	122	3169	1502	0.325	486	507	2.0	0.8	5.444	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Base (TEMPro) | AM Network Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	82.80	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	82.80	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base (TEMPro)	AM Network Peak	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 (%)
A		ONE HOUR	✓	132	100.000
B		ONE HOUR	✓	646	100.000
C		ONE HOUR	✓	1528	100.000
D		ONE HOUR	✓	1245	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	17	55	60
	B	8	0	0	638
	C	60	703	1	764
	D	30	507	708	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			
		A	B	C	D
From	A	0	0	2	2
	B	14	0	0	6
	C	0	5	0	4
	D	0	13	7	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	78.39	3.0	F	121	182
B	19.10	3.8	C	593	889
C	98.67	52.4	F	1405	2108
D	96.69	42.5	F	1140	1709

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
A	98	24	1441	98	102	71	0.0	0.2	8.987	A
B	488	122	614	486	511	925	0.0	1.1	6.898	A
C	1148	287	529	1143	1193	571	0.0	2.0	5.997	A
D	941	235	570	942	1015	1103	0.0	2.0	7.357	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
A	114	29	1710	113	124	91	0.2	0.6	13.933	B
B	587	147	729	586	621	1095	1.1	1.6	9.549	A
C	1385	346	638	1375	1435	677	2.0	5.2	11.415	B
D	1113	278	695	1106	1207	1317	2.0	4.5	13.263	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
A	152	38	2001	143	146	101	0.6	2.7	44.220	E
B	701	175	862	701	746	1282	1.6	3.5	17.091	C
C	1679	420	765	1598	1644	799	5.2	31.8	46.709	E
D	1359	340	802	1300	1408	1561	4.5	25.9	48.307	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
A	145	36	2000	146	152	104	2.7	3.0	78.392	F
B	720	180	862	717	759	1283	3.5	3.7	19.103	C
C	1681	420	786	1615	1670	794	31.8	52.1	98.674	F
D	1368	342	813	1291	1424	1587	25.9	42.6	96.686	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
A	120	30	1863	124	133	92	3.0	1.1	50.471	F
B	580	145	791	581	628	1196	3.7	1.6	12.083	B
C	1385	346	633	1487	1613	738	52.1	13.0	67.525	F
D	1115	279	755	1199	1352	1364	42.6	13.8	74.855	F

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
A	98	25	1466	99	109	73	1.1	0.2	15.138	C
B	479	120	628	479	522	937	1.6	0.9	7.716	A
C	1151	288	524	1158	1253	583	13.0	2.0	10.942	B
D	951	238	582	957	1089	1100	13.8	2.1	15.323	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
A	Entry	1	1	A, B, C, D	98	516	0.189	98	102	0.0	0.2	8.987	A
	Exit	1	1		71			71	72	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1063	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	488	1004	0.486	486	511	0.0	1.1	6.898	A
	Exit	1	1		925			925	991	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1148	1750	0.656	1143	1193	0.0	2.0	5.997	A
	Exit	1	1		571			571	606	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	941	1442	0.652	942	1015	0.0	2.0	7.357	A
	Exit	1	1		1103			1103	1151	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
A	Entry	1	1	A, B, C, D	114	378	0.303	113	124	0.2	0.6	13.933	B
	Exit	1	1		91			91	89	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1019	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	587	960	0.611	586	621	1.1	1.6	9.549	A
	Exit	1	1		1095			1095	1194	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1385	1689	0.820	1375	1435	2.0	5.2	11.415	B
	Exit	1	1		677			677	721	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1113	1381	0.806	1106	1207	2.0	4.5	13.263	B
	Exit	1	1		1317			1317	1385	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
A	Entry	1	1	A, B, C, D	152	226	0.672	143	146	0.6	2.7	44.220	E
	Exit	1	1		101			101	104	0.0	0.0	0.000	A
B	Entry	1	1	C	0	968	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	701	914	0.768	701	746	1.6	3.5	17.091	C
	Exit	1	1		1282			1282	1369	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1679	1619	1.037	1598	1644	5.2	31.8	46.709	E
	Exit	1	1		799			799	844	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1359	1328	1.021	1300	1408	4.5	25.9	48.307	E
	Exit	1	1		1561			1561	1627	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
A	Entry	1	1	A, B, C, D	145	226	0.643	146	152	2.7	3.0	78.392	F
	Exit	1	1		104			104	105	0.0	0.0	0.000	A
B	Entry	1	1	C	0	967	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	720	909	0.792	717	759	3.5	3.7	19.103	C
	Exit	1	1		1283			1283	1388	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1681	1604	1.050	1615	1670	31.8	52.1	98.674	F
	Exit	1	1		794			794	857	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1368	1322	1.032	1291	1424	25.9	42.6	96.686	F
	Exit	1	1		1587			1587	1655	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
A	Entry	1	1	A, B, C, D	120	298	0.403	124	133	3.0	1.1	50.471	F
	Exit	1	1		92			92	98	0.0	0.0	0.000	A
B	Entry	1	1	C	0	995	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	580	935	0.620	581	628	3.7	1.6	12.083	B
	Exit	1	1		1196			1196	1331	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1385	1692	0.819	1487	1613	52.1	13.0	67.525	F
	Exit	1	1		738			738	812	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1115	1348	0.825	1199	1352	42.6	13.8	74.855	F
	Exit	1	1		1364			1364	1485	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
A	Entry	1	1	A, B, C, D	98	504	0.195	99	109	1.1	0.2	15.138	C
	Exit	1	1		73			73	78	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1057	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	479	999	0.479	479	522	1.6	0.9	7.716	A
	Exit	1	1		937			937	1050	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1151	1756	0.655	1158	1253	13.0	2.0	10.942	B
	Exit	1	1		583			583	653	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	951	1429	0.666	957	1089	13.8	2.1	15.323	C
	Exit	1	1		1100			1100	1192	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	3	1199	504	0.027	14	13	0.0	0.0	8.587	A
				C	41	10	1291	518	0.080	41	43	0.0	0.1	9.053	A
				D	43	11	1291	520	0.082	43	46	0.0	0.1	9.039	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	1	968	704	0.008	6	6	0.0	0.0	7.265	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	483	121	1299	1005	0.480	481	504	0.0	1.1	6.893	A
C	Entry	1	1	A	43	11	3133	1823	0.023	43	43	0.0	0.1	5.691	A
				B	523	131	3148	1735	0.301	521	549	0.0	0.9	6.052	A
				C	0.79	0.20	564	328	0.002	0.79	0.79	0.0	0.0	5.636	A
				D	582	145	3148	1758	0.331	579	601	0.0	1.0	5.971	A
D	Entry	1	1	A	22	6	3155	1566	0.014	23	23	0.0	0.0	7.288	A
				B	390	98	3169	1397	0.280	391	430	0.0	0.8	7.472	A
				C	528	132	3169	1472	0.359	529	563	0.0	1.1	7.278	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	13	3	1285	394	0.032	13	16	0.2	0.1	13.924	B
				C	49	12	1291	376	0.131	49	52	0.2	0.2	13.955	B
				D	53	13	1291	368	0.143	52	56	0.2	0.3	13.916	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	8	2	1121	789	0.010	8	8	1.1	0.0	9.513	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	579	145	1299	961	0.602	577	613	1.1	1.6	9.550	A
C	Entry	1	1	A	53	13	3148	1761	0.030	53	52	2.0	0.2	11.602	B
				B	639	160	3148	1680	0.380	633	667	2.0	2.5	11.502	B
				C	0.62	0.16	683	384	0.002	0.62	0.96	0.0	0.0	10.998	B
				D	692	173	3148	1690	0.410	688	715	2.0	2.5	11.322	B
D	Entry	1	1	A	30	8	3169	1511	0.020	30	28	2.0	0.1	12.475	B
				B	452	113	3169	1335	0.339	449	511	2.0	1.9	13.331	B
				C	630	158	3169	1411	0.447	628	668	2.0	2.5	13.249	B
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	20	5	1279	248	0.079	19	19	0.6	0.4	46.900	E
				C	66	16	1291	230	0.286	60	61	0.6	1.2	44.979	E
				D	66	17	1291	232	0.286	64	66	0.6	1.1	42.716	E
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	9	2	1170	792	0.011	9	9	1.6	0.0	17.179	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	693	173	1299	915	0.757	692	737	1.6	3.4	17.090	C
C	Entry	1	1	A	65	16	3148	1688	0.039	62	63	5.2	1.3	46.652	E
				B	768	192	3148	1609	0.477	730	756	5.2	14.7	47.010	E
				C	0.85	0.21	698	375	0.002	1	1	0.0	0.0	41.252	E
				D	845	211	3148	1623	0.521	805	825	5.2	15.8	46.445	E
D	Entry	1	1	A	30	8	3169	1454	0.021	30	32	4.5	0.5	47.078	E
				B	555	139	3169	1280	0.431	533	594	4.5	10.4	48.614	E
				C	775	194	3169	1360	0.570	737	782	4.5	15.0	48.141	E
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1266	234	0.080	18	20	2.7	0.4	79.552	F
				C	59	15	1291	228	0.258	59	62	2.7	1.3	80.301	F
				D	68	17	1291	227	0.298	69	70	2.7	1.4	76.352	F
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	8	2	1158	740	0.011	8	10	3.5	0.1	20.456	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	712	178	1299	911	0.782	709	749	3.5	3.7	19.087	C
C	Entry	1	1	A	64	16	3148	1678	0.038	63	64	31.8	2.1	98.732	F
				B	776	194	3148	1594	0.487	741	769	31.8	23.9	98.615	F
				C	0.96	0.24	668	355	0.003	0.79	0.91	31.5	0.0	106.455	F
				D	840	210	3148	1608	0.523	810	836	31.8	26.1	98.712	F
D	Entry	1	1	A	34	8	3169	1448	0.023	33	31	25.9	1.0	94.198	F
				B	550	137	3169	1280	0.429	524	599	25.9	17.0	96.599	F
				C	784	196	3169	1349	0.580	734	794	25.9	24.7	96.853	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1285	288	0.058	17	18	3.0	0.1	46.079	E
				C	53	13	1291	290	0.184	54	56	3.0	0.5	51.175	F
				D	50	12	1291	295	0.169	52	59	3.0	0.5	51.165	F
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	2	1060	683	0.009	6	8	3.7	0.0	12.688	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	573	143	1299	936	0.612	575	620	3.7	1.6	12.076	B
C	Entry	1	1	A	53	13	3148	1764	0.030	57	61	52.1	0.5	69.639	F
				B	644	161	3148	1683	0.384	690	745	52.1	6.1	66.912	F
				C	1	0.33	772	427	0.003	1	1	52.4	0.0	52.781	F
				D	687	172	3148	1695	0.405	738	805	52.1	6.4	67.943	F
D	Entry	1	1	A	27	7	3169	1470	0.018	28	29	42.6	0.4	73.840	F
				B	455	114	3169	1304	0.348	488	568	42.6	5.6	74.916	F
				C	633	158	3169	1376	0.459	683	756	42.6	7.8	74.854	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1218	460	0.027	13	13	1.1	0.0	14.662	B
				C	42	11	1291	506	0.083	42	47	1.1	0.1	15.087	C
				D	44	11	1291	499	0.088	44	49	1.1	0.1	15.320	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	5	1	999	671	0.007	5	7	1.6	0.0	8.562	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	474	118	1299	1000	0.473	474	515	1.6	0.9	7.706	A
C	Entry	1	1	A	46	11	3148	1826	0.025	46	48	13.0	0.1	11.233	B
				B	526	131	3148	1747	0.301	530	577	13.0	0.8	10.999	B
				C	0.74	0.18	535	308	0.002	0.74	0.75	12.9	0.0	7.643	A
				D	579	145	3148	1758	0.329	581	628	13.0	1.1	10.872	B
D	Entry	1	1	A	22	5	3169	1563	0.014	22	23	13.8	0.0	16.239	C
				B	392	98	3169	1384	0.283	394	460	13.8	0.8	15.339	C
				C	537	134	3169	1458	0.369	541	605	13.8	1.2	15.274	C
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Base (TEMPro) + Committed Devs | AM Development Peak

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	Arm C	Arm C: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	178.03	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	178.03	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030	Base (TEMPro) + Committed Devs	AM Development Peak	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	93	100.000
B		ONE HOUR	✓	711	100.000
C		ONE HOUR	✓	1756	100.000
D		ONE HOUR	✓	1229	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	17	30	45
	B	6	0	0	705
	C	27	745	3	981
	D	17	365	846	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			
		A	B	C	D
From	A	0	6	0	0
	B	17	0	0	6
	C	0	2	0	2
	D	6	7	3	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	31.02	0.9	D	86	128
B	43.28	9.0	E	658	987
C	342.71	165.0	F	1613	2419
D	38.08	14.3	E	1124	1686

Main Results for each time segment

06:45 - 07:00

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
A	66	17	1468	65	70	35	0.0	0.2	7.852	A
B	545	136	678	541	572	855	0.0	1.3	8.474	A
C	1316	329	572	1321	1339	647	0.0	3.0	8.311	A
D	916	229	586	917	953	1307	0.0	1.4	6.173	A

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
A	85	21	1762	84	91	45	0.2	0.3	11.385	B
B	646	161	833	642	676	1013	1.3	2.1	11.311	B
C	1572	393	682	1576	1590	793	3.0	9.2	19.740	C
D	1102	276	704	1103	1159	1554	1.4	2.6	10.679	B

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
A	103	26	2007	101	108	50	0.3	0.8	21.529	C
B	783	196	995	765	809	1112	2.1	8.8	30.099	D
C	1928	482	812	1631	1668	949	9.2	82.7	105.450	F
D	1358	339	730	1326	1364	1713	2.6	13.5	25.398	D

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
A	101	25	2000	102	108	49	0.8	0.8	31.017	D
B	785	196	1002	782	827	1099	8.8	9.0	43.277	E
C	1949	487	832	1615	1643	953	82.7	164.9	279.584	F
D	1328	332	721	1327	1408	1727	13.5	14.3	38.076	E

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
A	87	22	1814	88	97	50	0.8	0.3	20.057	C
B	650	163	844	646	709	1058	9.0	2.5	19.276	C
C	1582	395	689	1685	1691	801	164.9	146.7	342.714	F
D	1112	278	738	1125	1203	1636	14.3	3.2	16.813	C

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
A	71	18	1635	71	78	44	0.3	0.2	10.751	B
B	539	135	702	541	583	1003	2.5	1.2	9.539	A
C	1325	331	576	1660	1732	667	146.7	53.1	205.427	F
D	931	233	749	929	984	1487	3.2	2.0	8.002	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

06:45 - 07:00

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
A	Entry	1	1	A, B, C, D	66	541	0.122	65	70	0.0	0.2	7.852	A
	Exit	1	1		35			35	39	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1048	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	545	988	0.551	541	572	0.0	1.3	8.474	A
	Exit	1	1		855			855	876	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1316	1771	0.743	1321	1339	0.0	3.0	8.311	A
	Exit	1	1		647			647	673	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	916	1508	0.607	917	953	0.0	1.4	6.173	A
	Exit	1	1		1307			1307	1347	0.0	0.0	0.000	A

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
A	Entry	1	1	A, B, C, D	85	393	0.216	84	91	0.2	0.3	11.385	B
	Exit	1	1		45			45	47	0.0	0.0	0.000	A
B	Entry	1	1	C	0	990	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	646	936	0.690	642	676	1.3	2.1	11.311	B
	Exit	1	1		1013			1013	1049	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1572	1699	0.925	1576	1590	3.0	9.2	19.740	C
	Exit	1	1		793			793	820	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1102	1453	0.759	1103	1159	1.4	2.6	10.679	B
	Exit	1	1		1554			1554	1599	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
A	Entry	1	1	A, B, C, D	103	266	0.389	101	108	0.3	0.8	21.529	C
	Exit	1	1		50			50	53	0.0	0.0	0.000	A
B	Entry	1	1	C	0	930	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	783	877	0.895	765	809	2.1	8.8	30.099	D
	Exit	1	1		1112			1112	1147	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1928	1627	1.186	1631	1668	9.2	82.7	105.450	F
	Exit	1	1		949			949	968	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1358	1437	0.944	1326	1364	2.6	13.5	25.398	D
	Exit	1	1		1713			1713	1780	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
A	Entry	1	1	A, B, C, D	101	271	0.372	102	108	0.8	0.8	31.017	D
	Exit	1	1		49			49	52	0.0	0.0	0.000	A
B	Entry	1	1	C	0	927	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	785	872	0.900	782	827	8.8	9.0	43.277	E
	Exit	1	1		1099			1099	1142	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1949	1615	1.208	1615	1643	82.7	164.9	279.584	F
	Exit	1	1		953			953	1002	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1328	1442	0.921	1327	1408	13.5	14.3	38.076	E
	Exit	1	1		1727			1727	1790	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
A	Entry	1	1	A, B, C, D	87	367	0.237	88	97	0.8	0.3	20.057	C
	Exit	1	1		50			50	50	0.0	0.0	0.000	A
B	Entry	1	1	C	0	986	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	650	932	0.699	646	709	9.0	2.5	19.276	C
	Exit	1	1		1058			1058	1100	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1582	1701	0.932	1685	1691	164.9	146.7	342.714	F
	Exit	1	1		801			801	850	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1112	1437	0.773	1125	1203	14.3	3.2	16.813	C
	Exit	1	1		1636			1636	1699	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
A	Entry	1	1	A, B, C, D	71	457	0.155	71	78	0.3	0.2	10.751	B
	Exit	1	1		44			44	46	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1038	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	539	979	0.550	541	583	2.5	1.2	9.539	A
	Exit	1	1		1003			1003	1061	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1325	1764	0.751	1660	1732	146.7	53.1	205.427	F
	Exit	1	1		667			667	696	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	931	1432	0.650	929	984	3.2	2.0	8.002	A
	Exit	1	1		1487			1487	1574	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

06:45 - 07:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1262	513	0.024	12	13	0.0	0.0	8.465	A
				C	22	6	1262	536	0.042	22	25	0.0	0.1	7.675	A
				D	31	8	1291	537	0.059	31	33	0.0	0.1	7.753	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	4	1	869	570	0.006	4	5	0.0	0.0	8.123	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	541	135	1299	990	0.547	537	567	0.0	1.3	8.477	A
C	Entry	1	1	A	19	5	3124	1786	0.011	19	20	0.0	0.1	8.095	A
				B	558	140	3148	1770	0.315	561	569	0.0	1.3	8.322	A
				C	3	0.63	1302	737	0.003	3	2	0.0	0.0	8.819	A
				D	736	184	3148	1772	0.416	738	747	0.0	1.7	8.307	A
D	Entry	1	1	A	12	3	2955	1335	0.009	12	13	0.0	0.0	5.939	A
				B	280	70	3169	1463	0.191	281	293	0.0	0.4	6.184	A
				C	624	156	3169	1531	0.407	622	646	0.0	1.0	6.173	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1271	380	0.043	16	18	0.2	0.1	11.142	B
				C	29	7	1291	384	0.075	28	29	0.2	0.1	11.529	B
				D	40	10	1291	391	0.102	40	43	0.2	0.1	11.386	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	7	2	996	617	0.012	7	8	0.0	0.0	12.030	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	638	160	1299	937	0.681	635	669	1.3	2.1	11.303	B
C	Entry	1	1	A	24	6	3148	1745	0.014	23	24	3.0	0.2	19.791	C
				B	667	167	3148	1699	0.393	670	676	3.0	3.9	19.587	C
				C	3	0.81	1728	962	0.003	4	3	0.0	0.0	19.377	C
				D	878	219	3148	1698	0.516	879	887	3.0	5.1	19.857	C
D	Entry	1	1	A	15	4	3122	1436	0.011	15	16	0.0	0.0	10.039	B
				B	325	81	3169	1417	0.230	326	355	1.4	0.8	10.741	B
				C	762	190	3169	1469	0.518	761	788	1.4	1.8	10.664	B
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	21	5	1291	264	0.080	20	21	0.3	0.2	24.495	C
				C	35	9	1291	285	0.122	34	36	0.3	0.3	21.035	C
				D	48	12	1291	267	0.178	46	50	0.3	0.3	20.704	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	2	1094	712	0.009	6	8	2.2	0.1	29.614	D
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	777	194	1299	877	0.887	759	800	2.1	8.7	30.103	D
C	Entry	1	1	A	32	8	3148	1654	0.019	25	26	9.2	1.4	112.012	F
				B	815	204	3148	1629	0.501	697	710	9.2	34.9	105.411	F
				C	3	0.83	1420	752	0.004	2	3	0.0	0.2	105.920	F
				D	1078	269	3148	1624	0.664	907	929	9.2	46.3	105.292	F
D	Entry	1	1	A	19	5	3146	1397	0.014	18	19	2.6	0.2	26.444	D
				B	404	101	3169	1394	0.290	395	416	2.6	3.9	25.904	D
				C	935	234	3169	1457	0.641	912	929	2.6	9.3	25.161	D
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1281	255	0.076	19	21	0.8	0.2	31.906	D
				C	32	8	1291	276	0.116	32	35	0.8	0.3	32.088	D
				D	49	12	1291	273	0.181	50	53	0.8	0.3	29.965	D
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	7	2	1045	590	0.013	7	8	8.8	0.1	43.763	E
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	778	194	1299	873	0.889	775	819	8.8	8.9	43.273	E
C	Entry	1	1	A	31	8	3148	1649	0.019	25	25	82.7	2.5	287.181	F
				B	829	207	3148	1613	0.513	685	696	82.7	69.6	278.627	F
				C	3	0.81	1633	857	0.004	4	3	82.7	0.3	285.265	F
				D	1086	272	3148	1616	0.674	902	919	82.7	92.6	280.082	F
D	Entry	1	1	A	17	4	3169	1429	0.012	16	19	13.5	0.2	38.909	E
				B	395	99	3169	1407	0.281	395	425	13.5	4.3	37.803	E
				C	916	229	3169	1459	0.628	917	964	13.5	9.7	38.177	E
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1281	346	0.046	17	19	0.8	0.0	19.435	C
				C	29	7	1291	366	0.078	28	31	0.8	0.1	19.990	C
				D	42	11	1291	377	0.112	43	46	0.8	0.2	20.341	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	5	1	1016	635	0.008	5	7	9.0	0.0	20.625	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	645	161	1299	933	0.693	642	702	9.0	2.4	19.264	C
C	Entry	1	1	A	22	6	3148	1727	0.013	29	26	165.0	2.1	347.490	F
				B	685	171	3148	1703	0.404	702	712	164.9	63.2	342.074	F
				C	4	0.95	1704	921	0.004	2	3	164.6	0.3	321.646	F
				D	871	218	3148	1700	0.513	952	951	164.9	81.0	343.138	F
D	Entry	1	1	A	16	4	3169	1440	0.011	16	17	14.3	0.0	15.993	C
				B	333	83	3169	1398	0.238	338	369	14.3	1.0	17.169	C
				C	763	191	3169	1455	0.524	771	817	14.3	2.1	16.674	C
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	11	3	1233	389	0.029	12	14	0.3	0.0	10.315	B
				C	25	6	1291	460	0.054	25	25	0.3	0.1	10.691	B
				D	35	9	1291	466	0.074	35	38	0.3	0.1	10.947	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	2	996	698	0.009	6	7	2.5	0.0	10.598	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	532	133	1299	980	0.543	535	576	2.5	1.2	9.528	A
C	Entry	1	1	A	22	5	3148	1799	0.012	26	25	146.8	0.8	204.450	F
				B	564	141	3148	1765	0.320	714	743	146.7	22.4	206.325	F
				C	3	0.70	1964	1116	0.003	4	4	147.0	0.1	222.078	F
				D	736	184	3148	1763	0.418	917	960	146.7	29.8	204.700	F
D	Entry	1	1	A	11	3	3003	1336	0.009	12	14	3.2	0.0	8.018	A
				B	280	70	3169	1403	0.200	278	303	3.2	0.6	8.106	A
				C	639	160	3169	1445	0.442	639	667	3.2	1.4	7.956	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Base (TEMPro) + Committed Devs | AM Network Peak

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	Arm C	Arm C: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Simulation	Arm D	Arm D: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	210.44	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	210.44	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030	Base (TEMPro) + Committed Devs	AM Network Peak	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 (%)
A		ONE HOUR	✓	132	100.000
B		ONE HOUR	✓	808	100.000
C		ONE HOUR	✓	1591	100.000
D		ONE HOUR	✓	1398	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	17	55	60
	B	8	0	0	801
	C	60	740	1	790
	D	30	525	843	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			
		A	B	C	D
From	A	0	0	2	2
	B	14	0	0	5
	C	0	5	0	2
	D	0	12	6	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	85.36	3.4	F	121	182
B	91.45	25.4	F	747	1120
C	229.98	115.1	F	1459	2188
D	267.71	109.9	F	1282	1923

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
A	101	25	1589	100	102	73	0.0	0.4	10.347	B
B	617	154	732	617	637	958	0.0	1.7	9.963	A
C	1197	299	661	1194	1227	687	0.0	2.6	7.148	A
D	1058	264	602	1060	1125	1253	0.0	2.6	9.279	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
A	123	31	1859	124	128	91	0.4	0.8	20.642	C
B	729	182	851	724	761	1132	1.7	4.1	17.370	C
C	1436	359	782	1437	1466	792	2.6	7.1	16.278	C
D	1240	310	731	1219	1321	1488	2.6	9.5	21.392	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
A	146	37	2042	146	146	93	0.8	2.9	61.094	F
B	889	222	946	862	886	1241	4.1	16.6	52.243	F
C	1745	436	930	1540	1603	878	7.1	58.6	78.585	F
D	1542	385	789	1345	1455	1681	9.5	60.1	97.060	F

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
A	141	35	2041	143	153	95	2.9	3.4	85.360	F
B	889	222	941	853	903	1244	16.6	25.3	91.449	F
C	1749	437	919	1534	1579	875	58.6	115.2	207.760	F
D	1540	385	786	1350	1459	1667	60.1	109.9	233.762	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
A	118	30	2068	117	129	99	3.4	2.6	80.825	F
B	738	185	922	779	845	1264	25.3	9.0	69.508	F
C	1432	358	830	1579	1623	870	115.2	81.5	229.981	F
D	1255	314	811	1355	1456	1598	109.9	87.7	267.713	F

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
A	100	25	1880	103	114	85	2.6	1.0	50.559	F
B	616	154	848	620	674	1134	9.0	2.1	19.083	C
C	1196	299	667	1376	1537	801	81.5	11.5	93.698	F
D	1055	264	701	1264	1399	1342	87.7	28.4	148.569	F

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
A	Entry	1	1	A, B, C, D	101	449	0.224	100	102	0.0	0.4	10.347	B
	Exit	1	1		73			73	74	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1021	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	617	973	0.634	617	637	0.0	1.7	9.963	A
	Exit	1	1		958			958	1027	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1197	1696	0.706	1194	1227	0.0	2.6	7.148	A
	Exit	1	1		687			687	709	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1058	1442	0.733	1060	1125	0.0	2.6	9.279	A
	Exit	1	1		1253			1253	1280	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
A	Entry	1	1	A, B, C, D	123	308	0.399	124	128	0.4	0.8	20.642	C
	Exit	1	1		91			91	90	0.0	0.0	0.000	A
B	Entry	1	1	C	0	976	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	729	929	0.785	724	761	1.7	4.1	17.370	C
	Exit	1	1		1132			1132	1218	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1436	1627	0.882	1437	1466	2.6	7.1	16.278	C
	Exit	1	1		792			792	840	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1240	1380	0.899	1219	1321	2.6	9.5	21.392	C
	Exit	1	1		1488			1488	1529	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
A	Entry	1	1	A, B, C, D	146	215	0.681	146	146	0.8	2.9	61.094	F
	Exit	1	1		93			93	95	0.0	0.0	0.000	A
B	Entry	1	1	C	0	939	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	889	894	0.994	862	886	4.1	16.6	52.243	F
	Exit	1	1		1241			1241	1347	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1745	1544	1.131	1540	1603	7.1	58.6	78.585	F
	Exit	1	1		878			878	921	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1542	1352	1.142	1345	1455	9.5	60.1	97.060	F
	Exit	1	1		1681			1681	1727	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
A	Entry	1	1	A, B, C, D	141	212	0.664	143	153	2.9	3.4	85.360	F
	Exit	1	1		95			95	96	0.0	0.0	0.000	A
B	Entry	1	1	C	0	940	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	889	896	0.994	853	903	16.6	25.3	91.449	F
	Exit	1	1		1244			1244	1331	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1749	1550	1.127	1534	1579	58.6	115.2	207.760	F
	Exit	1	1		875			875	929	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1540	1352	1.139	1350	1459	60.1	109.9	233.762	F
	Exit	1	1		1667			1667	1738	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
A	Entry	1	1	A, B, C, D	118	201	0.591	117	129	3.4	2.6	80.825	F
	Exit	1	1		99			99	98	0.0	0.0	0.000	A
B	Entry	1	1	C	0	948	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	738	902	0.820	779	845	25.3	9.0	69.508	F
	Exit	1	1		1264			1264	1355	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1432	1599	0.895	1579	1623	115.2	81.5	229.981	F
	Exit	1	1		870			870	916	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1255	1342	0.937	1355	1456	109.9	87.7	267.713	F
	Exit	1	1		1598			1598	1683	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
A	Entry	1	1	A, B, C, D	100	293	0.341	103	114	2.6	1.0	50.559	F
	Exit	1	1		85			85	92	0.0	0.0	0.000	A
B	Entry	1	1	C	0	975	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	616	929	0.664	620	674	9.0	2.1	19.083	C
	Exit	1	1		1134			1134	1284	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1196	1689	0.708	1376	1537	81.5	11.5	93.698	F
	Exit	1	1		801			801	874	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1055	1390	0.758	1264	1399	87.7	28.4	148.569	F
	Exit	1	1		1342			1342	1475	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	4	1243	447	0.032	14	14	0.0	0.0	10.493	B
				C	41	10	1291	456	0.091	41	42	0.0	0.2	10.158	B
				D	45	11	1291	452	0.100	45	46	0.0	0.2	10.474	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	1	977	673	0.009	6	7	0.0	0.0	11.105	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	611	153	1299	975	0.627	611	630	0.0	1.6	9.952	A
C	Entry	1	1	A	45	11	3148	1757	0.026	46	45	0.0	0.1	6.974	A
				B	552	138	3148	1672	0.330	551	578	0.0	1.1	7.208	A
				C	0.44	0.11	592	335	0.001	0.44	0.83	0.0	0.0	5.809	A
				D	599	150	3148	1717	0.349	597	604	0.0	1.3	7.107	A
D	Entry	1	1	A	22	6	3126	1532	0.014	22	23	0.0	0.1	8.911	A
				B	391	98	3169	1392	0.281	393	436	0.0	0.9	9.337	A
				C	645	161	3169	1470	0.438	645	666	0.0	1.7	9.256	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1261	308	0.050	15	16	0.4	0.1	19.052	C
				C	50	12	1291	304	0.164	50	52	0.4	0.4	20.558	C
				D	58	14	1291	305	0.188	59	59	0.4	0.4	21.166	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	8	2	1114	770	0.011	8	8	1.7	0.0	18.454	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	721	180	1299	929	0.776	716	753	1.7	4.1	17.359	C
C	Entry	1	1	A	57	14	3148	1682	0.034	56	55	2.6	0.3	16.369	C
				B	665	166	3148	1602	0.415	666	693	2.6	3.2	16.327	C
				C	1	0.29	635	340	0.003	1	0.86	0.0	0.0	20.252	C
				D	712	178	3148	1647	0.432	714	717	2.6	3.5	16.220	C
D	Entry	1	1	A	28	7	3169	1493	0.018	27	26	2.6	0.2	21.436	C
				B	458	114	3169	1330	0.344	451	509	2.6	3.6	21.365	C
				C	754	189	3169	1409	0.537	741	786	2.6	5.6	21.407	C
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1279	226	0.083	18	18	0.8	0.4	62.625	F
				C	61	15	1291	219	0.280	60	60	0.8	1.3	62.201	F
				D	66	17	1291	217	0.304	67	68	0.8	1.3	59.695	F
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	9	2	1126	693	0.012	8	9	4.1	0.1	50.744	F
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	880	220	1299	895	0.983	854	876	4.1	16.5	52.257	F
C	Entry	1	1	A	66	17	3148	1595	0.041	58	58	7.1	2.3	78.281	F
				B	817	204	3148	1521	0.538	722	762	7.1	27.3	78.649	F
				C	1	0.36	635	327	0.004	1	0.90	7.1	0.0	73.014	F
				D	861	215	3148	1563	0.551	759	783	7.1	29.0	78.555	F
D	Entry	1	1	A	32	8	3155	1454	0.022	27	28	9.5	1.3	98.971	F
				B	579	145	3169	1306	0.444	501	567	9.5	22.8	97.150	F
				C	931	233	3169	1378	0.676	818	860	9.5	36.0	96.936	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	18	4	1285	238	0.075	18	19	2.9	0.4	79.534	F
				C	58	15	1291	220	0.262	59	64	2.9	1.4	86.106	F
				D	65	16	1291	217	0.300	66	70	2.9	1.6	86.291	F
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	8	2	1144	718	0.011	8	9	16.6	0.2	97.646	F
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	881	220	1299	897	0.985	845	893	16.6	25.1	91.391	F
C	Entry	1	1	A	67	17	3148	1603	0.042	60	58	58.6	4.4	208.706	F
				B	819	205	3148	1525	0.535	717	746	58.6	53.7	208.018	F
				C	0.66	0.17	780	395	0.002	0.99	1	58.8	0.0	179.380	F
				D	862	216	3148	1570	0.549	756	775	58.6	57.0	207.481	F
D	Entry	1	1	A	35	9	3169	1465	0.024	28	28	60.1	2.6	237.090	F
				B	582	146	3169	1308	0.446	508	566	60.1	41.7	233.291	F
				C	923	231	3169	1378	0.669	814	865	60.1	65.6	233.937	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1249	213	0.069	14	16	3.4	0.3	77.634	F
				C	52	13	1291	212	0.244	52	55	3.4	1.1	80.507	F
				D	52	13	1291	207	0.251	51	58	3.4	1.2	82.038	F
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	7	2	1084	724	0.009	7	8	25.3	0.1	63.072	F
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	732	183	1299	902	0.813	772	836	25.3	8.9	69.567	F
C	Entry	1	1	A	54	14	3148	1645	0.033	62	60	115.2	3.1	236.934	F
				B	664	166	3148	1574	0.422	741	773	115.2	37.6	229.852	F
				C	1	0.26	679	350	0.003	1	1	114.7	0.1	240.136	F
				D	713	178	3148	1620	0.440	775	789	115.2	40.7	229.551	F
D	Entry	1	1	A	26	7	3169	1450	0.018	30	30	109.9	1.8	271.501	F
				B	467	117	3169	1298	0.360	508	566	109.9	32.9	268.628	F
				C	763	191	3169	1367	0.559	817	860	109.9	53.0	267.013	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1255	272	0.046	12	15	2.6	0.1	50.491	F
				C	41	10	1291	291	0.141	43	47	2.6	0.4	51.271	F
				D	46	12	1291	288	0.161	47	53	2.6	0.5	49.943	E
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	5	1	1031	686	0.008	5	7	9.0	0.0	22.102	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	611	153	1299	930	0.657	615	667	9.0	2.1	19.055	C
C	Entry	1	1	A	45	11	3148	1748	0.026	51	56	81.5	0.4	90.452	F
				B	553	138	3148	1663	0.333	644	725	81.5	5.1	93.846	F
				C	0.61	0.15	578	316	0.002	0.72	0.94	81.3	0.0	81.176	F
				D	598	149	3148	1710	0.350	680	755	81.5	6.0	93.820	F
D	Entry	1	1	A	24	6	3169	1491	0.016	29	28	87.7	0.6	146.189	F
				B	396	99	3169	1341	0.296	478	545	87.7	10.4	149.557	F
				C	634	159	3169	1417	0.446	757	826	87.7	17.3	148.042	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Base (TEMPro) + Sea Link | AM Development Peak

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	Arm C	Arm C: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	154.08	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	154.08	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2030	Base (TEMPro) + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	92	100.000
B		ONE HOUR	✓	689	100.000
C		ONE HOUR	✓	1741	100.000
D		ONE HOUR	✓	1006	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	17	30	45
	B	6	0	0	683
	C	27	721	3	990
	D	17	350	639	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			
		A	B	C	D
From	A	0	6	0	0
	B	17	0	0	6
	C	0	2	0	2
	D	6	8	4	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	13.45	0.5	B	87	130
B	20.11	4.8	C	632	948
C	302.10	155.7	F	1599	2399
D	11.76	4.3	B	926	1389

Main Results for each time segment

06:45 - 07:00

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
A	64	16	1308	65	69	37	0.0	0.1	6.103	A
B	508	127	544	509	549	828	0.0	0.9	7.054	A
C	1324	331	540	1333	1336	513	0.0	3.2	7.937	A
D	755	189	587	758	800	1286	0.0	1.2	5.182	A

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
A	87	22	1567	87	91	43	0.1	0.3	9.028	A
B	622	156	657	618	657	997	0.9	1.8	9.777	A
C	1564	391	660	1565	1569	614	3.2	9.0	18.043	C
D	925	231	686	924	964	1539	1.2	2.1	6.936	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
A	109	27	1768	110	113	54	0.3	0.3	13.114	B
B	768	192	799	764	798	1079	1.8	4.8	19.737	C
C	1918	479	819	1642	1661	744	9.0	83.8	106.452	F
D	1114	278	719	1103	1171	1742	2.1	4.3	11.713	B

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
A	104	26	1760	101	110	49	0.3	0.5	13.447	B
B	747	187	779	752	803	1082	4.8	3.5	20.106	C
C	1879	470	803	1617	1654	729	83.8	155.6	271.209	F
D	1100	275	704	1104	1169	1715	4.3	3.5	11.761	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
A	83	21	1612	83	92	50	0.5	0.2	10.421	B
B	627	157	642	619	667	1054	3.5	1.9	11.721	B
C	1576	394	665	1759	1737	596	155.6	123.5	302.102	F
D	900	225	757	905	965	1667	3.5	1.5	7.641	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
A	74	19	1436	74	79	42	0.2	0.1	8.228	A
B	518	130	546	517	561	963	1.9	1.2	7.547	A
C	1333	333	551	1645	1720	512	123.5	31.8	157.779	F
D	763	191	713	764	812	1483	1.5	1.2	5.570	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

06:45 - 07:00

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
A	Entry	1	1	A, B, C, D	64	616	0.104	65	69	0.0	0.1	6.103	A
	Exit	1	1		37			37	39	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1096	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	508	1032	0.492	509	549	0.0	0.9	7.054	A
	Exit	1	1		828			828	852	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1324	1787	0.741	1333	1336	0.0	3.2	7.937	A
	Exit	1	1		513			513	526	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	755	1487	0.508	758	800	0.0	1.2	5.182	A
	Exit	1	1		1286			1286	1339	0.0	0.0	0.000	A

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
A	Entry	1	1	A, B, C, D	87	483	0.181	87	91	0.1	0.3	9.028	A
	Exit	1	1		43			43	47	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1053	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	622	991	0.628	618	657	0.9	1.8	9.777	A
	Exit	1	1		997			997	1015	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1564	1715	0.912	1565	1569	3.2	9.0	18.043	C
	Exit	1	1		614			614	633	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	925	1442	0.642	924	964	1.2	2.1	6.936	A
	Exit	1	1		1539			1539	1586	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
A	Entry	1	1	A, B, C, D	109	382	0.285	110	113	0.3	0.3	13.114	B
	Exit	1	1		54			54	54	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1001	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	768	947	0.812	764	798	1.8	4.8	19.737	C
	Exit	1	1		1079			1079	1121	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1918	1625	1.179	1642	1661	9.0	83.8	106.452	F
	Exit	1	1		744			744	782	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1114	1426	0.781	1103	1171	2.1	4.3	11.713	B
	Exit	1	1		1742			1742	1786	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
A	Entry	1	1	A, B, C, D	104	386	0.268	101	110	0.3	0.5	13.447	B
	Exit	1	1		49			49	52	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1008	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	747	953	0.783	752	803	4.8	3.5	20.106	C
	Exit	1	1		1082			1082	1128	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1879	1634	1.151	1617	1654	83.8	155.6	271.209	F
	Exit	1	1		729			729	767	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1100	1434	0.766	1104	1169	4.3	3.5	11.761	B
	Exit	1	1		1715			1715	1791	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
A	Entry	1	1	A, B, C, D	83	462	0.180	83	92	0.5	0.2	10.421	B
	Exit	1	1		50			50	49	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1059	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	627	998	0.629	619	667	3.5	1.9	11.721	B
	Exit	1	1		1054			1054	1079	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1576	1713	0.920	1759	1737	155.6	123.5	302.102	F
	Exit	1	1		596			596	631	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	900	1405	0.641	905	965	3.5	1.5	7.641	A
	Exit	1	1		1667			1667	1703	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
A	Entry	1	1	A, B, C, D	74	556	0.133	74	79	0.2	0.1	8.228	A
	Exit	1	1		42			42	46	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1096	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	518	1034	0.502	517	561	1.9	1.2	7.547	A
	Exit	1	1		963			963	1011	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1333	1783	0.749	1645	1720	123.5	31.8	157.779	F
	Exit	1	1		512			512	536	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	763	1438	0.531	764	812	1.5	1.2	5.570	A
	Exit	1	1		1483			1483	1578	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

06:45 - 07:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1278	602	0.019	12	13	0.0	0.0	6.061	A
				C	22	5	1291	632	0.034	21	23	0.0	0.0	6.539	A
				D	31	8	1291	630	0.049	31	33	0.0	0.1	5.818	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	3	0.74	823	549	0.005	3	5	0.0	0.0	8.036	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	505	126	1299	1033	0.488	506	544	0.0	0.9	7.046	A
C	Entry	1	1	A	21	5	3148	1805	0.012	21	19	0.0	0.1	8.394	A
				B	559	140	3148	1784	0.313	561	554	0.0	1.4	7.939	A
				C	2	0.62	1496	862	0.003	3	2	0.0	0.0	8.040	A
				D	742	185	3148	1789	0.415	749	761	0.0	1.7	7.924	A
D	Entry	1	1	A	14	3	3075	1412	0.010	14	14	0.0	0.0	5.437	A
				B	255	64	3169	1446	0.176	255	285	0.0	0.4	5.178	A
				C	486	122	3169	1512	0.322	489	500	0.0	0.8	5.177	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1291	468	0.036	17	18	0.0	0.0	8.609	A
				C	28	7	1278	496	0.057	28	27	0.1	0.1	9.154	A
				D	42	11	1291	494	0.086	43	46	0.1	0.1	9.104	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	1	939	690	0.009	6	6	0.9	0.0	10.471	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	616	154	1299	990	0.622	611	651	0.9	1.8	9.771	A
C	Entry	1	1	A	23	6	3117	1738	0.013	24	25	3.2	0.1	18.181	C
				B	648	162	3148	1712	0.378	654	652	3.2	3.4	18.127	C
				C	2	0.56	1496	832	0.003	2	3	0.0	0.0	20.071	C
				D	891	223	3148	1716	0.519	885	889	3.2	5.5	17.972	C
D	Entry	1	1	A	14	3	3138	1412	0.010	13	16	1.2	0.1	6.480	A
				B	327	82	3169	1405	0.233	326	345	1.2	0.8	7.044	A
				C	584	146	3169	1463	0.400	584	603	1.2	1.3	6.889	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	20	5	1291	364	0.055	20	22	0.3	0.1	14.423	B
				C	34	9	1291	381	0.090	36	36	0.3	0.1	12.587	B
				D	55	14	1291	379	0.144	55	55	0.3	0.1	12.979	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	8	2	1003	660	0.012	8	8	0.0	0.0	19.428	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	760	190	1299	948	0.804	757	790	1.8	4.7	19.740	C
C	Entry	1	1	A	34	9	3117	1648	0.021	28	26	9.0	1.5	107.845	F
				B	786	197	3148	1621	0.484	681	691	9.0	34.6	106.527	F
				C	3	0.71	1808	960	0.003	3	3	9.0	0.1	103.013	F
				D	1095	274	3148	1628	0.672	930	940	9.0	47.6	106.369	F
D	Entry	1	1	A	19	5	3169	1437	0.013	19	20	2.1	0.0	11.790	B
				B	381	95	3169	1386	0.275	378	408	2.1	1.4	11.623	B
				C	714	178	3169	1448	0.493	706	742	2.1	2.8	11.758	B
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	20	5	1278	364	0.053	19	22	0.3	0.1	14.061	B
				C	32	8	1291	386	0.083	31	35	0.3	0.1	12.938	B
				D	52	13	1291	381	0.137	51	54	0.3	0.3	13.537	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	2	1042	707	0.009	6	8	4.8	0.0	22.185	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	741	185	1299	953	0.777	746	796	4.8	3.5	20.087	C
C	Entry	1	1	A	29	7	3148	1666	0.017	26	26	83.8	2.3	267.837	F
				B	762	190	3148	1633	0.466	668	684	83.8	62.9	270.627	F
				C	4	0.89	1808	960	0.004	4	3	83.6	0.3	267.399	F
				D	1085	271	3148	1634	0.665	919	941	83.8	90.1	271.728	F
D	Entry	1	1	A	16	4	3138	1400	0.011	16	18	4.3	0.0	10.824	B
				B	395	99	3169	1400	0.282	395	422	4.3	1.3	11.896	B
				C	689	172	3169	1455	0.473	693	729	4.3	2.1	11.709	B
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	13	3	1214	417	0.031	12	16	0.5	0.1	11.430	B
				C	24	6	1291	478	0.051	25	29	0.5	0.1	10.551	B
				D	46	11	1291	476	0.096	46	47	0.5	0.1	10.015	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	5	1	990	681	0.007	5	6	3.5	0.0	10.727	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	622	155	1299	1000	0.623	614	661	3.5	1.9	11.729	B
C	Entry	1	1	A	28	7	3148	1753	0.016	29	27	155.6	2.0	300.808	F
				B	638	159	3148	1715	0.373	719	712	155.6	50.3	302.560	F
				C	3	0.77	1745	966	0.003	4	3	156.0	0.2	308.797	F
				D	907	227	3148	1710	0.529	1006	994	155.6	70.9	301.786	F
D	Entry	1	1	A	16	4	3138	1411	0.011	16	16	3.5	0.0	8.147	A
				B	319	80	3169	1367	0.233	322	350	3.5	0.5	7.709	A
				C	566	142	3169	1428	0.396	567	599	3.5	1.0	7.590	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	3	1252	507	0.027	14	14	0.2	0.0	8.457	A
				C	26	7	1291	562	0.047	26	25	0.2	0.1	8.554	A
				D	34	8	1291	564	0.060	34	39	0.2	0.0	7.941	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	4	1	849	547	0.008	4	5	1.9	0.0	8.259	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	514	128	1299	1035	0.496	513	555	1.9	1.2	7.541	A
C	Entry	1	1	A	21	5	3148	1812	0.012	25	26	123.5	0.6	157.522	F
				B	546	137	3148	1785	0.307	681	706	123.5	13.1	157.993	F
				C	2	0.62	1776	1020	0.002	3	3	123.8	0.0	171.778	F
				D	763	191	3148	1780	0.429	936	984	123.5	18.1	157.576	F
D	Entry	1	1	A	12	3	3138	1409	0.009	13	14	0.0	0.0	6.051	A
				B	269	67	3169	1403	0.192	269	291	1.5	0.5	5.742	A
				C	481	120	3169	1457	0.330	482	508	1.5	0.7	5.463	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Base (TEMPro) + Sea Link | AM Network Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	99.14	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	99.14	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2030	Base (TEMPro) + Sea Link	AM Network Peak	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 (%)
A		ONE HOUR	✓	133	100.000
B		ONE HOUR	✓	663	100.000
C		ONE HOUR	✓	1531	100.000
D		ONE HOUR	✓	1264	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	18	55	60
	B	9	0	0	654
	C	60	703	1	766
	D	30	523	710	1

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			
		A	B	C	D
From	A	0	0	2	2
	B	21	0	0	8
	C	0	5	0	4
	D	0	14	7	63

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	74.96	3.1	F	120	180
B	24.68	5.1	C	608	913
C	119.97	65.2	F	1407	2110
D	115.98	50.4	F	1157	1735

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
A	99	25	1451	99	102	77	0.0	0.2	8.763	A
B	501	125	618	500	537	932	0.0	1.1	7.601	A
C	1150	288	544	1151	1198	574	0.0	2.1	6.252	A
D	944	236	582	946	1033	1113	0.0	1.9	7.694	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
A	117	29	1737	118	126	90	0.2	0.5	14.810	B
B	595	149	734	594	647	1120	1.1	1.9	10.890	B
C	1385	346	648	1386	1438	680	2.1	4.6	11.463	B
D	1136	284	701	1126	1238	1333	1.9	5.7	15.235	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
A	144	36	2000	142	147	105	0.5	2.4	45.056	E
B	728	182	852	728	787	1290	1.9	4.5	21.622	C
C	1680	420	794	1576	1631	785	4.6	35.5	51.485	F
D	1398	350	800	1305	1422	1570	5.7	31.1	55.251	F

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
A	143	36	2018	140	150	105	2.4	3.1	74.962	F
B	737	184	866	734	797	1292	4.5	5.1	24.676	C
C	1686	421	799	1584	1640	802	35.5	65.0	119.972	F
D	1391	348	801	1322	1446	1582	31.1	50.3	115.983	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
A	117	29	1899	125	134	99	3.1	1.2	59.810	F
B	587	147	798	588	663	1226	5.1	1.9	14.022	B
C	1384	346	645	1527	1628	741	65.0	21.1	94.407	F
D	1128	282	773	1226	1380	1400	50.3	20.7	97.028	F

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
A	99	25	1479	99	113	78	1.2	0.3	17.513	C
B	503	126	624	504	555	954	1.9	1.1	8.543	A
C	1158	289	550	1167	1289	578	21.1	2.2	16.563	C
D	949	237	589	968	1135	1127	20.7	2.7	24.324	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
A	Entry	1	1	A, B, C, D	99	513	0.192	99	102	0.0	0.2	8.763	A
	Exit	1	1		77			77	78	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1061	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	501	979	0.512	500	537	0.0	1.1	7.601	A
	Exit	1	1		932			932	1005	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1150	1735	0.663	1151	1198	0.0	2.1	6.252	A
	Exit	1	1		574			574	613	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	944	1427	0.661	946	1033	0.0	1.9	7.694	A
	Exit	1	1		1113			1113	1174	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
A	Entry	1	1	A, B, C, D	117	362	0.324	118	126	0.2	0.5	14.810	B
	Exit	1	1		90			90	91	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1017	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	595	943	0.631	594	647	1.1	1.9	10.890	B
	Exit	1	1		1120			1120	1214	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1385	1677	0.826	1386	1438	2.1	4.6	11.463	B
	Exit	1	1		680			680	732	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1136	1372	0.828	1126	1238	1.9	5.7	15.235	C
	Exit	1	1		1333			1333	1413	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
A	Entry	1	1	A, B, C, D	144	222	0.649	142	147	0.5	2.4	45.056	E
	Exit	1	1		105			105	106	0.0	0.0	0.000	A
B	Entry	1	1	C	0	971	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	728	897	0.811	728	787	1.9	4.5	21.622	C
	Exit	1	1		1290			1290	1385	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1680	1590	1.056	1576	1631	4.6	35.5	51.485	F
	Exit	1	1		785			785	837	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1398	1321	1.058	1305	1422	5.7	31.1	55.251	F
	Exit	1	1		1570			1570	1658	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
A	Entry	1	1	A, B, C, D	143	214	0.670	140	150	2.4	3.1	74.962	F
	Exit	1	1		105			105	107	0.0	0.0	0.000	A
B	Entry	1	1	C	0	966	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	737	892	0.826	734	797	4.5	5.1	24.676	C
	Exit	1	1		1292			1292	1399	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1686	1590	1.061	1584	1640	35.5	65.0	119.972	F
	Exit	1	1		802			802	852	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1391	1323	1.050	1322	1446	31.1	50.3	115.983	F
	Exit	1	1		1582			1582	1675	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
A	Entry	1	1	A, B, C, D	117	277	0.422	125	134	3.1	1.2	59.810	F
	Exit	1	1		99			99	103	0.0	0.0	0.000	A
B	Entry	1	1	C	0	993	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	587	916	0.640	588	663	5.1	1.9	14.022	B
	Exit	1	1		1226			1226	1365	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1384	1676	0.825	1527	1628	65.0	21.1	94.407	F
	Exit	1	1		741			741	813	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1128	1337	0.842	1226	1380	50.3	20.7	97.028	F
	Exit	1	1		1400			1400	1526	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
A	Entry	1	1	A, B, C, D	99	495	0.200	99	113	1.2	0.3	17.513	C
	Exit	1	1		78			78	83	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1059	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	503	978	0.515	504	555	1.9	1.1	8.543	A
	Exit	1	1		954			954	1100	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1158	1734	0.668	1167	1289	21.1	2.2	16.563	C
	Exit	1	1		578			578	666	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	949	1421	0.667	968	1135	20.7	2.7	24.324	C
	Exit	1	1		1127			1127	1243	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	4	1248	509	0.028	14	14	0.0	0.0	8.778	A
				C	41	10	1291	516	0.080	42	42	0.0	0.1	8.852	A
				D	43	11	1291	513	0.085	44	46	0.0	0.1	8.675	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	7	2	1074	700	0.009	7	9	0.0	0.0	8.313	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	494	124	1299	981	0.505	493	529	0.0	1.1	7.591	A
C	Entry	1	1	A	46	12	3148	1811	0.026	46	46	0.0	0.1	6.005	A
				B	527	132	3148	1724	0.306	528	553	0.0	0.9	6.257	A
				C	0.80	0.20	602	347	0.002	0.80	0.82	0.0	0.0	5.990	A
				D	576	144	3148	1739	0.331	576	598	0.0	1.1	6.267	A
D	Entry	1	1	A	24	6	3155	1560	0.015	24	24	0.0	0.0	7.563	A
				B	390	97	3169	1377	0.283	390	439	0.0	0.8	7.789	A
				C	530	133	3169	1461	0.363	532	569	0.0	1.0	7.629	A
				D	1	0.17	528	157	0.004	1	1	0.0	0.0	9.953	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1279	366	0.043	16	17	0.2	0.1	14.358	B
				C	48	12	1291	361	0.132	48	51	0.2	0.2	14.970	B
				D	54	13	1291	358	0.150	54	58	0.2	0.3	14.802	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	8	2	1157	751	0.011	8	10	1.1	0.0	11.032	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	587	147	1299	944	0.622	586	638	1.1	1.9	10.888	B
C	Entry	1	1	A	55	14	3148	1750	0.032	55	54	2.1	0.2	11.484	B
				B	635	159	3148	1667	0.381	637	666	2.1	2.0	11.454	B
				C	1	0.29	706	396	0.003	1	1	0.0	0.0	10.695	B
				D	693	173	3148	1681	0.412	693	716	2.1	2.4	11.470	B
D	Entry	1	1	A	27	7	3169	1508	0.018	27	27	1.9	0.1	15.417	C
				B	472	118	3169	1320	0.358	468	530	1.9	2.4	15.333	C
				C	637	159	3169	1407	0.452	631	680	1.9	3.2	15.157	C
				D	0.56	0.14	528	171	0.003	0.56	1	0.0	0.0	14.188	B

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1285	241	0.080	19	20	0.5	0.3	43.526	E
				C	58	14	1291	228	0.254	56	60	0.5	1.0	45.987	E
				D	67	17	1291	229	0.293	66	68	0.5	1.1	44.686	E
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	10	2	1181	712	0.014	10	12	1.9	0.1	22.366	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	718	179	1299	899	0.799	718	774	1.9	4.4	21.612	C
C	Entry	1	1	A	67	17	3148	1659	0.040	63	62	4.6	1.4	51.343	F
				B	772	193	3148	1579	0.488	726	753	4.6	16.3	51.498	F
				C	1	0.29	720	384	0.003	1	1	0.0	0.0	46.310	E
				D	840	210	3148	1596	0.526	785	815	4.6	17.9	51.491	F
D	Entry	1	1	A	35	9	3169	1455	0.024	32	31	5.7	0.8	54.942	F
				B	583	146	3169	1272	0.459	544	613	5.7	13.0	55.577	F
				C	779	195	3169	1356	0.574	728	776	5.7	17.3	55.024	F
				D	1	0.29	655	174	0.006	1	2	0.0	0.0	54.008	F

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1285	232	0.081	19	19	2.4	0.4	72.238	F
				C	59	15	1291	217	0.272	58	61	2.4	1.4	77.285	F
				D	65	16	1291	222	0.294	64	69	2.4	1.3	73.652	F
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	10	3	1186	738	0.014	10	12	4.5	0.1	24.059	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	727	182	1299	894	0.813	724	785	4.5	5.0	24.684	C
C	Entry	1	1	A	70	18	3148	1655	0.043	64	63	35.5	2.7	120.409	F
				B	774	194	3148	1578	0.491	725	757	35.5	29.9	119.780	F
				C	1	0.29	755	398	0.003	1	1	35.4	0.0	114.174	F
				D	840	210	3148	1595	0.527	794	819	35.5	32.4	120.121	F
D	Entry	1	1	A	33	8	3169	1456	0.023	31	32	31.1	1.2	113.431	F
				B	573	143	3169	1276	0.448	548	623	31.1	20.7	116.120	F
				C	783	196	3169	1356	0.578	743	790	31.1	28.4	115.993	F
				D	1	0.24	747	231	0.005	1	2	31.1	0.0	114.071	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1271	274	0.057	17	18	3.1	0.2	58.252	F
				C	48	12	1291	277	0.173	51	56	3.1	0.5	59.114	F
				D	53	13	1291	274	0.195	56	60	3.1	0.5	60.920	F
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	8	2	1155	737	0.010	8	10	5.1	0.0	13.656	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	579	145	1299	918	0.631	580	653	5.1	1.8	14.027	B
C	Entry	1	1	A	54	14	3148	1748	0.031	61	62	65.0	0.8	95.003	F
				B	637	159	3148	1664	0.382	702	754	65.0	9.7	94.609	F
				C	1	0.33	776	426	0.003	1	1	64.8	0.0	98.550	F
				D	692	173	3148	1680	0.411	763	811	65.0	10.5	94.168	F
D	Entry	1	1	A	27	7	3169	1465	0.019	30	31	50.3	0.5	96.725	F
				B	467	117	3169	1286	0.362	507	593	50.3	8.6	97.190	F
				C	633	158	3169	1372	0.461	688	756	50.3	11.6	96.924	F
				D	1	0.19	592	173	0.005	1	1	50.2	0.0	94.662	F

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	3	1256	459	0.030	14	15	1.2	0.0	17.046	C
				C	40	10	1291	491	0.082	40	46	1.2	0.1	17.597	C
				D	45	11	1291	489	0.092	45	51	1.2	0.1	17.576	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	7	2	1103	715	0.010	7	9	1.9	0.0	9.675	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	496	124	1299	980	0.506	497	546	1.9	1.1	8.526	A
C	Entry	1	1	A	45	11	3148	1804	0.025	45	49	21.1	0.1	16.847	C
				B	533	133	3148	1725	0.309	536	595	21.1	1.1	16.553	C
				C	0.69	0.17	651	371	0.002	0.69	0.88	21.2	0.0	22.496	C
				D	580	145	3148	1736	0.334	584	644	21.1	1.1	16.542	C
D	Entry	1	1	A	25	6	3155	1554	0.016	25	25	20.7	0.1	24.561	C
				B	397	99	3169	1366	0.290	404	490	20.7	1.2	24.436	C
				C	527	132	3169	1462	0.361	538	619	20.7	1.5	24.213	C
				D	1	0.16	521	153	0.004	1	1	20.7	0.0	37.773	E

2030 | Base (TEMPro) + Committed Devs + Sea Link | AM Development Peak

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	Arm C	Arm C: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	251.15	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	251.15	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2030	Base (TEMPro) + Committed Devs + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	93	100.000
B		ONE HOUR	✓	811	100.000
C		ONE HOUR	✓	1781	100.000
D		ONE HOUR	✓	1230	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	17	30	45
	B	6	0	0	805
	C	27	745	3	1006
	D	17	367	846	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			
		A	B	C	D
From	A	0	6	0	0
	B	17	0	0	5
	C	0	2	0	2
	D	6	7	3	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	27.73	0.8	D	87	131
B	105.13	29.9	F	741	1111
C	484.07	215.4	F	1635	2453
D	34.31	12.7	D	1128	1692

Main Results for each time segment

06:45 - 07:00

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
A	73	18	1483	73	74	38	0.0	0.2	7.682	A
B	604	151	701	602	635	855	0.0	1.7	9.730	A
C	1341	335	636	1339	1349	667	0.0	3.9	9.400	A
D	934	234	587	934	962	1388	0.0	1.5	6.397	A

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
A	85	21	1748	85	91	45	0.2	0.3	11.261	B
B	723	181	830	723	761	1003	1.7	3.5	16.389	C
C	1600	400	763	1575	1591	790	3.9	16.9	29.522	D
D	1109	277	687	1106	1151	1651	1.5	3.1	9.649	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
A	102	25	1988	101	107	46	0.3	0.7	22.362	C
B	892	223	1006	847	883	1083	3.5	18.2	54.296	F
C	1976	494	896	1587	1627	956	16.9	113.1	149.369	F
D	1353	338	698	1336	1381	1786	3.1	11.7	24.449	C

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
A	107	27	1997	107	110	50	0.7	0.8	27.734	D
B	900	225	1023	855	900	1081	18.2	29.9	105.132	F
C	1971	493	906	1579	1601	972	113.1	212.1	376.296	F
D	1354	339	689	1357	1415	1796	11.7	12.7	34.311	D

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
A	86	22	1759	87	94	45	0.8	0.3	17.302	C
B	718	180	827	781	865	1018	29.9	6.8	70.347	F
C	1597	399	824	1611	1623	784	212.1	215.5	484.070	F
D	1087	272	712	1091	1186	1724	12.7	3.1	14.640	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
A	70	17	1631	70	77	46	0.3	0.1	10.103	B
B	608	152	695	610	670	1006	6.8	1.6	14.713	B
C	1332	333	643	1721	1723	662	215.5	128.1	377.816	F
D	930	232	752	925	975	1612	3.1	1.9	7.289	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

06:45 - 07:00

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
A	Entry	1	1	A, B, C, D	73	534	0.136	73	74	0.0	0.2	7.682	A
	Exit	1	1		38			38	40	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1039	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	604	987	0.612	602	635	0.0	1.7	9.730	A
	Exit	1	1		855			855	875	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1341	1731	0.774	1339	1349	0.0	3.9	9.400	A
	Exit	1	1		667			667	678	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	934	1509	0.619	934	962	0.0	1.5	6.397	A
	Exit	1	1		1388			1388	1427	0.0	0.0	0.000	A

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
A	Entry	1	1	A, B, C, D	85	396	0.214	85	91	0.2	0.3	11.261	B
	Exit	1	1		45			45	47	0.0	0.0	0.000	A
B	Entry	1	1	C	0	990	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	723	943	0.767	723	761	1.7	3.5	16.389	C
	Exit	1	1		1003			1003	1037	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1600	1659	0.963	1575	1591	3.9	16.9	29.522	D
	Exit	1	1		790			790	813	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1109	1457	0.761	1106	1151	1.5	3.1	9.649	A
	Exit	1	1		1651			1651	1697	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
A	Entry	1	1	A, B, C, D	102	276	0.369	101	107	0.3	0.7	22.362	C
	Exit	1	1		46			46	49	0.0	0.0	0.000	A
B	Entry	1	1	C	0	925	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	892	882	1.013	847	883	3.5	18.2	54.296	F
	Exit	1	1		1083			1083	1124	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1976	1582	1.248	1587	1627	16.9	113.1	149.369	F
	Exit	1	1		956			956	978	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1353	1453	0.930	1336	1381	3.1	11.7	24.449	C
	Exit	1	1		1786			1786	1847	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
A	Entry	1	1	A, B, C, D	107	272	0.393	107	110	0.7	0.8	27.734	D
	Exit	1	1		50			50	52	0.0	0.0	0.000	A
B	Entry	1	1	C	0	919	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	900	875	1.028	855	900	18.2	29.9	105.132	F
	Exit	1	1		1081			1081	1126	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1971	1576	1.249	1579	1601	113.1	212.1	376.296	F
	Exit	1	1		972			972	997	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1354	1460	0.928	1357	1415	11.7	12.7	34.311	D
	Exit	1	1		1796			1796	1851	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
A	Entry	1	1	A, B, C, D	86	392	0.219	87	94	0.8	0.3	17.302	C
	Exit	1	1		45			45	48	0.0	0.0	0.000	A
B	Entry	1	1	C	0	992	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	718	947	0.758	781	865	29.9	6.8	70.347	F
	Exit	1	1		1018			1018	1062	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1597	1627	0.982	1611	1623	212.1	215.5	484.070	F
	Exit	1	1		784			784	841	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1087	1447	0.752	1091	1186	12.7	3.1	14.640	B
	Exit	1	1		1724			1724	1817	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
A	Entry	1	1	A, B, C, D	70	462	0.151	70	77	0.3	0.1	10.103	B
	Exit	1	1		46			46	46	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1041	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	608	992	0.613	610	670	6.8	1.6	14.713	B
	Exit	1	1		1006			1006	1032	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1332	1728	0.770	1721	1723	215.5	128.1	377.816	F
	Exit	1	1		662			662	691	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	930	1430	0.650	925	975	3.1	1.9	7.289	A
	Exit	1	1		1612			1612	1677	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

06:45 - 07:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1269	515	0.029	15	15	0.0	0.0	8.016	A
				C	24	6	1291	539	0.044	24	24	0.0	0.0	7.552	A
				D	34	9	1291	537	0.064	34	35	0.0	0.1	7.634	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	5	1	881	598	0.008	5	6	0.0	0.0	10.157	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	599	150	1299	987	0.606	597	629	0.0	1.7	9.727	A
C	Entry	1	1	A	20	5	3134	1759	0.011	20	20	0.0	0.1	9.345	A
				B	559	140	3148	1732	0.323	560	564	0.0	1.6	9.381	A
				C	2	0.59	1513	850	0.003	2	3	0.0	0.0	8.148	A
				D	759	190	3148	1730	0.439	757	763	0.0	2.3	9.420	A
D	Entry	1	1	A	14	3	3088	1432	0.010	14	14	0.0	0.0	6.512	A
				B	280	70	3169	1479	0.189	280	296	0.0	0.4	6.422	A
				C	641	160	3169	1525	0.420	640	651	0.0	1.1	6.384	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1258	368	0.046	17	19	0.2	0.1	11.902	B
				C	28	7	1291	405	0.069	28	28	0.2	0.1	11.200	B
				D	40	10	1291	405	0.098	40	44	0.2	0.1	11.042	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	1	1026	694	0.008	6	7	1.7	0.0	16.518	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	717	179	1299	944	0.760	717	754	1.7	3.5	16.388	C
C	Entry	1	1	A	23	6	3148	1695	0.014	23	23	3.9	0.2	27.882	D
				B	665	166	3148	1658	0.400	654	665	3.9	7.1	29.578	D
				C	3	0.71	1608	871	0.003	3	3	3.9	0.0	29.388	D
				D	909	227	3148	1658	0.548	894	900	3.9	9.7	29.523	D
D	Entry	1	1	A	15	4	3115	1411	0.011	15	17	1.5	0.0	9.855	A
				B	333	83	3169	1425	0.234	332	353	1.5	1.0	9.794	A
				C	761	190	3169	1471	0.517	759	782	1.5	2.1	9.581	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	19	5	1280	264	0.071	18	21	0.3	0.2	21.990	C
				C	33	8	1291	286	0.116	33	35	0.3	0.2	22.711	C
				D	50	13	1291	285	0.176	50	52	0.3	0.3	22.270	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	1	1015	617	0.010	6	7	3.5	0.1	55.314	F
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	886	222	1299	882	1.006	841	876	3.5	18.1	54.288	F
C	Entry	1	1	A	30	8	3134	1615	0.019	22	22	16.9	1.8	152.273	F
				B	825	206	3148	1579	0.521	667	682	16.9	47.1	149.456	F
				C	4	1	1662	862	0.005	3	3	16.9	0.2	152.630	F
				D	1117	279	3148	1583	0.706	895	919	16.9	63.9	149.220	F
D	Entry	1	1	A	18	4	3129	1394	0.013	18	20	3.1	0.1	23.853	C
				B	403	101	3169	1419	0.283	398	421	3.1	3.3	24.333	C
				C	933	233	3169	1469	0.635	920	940	3.1	8.3	24.511	C
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	21	5	1285	258	0.082	22	22	0.7	0.1	28.220	D
				C	35	9	1291	276	0.125	35	35	0.7	0.2	27.786	D
				D	51	13	1291	278	0.185	51	53	0.7	0.4	27.514	D
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	7	2	1065	659	0.011	7	7	18.2	0.3	109.248	F
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	893	223	1299	875	1.019	848	893	18.2	29.7	105.099	F
C	Entry	1	1	A	30	7	3148	1608	0.019	24	25	113.0	3.2	374.870	F
				B	832	208	3148	1579	0.528	656	669	113.1	89.2	376.404	F
				C	4	0.99	1635	835	0.005	3	3	113.2	0.4	375.464	F
				D	1105	276	3148	1573	0.700	897	905	113.1	119.4	376.256	F
D	Entry	1	1	A	18	5	3115	1415	0.013	19	20	11.7	0.2	34.677	D
				B	402	101	3169	1422	0.284	404	435	11.7	3.7	34.347	D
				C	934	233	3169	1477	0.632	935	960	11.7	8.8	34.288	D
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1280	359	0.042	15	18	0.8	0.0	17.446	C
				C	28	7	1291	395	0.071	28	30	0.8	0.1	17.012	C
				D	43	11	1291	400	0.107	43	45	0.8	0.2	17.442	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	6	1	1065	669	0.009	6	8	29.9	0.1	75.486	F
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	713	178	1299	948	0.751	775	857	29.9	6.7	70.307	F
C	Entry	1	1	A	24	6	3134	1637	0.015	24	24	212.1	3.1	484.653	F
				B	667	167	3148	1626	0.411	679	683	212.1	89.6	483.601	F
				C	3	0.82	1473	763	0.004	2	3	212.3	0.4	492.181	F
				D	903	226	3148	1626	0.555	906	914	212.1	122.3	484.377	F
D	Entry	1	1	A	15	4	3088	1379	0.011	14	17	12.7	0.1	15.705	C
				B	323	81	3169	1407	0.229	324	361	12.7	0.9	14.823	B
				C	750	187	3169	1465	0.512	754	808	12.7	2.1	14.539	B
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1274	444	0.028	13	15	0.3	0.0	10.513	B
				C	25	6	1291	467	0.053	24	25	0.3	0.1	9.843	A
				D	33	8	1291	471	0.070	33	38	0.3	0.1	10.126	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	5	1	1015	672	0.007	5	6	6.8	0.0	14.021	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	603	151	1299	994	0.607	605	664	6.8	1.5	14.719	B
C	Entry	1	1	A	21	5	3121	1739	0.012	28	25	215.5	2.0	374.814	F
				B	559	140	3148	1728	0.323	717	720	215.5	54.1	378.725	F
				C	2	0.53	1608	885	0.002	3	3	215.7	0.2	359.896	F
				D	750	188	3148	1727	0.434	974	975	215.5	71.8	377.266	F
D	Entry	1	1	A	14	3	3033	1335	0.010	14	14	3.1	0.0	7.571	A
				B	278	70	3169	1401	0.199	276	298	3.1	0.6	7.340	A
				C	638	159	3169	1444	0.442	635	663	3.1	1.2	7.261	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Base (TEMPro) + Committed Devs + Sea Link | AM Network Peak

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	Arm C	Arm C: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Simulation	Arm D	Arm D: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	245.37	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	245.37	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2030	Base (TEMPro) + Committed Devs + Sea Link	AM Network Peak	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 (%)
A		ONE HOUR	✓	133	100.000
B		ONE HOUR	✓	826	100.000
C		ONE HOUR	✓	1593	100.000
D		ONE HOUR	✓	1417	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	18	55	60
	B	9	0	0	817
	C	60	740	1	792
	D	30	541	845	1

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			
		A	B	C	D
From	A	0	0	2	2
	B	21	0	0	6
	C	0	5	0	4
	D	0	14	6	63

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	89.79	3.8	F	123	185
B	113.98	32.1	F	757	1135
C	268.25	124.4	F	1459	2189
D	308.99	121.4	F	1303	1954

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
A	100	25	1601	99	102	73	0.0	0.4	11.324	B
B	621	155	723	619	650	978	0.0	1.8	10.303	B
C	1194	298	665	1195	1242	676	0.0	2.5	7.374	A
D	1069	267	609	1065	1149	1251	0.0	3.6	10.483	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
A	121	30	1892	118	125	89	0.4	0.9	21.556	C
B	736	184	860	735	782	1150	1.8	4.1	18.137	C
C	1435	359	790	1421	1476	805	2.5	8.7	18.458	C
D	1273	318	719	1261	1355	1492	3.6	11.8	27.184	D

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
A	146	37	2025	145	146	95	0.9	3.2	67.949	F
B	915	229	931	865	905	1238	4.1	20.5	61.264	F
C	1739	435	931	1527	1598	865	8.7	65.4	91.027	F
D	1553	388	774	1346	1458	1685	11.8	66.8	110.751	F

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
A	149	37	2033	147	153	96	3.2	3.7	89.785	F
B	912	228	946	870	921	1234	20.5	32.2	113.981	F
C	1762	440	938	1530	1592	878	65.4	124.4	228.579	F
D	1565	391	774	1354	1471	1694	66.8	121.1	254.920	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
A	121	30	2019	123	134	98	3.7	2.2	74.138	F
B	743	186	897	795	879	1245	32.2	13.1	91.206	F
C	1435	359	852	1569	1606	840	124.4	99.4	268.255	F
D	1273	318	793	1324	1461	1628	121.1	106.5	308.988	F

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
A	102	25	1935	106	114	88	2.2	1.3	56.677	F
B	617	154	859	630	712	1182	13.1	2.3	25.954	D
C	1193	298	680	1450	1582	809	99.4	21.3	128.954	F
D	1083	271	735	1288	1435	1394	106.5	47.3	200.096	F

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
A	Entry	1	1	A, B, C, D	100	436	0.229	99	102	0.0	0.4	11.324	B
	Exit	1	1		73			73	75	0.0	0.0	0.000	A
B	Entry	1	1	C	0	1023	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	621	964	0.644	619	650	0.0	1.8	10.303	B
	Exit	1	1		978			978	1051	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1194	1673	0.713	1195	1242	0.0	2.5	7.374	A
	Exit	1	1		676			676	711	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1069	1424	0.751	1065	1149	0.0	3.6	10.483	B
	Exit	1	1		1251			1251	1306	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
A	Entry	1	1	A, B, C, D	121	286	0.424	118	125	0.4	0.9	21.556	C
	Exit	1	1		89			89	90	0.0	0.0	0.000	A
B	Entry	1	1	C	0	971	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	736	916	0.803	735	782	1.8	4.1	18.137	C
	Exit	1	1		1150			1150	1246	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1435	1604	0.895	1421	1476	2.5	8.7	18.458	C
	Exit	1	1		805			805	840	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1273	1373	0.926	1261	1355	3.6	11.8	27.184	D
	Exit	1	1		1492			1492	1561	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
A	Entry	1	1	A, B, C, D	146	217	0.675	145	146	0.9	3.2	67.949	F
	Exit	1	1		95			95	97	0.0	0.0	0.000	A
B	Entry	1	1	C	0	944	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	915	889	1.030	865	905	4.1	20.5	61.264	F
	Exit	1	1		1238			1238	1348	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1739	1521	1.144	1527	1598	8.7	65.4	91.027	F
	Exit	1	1		865			865	910	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1553	1349	1.152	1346	1458	11.8	66.8	110.751	F
	Exit	1	1		1685			1685	1753	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
A	Entry	1	1	A, B, C, D	149	213	0.702	147	153	3.2	3.7	89.785	F
	Exit	1	1		96			96	98	0.0	0.0	0.000	A
B	Entry	1	1	C	0	939	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	912	885	1.028	870	921	20.5	32.2	113.981	F
	Exit	1	1		1234			1234	1346	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1762	1516	1.161	1530	1592	65.4	124.4	228.579	F
	Exit	1	1		878			878	921	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1565	1348	1.165	1354	1471	66.8	121.1	254.920	F
	Exit	1	1		1694			1694	1771	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
A	Entry	1	1	A, B, C, D	121	221	0.551	123	134	3.7	2.2	74.138	F
	Exit	1	1		98			98	100	0.0	0.0	0.000	A
B	Entry	1	1	C	0	958	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	743	900	0.824	795	879	32.2	13.1	91.206	F
	Exit	1	1		1245			1245	1347	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1435	1567	0.916	1569	1606	124.4	99.4	268.255	F
	Exit	1	1		840			840	903	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1273	1339	0.950	1324	1461	121.1	106.5	308.988	F
	Exit	1	1		1628			1628	1730	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
A	Entry	1	1	A, B, C, D	102	259	0.392	106	114	2.2	1.3	56.677	F
	Exit	1	1		88			88	95	0.0	0.0	0.000	A
B	Entry	1	1	C	0	971	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	617	912	0.677	630	712	13.1	2.3	25.954	D
	Exit	1	1		1182			1182	1325	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1193	1663	0.716	1450	1582	99.4	21.3	128.954	F
	Exit	1	1		809			809	882	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1083	1362	0.794	1288	1435	106.5	47.3	200.096	F
	Exit	1	1		1394			1394	1540	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	13	3	1244	430	0.031	13	13	0.0	0.0	11.062	B
				C	41	10	1291	437	0.094	41	43	0.0	0.1	11.238	B
				D	45	11	1291	437	0.104	45	46	0.0	0.2	11.482	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	7	2	1096	727	0.009	7	8	0.0	0.0	11.578	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	615	154	1299	965	0.636	612	641	0.0	1.8	10.289	B
C	Entry	1	1	A	43	11	3148	1748	0.025	44	44	0.0	0.1	7.161	A
				B	558	139	3148	1662	0.335	558	580	0.0	1.2	7.357	A
				C	0.75	0.19	582	322	0.002	0.75	0.83	0.0	0.0	6.613	A
				D	592	148	3148	1678	0.353	593	617	0.0	1.2	7.407	A
D	Entry	1	1	A	23	6	3145	1541	0.015	23	23	0.0	0.1	10.023	B
				B	408	102	3169	1362	0.299	407	458	0.0	1.4	10.569	B
				C	638	160	3169	1463	0.436	635	668	0.0	2.1	10.441	B
				D	1	0.26	644	198	0.005	1	1	0.0	0.0	12.358	B

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1257	301	0.055	16	16	0.4	0.1	21.946	C
				C	49	12	1291	291	0.170	49	52	0.4	0.4	21.478	C
				D	55	14	1291	291	0.190	54	57	0.4	0.4	21.516	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	7	2	1120	714	0.010	7	9	1.8	0.0	17.585	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	729	182	1299	917	0.794	728	772	1.8	4.0	18.143	C
C	Entry	1	1	A	55	14	3148	1670	0.033	54	54	2.5	0.3	18.436	C
				B	665	166	3148	1596	0.417	657	691	2.5	4.2	18.506	C
				C	0.97	0.24	656	348	0.003	0.91	0.91	0.0	0.0	17.636	C
				D	715	179	3148	1606	0.445	709	730	2.5	4.2	18.415	C
D	Entry	1	1	A	28	7	3169	1497	0.019	28	27	3.6	0.2	26.919	D
				B	481	120	3169	1315	0.365	477	539	3.6	4.4	27.231	D
				C	763	191	3169	1409	0.541	755	787	3.6	7.1	27.159	D
				D	1	0.30	817	264	0.005	1	2	3.6	0.0	29.839	D

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	20	5	1287	233	0.085	19	20	0.9	0.4	66.124	F
				C	61	15	1291	223	0.276	61	61	0.9	1.4	68.283	F
				D	65	16	1291	219	0.297	65	65	0.9	1.4	68.191	F
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	10	3	1180	724	0.014	10	11	4.1	0.2	60.428	F
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	905	226	1299	891	1.018	856	894	4.1	20.3	61.274	F
C	Entry	1	1	A	65	16	3148	1587	0.041	57	56	8.7	2.5	91.221	F
				B	810	202	3148	1512	0.536	706	749	8.7	30.6	90.848	F
				C	1	0.27	771	394	0.003	0.94	1	8.7	0.0	92.428	F
				D	863	216	3148	1526	0.566	763	792	8.7	32.2	91.178	F
D	Entry	1	1	A	35	9	3169	1469	0.024	29	29	11.8	1.5	111.499	F
				B	589	147	3169	1292	0.456	512	579	11.8	25.3	110.945	F
				C	928	232	3169	1384	0.671	804	847	11.8	39.9	110.594	F
				D	1	0.25	784	223	0.005	1	2	11.7	0.0	115.820	F

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	20	5	1277	229	0.088	20	20	3.2	0.5	90.128	F
				C	61	15	1291	223	0.276	60	63	3.2	1.6	90.878	F
				D	67	17	1291	216	0.313	67	70	3.2	1.6	88.685	F
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	9	2	1147	700	0.014	9	11	20.5	0.3	108.848	F
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	903	226	1299	886	1.016	861	909	20.5	31.9	114.036	F
C	Entry	1	1	A	68	17	3148	1584	0.043	59	58	65.4	4.8	228.186	F
				B	814	203	3148	1507	0.539	706	743	65.4	57.3	228.253	F
				C	0.84	0.21	680	345	0.002	0.75	0.99	65.1	0.1	217.416	F
				D	879	220	3148	1519	0.578	765	790	65.4	62.2	228.925	F
D	Entry	1	1	A	34	8	3169	1469	0.023	28	29	66.8	2.6	253.548	F
				B	595	149	3169	1287	0.464	508	583	66.8	46.2	255.317	F
				C	934	234	3169	1386	0.676	817	856	66.8	72.2	254.711	F
				D	2	0.38	809	234	0.006	1	2	66.6	0.1	258.142	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	17	4	1277	232	0.073	17	18	3.7	0.3	75.726	F
				C	49	12	1291	225	0.220	50	56	3.7	1.0	74.204	F
				D	55	14	1291	227	0.245	56	60	3.7	1.0	73.592	F
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	9	2	1201	729	0.012	9	11	32.2	0.2	91.241	F
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	734	183	1299	901	0.812	786	867	32.2	12.9	91.206	F
C	Entry	1	1	A	55	14	3148	1628	0.033	59	59	124.3	3.8	268.899	F
				B	662	166	3148	1557	0.425	724	745	124.4	46.2	268.797	F
				C	1	0.27	598	306	0.004	0.78	0.84	124.3	0.1	275.064	F
				D	718	179	3148	1571	0.457	785	801	124.4	49.3	267.694	F
D	Entry	1	1	A	27	7	3161	1455	0.019	30	29	121.1	2.3	307.756	F
				B	481	120	3169	1275	0.376	503	583	121.1	40.3	308.898	F
				C	763	191	3169	1380	0.554	789	846	121.1	63.7	309.111	F
				D	2	0.43	891	262	0.007	1	2	121.0	0.1	297.270	F

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	4	1271	243	0.058	14	15	2.2	0.2	55.047	F
				C	42	11	1291	254	0.165	43	47	2.2	0.5	54.976	F
				D	46	11	1291	254	0.180	49	52	2.2	0.6	58.684	F
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	7	2	1093	664	0.010	7	10	13.1	0.0	27.280	D
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	611	153	1299	913	0.669	623	703	13.1	2.3	25.939	D
C	Entry	1	1	A	44	11	3148	1734	0.025	53	58	99.4	0.8	125.921	F
				B	554	138	3148	1651	0.335	674	739	99.4	9.8	128.906	F
				C	0.75	0.19	631	341	0.002	0.84	0.91	99.2	0.0	131.715	F
				D	594	149	3148	1669	0.356	721	784	99.4	10.7	129.227	F
D	Entry	1	1	A	24	6	3169	1478	0.016	28	28	106.5	1.1	201.837	F
				B	414	103	3169	1299	0.318	494	571	106.5	18.3	201.010	F
				C	643	161	3169	1402	0.458	766	834	106.5	27.8	199.449	F
				D	1	0.34	941	249	0.005	1	2	106.4	0.1	199.022	F

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Sea Link_Sevenscore Roundabout_PM_v3Cal_WG.j11
Path: \\?\UNC\na.aecomnet.com\lfs\EMEA\Chelmsford-UKCHF1\Legacy\CM-MAN-002\WIP\CTB_CHE_eng\Transport Consultancy Projects\Job Folders_606\60606139 - SEA Link\400 - Technical\32 Jct Modelling\Junction Models\Kent\Models\V3\Calibration
Report generation date: 10/03/2026 14:57:54

»2024 | Base | PM Network Peak
»2024 | Base | PM Development Peak
»2030 | Base (TEMPro) | PM Network Peak
»2030 | Base (TEMPro) | PM Development Peak
»2030 | Base (TEMPro) + Committed Devs | PM Network Peak
»2030 | Base (TEMPro) + Committed Devs | PM Development Peak
»2030 | Base (TEMPro) + Sea Link | PM Network Peak
»2030 | Base (TEMPro) + Sea Link | PM Development Peak
»2030 | Base (TEMPro) + Committed Devs + Sea Link | PM Network Peak
»2030 | Base (TEMPro) + Committed Devs + Sea Link | PM Development Peak

Summary of junction performance

	PM Network Peak						PM Development Peak					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	[Lane Simulation] - 2024 - Base											
Arm A	D3	0.4	15.75		C	% [ ]	D4	0.1	5.40		A	% [ ]
Arm B		2.4	21.98		C			0.6	9.54		A	
Arm C		7.6	26.27		D			1.7	6.68		A	
Arm D		16.8	38.31		E			1.1	4.41		A	
	[Lane Simulation] - 2030 - Base (TEMPro)											
Arm A	D7	0.4	19.18		C	% [ ]	D8	0.1	6.19		A	% [ ]
Arm B		3.3	26.95		D			0.8	9.68		A	
Arm C		20.0	57.81		F			1.9	7.72		A	
Arm D		51.4	103.05		F			1.3	4.86		A	
	[Lane Simulation] - 2030 - Base (TEMPro) + Committed Devs											
Arm A	D11	0.7	28.43		D	% [ ]	D12	0.2	9.56		A	% [ ]
Arm B		3.7	30.02		D			0.7	10.56		B	
Arm C		406.5	1050.25		F			49.8	115.20		F	
Arm D		138.9	322.13		F			2.3	7.66		A	
	[Lane Simulation] - 2030 - Base (TEMPro) + Committed Devs + Sea Link											
Arm A	D19	0.8	26.81		D	% [ ]	D20	0.2	12.62		B	% [ ]
Arm B		5.0	35.90		E			0.7	11.01		B	
Arm C		417.1	1083.59		F			61.6	144.98		F	
Arm D		144.9	347.42		F			3.6	11.61		B	
	[Lane Simulation] - 2030 - Base (TEMPro) + Sea Link											
Arm A	D15	0.5	19.65		C	% [ ]	D16	0.1	7.13		A	% [ ]
Arm B		3.2	31.17		D			0.9	10.21		B	
Arm C		18.7	57.31		F			1.9	8.12		A	
Arm D		51.3	103.44		F			1.8	6.42		A	

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

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

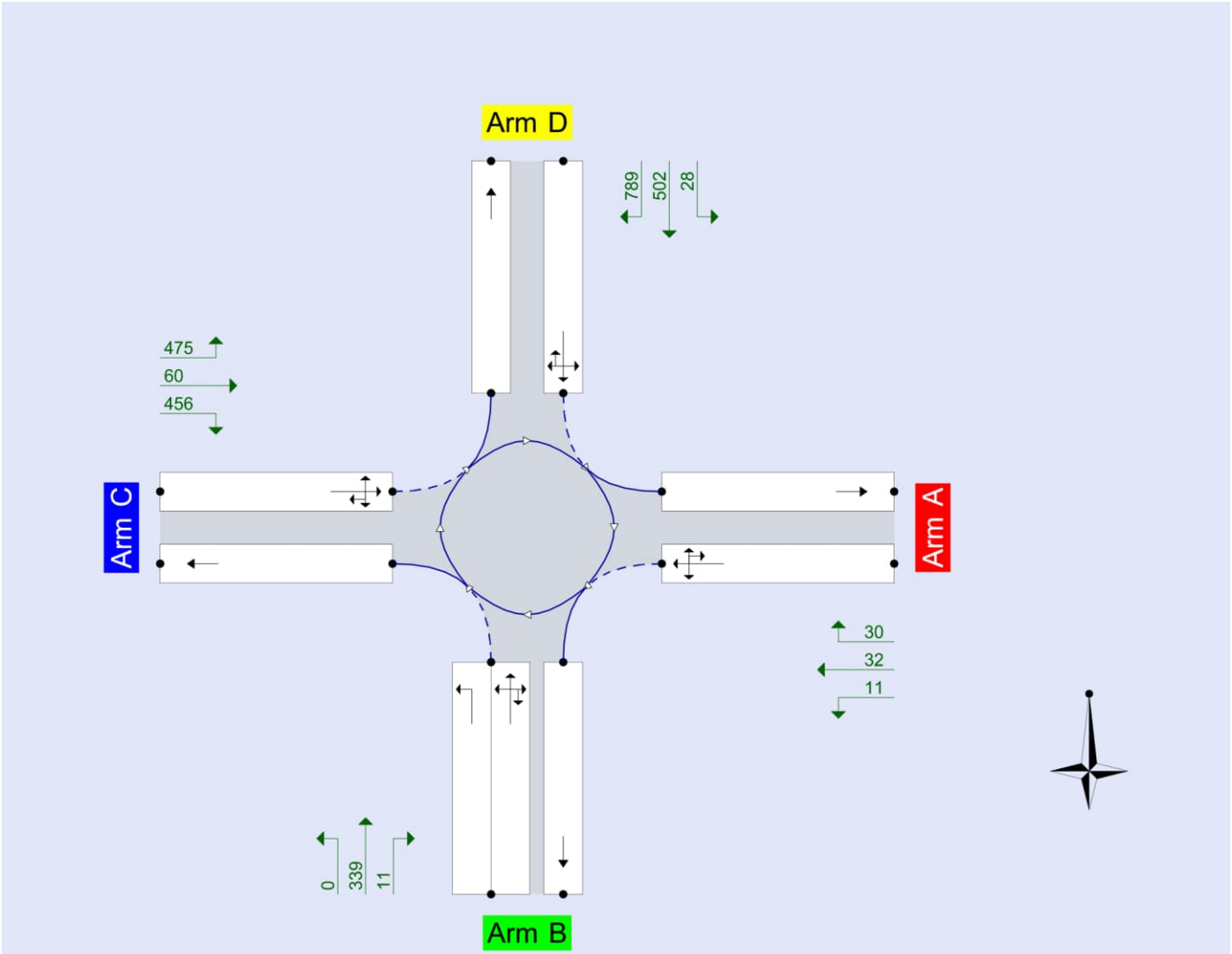
File summary

File Description

Title	
Location	
Site number	
Date	17/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\Catherine.Durbin
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



Flows show original traffic demand (Veh/hr)

Lane simulation visualisation time: 16:45:00

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	1.00	100000	100000	Do not calculate	-1	3	1	60	✓			2115933945	207	10.77

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024	Base	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D4	2024	Base	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D7	2030	Base (TEMPro)	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D8	2030	Base (TEMPro)	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D11	2030	Base (TEMPro) + Committed Devs	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D12	2030	Base (TEMPro) + Committed Devs	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D15	2030	Base (TEMPro) + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D16	2030	Base (TEMPro) + Sea Link	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D19	2030	Base (TEMPro) + Committed Devs + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D20	2030	Base (TEMPro) + Committed Devs + Sea Link	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Analysis Set Details

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

2024 | Base | PM Network Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	31.23	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	31.23	D

Arms

Arms

Arm	Name	Description	No give-way line
A	Cottington Link Road		
B	A299 Hengist Way N		
C	A299 Hengist Way E		
D	A256		

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
A	2.80	4.40	32.2	16.0	60.0	21.0		
B	7.37	10.01	4.5	23.2	60.0	22.0		
C	7.29	10.35	40.8	25.7	60.0	14.5		
D	7.66	10.35	16.0	23.7	60.0	0.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.491	1291
B	0.722	2598
C	0.825	3148
D	0.841	3169

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
B	Percentage		60.00
C	Percentage		45.00
D	Percentage		58.00

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
A	Evenly split	10.00
B	Evenly split	10.00
C	Evenly split	10.00
D	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
A	Entry	1	1	A, B, C, D		Infinity			0	99999	
	Exit	1	1			Infinity					
B	Entry	1	1	C		Infinity			0	99999	
			2	A, B, C, D		Infinity			0	99999	
	Exit	1	1			Infinity					
C	Entry	1	1	A, B, C, D		Infinity			0	99999	
	Exit	1	1			Infinity					
D	Entry	1	1	A, B, C, D		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A	Entry	1	1	0.491	1291
B	Entry	1	1	0.361	1299
			2	0.361	1299
C	Entry	1	1	0.825	3148
D	Entry	1	1	0.841	3169

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			A	B	C	D
A	1	1	✓	✓	✓	✓
B	1	1			✓	
		2	✓	✓	✓	✓
C	1	1	✓	✓	✓	✓
D	1	1	✓	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024	Base	PM Network Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	73	100.000
B		ONE HOUR	✓	350	100.000
C		ONE HOUR	✓	994	100.000
D		ONE HOUR	✓	1319	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	11	32	30
	B	11	0	0	339
	C	60	456	3	475
	D	28	502	789	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			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	3
	C	0	1	0	1
	D	0	2	1	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	15.75	0.4	C	68	102
B	21.98	2.4	C	320	481
C	26.27	7.6	D	915	1372
D	38.31	16.8	E	1211	1817

Main Results for each time segment

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
A	52	13	1315	52	55	76	0.0	0.0	6.413	A
B	257	64	641	257	270	726	0.0	0.8	10.206	B
C	752	188	277	750	755	621	0.0	1.6	6.726	A
D	991	248	399	991	1000	629	0.0	1.6	5.779	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	66	17	1574	66	71	89	0.0	0.1	8.099	A
B	319	80	774	320	331	866	0.8	1.2	13.598	B
C	893	223	347	898	904	747	1.6	2.1	9.532	A
D	1191	298	476	1187	1203	768	1.6	3.4	9.432	A

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
A	80	20	1910	80	84	110	0.1	0.3	13.114	B
B	383	96	925	381	394	1065	1.2	2.2	19.974	C
C	1098	275	415	1091	1092	890	2.1	7.4	21.001	C
D	1447	362	582	1437	1442	923	3.4	12.2	25.607	D

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
A	83	21	1917	83	88	111	0.3	0.4	15.751	C
B	382	95	942	378	403	1058	2.2	2.4	21.979	C
C	1101	275	414	1107	1116	906	7.4	7.6	26.269	D
D	1453	363	584	1444	1456	937	12.2	16.7	38.312	E

17:45 - 18:00

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
A	71	18	1605	72	74	89	0.4	0.2	10.751	B
B	315	79	792	314	334	885	2.4	1.2	15.060	C
C	894	224	345	900	933	761	7.6	2.3	12.702	B
D	1197	299	478	1215	1269	766	16.7	2.9	18.893	C

18:00 - 18:15

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
A	56	14	1312	56	62	76	0.2	0.1	6.969	A
B	267	67	643	268	282	725	1.2	0.7	10.868	B
C	750	187	292	751	765	619	2.3	1.4	6.923	A
D	990	247	400	988	1018	642	2.9	1.6	6.107	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

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
A	Entry	1	1	A, B, C, D	52	636	0.081	52	55	0.0	0.0	6.413	A
	Exit	1	1		76			76	74	0.0	0.0	0.000	A
B	Entry	1	1	C	0	639	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	257	622	0.414	257	270	0.0	0.8	10.206	B
	Exit	1	1		726			726	736	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	752	1296	0.580	750	755	0.0	1.6	6.726	A
	Exit	1	1		621			621	621	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	991	1619	0.612	991	1000	0.0	1.6	5.779	A
	Exit	1	1		629			629	648	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
A	Entry	1	1	A, B, C, D	66	508	0.130	66	71	0.0	0.1	8.099	A
	Exit	1	1		89			89	88	0.0	0.0	0.000	A
B	Entry	1	1	C	0	610	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	319	593	0.538	320	331	0.8	1.2	13.598	B
	Exit	1	1		866			866	877	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	893	1272	0.702	898	904	1.6	2.1	9.532	A
	Exit	1	1		747			747	759	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1191	1582	0.753	1187	1203	1.6	3.4	9.432	A
	Exit	1	1		768			768	786	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
A	Entry	1	1	A, B, C, D	80	341	0.236	80	84	0.1	0.3	13.114	B
	Exit	1	1		110			110	109	0.0	0.0	0.000	A
B	Entry	1	1	C	0	577	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	383	561	0.683	381	394	1.2	2.2	19.974	C
	Exit	1	1		1065			1065	1065	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1098	1247	0.881	1091	1092	2.1	7.4	21.001	C
	Exit	1	1		890			890	899	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1447	1531	0.945	1437	1442	3.4	12.2	25.607	D
	Exit	1	1		923			923	940	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
A	Entry	1	1	A, B, C, D	83	337	0.246	83	88	0.3	0.4	15.751	C
	Exit	1	1		111			111	108	0.0	0.0	0.000	A
B	Entry	1	1	C	0	574	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	382	556	0.685	378	403	2.2	2.4	21.979	C
	Exit	1	1		1058			1058	1082	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1101	1247	0.883	1107	1116	7.4	7.6	26.269	D
	Exit	1	1		906			906	910	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1453	1530	0.951	1444	1456	12.2	16.7	38.312	E
	Exit	1	1		937			937	963	0.0	0.0	0.000	A

17:45 - 18:00

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
A	Entry	1	1	A, B, C, D	71	493	0.145	72	74	0.4	0.2	10.751	B
	Exit	1	1		89			89	92	0.0	0.0	0.000	A
B	Entry	1	1	C	0	606	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	315	589	0.535	314	334	2.4	1.2	15.060	C
	Exit	1	1		885			885	928	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	894	1274	0.702	900	933	7.6	2.3	12.702	B
	Exit	1	1		761			761	791	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1197	1582	0.756	1215	1269	16.7	2.9	18.893	C
	Exit	1	1		766			766	800	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A, B, C, D	56	638	0.088	56	62	0.2	0.1	6.969	A
	Exit	1	1		76			76	75	0.0	0.0	0.000	A
B	Entry	1	1	C	0	638	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	267	621	0.430	268	282	1.2	0.7	10.868	B
	Exit	1	1		725			725	750	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	750	1294	0.579	751	765	2.3	1.4	6.923	A
	Exit	1	1		619			619	637	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	990	1618	0.612	988	1018	2.9	1.6	6.107	A
	Exit	1	1		642			642	665	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	8	2	1172	579	0.014	9	9	0.0	0.0	6.084	A
				C	23	6	1291	638	0.036	23	24	0.0	0.0	6.586	A
				D	21	5	1285	629	0.033	20	22	0.0	0.0	6.355	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	8	2	1167	575	0.014	8	9	0.0	0.0	9.722	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	249	62	1299	622	0.401	249	261	0.0	0.8	10.222	B
C	Entry	1	1	A	46	11	3148	1309	0.035	46	44	0.0	0.1	6.905	A
				B	343	86	3148	1296	0.265	343	344	0.0	0.7	6.657	A
				C	2	0.61	1323	549	0.004	2	2	0.0	0.0	5.841	A
				D	360	90	3148	1294	0.278	360	365	0.0	0.7	6.774	A
D	Entry	1	1	A	22	6	3154	1637	0.014	22	22	0.0	0.0	5.784	A
				B	373	93	3169	1609	0.232	374	383	0.0	0.6	5.822	A
				C	596	149	3169	1624	0.367	595	595	0.0	1.0	5.752	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	10	2	1203	482	0.020	10	10	0.0	0.0	7.687	A
				C	30	7	1285	508	0.059	30	31	0.0	0.1	7.941	A
				D	27	7	1291	509	0.052	27	30	0.0	0.1	8.401	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	10	3	1217	573	0.018	11	10	0.8	0.0	14.114	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	309	77	1299	592	0.521	309	321	0.8	1.1	13.581	B
C	Entry	1	1	A	55	14	3148	1284	0.042	55	53	1.6	0.1	9.559	A
				B	406	101	3148	1270	0.320	408	413	1.6	1.0	9.552	A
				C	3	0.68	1703	693	0.004	3	3	1.6	0.0	10.557	B
				D	429	107	3148	1270	0.338	432	435	1.6	1.0	9.503	A
D	Entry	1	1	A	24	6	3154	1596	0.015	24	24	1.6	0.1	9.620	A
				B	450	113	3169	1573	0.286	448	454	1.6	1.3	9.426	A
				C	716	179	3169	1587	0.451	714	725	1.6	2.0	9.430	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	3	1272	345	0.040	13	13	0.1	0.1	13.752	B
				C	32	8	1291	341	0.095	32	35	0.1	0.2	13.349	B
				D	34	9	1291	344	0.100	34	35	0.1	0.1	12.633	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	12	3	1211	539	0.022	11	12	1.2	0.1	18.356	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	371	93	1299	561	0.662	369	382	1.2	2.2	20.027	C
C	Entry	1	1	A	68	17	3148	1260	0.054	68	67	2.1	0.4	20.903	C
				B	507	127	3148	1248	0.407	500	500	2.1	3.6	20.833	C
				C	3	0.71	1764	706	0.004	3	3	0.0	0.0	19.681	C
				D	521	130	3148	1245	0.418	520	523	2.1	3.4	21.183	C
D	Entry	1	1	A	32	8	3169	1550	0.020	30	30	3.4	0.3	25.424	D
				B	556	139	3169	1524	0.365	552	552	3.4	4.7	25.746	D
				C	860	215	3169	1535	0.560	855	860	3.4	7.2	25.524	D
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1260	332	0.036	11	13	0.3	0.1	15.173	C
				C	36	9	1291	338	0.106	36	38	0.3	0.2	15.907	C
				D	35	9	1291	342	0.102	36	37	0.3	0.1	15.788	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	11	3	1255	556	0.020	12	12	2.2	0.1	22.205	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	370	93	1299	556	0.665	367	391	2.2	2.3	21.972	C
C	Entry	1	1	A	66	17	3148	1257	0.053	67	66	7.4	0.5	26.101	D
				B	502	125	3148	1247	0.403	502	511	7.4	3.5	26.393	D
				C	3	0.84	1840	733	0.005	3	3	7.4	0.0	28.948	D
				D	530	133	3148	1245	0.426	534	535	7.4	3.6	26.153	D
D	Entry	1	1	A	32	8	3169	1545	0.021	32	30	12.2	0.3	38.288	E
				B	554	138	3169	1521	0.365	545	558	12.2	6.6	38.196	E
				C	867	217	3169	1535	0.565	867	868	12.2	9.8	38.386	E
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	9	2	1210	440	0.021	10	11	0.4	0.0	11.539	B
				C	32	8	1291	491	0.065	32	32	0.4	0.1	10.705	B
				D	30	8	1291	486	0.063	31	31	0.4	0.1	10.530	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	11	3	1211	562	0.019	11	11	2.4	0.0	14.092	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	304	76	1299	588	0.518	303	324	2.4	1.2	15.093	C
C	Entry	1	1	A	53	13	3148	1285	0.041	53	55	7.6	0.2	13.041	B
				B	408	102	3148	1272	0.321	412	430	7.6	1.0	12.732	B
				C	2	0.58	1673	677	0.003	2	3	7.6	0.0	13.632	B
				D	431	108	3148	1274	0.338	432	445	7.6	1.1	12.626	B
D	Entry	1	1	A	24	6	3169	1599	0.015	25	26	16.7	0.1	19.348	C
				B	455	114	3169	1573	0.289	463	487	16.7	1.1	18.959	C
				C	717	179	3169	1588	0.451	727	756	16.7	1.7	18.836	C
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	8	2	1185	571	0.014	8	9	0.2	0.0	6.776	A
				C	24	6	1291	632	0.039	25	27	0.2	0.0	6.999	A
				D	24	6	1291	629	0.038	24	25	0.2	0.0	7.005	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	8	2	1123	549	0.015	8	8	1.2	0.0	10.364	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	258	65	1299	621	0.416	260	274	1.2	0.6	10.883	B
C	Entry	1	1	A	47	12	3148	1305	0.036	47	46	2.3	0.1	6.798	A
				B	342	86	3148	1294	0.264	343	351	2.3	0.6	6.917	A
				C	2	0.52	1369	565	0.004	2	2	0.0	0.0	6.914	A
				D	358	90	3148	1293	0.277	359	366	2.3	0.7	6.944	A
D	Entry	1	1	A	21	5	3124	1618	0.013	21	21	2.9	0.0	6.065	A
				B	375	94	3169	1610	0.233	374	390	2.9	0.7	6.071	A
				C	594	148	3169	1621	0.366	593	607	2.9	1.0	6.132	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2024 | Base | PM Development Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024	Base	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	51	100.000
B		ONE HOUR	✓	200	100.000
C		ONE HOUR	✓	692	100.000
D		ONE HOUR	✓	690	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	12	28	11
	B	12	0	0	188
	C	40	349	3	300
	D	12	210	468	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			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	5
	C	0	1	0	1
	D	0	2	1	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	5.40	0.1	A	46	69
B	9.54	0.6	A	185	277
C	6.68	1.7	A	634	951
D	4.41	1.1	A	638	956

Main Results for each time segment

17:45 - 18:00

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
A	39	10	769	39	40	47	0.0	0.1	4.409	A
B	157	39	383	157	162	425	0.0	0.2	7.171	A
C	515	129	166	518	530	375	0.0	0.7	4.604	A
D	514	129	299	517	530	385	0.0	0.4	3.115	A

18:00 - 18:15

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
A	44	11	931	44	51	64	0.1	0.0	4.404	A
B	188	47	465	191	195	511	0.2	0.3	7.776	A
C	632	158	201	633	635	455	0.7	1.0	5.116	A
D	631	158	367	628	641	466	0.4	0.8	3.613	A

18:15 - 18:30

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
A	59	15	1148	59	64	73	0.0	0.1	5.280	A
B	218	55	576	221	242	631	0.3	0.4	9.543	A
C	764	191	235	759	766	562	1.0	1.7	6.680	A
D	779	195	442	779	780	552	0.8	1.1	4.412	A

18:30 - 18:45

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
A	56	14	1123	55	63	70	0.1	0.1	5.199	A
B	213	53	559	214	236	619	0.4	0.5	9.083	A
C	759	190	227	752	773	545	1.7	1.7	6.642	A
D	758	190	436	758	774	544	1.1	1.1	4.298	A

18:45 - 19:00

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
A	42	11	937	43	50	53	0.1	0.0	5.397	A
B	180	45	463	182	189	517	0.5	0.3	7.932	A
C	617	154	192	614	640	454	1.7	1.0	5.363	A
D	622	156	365	625	636	440	1.1	0.6	3.651	A

19:00 - 19:15

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
A	38	9	776	38	45	50	0.0	0.1	4.314	A
B	153	38	385	152	164	429	0.3	0.4	6.898	A
C	517	129	161	519	541	376	1.0	0.5	4.656	A
D	519	130	306	520	535	374	0.6	0.4	3.196	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:45 - 18:00

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
A	Entry	1	1	A, B, C, D	39	908	0.043	39	40	0.0	0.1	4.409	A
	Exit	1	1		47			47	49	0.0	0.0	0.000	A
B	Entry	1	1	C	0	695	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	157	670	0.233	157	162	0.0	0.2	7.171	A
	Exit	1	1		425			425	436	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	515	1336	0.385	518	530	0.0	0.7	4.604	A
	Exit	1	1		375			375	386	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	514	1668	0.309	517	530	0.0	0.4	3.115	A
	Exit	1	1		385			385	391	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A, B, C, D	44	828	0.053	44	51	0.1	0.0	4.404	A
	Exit	1	1		64			64	62	0.0	0.0	0.000	A
B	Entry	1	1	C	0	678	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	188	645	0.291	191	195	0.2	0.3	7.776	A
	Exit	1	1		511			511	528	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	632	1325	0.477	633	635	0.7	1.0	5.116	A
	Exit	1	1		455			455	464	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	631	1638	0.386	628	641	0.4	0.8	3.613	A
	Exit	1	1		466			466	468	0.0	0.0	0.000	A

18:15 - 18:30

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
A	Entry	1	1	A, B, C, D	59	720	0.082	59	64	0.0	0.1	5.280	A
	Exit	1	1		73			73	72	0.0	0.0	0.000	A
B	Entry	1	1	C	0	653	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	218	625	0.349	221	242	0.3	0.4	9.543	A
	Exit	1	1		631			631	639	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	764	1314	0.581	759	766	1.0	1.7	6.680	A
	Exit	1	1		562			562	567	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	779	1598	0.488	779	780	0.8	1.1	4.412	A
	Exit	1	1		552			552	575	0.0	0.0	0.000	A

18:30 - 18:45

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
A	Entry	1	1	A, B, C, D	56	732	0.076	55	63	0.1	0.1	5.199	A
	Exit	1	1		70			70	70	0.0	0.0	0.000	A
B	Entry	1	1	C	0	657	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	213	625	0.342	214	236	0.4	0.5	9.083	A
	Exit	1	1		619			619	639	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	759	1314	0.578	752	773	1.7	1.7	6.642	A
	Exit	1	1		545			545	560	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	758	1601	0.474	758	774	1.1	1.1	4.298	A
	Exit	1	1		544			544	576	0.0	0.0	0.000	A

18:45 - 19:00

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
A	Entry	1	1	A, B, C, D	42	826	0.051	43	50	0.1	0.0	5.397	A
	Exit	1	1		53			53	58	0.0	0.0	0.000	A
B	Entry	1	1	C	0	678	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	180	648	0.278	182	189	0.5	0.3	7.932	A
	Exit	1	1		517			517	525	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	617	1332	0.464	614	640	1.7	1.0	5.363	A
	Exit	1	1		454			454	465	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	622	1640	0.380	625	636	1.1	0.6	3.651	A
	Exit	1	1		440			440	468	0.0	0.0	0.000	A

19:00 - 19:15

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
A	Entry	1	1	A, B, C, D	38	905	0.042	38	45	0.0	0.1	4.314	A
	Exit	1	1		50			50	49	0.0	0.0	0.000	A
B	Entry	1	1	C	0	695	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	153	667	0.230	152	164	0.3	0.4	6.898	A
	Exit	1	1		429			429	448	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	517	1342	0.385	519	541	1.0	0.5	4.656	A
	Exit	1	1		376			376	390	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	519	1665	0.312	520	535	0.6	0.4	3.196	A
	Exit	1	1		374			374	397	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

17:45 - 18:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	8	2	1144	802	0.010	8	9	0.0	0.0	4.189	A
				C	22	6	1291	904	0.025	23	22	0.0	0.0	4.484	A
				D	9	2	1144	801	0.011	8	9	0.0	0.0	4.437	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	8	2	1166	623	0.013	8	9	0.0	0.0	6.697	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	148	37	1299	667	0.222	149	153	0.0	0.2	7.199	A
C	Entry	1	1	A	30	8	3148	1353	0.022	30	31	0.0	0.0	4.359	A
				B	257	64	3148	1336	0.192	259	268	0.0	0.4	4.615	A
				C	2	0.51	1395	599	0.003	2	2	0.0	0.0	4.251	A
				D	226	56	3148	1333	0.169	227	229	0.0	0.3	4.629	A
D	Entry	1	1	A	9	2	2809	1500	0.006	9	9	0.0	0.0	2.799	A
				B	156	39	3169	1668	0.094	158	160	0.0	0.1	3.171	A
				C	349	87	3169	1667	0.209	350	361	0.0	0.3	3.098	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	11	3	1232	795	0.014	11	11	0.0	0.0	4.952	A
				C	23	6	1291	834	0.027	23	29	0.1	0.0	4.332	A
				D	10	2	1217	792	0.013	10	11	0.1	0.0	4.054	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	13	3	1240	650	0.021	13	11	0.2	0.0	7.554	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	175	44	1299	643	0.271	178	184	0.2	0.3	7.790	A
C	Entry	1	1	A	40	10	3148	1340	0.030	40	39	0.7	0.1	4.863	A
				B	312	78	3148	1325	0.236	313	321	0.7	0.4	5.122	A
				C	2	0.44	1323	562	0.003	2	2	0.0	0.0	5.392	A
				D	278	69	3148	1323	0.210	279	273	0.7	0.5	5.143	A
D	Entry	1	1	A	11	3	2917	1530	0.007	11	11	0.0	0.0	3.573	A
				B	188	47	3169	1625	0.116	187	197	0.4	0.3	3.670	A
				C	432	108	3169	1644	0.263	430	433	0.4	0.5	3.588	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	13	3	1291	738	0.017	13	15	0.0	0.0	5.315	A
				C	32	8	1291	722	0.045	32	35	0.0	0.0	5.361	A
				D	14	4	1247	705	0.020	14	14	0.0	0.0	5.032	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	14	4	1255	633	0.023	14	13	0.3	0.0	9.157	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	204	51	1299	624	0.327	207	229	0.3	0.4	9.567	A
C	Entry	1	1	A	45	11	3148	1325	0.034	45	46	1.0	0.1	6.787	A
				B	382	96	3148	1316	0.290	379	385	1.0	0.9	6.688	A
				C	3	0.75	1717	722	0.004	3	3	0.0	0.0	6.413	A
				D	334	83	3148	1309	0.255	331	332	1.0	0.8	6.659	A
D	Entry	1	1	A	14	4	3133	1607	0.009	14	13	0.0	0.0	4.035	A
				B	238	60	3169	1589	0.150	238	239	0.8	0.3	4.411	A
				C	527	132	3169	1600	0.329	527	528	0.8	0.7	4.422	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:30 - 18:45

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1261	714	0.017	12	15	0.1	0.0	5.112	A
				C	30	8	1291	736	0.041	30	35	0.1	0.0	5.185	A
				D	14	3	1261	713	0.019	13	13	0.1	0.0	5.334	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	12	3	1269	641	0.019	12	12	0.4	0.0	8.731	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	201	50	1299	623	0.324	201	224	0.4	0.5	9.103	A
C	Entry	1	1	A	45	11	3148	1327	0.034	44	45	1.7	0.2	6.753	A
				B	382	96	3148	1311	0.291	375	385	1.7	1.0	6.724	A
				C	4	0.95	1932	813	0.005	4	3	1.7	0.0	6.200	A
				D	328	82	3148	1315	0.249	329	339	1.7	0.5	6.537	A
D	Entry	1	1	A	14	3	3061	1564	0.009	14	13	1.1	0.0	3.983	A
				B	231	58	3169	1597	0.145	232	239	1.1	0.2	4.296	A
				C	513	128	3169	1604	0.320	512	522	1.1	0.8	4.307	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:45 - 19:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	9	2	1217	769	0.011	9	11	0.1	0.0	5.570	A
				C	24	6	1291	827	0.029	24	28	0.1	0.0	5.231	A
				D	10	2	1217	781	0.012	10	11	0.1	0.0	5.644	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	9	2	1240	648	0.014	9	10	0.5	0.0	7.466	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	170	43	1299	647	0.264	173	179	0.5	0.3	7.960	A
C	Entry	1	1	A	34	8	3148	1343	0.025	34	37	1.7	0.0	5.501	A
				B	321	80	3148	1331	0.241	319	324	1.7	0.5	5.349	A
				C	3	0.75	1610	687	0.004	3	3	0.0	0.0	6.434	A
				D	259	65	3148	1331	0.195	258	277	1.7	0.5	5.350	A
D	Entry	1	1	A	10	3	2953	1546	0.007	10	11	1.1	0.0	4.226	A
				B	187	47	3169	1624	0.115	188	191	1.1	0.1	3.663	A
				C	425	106	3169	1647	0.258	426	434	1.1	0.4	3.631	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

19:00 - 19:15

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	10	2	1203	833	0.012	10	10	0.0	0.0	4.182	A
				C	19	5	1291	901	0.021	19	24	0.0	0.0	4.384	A
				D	9	2	1203	829	0.011	9	10	0.0	0.0	4.284	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	10	3	1137	606	0.017	10	10	0.0	0.0	7.186	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	143	36	1299	664	0.215	142	154	0.3	0.4	6.879	A
C	Entry	1	1	A	30	8	3148	1352	0.022	30	30	1.0	0.1	4.854	A
				B	262	65	3148	1340	0.195	263	275	1.0	0.2	4.616	A
				C	3	0.78	1431	615	0.005	3	3	1.0	0.0	5.112	A
				D	222	56	3148	1343	0.165	223	233	1.0	0.2	4.672	A
D	Entry	1	1	A	10	2	2845	1506	0.007	10	9	0.6	0.0	3.217	A
				B	158	39	3169	1644	0.096	157	162	0.6	0.2	3.205	A
				C	352	88	3169	1671	0.210	353	364	0.6	0.3	3.192	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Base (TEMPro) | PM Network Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	74.60	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	74.60	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	Base (TEMPro)	PM Network Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	78	100.000
B		ONE HOUR	✓	377	100.000
C		ONE HOUR	✓	1071	100.000
D		ONE HOUR	✓	1421	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	12	34	32
	B	12	0	0	365
	C	65	491	3	512
	D	30	541	850	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			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	3
	C	0	1	0	1
	D	0	2	1	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	19.18	0.4	C	70	106
B	26.95	3.3	D	348	522
C	57.81	20.0	F	983	1474
D	103.05	51.4	F	1305	1958

Main Results for each time segment

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
A	57	14	1414	58	60	81	0.0	0.1	6.551	A
B	289	72	685	290	290	788	0.0	0.8	11.158	B
C	817	204	316	817	812	659	0.0	1.6	7.890	A
D	1053	263	439	1057	1071	694	0.0	1.7	6.618	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	65	16	1692	65	73	96	0.1	0.2	8.939	A
B	340	85	831	341	354	927	0.8	1.3	14.264	B
C	949	237	365	948	958	806	1.6	3.3	11.454	B
D	1287	322	501	1286	1290	811	1.7	4.5	11.787	B

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
A	82	21	2002	83	90	113	0.2	0.4	14.817	B
B	419	105	955	418	429	1130	1.3	3.2	24.539	C
C	1187	297	455	1149	1151	919	3.3	15.5	35.394	E
D	1584	396	625	1490	1495	979	4.5	29.7	45.029	E

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
A	87	22	2001	89	95	119	0.4	0.4	19.177	C
B	411	103	971	406	431	1119	3.2	3.2	26.950	D
C	1184	296	440	1178	1181	936	15.5	20.1	57.811	F
D	1548	387	629	1490	1511	989	29.7	51.5	103.046	F

17:45 - 18:00

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
A	70	17	1825	70	79	96	0.4	0.2	16.321	C
B	345	86	897	344	366	997	3.2	1.7	19.092	C
C	965	241	374	988	1049	868	20.1	4.0	30.404	D
D	1279	320	526	1394	1454	835	51.5	14.7	75.144	F

18:00 - 18:15

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
A	60	15	1421	60	65	79	0.2	0.1	9.284	A
B	284	71	692	285	300	789	1.7	1.0	12.313	B
C	793	198	309	793	824	667	4.0	1.7	8.731	A
D	1079	270	426	1074	1145	676	14.7	2.3	11.762	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

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
A	Entry	1	1	A, B, C, D	57	588	0.097	58	60	0.0	0.1	6.551	A
	Exit	1	1		81			81	83	0.0	0.0	0.000	A
B	Entry	1	1	C	0	630	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	289	612	0.473	290	290	0.0	0.8	11.158	B
	Exit	1	1		788			788	789	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	817	1284	0.637	817	812	0.0	1.6	7.890	A
	Exit	1	1		659			659	669	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1053	1604	0.657	1057	1071	0.0	1.7	6.618	A
	Exit	1	1		694			694	693	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
A	Entry	1	1	A, B, C, D	65	449	0.144	65	73	0.1	0.2	8.939	A
	Exit	1	1		96			96	98	0.0	0.0	0.000	A
B	Entry	1	1	C	0	598	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	340	583	0.585	341	354	0.8	1.3	14.264	B
	Exit	1	1		927			927	946	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	949	1266	0.750	948	958	1.6	3.3	11.454	B
	Exit	1	1		806			806	804	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1287	1571	0.819	1286	1290	1.7	4.5	11.787	B
	Exit	1	1		811			811	827	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
A	Entry	1	1	A, B, C, D	82	295	0.279	83	90	0.2	0.4	14.817	B
	Exit	1	1		113			113	115	0.0	0.0	0.000	A
B	Entry	1	1	C	0	571	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	419	553	0.757	418	429	1.3	3.2	24.539	C
	Exit	1	1		1130			1130	1118	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1187	1231	0.964	1149	1151	3.3	15.5	35.394	E
	Exit	1	1		919			919	932	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1584	1510	1.049	1490	1495	4.5	29.7	45.029	E
	Exit	1	1		979			979	1000	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
A	Entry	1	1	A, B, C, D	87	295	0.296	89	95	0.4	0.4	19.177	C
	Exit	1	1		119			119	118	0.0	0.0	0.000	A
B	Entry	1	1	C	0	567	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	411	552	0.746	406	431	3.2	3.2	26.950	D
	Exit	1	1		1119			1119	1132	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1184	1237	0.958	1178	1181	15.5	20.1	57.811	F
	Exit	1	1		936			936	948	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1548	1508	1.026	1490	1511	29.7	51.5	103.046	F
	Exit	1	1		989			989	1021	0.0	0.0	0.000	A

17:45 - 18:00

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
A	Entry	1	1	A, B, C, D	70	382	0.183	70	79	0.4	0.2	16.321	C
	Exit	1	1		96			96	102	0.0	0.0	0.000	A
B	Entry	1	1	C	0	583	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	345	567	0.608	344	366	3.2	1.7	19.092	C
	Exit	1	1		997			997	1053	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	965	1260	0.765	988	1049	20.1	4.0	30.404	D
	Exit	1	1		868			868	904	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1279	1556	0.822	1394	1454	51.5	14.7	75.144	F
	Exit	1	1		835			835	889	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A, B, C, D	60	586	0.103	60	65	0.2	0.1	9.284	A
	Exit	1	1		79			79	82	0.0	0.0	0.000	A
B	Entry	1	1	C	0	628	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	284	607	0.467	285	300	1.7	1.0	12.313	B
	Exit	1	1		789			789	829	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	793	1288	0.616	793	824	4.0	1.7	8.731	A
	Exit	1	1		667			667	711	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1079	1611	0.670	1074	1145	14.7	2.3	11.762	B
	Exit	1	1		676			676	712	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	8	2	1183	541	0.015	8	9	0.0	0.0	6.248	A
				C	23	6	1291	588	0.039	23	26	0.0	0.0	6.652	A
				D	26	7	1291	590	0.044	26	25	0.0	0.1	6.555	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	10	2	1220	590	0.016	9	10	0.0	0.0	10.297	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	280	70	1299	611	0.458	280	280	0.0	0.8	11.191	B
C	Entry	1	1	A	49	12	3148	1299	0.038	50	50	0.0	0.1	7.601	A
				B	377	94	3148	1285	0.294	377	372	0.0	0.8	8.002	A
				C	2	0.57	1741	718	0.003	2	3	0.0	0.0	7.773	A
				D	388	97	3148	1282	0.303	388	388	0.0	0.7	7.820	A
D	Entry	1	1	A	22	5	3169	1624	0.013	22	23	0.0	0.0	6.732	A
				B	401	100	3169	1595	0.252	402	409	0.0	0.6	6.602	A
				C	631	158	3169	1608	0.392	633	640	0.0	1.0	6.625	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	11	3	1252	443	0.025	11	12	0.1	0.0	8.774	A
				C	29	7	1291	447	0.065	29	31	0.1	0.1	8.748	A
				D	25	6	1291	449	0.055	25	29	0.1	0.1	9.214	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	11	3	1210	558	0.020	11	11	0.8	0.0	12.805	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	328	82	1299	581	0.566	329	343	0.8	1.2	14.313	B
C	Entry	1	1	A	57	14	3148	1276	0.045	58	60	1.6	0.2	11.342	B
				B	431	108	3148	1265	0.341	429	440	1.6	1.5	11.412	B
				C	3	0.75	1741	704	0.004	3	3	0.0	0.0	10.530	B
				D	458	115	3148	1266	0.362	457	455	1.6	1.6	11.516	B
D	Entry	1	1	A	27	7	3169	1588	0.017	27	27	1.7	0.1	11.699	B
				B	487	122	3169	1563	0.311	486	493	1.7	1.7	11.839	B
				C	773	193	3169	1576	0.491	773	770	1.7	2.7	11.757	B
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1252	306	0.040	12	14	0.2	0.1	15.822	C
				C	34	9	1291	297	0.115	35	39	0.2	0.2	14.697	B
				D	36	9	1291	300	0.120	36	38	0.2	0.1	14.571	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	12	3	1269	557	0.021	12	13	1.3	0.1	23.763	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	407	102	1299	553	0.736	407	416	1.3	3.1	24.564	C
C	Entry	1	1	A	73	18	3148	1242	0.059	71	72	3.3	1.0	35.749	E
				B	555	139	3148	1231	0.451	539	529	3.3	7.0	35.161	E
				C	3	0.84	1788	709	0.005	3	3	3.3	0.1	35.664	E
				D	555	139	3148	1231	0.451	536	546	3.3	7.5	35.570	E
D	Entry	1	1	A	34	9	3169	1534	0.022	30	30	4.5	0.7	44.846	E
				B	612	153	3169	1501	0.408	579	575	4.5	11.3	45.370	E
				C	938	234	3169	1517	0.618	881	890	4.5	17.7	44.817	E
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	13	3	1242	289	0.043	13	14	0.4	0.0	18.313	C
				C	41	10	1291	293	0.139	41	43	0.4	0.2	18.617	C
				D	34	9	1291	293	0.116	35	38	0.4	0.2	20.117	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	16	4	1279	559	0.028	15	14	3.2	0.1	27.606	D
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	396	99	1299	551	0.718	390	416	3.2	3.1	26.926	D
C	Entry	1	1	A	72	18	3148	1248	0.058	71	72	15.5	1.4	58.617	F
				B	542	136	3148	1237	0.438	540	540	15.5	9.2	57.205	F
				C	3	0.82	1884	743	0.004	3	3	15.5	0.1	58.565	F
				D	567	142	3148	1236	0.459	564	566	15.5	9.4	58.283	F
D	Entry	1	1	A	33	8	3169	1528	0.022	32	32	29.7	1.1	103.755	F
				B	587	147	3169	1499	0.392	566	578	29.7	19.6	102.653	F
				C	927	232	3169	1511	0.613	892	902	29.7	30.7	103.269	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	10	2	1203	330	0.030	10	12	0.4	0.0	17.089	C
				C	31	8	1291	371	0.083	30	34	0.4	0.1	16.788	C
				D	29	7	1291	371	0.079	29	33	0.4	0.1	15.575	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	9	2	1210	537	0.017	9	11	3.2	0.0	18.139	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	336	84	1299	566	0.593	335	356	3.2	1.6	19.122	C
C	Entry	1	1	A	56	14	3148	1272	0.044	59	62	20.1	0.2	30.122	D
				B	444	111	3148	1255	0.353	455	484	20.1	1.8	30.441	D
				C	3	0.68	1765	711	0.004	3	3	20.1	0.0	28.795	D
				D	462	116	3148	1264	0.366	471	499	20.1	2.0	30.412	D
D	Entry	1	1	A	26	6	3169	1580	0.016	27	30	51.5	0.3	80.535	F
				B	491	123	3169	1548	0.317	532	556	51.5	5.7	74.891	F
				C	763	191	3169	1561	0.489	835	868	51.5	8.7	75.118	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	10	2	1232	531	0.018	10	10	0.2	0.0	9.192	A
				C	26	6	1291	569	0.046	25	28	0.2	0.1	9.237	A
				D	25	6	1291	580	0.043	25	27	0.2	0.0	9.364	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	8	2	1151	546	0.014	8	9	1.7	0.0	12.011	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	276	69	1299	607	0.455	277	291	1.7	0.9	12.322	B
C	Entry	1	1	A	48	12	3148	1296	0.037	48	50	4.0	0.1	8.742	A
				B	367	92	3148	1290	0.284	368	378	4.0	0.7	8.754	A
				C	2	0.52	1431	589	0.004	2	2	4.0	0.0	10.434	B
				D	376	94	3148	1284	0.293	375	393	4.0	0.8	8.697	A
D	Entry	1	1	A	24	6	3169	1627	0.015	23	23	14.7	0.1	11.291	B
				B	413	103	3169	1599	0.258	412	441	14.7	0.9	11.822	B
				C	642	161	3169	1616	0.397	640	682	14.7	1.4	11.740	B
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Base (TEMPro) | PM Development Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.73	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	Base (TEMPro)	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	55	100.000
B		ONE HOUR	✓	216	100.000
C		ONE HOUR	✓	745	100.000
D		ONE HOUR	✓	743	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	13	30	12
	B	13	0	0	203
	C	43	376	3	323
	D	13	226	504	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			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	5
	C	0	1	0	1
	D	0	2	1	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	6.19	0.1	A	52	78
B	9.68	0.8	A	199	299
C	7.72	1.9	A	685	1028
D	4.86	1.3	A	677	1015

Main Results for each time segment

17:45 - 18:00

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
A	43	11	815	44	44	48	0.0	0.0	4.087	A
B	165	41	395	166	174	464	0.0	0.3	7.109	A
C	569	142	176	570	566	385	0.0	0.8	4.726	A
D	534	134	329	534	553	417	0.0	0.5	3.286	A

18:00 - 18:15

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
A	51	13	998	51	53	62	0.0	0.0	4.954	A
B	191	48	495	191	203	554	0.3	0.4	8.118	A
C	657	164	202	659	672	485	0.8	0.9	5.552	A
D	667	167	391	669	675	470	0.5	0.5	3.674	A

18:15 - 18:30

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
A	65	16	1216	65	71	81	0.0	0.1	6.186	A
B	233	58	606	234	251	675	0.4	0.5	9.454	A
C	833	208	247	832	832	592	0.9	1.4	7.496	A
D	816	204	479	817	837	599	0.5	1.0	4.839	A

18:30 - 18:45

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
A	61	15	1217	61	68	74	0.1	0.1	6.005	A
B	241	60	615	241	252	662	0.5	0.7	9.682	A
C	805	201	252	804	828	604	1.4	1.8	7.721	A
D	829	207	466	825	837	591	1.0	1.2	4.863	A

18:45 - 19:00

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
A	47	12	988	46	56	62	0.1	0.1	5.011	A
B	202	51	488	202	218	547	0.7	0.6	9.365	A
C	682	171	213	678	688	477	1.8	1.2	6.009	A
D	664	166	388	662	682	504	1.2	0.8	4.042	A

19:00 - 19:15

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
A	44	11	835	44	47	53	0.1	0.1	4.618	A
B	163	41	414	165	182	465	0.6	0.2	7.957	A
C	565	141	174	568	577	405	1.2	0.7	4.951	A
D	550	137	338	551	570	404	0.8	0.4	3.321	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:45 - 18:00

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
A	Entry	1	1	A, B, C, D	43	886	0.049	44	44	0.0	0.0	4.087	A
	Exit	1	1		48			48	51	0.0	0.0	0.000	A
B	Entry	1	1	C	0	693	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	165	667	0.247	166	174	0.0	0.3	7.109	A
	Exit	1	1		464			464	462	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	569	1335	0.427	570	566	0.0	0.8	4.726	A
	Exit	1	1		385			385	403	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	534	1655	0.323	534	553	0.0	0.5	3.286	A
	Exit	1	1		417			417	422	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A, B, C, D	51	794	0.064	51	53	0.0	0.0	4.954	A
	Exit	1	1		62			62	62	0.0	0.0	0.000	A
B	Entry	1	1	C	0	671	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	191	644	0.297	191	203	0.3	0.4	8.118	A
	Exit	1	1		554			554	562	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	657	1323	0.497	659	672	0.8	0.9	5.552	A
	Exit	1	1		485			485	492	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	667	1624	0.411	669	675	0.5	0.5	3.674	A
	Exit	1	1		470			470	487	0.0	0.0	0.000	A

18:15 - 18:30

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
A	Entry	1	1	A, B, C, D	65	687	0.094	65	71	0.0	0.1	6.186	A
	Exit	1	1		81			81	76	0.0	0.0	0.000	A
B	Entry	1	1	C	0	647	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	233	622	0.374	234	251	0.4	0.5	9.454	A
	Exit	1	1		675			675	689	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	833	1310	0.636	832	832	0.9	1.4	7.496	A
	Exit	1	1		592			592	607	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	816	1585	0.515	817	837	0.5	1.0	4.839	A
	Exit	1	1		599			599	619	0.0	0.0	0.000	A

18:30 - 18:45

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
A	Entry	1	1	A, B, C, D	61	686	0.089	61	68	0.1	0.1	6.005	A
	Exit	1	1		74			74	76	0.0	0.0	0.000	A
B	Entry	1	1	C	0	645	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	241	615	0.393	241	252	0.5	0.7	9.682	A
	Exit	1	1		662			662	686	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	805	1305	0.617	804	828	1.4	1.8	7.721	A
	Exit	1	1		604			604	614	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	829	1588	0.522	825	837	1.0	1.2	4.863	A
	Exit	1	1		591			591	610	0.0	0.0	0.000	A

18:45 - 19:00

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
A	Entry	1	1	A, B, C, D	47	800	0.059	46	56	0.1	0.1	5.011	A
	Exit	1	1		62			62	63	0.0	0.0	0.000	A
B	Entry	1	1	C	0	673	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	202	641	0.316	202	218	0.7	0.6	9.365	A
	Exit	1	1		547			547	563	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	682	1322	0.516	678	688	1.8	1.2	6.009	A
	Exit	1	1		477			477	498	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	664	1629	0.408	662	682	1.2	0.8	4.042	A
	Exit	1	1		504			504	520	0.0	0.0	0.000	A

19:00 - 19:15

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
A	Entry	1	1	A, B, C, D	44	876	0.050	44	47	0.1	0.1	4.618	A
	Exit	1	1		53			53	54	0.0	0.0	0.000	A
B	Entry	1	1	C	0	689	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	163	658	0.248	165	182	0.6	0.2	7.957	A
	Exit	1	1		465			465	472	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	565	1333	0.424	568	577	1.2	0.7	4.951	A
	Exit	1	1		405			405	419	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	550	1654	0.332	551	570	0.8	0.4	3.321	A
	Exit	1	1		404			404	430	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

17:45 - 18:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	8	2	1189	812	0.010	9	10	0.0	0.0	3.909	A
				C	26	6	1291	884	0.029	26	25	0.0	0.0	3.937	A
				D	10	2	1189	817	0.012	10	9	0.0	0.0	4.689	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	9	2	1222	650	0.014	9	10	0.0	0.0	7.197	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	156	39	1299	666	0.234	157	164	0.0	0.3	7.103	A
C	Entry	1	1	A	30	7	3117	1336	0.022	30	32	0.0	0.0	4.741	A
				B	287	72	3148	1336	0.215	288	284	0.0	0.4	4.699	A
				C	2	0.50	1340	573	0.004	2	2	0.0	0.0	3.922	A
				D	250	63	3148	1332	0.188	250	249	0.0	0.4	4.762	A
D	Entry	1	1	A	8	2	2762	1460	0.005	8	9	0.0	0.0	2.935	A
				B	168	42	3169	1649	0.102	168	168	0.0	0.1	3.367	A
				C	358	90	3169	1659	0.216	358	376	0.0	0.3	3.259	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	3	1240	773	0.018	14	13	0.0	0.0	4.556	A
				C	26	6	1291	797	0.033	26	29	0.0	0.0	5.130	A
				D	11	3	1201	744	0.015	11	11	0.0	0.0	4.950	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	9	2	1170	606	0.015	9	11	0.3	0.0	7.586	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	182	46	1299	642	0.284	182	192	0.3	0.4	8.150	A
C	Entry	1	1	A	39	10	3148	1340	0.029	39	39	0.8	0.0	5.639	A
				B	338	85	3148	1321	0.256	340	346	0.8	0.4	5.546	A
				C	3	0.77	1621	690	0.004	3	3	0.0	0.0	4.430	A
				D	277	69	3148	1325	0.209	277	284	0.8	0.5	5.559	A
D	Entry	1	1	A	14	3	3013	1562	0.009	14	12	0.0	0.0	3.620	A
				B	198	50	3169	1618	0.122	200	203	0.5	0.1	3.678	A
				C	455	114	3169	1625	0.280	455	461	0.5	0.3	3.673	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	13	3	1265	677	0.020	13	16	0.0	0.0	6.292	A
				C	38	10	1291	685	0.056	38	39	0.0	0.0	6.201	A
				D	13	3	1252	672	0.020	14	16	0.0	0.0	6.040	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	15	4	1247	621	0.024	14	14	0.0	0.0	8.980	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	218	54	1299	622	0.351	219	237	0.4	0.5	9.484	A
C	Entry	1	1	A	50	12	3148	1325	0.038	50	48	0.9	0.1	7.210	A
				B	411	103	3148	1311	0.313	411	415	0.9	0.6	7.508	A
				C	4	1	1870	785	0.005	4	4	0.0	0.0	7.531	A
				D	368	92	3148	1309	0.281	367	366	0.9	0.7	7.521	A
D	Entry	1	1	A	16	4	3075	1559	0.010	16	14	0.0	0.0	4.867	A
				B	251	63	3169	1575	0.159	251	258	0.5	0.3	4.848	A
				C	549	137	3169	1587	0.346	550	565	0.5	0.7	4.834	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:30 - 18:45

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	16	4	1291	678	0.024	16	16	0.1	0.0	6.188	A
				C	33	8	1291	685	0.049	34	38	0.1	0.0	6.032	A
				D	11	3	1252	665	0.017	11	14	0.0	0.0	5.721	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	14	3	1260	626	0.022	14	15	0.5	0.0	9.738	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	227	57	1299	614	0.371	228	238	0.5	0.7	9.678	A
C	Entry	1	1	A	47	12	3148	1318	0.035	46	48	1.4	0.1	8.005	A
				B	403	101	3148	1304	0.309	403	419	1.4	1.0	7.785	A
				C	2	0.59	1963	822	0.003	3	4	0.0	0.0	8.555	A
				D	353	88	3148	1305	0.270	352	358	1.4	0.7	7.599	A
D	Entry	1	1	A	14	4	2950	1494	0.009	14	14	1.0	0.0	4.769	A
				B	241	60	3169	1574	0.154	243	250	1.0	0.3	4.798	A
				C	573	143	3169	1594	0.360	568	573	1.0	0.9	4.893	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:45 - 19:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	10	3	1240	765	0.013	10	12	0.1	0.0	5.332	A
				C	26	6	1291	800	0.032	25	31	0.1	0.1	4.769	A
				D	12	3	1252	763	0.015	12	12	0.1	0.0	5.298	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	12	3	1286	662	0.017	11	12	0.7	0.0	9.064	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	191	48	1299	640	0.299	190	205	0.7	0.6	9.385	A
C	Entry	1	1	A	40	10	3148	1332	0.030	39	39	1.8	0.1	6.184	A
				B	335	84	3148	1321	0.253	333	344	1.8	0.6	6.045	A
				C	4	0.98	1808	764	0.005	4	3	0.0	0.0	6.235	A
				D	304	76	3148	1320	0.230	302	302	1.8	0.5	5.943	A
D	Entry	1	1	A	11	3	3044	1575	0.007	11	11	1.2	0.0	3.853	A
				B	204	51	3169	1618	0.126	203	207	1.2	0.3	4.035	A
				C	449	112	3169	1633	0.275	448	464	1.2	0.5	4.050	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

19:00 - 19:15

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	11	3	1176	793	0.014	11	11	0.1	0.0	4.191	A
				C	24	6	1265	857	0.028	23	26	0.1	0.1	4.819	A
				D	9	2	1150	770	0.012	10	10	0.1	0.0	4.549	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	9	2	1183	626	0.015	10	10	0.6	0.0	8.460	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	153	38	1299	655	0.234	155	172	0.6	0.2	7.925	A
C	Entry	1	1	A	35	9	3148	1349	0.026	35	34	1.2	0.0	4.714	A
				B	287	72	3148	1332	0.215	289	291	1.2	0.3	4.968	A
				C	4	0.89	1652	706	0.005	4	3	0.0	0.0	4.585	A
				D	240	60	3148	1332	0.180	240	249	1.2	0.3	4.969	A
D	Entry	1	1	A	9	2	2950	1558	0.006	9	10	0.0	0.0	3.566	A
				B	165	41	3169	1645	0.100	165	170	0.8	0.2	3.355	A
				C	376	94	3169	1657	0.227	377	390	0.8	0.3	3.300	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Base (TEMPro) + Committed Devs | PM Network Peak

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	Arm C	Arm C: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Simulation	Arm D	Arm D: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	607.07	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	607.07	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2030	Base (TEMPro) + Committed Devs	PM Network Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	79	100.000
B		ONE HOUR	✓	398	100.000
C		ONE HOUR	✓	1627	100.000
D		ONE HOUR	✓	1552	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	12	34	32
	B	12	0	0	386
	C	65	853	3	706
	D	30	645	877	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			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	3
	C	0	1	0	1
	D	0	2	1	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	28.43	0.7	D	73	109
B	30.02	3.7	D	364	547
C	1050.25	406.5	F	1494	2241
D	322.13	138.9	F	1418	2127

Main Results for each time segment

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
A	58	15	1783	60	61	76	0.0	0.1	10.257	B
B	303	76	716	304	306	1127	0.0	0.9	11.799	B
C	1208	302	331	1189	1178	689	0.0	12.3	26.911	D
D	1177	294	685	1173	1169	835	0.0	3.7	10.561	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
A	70	17	2014	69	75	83	0.1	0.4	16.590	C
B	357	89	843	355	371	1240	0.9	1.6	15.580	C
C	1469	367	384	1254	1260	815	12.3	68.5	122.046	F
D	1408	352	729	1368	1378	908	3.7	15.5	29.368	D

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
A	90	22	2078	90	93	95	0.4	0.6	26.826	D
B	440	110	904	446	456	1264	1.6	3.6	29.640	D
C	1768	442	482	1232	1247	868	68.5	205.9	405.887	F
D	1672	418	702	1472	1481	1012	15.5	76.4	121.426	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
A	85	21	2063	84	91	92	0.6	0.7	28.428	D
B	434	108	894	440	458	1253	3.6	3.3	30.022	D
C	1804	451	476	1217	1231	858	205.9	351.3	812.358	F
D	1708	427	701	1454	1488	992	76.4	138.8	268.449	F

17:45 - 18:00

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
A	70	18	2097	71	78	91	0.7	0.5	26.557	D
B	353	88	890	349	381	1278	3.3	1.9	20.398	C
C	1478	370	377	1247	1267	862	351.3	406.3	1050.249	F
D	1377	344	709	1479	1487	914	138.8	119.3	322.134	F

18:00 - 18:15

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
A	65	16	2042	64	69	82	0.5	0.4	23.238	C
B	299	75	843	298	320	1263	1.9	1.1	13.704	B
C	1239	310	324	1273	1288	817	406.3	395.5	866.141	F
D	1167	292	726	1398	1445	871	119.3	57.3	215.355	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

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
A	Entry	1	1	A, B, C, D	58	405	0.144	60	61	0.0	0.1	10.257	B
	Exit	1	1		76			76	76	0.0	0.0	0.000	A
B	Entry	1	1	C	0	623	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	303	602	0.502	304	306	0.0	0.9	11.799	B
	Exit	1	1		1127			1127	1114	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1208	1277	0.947	1189	1178	0.0	12.3	26.911	D
	Exit	1	1		689			689	687	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1177	1482	0.794	1173	1169	0.0	3.7	10.561	B
	Exit	1	1		835			835	836	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
A	Entry	1	1	A, B, C, D	70	288	0.242	69	75	0.1	0.4	16.590	C
	Exit	1	1		83			83	85	0.0	0.0	0.000	A
B	Entry	1	1	C	0	595	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	357	576	0.622	355	371	0.9	1.6	15.580	C
	Exit	1	1		1240			1240	1251	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1469	1257	1.168	1254	1260	12.3	68.5	122.046	F
	Exit	1	1		815			815	815	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1408	1457	0.967	1368	1378	3.7	15.5	29.368	D
	Exit	1	1		908			908	933	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
A	Entry	1	1	A, B, C, D	90	257	0.348	90	93	0.4	0.6	26.826	D
	Exit	1	1		95			95	94	0.0	0.0	0.000	A
B	Entry	1	1	C	0	582	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	440	567	0.777	446	456	1.6	3.6	29.640	D
	Exit	1	1		1264			1264	1285	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1768	1223	1.445	1232	1247	68.5	205.9	405.887	F
	Exit	1	1		868			868	875	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1672	1473	1.134	1472	1481	15.5	76.4	121.426	F
	Exit	1	1		1012			1012	1024	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
A	Entry	1	1	A, B, C, D	85	265	0.319	84	91	0.6	0.7	28.428	D
	Exit	1	1		92			92	92	0.0	0.0	0.000	A
B	Entry	1	1	C	0	584	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	434	567	0.764	440	458	3.6	3.3	30.022	D
	Exit	1	1		1253			1253	1275	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1804	1223	1.475	1217	1231	205.9	351.3	812.358	F
	Exit	1	1		858			858	885	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1708	1474	1.159	1454	1488	76.4	138.8	268.449	F
	Exit	1	1		992			992	1018	0.0	0.0	0.000	A

17:45 - 18:00

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
A	Entry	1	1	A, B, C, D	70	248	0.282	71	78	0.7	0.5	26.557	D
	Exit	1	1		91			91	89	0.0	0.0	0.000	A
B	Entry	1	1	C	0	585	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	353	568	0.621	349	381	3.3	1.9	20.398	C
	Exit	1	1		1278			1278	1304	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1478	1261	1.172	1247	1267	351.3	406.3	1050.249	F
	Exit	1	1		862			862	872	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1377	1470	0.937	1479	1487	138.8	119.3	322.134	F
	Exit	1	1		914			914	947	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A, B, C, D	65	273	0.238	64	69	0.5	0.4	23.238	C
	Exit	1	1		82			82	84	0.0	0.0	0.000	A
B	Entry	1	1	C	0	595	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	299	580	0.516	298	320	1.9	1.1	13.704	B
	Exit	1	1		1263			1263	1290	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1239	1281	0.966	1273	1288	406.3	395.5	866.141	F
	Exit	1	1		817			817	847	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1167	1458	0.800	1398	1445	119.3	57.3	215.355	F
	Exit	1	1		871			871	901	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	7	2	1146	371	0.019	7	9	0.0	0.0	11.780	B
				C	24	6	1291	411	0.059	25	26	0.0	0.0	10.187	B
				D	27	7	1291	410	0.066	27	26	0.0	0.1	9.814	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	9	2	1133	545	0.017	9	9	0.0	0.0	10.729	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	293	73	1299	602	0.487	295	298	0.0	0.9	11.831	B
C	Entry	1	1	A	45	11	3148	1289	0.035	43	45	0.0	0.5	26.731	D
				B	636	159	3148	1277	0.498	631	617	0.0	6.3	27.019	D
				C	2	0.46	1234	509	0.004	2	2	0.0	0.0	30.578	D
				D	526	132	3148	1277	0.412	513	513	0.0	5.5	26.784	D
D	Entry	1	1	A	23	6	3169	1501	0.015	23	22	0.0	0.1	10.584	B
				B	489	122	3169	1476	0.331	488	489	0.0	1.6	10.683	B
				C	666	166	3169	1486	0.448	662	659	0.0	2.0	10.470	B
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	11	3	1249	287	0.037	11	11	0.1	0.0	15.551	C
				C	30	8	1291	288	0.104	30	33	0.1	0.2	16.446	C
				D	29	7	1291	289	0.099	28	31	0.1	0.2	17.121	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	10	2	1237	571	0.017	10	10	0.9	0.1	16.737	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	347	87	1299	574	0.606	346	361	0.9	1.6	15.547	C
C	Entry	1	1	A	57	14	3148	1270	0.045	48	49	12.3	2.8	121.773	F
				B	783	196	3148	1256	0.623	669	668	12.3	36.2	121.816	F
				C	2	0.60	1234	498	0.005	2	2	12.3	0.1	107.147	F
				D	626	156	3148	1257	0.499	534	541	12.3	29.4	122.416	F
D	Entry	1	1	A	26	6	3169	1480	0.017	25	26	3.7	0.3	27.988	D
				B	574	144	3169	1445	0.397	560	572	3.7	6.4	29.632	D
				C	808	202	3169	1464	0.552	783	780	3.7	8.9	29.223	D
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	4	1260	255	0.057	15	14	0.4	0.0	26.856	D
				C	39	10	1291	268	0.144	39	41	0.4	0.3	27.267	D
				D	36	9	1291	261	0.140	36	38	0.4	0.3	26.343	D
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	15	4	1268	570	0.027	15	15	1.6	0.1	29.085	D
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	425	106	1299	567	0.751	431	442	1.6	3.5	29.659	D
C	Entry	1	1	A	69	17	3148	1232	0.056	51	50	68.5	8.1	403.029	F
				B	929	232	3148	1222	0.759	633	650	68.5	108.0	406.279	F
				C	3	0.67	1284	506	0.005	2	2	68.6	0.4	412.409	F
				D	768	192	3148	1224	0.627	545	544	68.5	89.4	405.654	F
D	Entry	1	1	A	33	8	3169	1490	0.022	29	29	15.5	1.6	117.457	F
				B	686	171	3169	1465	0.468	616	620	15.5	30.9	121.252	F
				C	953	238	3169	1477	0.645	827	832	15.5	43.9	121.695	F
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	11	3	1239	260	0.044	12	13	0.6	0.1	29.393	D
				C	38	9	1291	265	0.142	37	40	0.6	0.2	25.589	D
				D	36	9	1291	256	0.139	36	38	0.6	0.3	31.056	D
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	12	3	1247	562	0.021	12	13	3.6	0.1	29.683	D
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	422	106	1299	567	0.744	427	446	3.6	3.2	30.032	D
C	Entry	1	1	A	73	18	3148	1234	0.059	51	49	205.9	14.1	805.503	F
				B	937	234	3148	1224	0.767	635	645	205.9	185.0	812.268	F
				C	4	0.91	1360	531	0.007	3	2	205.7	0.8	812.192	F
				D	790	198	3148	1221	0.646	529	534	205.9	151.4	813.117	F
D	Entry	1	1	A	32	8	3169	1487	0.022	29	29	76.5	2.6	265.038	F
				B	715	179	3169	1469	0.488	607	617	76.4	58.1	268.710	F
				C	961	240	3169	1478	0.650	819	842	76.4	78.1	268.374	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1249	234	0.053	12	12	0.7	0.1	25.657	D
				C	31	8	1291	253	0.124	32	34	0.7	0.3	26.591	D
				D	26	7	1291	251	0.105	27	31	0.7	0.1	26.886	D
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	12	3	1216	547	0.021	11	11	3.3	0.0	18.292	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	342	85	1299	568	0.601	338	370	3.3	1.9	20.460	C
C	Entry	1	1	A	57	14	3148	1271	0.045	50	50	351.3	15.6	1050.373	F
				B	783	196	3148	1260	0.623	646	668	351.3	213.4	1050.692	F
				C	2	0.48	1712	688	0.003	2	3	350.7	0.6	1044.053	F
				D	637	159	3148	1262	0.504	549	545	351.3	176.7	1049.724	F
D	Entry	1	1	A	26	7	3169	1481	0.018	30	29	138.8	2.3	324.562	F
				B	575	144	3169	1461	0.394	621	624	138.8	49.6	322.907	F
				C	775	194	3169	1474	0.526	828	835	138.8	67.4	321.479	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	9	2	1188	250	0.037	9	10	0.5	0.1	25.109	D
				C	29	7	1291	279	0.105	29	31	0.5	0.2	22.907	C
				D	27	7	1291	269	0.099	26	27	0.5	0.2	22.922	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	8	2	1164	533	0.016	8	9	1.9	0.0	13.723	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	290	73	1299	579	0.502	290	311	1.9	1.0	13.704	B
C	Entry	1	1	A	49	12	3148	1293	0.038	47	49	406.4	16.1	871.809	F
				B	652	163	3148	1279	0.508	668	675	406.3	208.2	867.770	F
				C	2	0.53	1360	553	0.004	2	2	405.2	0.6	767.140	F
				D	536	134	3148	1282	0.417	556	562	406.3	170.5	866.134	F
D	Entry	1	1	A	23	6	3169	1481	0.016	26	27	119.3	1.2	219.164	F
				B	488	122	3169	1451	0.336	586	604	119.3	23.8	214.694	F
				C	655	164	3169	1462	0.448	786	814	119.3	32.2	215.712	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Base (TEMPro) + Committed Devs | PM Development Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	63.75	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	63.75	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2030	Base (TEMPro) + Committed Devs	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	55	100.000
B		ONE HOUR	✓	235	100.000
C		ONE HOUR	✓	1244	100.000
D		ONE HOUR	✓	860	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	13	30	12
	B	13	0	0	222
	C	43	706	3	492
	D	13	320	528	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			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	4
	C	0	1	0	0
	D	0	2	1	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	9.56	0.2	A	50	76
B	10.56	0.7	B	214	320
C	115.20	49.8	F	1145	1718
D	7.66	2.3	A	787	1181

Main Results for each time segment

17:45 - 18:00

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
A	41	10	1168	41	42	51	0.0	0.0	5.393	A
B	176	44	430	176	185	780	0.0	0.4	7.796	A
C	936	234	185	933	933	420	0.0	2.5	8.946	A
D	641	160	577	642	654	541	0.0	0.7	4.191	A

18:00 - 18:15

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
A	50	13	1400	50	55	60	0.0	0.1	6.535	A
B	213	53	519	214	223	932	0.4	0.6	8.802	A
C	1122	281	224	1122	1118	508	2.5	5.3	16.255	C
D	771	193	689	772	784	657	0.7	1.0	5.000	A

18:15 - 18:30

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
A	60	15	1670	60	67	73	0.1	0.1	8.667	A
B	251	63	630	252	273	1099	0.6	0.6	10.565	B
C	1377	344	264	1306	1286	618	5.3	30.8	58.219	F
D	949	237	798	945	962	773	1.0	2.3	7.557	A

18:30 - 18:45

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
A	62	15	1660	62	65	72	0.1	0.2	9.559	A
B	256	64	624	256	273	1097	0.6	0.7	10.344	B
C	1373	343	270	1290	1301	610	30.8	49.7	115.203	F
D	939	235	795	937	965	765	2.3	1.8	7.660	A

18:45 - 19:00

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
A	51	13	1456	51	56	65	0.2	0.1	7.625	A
B	209	52	515	209	229	992	0.7	0.4	8.803	A
C	1121	280	221	1221	1256	504	49.7	18.6	93.455	F
D	772	193	751	771	789	691	1.8	1.2	5.504	A

19:00 - 19:15

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
A	39	10	1186	40	47	51	0.1	0.0	6.017	A
B	175	44	432	176	191	794	0.4	0.4	7.742	A
C	939	235	185	952	1019	422	18.6	2.5	21.120	C
D	652	163	586	651	666	552	1.2	0.8	4.302	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:45 - 18:00

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
A	Entry	1	1	A, B, C, D	41	710	0.058	41	42	0.0	0.0	5.393	A
	Exit	1	1		51			51	51	0.0	0.0	0.000	A
B	Entry	1	1	C	0	685	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	176	662	0.266	176	185	0.0	0.4	7.796	A
	Exit	1	1		780			780	787	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	936	1338	0.700	933	933	0.0	2.5	8.946	A
	Exit	1	1		420			420	427	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	641	1534	0.418	642	654	0.0	0.7	4.191	A
	Exit	1	1		541			541	549	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A, B, C, D	50	595	0.085	50	55	0.0	0.1	6.535	A
	Exit	1	1		60			60	62	0.0	0.0	0.000	A
B	Entry	1	1	C	0	666	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	213	643	0.332	214	223	0.4	0.6	8.802	A
	Exit	1	1		932			932	940	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1122	1323	0.848	1122	1118	2.5	5.3	16.255	C
	Exit	1	1		508			508	513	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	771	1481	0.521	772	784	0.7	1.0	5.000	A
	Exit	1	1		657			657	664	0.0	0.0	0.000	A

18:15 - 18:30

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
A	Entry	1	1	A, B, C, D	60	461	0.129	60	67	0.1	0.1	8.667	A
	Exit	1	1		73			73	73	0.0	0.0	0.000	A
B	Entry	1	1	C	0	642	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	251	618	0.407	252	273	0.6	0.6	10.565	B
	Exit	1	1		1099			1099	1105	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1377	1308	1.053	1306	1286	5.3	30.8	58.219	F
	Exit	1	1		618			618	630	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	949	1427	0.665	945	962	1.0	2.3	7.557	A
	Exit	1	1		773			773	779	0.0	0.0	0.000	A

18:30 - 18:45

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
A	Entry	1	1	A, B, C, D	62	466	0.133	62	65	0.1	0.2	9.559	A
	Exit	1	1		72			72	73	0.0	0.0	0.000	A
B	Entry	1	1	C	0	643	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	256	619	0.413	256	273	0.6	0.7	10.344	B
	Exit	1	1		1097			1097	1118	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1373	1305	1.052	1290	1301	30.8	49.7	115.203	F
	Exit	1	1		610			610	630	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	939	1428	0.657	937	965	2.3	1.8	7.660	A
	Exit	1	1		765			765	784	0.0	0.0	0.000	A

18:45 - 19:00

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
A	Entry	1	1	A, B, C, D	51	568	0.089	51	56	0.2	0.1	7.625	A
	Exit	1	1		65			65	66	0.0	0.0	0.000	A
B	Entry	1	1	C	0	667	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	209	640	0.326	209	229	0.7	0.4	8.803	A
	Exit	1	1		992			992	1026	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1121	1324	0.847	1221	1256	49.7	18.6	93.455	F
	Exit	1	1		504			504	515	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	772	1452	0.532	771	789	1.8	1.2	5.504	A
	Exit	1	1		691			691	723	0.0	0.0	0.000	A

19:00 - 19:15

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
A	Entry	1	1	A, B, C, D	39	701	0.056	40	47	0.1	0.0	6.017	A
	Exit	1	1		51			51	54	0.0	0.0	0.000	A
B	Entry	1	1	C	0	685	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	175	662	0.265	176	191	0.4	0.4	7.742	A
	Exit	1	1		794			794	844	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	939	1337	0.702	952	1019	18.6	2.5	21.120	C
	Exit	1	1		422			422	434	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	652	1530	0.426	651	666	1.2	0.8	4.302	A
	Exit	1	1		552			552	590	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

17:45 - 18:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	10	2	1178	655	0.015	10	10	0.0	0.0	5.148	A
				C	22	5	1291	712	0.031	22	23	0.0	0.0	5.415	A
				D	9	2	1168	652	0.014	9	10	0.0	0.0	5.586	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	9	2	1237	653	0.014	9	10	0.0	0.0	7.838	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	166	42	1299	661	0.252	166	175	0.0	0.3	7.793	A
C	Entry	1	1	A	33	8	3148	1344	0.024	32	32	0.0	0.1	8.993	A
				B	535	134	3148	1332	0.402	532	534	0.0	1.4	8.997	A
				C	3	0.64	1474	630	0.004	3	2	0.0	0.0	8.717	A
				D	366	91	3148	1346	0.272	365	365	0.0	1.0	8.869	A
D	Entry	1	1	A	9	2	2868	1408	0.006	9	9	0.0	0.0	4.334	A
				B	237	59	3169	1523	0.155	237	244	0.0	0.3	4.250	A
				C	395	99	3169	1541	0.256	396	401	0.0	0.4	4.152	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1255	586	0.020	12	13	0.0	0.0	6.657	A
				C	28	7	1291	599	0.047	28	30	0.0	0.0	6.455	A
				D	10	3	1224	582	0.017	10	12	0.0	0.0	6.601	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	12	3	1242	638	0.018	11	12	0.4	0.0	8.363	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	202	50	1299	641	0.315	202	211	0.4	0.5	8.828	A
C	Entry	1	1	A	38	10	3148	1331	0.029	38	39	2.5	0.2	16.204	C
				B	637	159	3148	1318	0.483	637	636	2.5	3.1	16.277	C
				C	3	0.83	1599	676	0.005	3	3	2.5	0.0	17.043	C
				D	444	111	3148	1330	0.334	444	441	2.5	2.0	16.222	C
D	Entry	1	1	A	11	3	3031	1439	0.008	11	11	0.7	0.0	5.151	A
				B	284	71	3169	1472	0.193	284	292	0.7	0.4	5.003	A
				C	476	119	3169	1485	0.321	476	481	0.7	0.6	4.994	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	3	1275	458	0.030	13	16	0.1	0.0	8.606	A
				C	34	8	1291	465	0.073	34	37	0.1	0.1	8.682	A
				D	12	3	1270	456	0.027	12	15	0.0	0.0	8.693	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	14	3	1258	621	0.022	14	14	0.6	0.0	10.381	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	237	59	1299	616	0.385	238	259	0.6	0.6	10.575	B
C	Entry	1	1	A	46	12	3148	1313	0.035	45	45	5.3	1.0	56.689	F
				B	781	195	3148	1302	0.600	735	733	5.3	17.7	58.308	F
				C	4	0.93	1674	698	0.005	3	3	5.3	0.1	59.675	F
				D	546	137	3148	1315	0.415	523	506	5.3	12.0	58.216	F
D	Entry	1	1	A	14	3	3107	1421	0.010	14	14	1.0	0.0	7.081	A
				B	352	88	3169	1418	0.248	350	357	1.0	0.9	7.603	A
				C	583	146	3169	1434	0.407	581	590	1.0	1.4	7.541	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:30 - 18:45

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1265	447	0.034	16	16	0.1	0.0	9.582	A
				C	33	8	1291	460	0.071	32	35	0.1	0.1	9.510	A
				D	14	4	1250	447	0.031	14	14	0.1	0.1	9.651	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	14	3	1232	608	0.022	14	14	0.6	0.0	10.164	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	242	61	1299	618	0.392	242	259	0.6	0.7	10.354	B
C	Entry	1	1	A	44	11	3148	1313	0.033	44	45	30.8	1.6	115.188	F
				B	782	195	3148	1300	0.601	734	742	30.8	28.3	115.070	F
				C	4	1	1986	829	0.005	4	4	30.8	0.1	107.578	F
				D	543	136	3148	1313	0.414	509	511	30.8	19.7	115.451	F
D	Entry	1	1	A	15	4	3144	1435	0.010	15	14	2.3	0.0	7.595	A
				B	349	87	3169	1421	0.246	348	360	2.3	0.7	7.677	A
				C	575	144	3169	1432	0.402	574	591	2.3	1.0	7.651	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:45 - 19:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	11	3	1234	520	0.021	11	12	0.2	0.0	7.662	A
				C	28	7	1291	561	0.050	28	31	0.2	0.1	7.494	A
				D	11	3	1234	522	0.022	12	13	0.2	0.0	7.908	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	11	3	1258	644	0.017	11	12	0.7	0.0	8.505	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	198	49	1299	639	0.310	198	218	0.7	0.4	8.820	A
C	Entry	1	1	A	40	10	3148	1330	0.030	43	43	49.7	0.7	93.022	F
				B	641	160	3148	1318	0.487	693	717	49.7	10.7	93.109	F
				C	3	0.73	1761	742	0.004	4	3	49.8	0.0	94.622	F
				D	438	109	3148	1331	0.329	482	493	49.7	7.1	93.985	F
D	Entry	1	1	A	11	3	2931	1348	0.008	11	11	1.8	0.0	5.559	A
				B	288	72	3169	1442	0.200	287	297	1.8	0.5	5.556	A
				C	473	118	3169	1458	0.324	472	481	1.8	0.8	5.470	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

19:00 - 19:15

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	9	2	1229	651	0.014	9	11	0.1	0.0	5.676	A
				C	21	5	1291	696	0.030	21	26	0.1	0.0	6.133	A
				D	9	2	1219	641	0.015	9	10	0.1	0.0	6.075	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	9	2	1211	638	0.015	10	10	0.4	0.0	7.592	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	166	41	1299	661	0.251	166	180	0.4	0.4	7.750	A
C	Entry	1	1	A	32	8	3148	1345	0.024	33	34	18.6	0.1	21.554	C
				B	535	134	3148	1331	0.402	541	583	18.6	1.5	21.140	C
				C	2	0.49	1349	574	0.003	2	2	18.6	0.0	23.676	C
				D	369	92	3148	1345	0.274	376	399	18.6	0.9	21.038	C
D	Entry	1	1	A	9	2	2830	1369	0.006	9	10	1.2	0.0	3.870	A
				B	244	61	3169	1521	0.161	244	251	1.2	0.3	4.376	A
				C	399	100	3169	1536	0.260	399	406	1.2	0.5	4.268	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Base (TEMPro) + Sea Link | PM Network Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	75.04	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	75.04	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2030	Base (TEMPro) + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	80	100.000
B		ONE HOUR	✓	385	100.000
C		ONE HOUR	✓	1072	100.000
D		ONE HOUR	✓	1428	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	13	35	32
	B	13	0	0	372
	C	65	491	3	513
	D	30	547	851	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			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	3
	C	0	1	0	2
	D	0	3	1	33

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	19.65	0.5	C	72	108
B	31.17	3.2	D	355	532
C	57.31	18.7	F	985	1478
D	103.44	51.3	F	1306	1959

Main Results for each time segment

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
A	59	15	1422	60	61	82	0.0	0.1	6.953	A
B	287	72	694	288	298	788	0.0	0.9	11.157	B
C	807	202	310	802	810	671	0.0	1.8	7.298	A
D	1079	270	429	1076	1088	684	0.0	1.9	6.848	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	75	19	1679	75	78	97	0.1	0.2	9.573	A
B	348	87	820	348	359	934	0.9	1.5	14.904	B
C	960	240	378	957	975	789	1.8	3.4	12.263	B
D	1277	319	508	1268	1294	827	1.9	4.4	11.252	B

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
A	87	22	2000	88	93	111	0.2	0.5	16.707	C
B	424	106	974	420	431	1113	1.5	3.2	26.108	D
C	1183	296	455	1144	1149	940	3.4	15.2	35.132	E
D	1576	394	612	1499	1499	987	4.4	29.2	46.212	E

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
A	83	21	2002	82	91	122	0.5	0.5	19.646	C
B	427	107	966	436	445	1118	3.2	3.0	31.169	D
C	1171	293	470	1182	1185	932	15.2	18.6	57.312	F
D	1547	387	630	1493	1507	1022	29.2	51.2	103.444	F

17:45 - 18:00

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
A	70	17	1807	70	79	108	0.5	0.2	15.984	C
B	353	88	887	355	370	991	3.0	1.6	20.583	C
C	981	245	383	1002	1051	858	18.6	4.1	28.307	D
D	1276	319	531	1384	1458	854	51.2	14.3	73.863	F

18:00 - 18:15

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
A	58	14	1436	58	67	84	0.2	0.1	9.069	A
B	291	73	692	291	305	802	1.6	0.9	13.289	B
C	810	202	314	807	832	670	4.1	2.0	9.271	A
D	1078	269	437	1082	1151	684	14.3	2.1	13.616	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

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
A	Entry	1	1	A, B, C, D	59	582	0.102	60	61	0.0	0.1	6.953	A
	Exit	1	1		82			82	83	0.0	0.0	0.000	A
B	Entry	1	1	C	0	628	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	287	609	0.471	288	298	0.0	0.9	11.157	B
	Exit	1	1		788			788	798	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	807	1280	0.631	802	810	0.0	1.8	7.298	A
	Exit	1	1		671			671	675	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1079	1600	0.674	1076	1088	0.0	1.9	6.848	A
	Exit	1	1		684			684	700	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
A	Entry	1	1	A, B, C, D	75	454	0.165	75	78	0.1	0.2	9.573	A
	Exit	1	1		97			97	98	0.0	0.0	0.000	A
B	Entry	1	1	C	0	600	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	348	585	0.596	348	359	0.9	1.5	14.904	B
	Exit	1	1		934			934	955	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	960	1257	0.764	957	975	1.8	3.4	12.263	B
	Exit	1	1		789			789	802	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1277	1563	0.818	1268	1294	1.9	4.4	11.252	B
	Exit	1	1		827			827	851	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
A	Entry	1	1	A, B, C, D	87	294	0.297	88	93	0.2	0.5	16.707	C
	Exit	1	1		111			111	112	0.0	0.0	0.000	A
B	Entry	1	1	C	0	566	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	424	551	0.768	420	431	1.5	3.2	26.108	D
	Exit	1	1		1113			1113	1118	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1183	1224	0.966	1144	1149	3.4	15.2	35.132	E
	Exit	1	1		940			940	934	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1576	1512	1.042	1499	1499	4.4	29.2	46.212	E
	Exit	1	1		987			987	1009	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
A	Entry	1	1	A, B, C, D	83	293	0.284	82	91	0.5	0.5	19.646	C
	Exit	1	1		122			122	118	0.0	0.0	0.000	A
B	Entry	1	1	C	0	568	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	427	555	0.771	436	445	3.2	3.0	31.169	D
	Exit	1	1		1118			1118	1133	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1171	1221	0.959	1182	1185	15.2	18.6	57.312	F
	Exit	1	1		932			932	939	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1547	1503	1.031	1493	1507	29.2	51.2	103.444	F
	Exit	1	1		1022			1022	1038	0.0	0.0	0.000	A

17:45 - 18:00

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
A	Entry	1	1	A, B, C, D	70	389	0.179	70	79	0.5	0.2	15.984	C
	Exit	1	1		108			108	107	0.0	0.0	0.000	A
B	Entry	1	1	C	0	586	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	353	569	0.621	355	370	3.0	1.6	20.583	C
	Exit	1	1		991			991	1052	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	981	1250	0.785	1002	1051	18.6	4.1	28.307	D
	Exit	1	1		858			858	901	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1276	1550	0.823	1384	1458	51.2	14.3	73.863	F
	Exit	1	1		854			854	897	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A, B, C, D	58	575	0.100	58	67	0.2	0.1	9.069	A
	Exit	1	1		84			84	84	0.0	0.0	0.000	A
B	Entry	1	1	C	0	628	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	291	609	0.477	291	305	1.6	0.9	13.289	B
	Exit	1	1		802			802	841	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	810	1279	0.634	807	832	4.1	2.0	9.271	A
	Exit	1	1		670			670	710	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1078	1596	0.676	1082	1151	14.3	2.1	13.616	B
	Exit	1	1		684			684	719	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	9	2	1186	539	0.016	9	9	0.0	0.0	7.430	A
				C	28	7	1291	581	0.048	29	28	0.0	0.0	6.742	A
				D	22	6	1291	578	0.038	22	24	0.0	0.0	7.007	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	10	3	1207	582	0.018	10	10	0.0	0.0	11.446	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	276	69	1299	609	0.454	278	288	0.0	0.8	11.147	B
C	Entry	1	1	A	50	13	3148	1298	0.039	50	49	0.0	0.1	7.425	A
				B	369	92	3148	1287	0.287	366	370	0.0	0.9	7.367	A
				C	2	0.59	1420	585	0.004	2	2	0.0	0.0	6.318	A
				D	385	96	3148	1272	0.303	384	388	0.0	0.8	7.221	A
D	Entry	1	1	A	22	5	3152	1619	0.014	22	23	0.0	0.0	6.632	A
				B	414	104	3169	1581	0.262	413	419	0.0	0.7	6.876	A
				C	642	161	3169	1613	0.398	640	645	0.0	1.1	6.837	A
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1263	448	0.026	12	13	0.1	0.0	10.310	B
				C	32	8	1291	456	0.070	32	33	0.1	0.1	9.546	A
				D	31	8	1291	452	0.069	31	32	0.1	0.1	9.300	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	13	3	1235	568	0.024	13	13	0.9	0.1	15.200	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	335	84	1299	585	0.573	334	346	0.9	1.4	14.893	B
C	Entry	1	1	A	56	14	3148	1274	0.044	56	57	1.8	0.2	12.050	B
				B	439	110	3148	1260	0.349	437	442	1.8	1.6	12.245	B
				C	3	0.72	1694	686	0.004	3	3	1.8	0.0	13.676	B
				D	463	116	3148	1251	0.370	462	473	1.8	1.5	12.296	B
D	Entry	1	1	A	29	7	3169	1589	0.018	28	28	1.9	0.1	11.180	B
				B	487	122	3169	1546	0.315	486	500	1.9	1.5	11.241	B
				C	762	190	3169	1572	0.485	754	766	1.9	2.8	11.262	B
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	4	1249	309	0.046	14	16	0.2	0.1	15.802	C
				C	39	10	1291	298	0.130	39	40	0.2	0.2	16.939	C
				D	34	9	1291	297	0.116	35	38	0.2	0.2	16.841	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	14	4	1271	557	0.025	14	14	1.5	0.1	25.871	D
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	410	102	1299	551	0.743	407	417	1.5	3.1	26.116	D
C	Entry	1	1	A	74	18	3148	1244	0.059	68	68	3.4	1.1	35.870	E
				B	550	137	3148	1231	0.447	527	524	3.4	7.2	34.916	D
				C	4	0.90	1848	733	0.005	3	3	3.4	0.1	34.305	D
				D	556	139	3148	1217	0.457	546	553	3.4	6.8	35.250	E
D	Entry	1	1	A	30	7	3169	1539	0.019	29	29	4.4	0.6	44.932	E
				B	601	150	3169	1496	0.402	572	578	4.4	11.2	46.332	E
				C	945	236	3169	1521	0.621	897	891	4.4	17.4	46.177	E
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1263	298	0.041	12	15	0.5	0.0	19.052	C
				C	36	9	1291	299	0.120	36	40	0.5	0.2	19.257	C
				D	35	9	1291	300	0.117	34	37	0.5	0.3	20.306	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	14	4	1264	556	0.026	14	15	3.2	0.1	30.811	D
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	413	103	1299	554	0.745	421	430	3.2	2.9	31.181	D
C	Entry	1	1	A	73	18	3148	1237	0.059	75	72	15.2	1.1	57.983	F
				B	532	133	3148	1226	0.434	538	538	15.2	8.5	57.273	F
				C	3	0.85	1899	747	0.005	3	4	15.2	0.0	56.372	F
				D	563	141	3148	1214	0.464	566	571	15.2	9.0	57.269	F
D	Entry	1	1	A	35	9	3169	1529	0.023	33	31	29.2	1.2	103.367	F
				B	594	149	3169	1485	0.401	568	580	29.2	19.9	103.583	F
				C	918	230	3169	1515	0.607	893	895	29.2	30.0	103.358	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	10	3	1228	346	0.030	11	12	0.5	0.0	15.775	C
				C	30	8	1291	382	0.079	31	34	0.5	0.1	16.039	C
				D	29	7	1291	375	0.078	29	33	0.5	0.1	16.002	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	12	3	1214	540	0.021	11	12	3.0	0.1	20.806	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	341	85	1299	568	0.601	343	358	3.0	1.5	20.576	C
C	Entry	1	1	A	65	16	3148	1272	0.051	67	64	18.6	0.2	27.670	D
				B	443	111	3148	1255	0.353	450	477	18.6	2.0	28.030	D
				C	3	0.85	1728	695	0.005	3	3	18.7	0.0	28.810	D
				D	470	117	3148	1243	0.378	482	507	18.6	1.8	28.651	D
D	Entry	1	1	A	27	7	3169	1577	0.017	30	31	51.2	0.3	76.003	F
				B	488	122	3169	1535	0.318	531	563	51.2	5.6	74.364	F
				C	761	190	3169	1560	0.487	824	864	51.2	8.4	73.469	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	11	3	1221	518	0.021	11	11	0.2	0.0	8.939	A
				C	25	6	1291	572	0.043	25	29	0.2	0.0	9.146	A
				D	22	6	1291	568	0.039	22	27	0.2	0.0	9.040	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	10	3	1214	578	0.018	11	10	1.6	0.0	13.166	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	280	70	1299	609	0.460	281	295	1.6	0.9	13.294	B
C	Entry	1	1	A	51	13	3148	1298	0.039	50	51	4.1	0.1	9.733	A
				B	375	94	3148	1286	0.291	373	381	4.1	0.9	9.238	A
				C	2	0.55	1505	618	0.004	2	2	4.1	0.0	9.525	A
				D	383	96	3148	1271	0.301	381	398	4.1	0.9	9.242	A
D	Entry	1	1	A	22	6	3169	1621	0.014	23	24	14.3	0.0	13.187	B
				B	413	103	3169	1575	0.262	417	448	14.3	0.7	13.589	B
				C	642	160	3169	1608	0.399	643	679	14.3	1.4	13.648	B
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Base (TEMPro) + Sea Link | PM Development Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2030	Base (TEMPro) + Sea Link	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	55	100.000
B		ONE HOUR	✓	218	100.000
C		ONE HOUR	✓	745	100.000
D		ONE HOUR	✓	907	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	13	30	12
	B	13	0	0	205
	C	43	376	3	323
	D	13	325	529	41

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			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	5
	C	0	1	0	1
	D	0	2	1	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	7.13	0.1	A	51	76
B	10.21	0.9	B	199	299
C	8.12	1.9	A	684	1026
D	6.42	1.8	A	830	1246

Main Results for each time segment

17:45 - 18:00

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
A	40	10	961	40	43	62	0.0	0.0	4.518	A
B	164	41	465	162	171	537	0.0	0.4	7.466	A
C	569	142	200	568	569	428	0.0	0.8	4.978	A
D	681	170	344	679	683	424	0.0	0.8	3.747	A

18:00 - 18:15

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
A	52	13	1152	52	56	60	0.0	0.1	5.493	A
B	202	50	562	202	215	642	0.4	0.5	8.565	A
C	670	168	246	670	682	518	0.8	1.2	5.887	A
D	821	205	391	821	839	524	0.8	1.0	4.528	A

18:15 - 18:30

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
A	58	14	1411	58	65	74	0.1	0.1	6.982	A
B	239	60	687	234	259	781	0.5	0.9	9.915	A
C	823	206	297	820	828	625	1.2	1.9	8.120	A
D	1005	251	473	1013	1025	644	1.0	1.2	6.421	A

18:30 - 18:45

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
A	59	15	1384	59	63	78	0.1	0.1	7.126	A
B	239	60	676	240	258	766	0.9	0.6	10.205	B
C	815	204	298	817	831	619	1.9	1.4	7.388	A
D	993	248	475	986	1010	639	1.2	1.8	6.110	A

18:45 - 19:00

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
A	53	13	1134	52	56	65	0.1	0.1	5.715	A
B	197	49	545	197	217	641	0.6	0.4	8.953	A
C	679	170	242	674	685	500	1.4	1.5	5.846	A
D	798	199	400	799	824	516	1.8	0.7	4.635	A

19:00 - 19:15

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
A	43	11	958	43	50	51	0.1	0.1	4.980	A
B	158	39	461	157	175	540	0.4	0.4	8.013	A
C	550	138	198	551	567	420	1.5	0.6	4.633	A
D	684	171	327	683	700	422	0.7	0.8	3.703	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:45 - 18:00

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
A	Entry	1	1	A, B, C, D	40	812	0.050	40	43	0.0	0.0	4.518	A
	Exit	1	1		62			62	54	0.0	0.0	0.000	A
B	Entry	1	1	C	0	678	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	164	650	0.252	162	171	0.0	0.4	7.466	A
	Exit	1	1		537			537	545	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	569	1326	0.428	568	569	0.0	0.8	4.978	A
	Exit	1	1		428			428	424	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	681	1644	0.414	679	683	0.0	0.8	3.747	A
	Exit	1	1		424			424	442	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A, B, C, D	52	717	0.072	52	56	0.0	0.1	5.493	A
	Exit	1	1		60			60	58	0.0	0.0	0.000	A
B	Entry	1	1	C	0	656	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	202	630	0.319	202	215	0.4	0.5	8.565	A
	Exit	1	1		642			642	658	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	670	1308	0.512	670	682	0.8	1.2	5.887	A
	Exit	1	1		518			518	525	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	821	1620	0.507	821	839	0.8	1.0	4.528	A
	Exit	1	1		524			524	550	0.0	0.0	0.000	A

18:15 - 18:30

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
A	Entry	1	1	A, B, C, D	58	590	0.098	58	65	0.1	0.1	6.982	A
	Exit	1	1		74			74	79	0.0	0.0	0.000	A
B	Entry	1	1	C	0	629	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	239	603	0.396	234	259	0.5	0.9	9.915	A
	Exit	1	1		781			781	802	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	823	1291	0.637	820	828	1.2	1.9	8.120	A
	Exit	1	1		625			625	628	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1005	1587	0.633	1013	1025	1.0	1.2	6.421	A
	Exit	1	1		644			644	668	0.0	0.0	0.000	A

18:30 - 18:45

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
A	Entry	1	1	A, B, C, D	59	602	0.098	59	63	0.1	0.1	7.126	A
	Exit	1	1		78			78	79	0.0	0.0	0.000	A
B	Entry	1	1	C	0	632	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	239	604	0.396	240	258	0.9	0.6	10.205	B
	Exit	1	1		766			766	799	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	815	1289	0.632	817	831	1.9	1.4	7.388	A
	Exit	1	1		619			619	625	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	993	1582	0.628	986	1010	1.2	1.8	6.110	A
	Exit	1	1		639			639	658	0.0	0.0	0.000	A

18:45 - 19:00

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
A	Entry	1	1	A, B, C, D	53	727	0.072	52	56	0.1	0.1	5.715	A
	Exit	1	1		65			65	62	0.0	0.0	0.000	A
B	Entry	1	1	C	0	660	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	197	632	0.311	197	217	0.6	0.4	8.953	A
	Exit	1	1		641			641	660	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	679	1311	0.518	674	685	1.4	1.5	5.846	A
	Exit	1	1		500			500	514	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	798	1620	0.492	799	824	1.8	0.7	4.635	A
	Exit	1	1		516			516	545	0.0	0.0	0.000	A

19:00 - 19:15

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
A	Entry	1	1	A, B, C, D	43	814	0.053	43	50	0.1	0.1	4.980	A
	Exit	1	1		51			51	51	0.0	0.0	0.000	A
B	Entry	1	1	C	0	679	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	158	647	0.243	157	175	0.4	0.4	8.013	A
	Exit	1	1		540			540	554	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	550	1327	0.415	551	567	1.5	0.6	4.633	A
	Exit	1	1		420			420	434	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	684	1656	0.413	683	700	0.7	0.8	3.703	A
	Exit	1	1		422			422	453	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

17:45 - 18:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	10	2	1189	752	0.013	10	11	0.0	0.0	4.912	A
				C	21	5	1278	797	0.026	21	23	0.0	0.0	4.259	A
				D	10	2	1189	751	0.013	9	9	0.0	0.0	4.692	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	12	3	1170	611	0.020	13	11	0.0	0.0	6.854	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	151	38	1299	648	0.233	150	160	0.0	0.4	7.509	A
C	Entry	1	1	A	39	10	3148	1337	0.029	39	34	0.0	0.0	4.999	A
				B	290	73	3148	1327	0.218	289	288	0.0	0.5	5.083	A
				C	3	0.68	1589	675	0.004	3	3	0.0	0.0	4.998	A
				D	237	59	3148	1323	0.179	237	244	0.0	0.3	4.851	A
D	Entry	1	1	A	10	2	2918	1538	0.006	10	10	0.0	0.0	3.880	A
				B	238	59	3169	1631	0.146	238	246	0.0	0.2	3.733	A
				C	405	101	3169	1649	0.246	404	398	0.0	0.5	3.760	A
				D	28	7	3169	1669	0.017	28	28	0.0	0.0	3.645	A

18:00 - 18:15

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1240	689	0.017	12	13	0.0	0.0	5.454	A
				C	30	8	1291	714	0.042	30	30	0.0	0.0	5.492	A
				D	10	2	1240	700	0.014	10	13	0.0	0.0	5.536	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	11	3	1196	604	0.019	11	11	0.4	0.0	7.473	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	190	48	1299	629	0.302	190	203	0.4	0.5	8.629	A
C	Entry	1	1	A	38	10	3148	1326	0.029	38	37	0.8	0.1	6.224	A
				B	338	84	3148	1307	0.258	338	344	0.8	0.5	5.878	A
				C	3	0.77	1496	627	0.005	3	3	0.0	0.0	4.352	A
				D	291	73	3148	1309	0.223	290	298	0.8	0.6	5.869	A
D	Entry	1	1	A	10	3	2856	1489	0.007	10	10	0.0	0.0	4.438	A
				B	293	73	3169	1606	0.182	292	300	0.8	0.4	4.625	A
				C	484	121	3169	1626	0.297	485	492	0.8	0.5	4.489	A
				D	35	9	3169	1650	0.021	34	36	0.8	0.1	4.285	A

18:15 - 18:30

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	4	1240	568	0.025	14	15	0.1	0.0	7.157	A
				C	30	7	1291	593	0.050	29	35	0.1	0.1	6.987	A
				D	14	3	1265	576	0.024	14	16	0.1	0.0	6.801	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	13	3	1273	619	0.021	13	14	0.5	0.1	9.077	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	226	56	1299	601	0.376	221	245	0.5	0.8	9.966	A
C	Entry	1	1	A	49	12	3148	1303	0.037	47	50	1.2	0.2	8.227	A
				B	410	102	3148	1288	0.318	409	413	1.2	1.0	8.088	A
				C	4	0.95	1808	746	0.005	4	3	0.0	0.0	9.292	A
				D	360	90	3148	1292	0.279	360	362	1.2	0.8	8.129	A
D	Entry	1	1	A	14	3	3107	1574	0.009	14	15	1.0	0.0	7.175	A
				B	355	89	3169	1577	0.225	359	374	1.0	0.4	6.352	A
				C	588	147	3169	1593	0.370	592	590	1.0	0.8	6.450	A
				D	47	12	3169	1604	0.029	48	46	1.0	0.0	6.370	A

18:30 - 18:45

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	13	3	1278	590	0.022	13	16	0.1	0.0	6.862	A
				C	34	8	1291	601	0.056	34	33	0.1	0.0	7.243	A
				D	12	3	1214	558	0.022	12	13	0.1	0.0	7.154	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	14	4	1260	614	0.023	15	15	0.9	0.0	10.149	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	225	56	1299	603	0.373	226	243	0.9	0.6	10.209	B
C	Entry	1	1	A	49	12	3148	1303	0.038	49	49	1.9	0.0	7.413	A
				B	406	101	3148	1287	0.315	407	420	1.9	0.8	7.424	A
				C	4	0.98	1839	760	0.005	4	3	0.0	0.0	6.877	A
				D	356	89	3148	1289	0.276	356	357	1.9	0.5	7.347	A
D	Entry	1	1	A	14	4	3075	1557	0.009	14	14	1.2	0.0	6.065	A
				B	348	87	3169	1571	0.221	346	362	1.2	0.6	6.170	A
				C	586	147	3169	1587	0.370	582	588	1.2	1.1	6.091	A
				D	45	11	3169	1603	0.028	45	45	0.0	0.0	5.887	A

18:45 - 19:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	11	3	1291	723	0.015	11	14	0.1	0.0	5.894	A
				C	29	7	1291	720	0.040	28	31	0.1	0.0	5.585	A
				D	13	3	1201	667	0.019	12	11	0.1	0.0	5.848	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	14	3	1260	640	0.021	14	12	0.6	0.0	9.555	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	183	46	1299	630	0.290	183	204	0.6	0.4	8.915	A
C	Entry	1	1	A	41	10	3148	1323	0.031	41	39	1.4	0.1	5.432	A
				B	344	86	3148	1311	0.263	343	348	1.4	0.7	5.872	A
				C	3	0.68	1558	652	0.004	3	2	1.4	0.0	5.598	A
				D	291	73	3148	1308	0.223	288	295	1.4	0.7	5.874	A
D	Entry	1	1	A	11	3	3013	1562	0.007	11	11	1.8	0.0	4.754	A
				B	286	72	3169	1608	0.178	287	298	1.8	0.2	4.701	A
				C	469	117	3169	1624	0.288	469	480	1.8	0.4	4.594	A
				D	32	8	3169	1644	0.020	32	35	1.8	0.0	4.612	A

19:00 - 19:15

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	11	3	1252	784	0.014	11	12	0.1	0.0	4.961	A
				C	22	6	1291	819	0.027	22	26	0.1	0.0	5.049	A
				D	10	2	1278	800	0.012	10	12	0.1	0.0	4.847	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	11	3	1170	612	0.017	10	9	0.4	0.1	8.282	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	147	37	1299	646	0.227	147	166	0.4	0.4	7.996	A
C	Entry	1	1	A	32	8	3148	1339	0.024	32	32	1.5	0.0	4.597	A
				B	284	71	3148	1327	0.214	283	287	1.5	0.3	4.634	A
				C	2	0.42	1465	620	0.003	2	3	1.5	0.0	4.606	A
				D	232	58	3148	1326	0.175	234	245	1.5	0.2	4.636	A
D	Entry	1	1	A	9	2	2950	1562	0.006	9	10	0.0	0.0	3.758	A
				B	246	62	3169	1641	0.150	246	254	0.7	0.3	3.731	A
				C	398	100	3169	1666	0.239	396	405	0.7	0.4	3.675	A
				D	30	8	3169	1681	0.018	31	31	0.7	0.0	3.839	A

2030 | Base (TEMPro) + Committed Devs + Sea Link | PM Network Peak

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	Arm C	Arm C: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Simulation	Arm D	Arm D: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	630.20	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	630.20	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2030	Base (TEMPro) + Committed Devs + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	80	100.000
B		ONE HOUR	✓	406	100.000
C		ONE HOUR	✓	1628	100.000
D		ONE HOUR	✓	1559	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	13	35	32
	B	13	0	0	393
	C	65	853	3	707
	D	30	651	878	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			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	3
	C	0	1	0	1
	D	0	2	1	33

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	26.81	0.8	D	74	111
B	35.90	5.0	E	376	564
C	1083.59	417.1	F	1494	2241
D	347.42	144.9	F	1428	2142

Main Results for each time segment

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
A	59	15	1781	58	61	81	0.0	0.2	9.852	A
B	308	77	703	310	314	1136	0.0	0.9	11.687	B
C	1234	308	331	1204	1183	681	0.0	14.7	32.163	D
D	1167	292	699	1163	1173	836	0.0	3.7	11.830	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
A	72	18	2014	71	77	87	0.2	0.3	16.316	C
B	367	92	842	368	376	1243	0.9	1.7	17.006	C
C	1447	362	398	1267	1272	812	14.7	66.8	123.360	F
D	1405	351	731	1370	1370	934	3.7	16.6	31.771	D

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
A	94	24	2082	91	94	91	0.3	0.8	25.873	D
B	454	114	918	456	460	1255	1.7	3.8	28.829	D
C	1804	451	492	1216	1232	881	66.8	210.4	411.570	F
D	1720	430	701	1472	1483	1007	16.6	80.3	124.209	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
A	87	22	2078	87	93	92	0.8	0.5	26.814	D
B	456	114	899	447	463	1266	3.8	4.9	35.895	E
C	1802	451	481	1222	1232	866	210.4	357.7	840.307	F
D	1703	426	702	1467	1485	1000	80.3	144.7	282.555	F

17:45 - 18:00

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
A	71	18	2100	71	78	89	0.5	0.5	23.981	C
B	363	91	886	364	396	1286	4.9	1.6	21.768	C
C	1456	364	391	1250	1246	858	357.7	417.0	1083.585	F
D	1386	347	725	1465	1479	917	144.7	131.8	347.422	F

18:00 - 18:15

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
A	62	15	2055	61	68	91	0.5	0.4	23.764	C
B	307	77	852	309	325	1265	1.6	1.1	14.001	B
C	1226	306	334	1283	1283	827	417.0	407.5	853.897	F
D	1178	294	723	1423	1464	893	131.8	67.3	241.844	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

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
A	Entry	1	1	A, B, C, D	59	405	0.146	58	61	0.0	0.2	9.852	A
	Exit	1	1		81			81	79	0.0	0.0	0.000	A
B	Entry	1	1	C	0	626	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	308	606	0.509	310	314	0.0	0.9	11.687	B
	Exit	1	1		1136			1136	1124	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1234	1278	0.965	1204	1183	0.0	14.7	32.163	D
	Exit	1	1		681			681	684	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1167	1473	0.792	1163	1173	0.0	3.7	11.830	B
	Exit	1	1		836			836	842	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
A	Entry	1	1	A, B, C, D	72	290	0.249	71	77	0.2	0.3	16.316	C
	Exit	1	1		87			87	87	0.0	0.0	0.000	A
B	Entry	1	1	C	0	595	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	367	579	0.632	368	376	0.9	1.7	17.006	C
	Exit	1	1		1243			1243	1254	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1447	1254	1.154	1267	1272	14.7	66.8	123.360	F
	Exit	1	1		812			812	807	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1405	1459	0.964	1370	1370	3.7	16.6	31.771	D
	Exit	1	1		934			934	947	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
A	Entry	1	1	A, B, C, D	94	255	0.369	91	94	0.3	0.8	25.873	D
	Exit	1	1		91			91	89	0.0	0.0	0.000	A
B	Entry	1	1	C	0	579	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	454	564	0.807	456	460	1.7	3.8	28.829	D
	Exit	1	1		1255			1255	1282	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1804	1216	1.481	1216	1232	66.8	210.4	411.570	F
	Exit	1	1		881			881	880	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1720	1474	1.167	1472	1483	16.6	80.3	124.209	F
	Exit	1	1		1007			1007	1018	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
A	Entry	1	1	A, B, C, D	87	258	0.336	87	93	0.8	0.5	26.814	D
	Exit	1	1		92			92	91	0.0	0.0	0.000	A
B	Entry	1	1	C	0	583	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	456	567	0.805	447	463	3.8	4.9	35.895	E
	Exit	1	1		1266			1266	1290	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1802	1220	1.475	1222	1232	210.4	357.7	840.307	F
	Exit	1	1		866			866	872	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1703	1474	1.158	1467	1485	80.3	144.7	282.555	F
	Exit	1	1		1000			1000	1020	0.0	0.0	0.000	A

17:45 - 18:00

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
A	Entry	1	1	A, B, C, D	71	247	0.289	71	78	0.5	0.5	23.981	C
	Exit	1	1		89			89	90	0.0	0.0	0.000	A
B	Entry	1	1	C	0	586	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	363	569	0.639	364	396	4.9	1.6	21.768	C
	Exit	1	1		1286			1286	1293	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1456	1256	1.159	1250	1246	357.7	417.0	1083.585	F
	Exit	1	1		858			858	861	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1386	1463	0.950	1465	1479	144.7	131.8	347.422	F
	Exit	1	1		917			917	956	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A, B, C, D	62	268	0.230	61	68	0.5	0.4	23.764	C
	Exit	1	1		91			91	88	0.0	0.0	0.000	A
B	Entry	1	1	C	0	593	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	307	578	0.533	309	325	1.6	1.1	14.001	B
	Exit	1	1		1265			1265	1298	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1226	1277	0.961	1283	1283	417.0	407.5	853.897	F
	Exit	1	1		827			827	853	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1178	1462	0.807	1423	1464	131.8	67.3	241.844	F
	Exit	1	1		893			893	901	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	9	2	1154	377	0.023	9	10	0.0	0.0	9.956	A
				C	28	7	1291	404	0.070	28	28	0.0	0.1	9.591	A
				D	22	5	1291	402	0.055	21	23	0.0	0.1	10.118	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	11	3	1187	574	0.019	11	10	0.0	0.0	11.639	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	297	74	1299	605	0.492	299	304	0.0	0.8	11.689	B
C	Entry	1	1	A	48	12	3148	1289	0.037	48	46	0.0	0.5	30.972	D
				B	654	164	3148	1279	0.512	638	619	0.0	7.6	32.171	D
				C	2	0.44	1459	598	0.003	2	3	0.0	0.0	31.523	D
				D	530	132	3148	1277	0.414	516	515	0.0	6.6	32.263	D
D	Entry	1	1	A	22	5	3169	1500	0.015	22	23	0.0	0.1	11.474	B
				B	490	122	3169	1460	0.335	490	496	0.0	1.5	11.916	B
				C	655	164	3169	1482	0.442	651	654	0.0	2.1	11.778	B
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1239	285	0.042	12	13	0.2	0.1	16.628	C
				C	30	8	1291	298	0.101	29	33	0.2	0.2	15.858	C
				D	30	8	1291	292	0.103	30	32	0.2	0.1	16.662	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	11	3	1230	567	0.020	11	12	0.9	0.0	16.380	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	355	89	1299	580	0.612	357	364	0.9	1.6	17.027	C
C	Entry	1	1	A	57	14	3148	1266	0.045	52	50	14.7	2.5	123.633	F
				B	759	190	3148	1253	0.606	666	668	14.7	35.0	123.260	F
				C	3	0.75	1417	571	0.005	2	2	14.7	0.2	121.527	F
				D	629	157	3148	1254	0.501	548	552	14.7	29.1	123.465	F
D	Entry	1	1	A	25	6	3169	1483	0.017	24	25	3.7	0.3	31.897	D
				B	583	146	3169	1453	0.402	565	573	3.7	7.2	31.847	D
				C	796	199	3169	1462	0.545	781	772	3.7	9.2	31.710	D
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	3	1274	251	0.055	14	15	0.3	0.1	26.340	D
				C	43	11	1291	263	0.163	41	42	0.3	0.4	25.561	D
				D	38	9	1291	260	0.145	37	37	0.3	0.2	26.040	D
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	14	4	1282	573	0.025	15	14	1.7	0.1	27.217	D
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	440	110	1299	563	0.783	441	446	1.7	3.7	28.881	D
C	Entry	1	1	A	69	17	3148	1229	0.056	48	46	66.8	8.1	408.756	F
				B	950	238	3148	1217	0.780	636	647	66.8	110.8	411.480	F
				C	3	0.85	1501	591	0.006	3	2	66.8	0.4	416.922	F
				D	781	195	3148	1214	0.641	529	535	66.8	91.1	411.904	F
D	Entry	1	1	A	34	9	3169	1497	0.023	28	29	16.6	1.6	125.633	F
				B	717	179	3169	1465	0.490	606	619	16.6	33.7	124.534	F
				C	969	242	3169	1479	0.655	838	835	16.6	45.0	123.919	F
				D	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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	13	3	1265	263	0.051	14	15	0.8	0.1	26.666	D
				C	40	10	1291	267	0.149	39	42	0.8	0.3	26.745	D
				D	33	8	1291	255	0.131	34	36	0.8	0.2	26.956	D
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	16	4	1256	565	0.028	16	15	3.8	0.1	33.470	D
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	440	110	1299	567	0.777	432	448	3.8	4.8	35.979	E
C	Entry	1	1	A	70	18	3148	1232	0.057	47	47	210.4	14.3	845.239	F
				B	943	236	3148	1219	0.773	636	646	210.4	187.5	840.530	F
				C	3	0.85	1480	577	0.006	3	2	209.9	0.7	832.453	F
				D	785	196	3148	1219	0.643	535	536	210.4	155.2	839.622	F
D	Entry	1	1	A	33	8	3169	1494	0.022	28	28	80.3	3.0	284.359	F
				B	715	179	3169	1465	0.489	615	629	80.3	61.3	282.629	F
				C	955	239	3169	1480	0.646	824	828	80.3	80.5	282.436	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	12	3	1248	255	0.047	11	12	0.5	0.1	22.200	C
				C	33	8	1291	259	0.127	33	34	0.5	0.2	24.422	C
				D	27	7	1291	253	0.106	27	32	0.5	0.1	24.219	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	12	3	1273	576	0.021	12	11	4.9	0.1	22.308	C
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	352	88	1299	569	0.618	352	385	4.9	1.6	21.752	C
C	Entry	1	1	A	55	14	3148	1265	0.044	48	49	357.7	16.6	1088.794	F
				B	758	190	3148	1255	0.604	662	655	357.7	217.4	1082.377	F
				C	3	0.64	1417	563	0.005	2	2	357.4	0.9	1094.358	F
				D	640	160	3148	1257	0.510	538	540	357.7	182.0	1084.506	F
D	Entry	1	1	A	23	6	3169	1490	0.015	29	29	144.7	2.2	349.380	F
				B	579	145	3169	1458	0.400	612	625	144.7	55.2	347.500	F
				C	784	196	3169	1467	0.535	824	825	144.7	74.4	347.298	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	9	2	1231	242	0.035	9	11	0.5	0.0	26.426	D
				C	27	7	1291	260	0.105	27	30	0.5	0.2	22.793	C
				D	26	6	1282	258	0.100	25	27	0.5	0.2	23.830	C
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	9	2	1178	531	0.017	9	9	1.6	0.0	14.137	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	298	75	1299	577	0.518	300	316	1.6	1.1	13.996	B
C	Entry	1	1	A	48	12	3148	1291	0.037	55	52	416.9	16.3	845.334	F
				B	639	160	3148	1277	0.501	657	670	417.0	212.2	854.501	F
				C	2	0.60	1605	655	0.004	3	3	416.1	0.8	835.286	F
				D	537	134	3148	1277	0.421	569	558	417.0	178.3	853.695	F
D	Entry	1	1	A	23	6	3169	1478	0.015	27	27	131.7	1.3	242.235	F
				B	503	126	3169	1453	0.347	599	618	131.8	28.9	241.385	F
				C	652	163	3169	1469	0.444	797	819	131.8	37.1	242.177	F
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 | Base (TEMPro) + Committed Devs + Sea Link | PM Development Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	76.16	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	76.16	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2030	Base (TEMPro) + Committed Devs + Sea Link	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	55	100.000
B		ONE HOUR	✓	237	100.000
C		ONE HOUR	✓	1244	100.000
D		ONE HOUR	✓	1025	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	13	30	12
	B	13	0	0	224
	C	43	706	3	492
	D	13	419	553	41

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			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	4
	C	0	1	0	0
	D	0	1	1	0

Cyclist %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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)
A	12.62	0.2	B	51	76
B	11.01	0.7	B	217	326
C	144.98	61.6	F	1142	1713
D	11.61	3.6	B	938	1406

Main Results for each time segment

17:45 - 18:00

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
A	43	11	1300	43	43	52	0.0	0.1	6.048	A
B	180	45	482	180	184	861	0.0	0.4	7.653	A
C	937	234	220	935	934	442	0.0	2.6	8.910	A
D	773	193	579	773	775	577	0.0	0.9	4.634	A

18:00 - 18:15

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
A	49	12	1547	49	55	62	0.1	0.1	7.211	A
B	208	52	572	207	225	1024	0.4	0.6	8.662	A
C	1111	278	255	1114	1123	524	2.6	6.1	18.279	C
D	920	230	687	922	933	682	0.9	1.5	6.385	A

18:15 - 18:30

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
A	61	15	1831	60	67	76	0.1	0.2	10.593	B
B	264	66	698	266	277	1193	0.6	0.7	10.732	B
C	1372	343	323	1271	1263	642	6.1	37.5	69.697	F
D	1123	281	785	1123	1133	809	1.5	3.6	11.205	B

18:30 - 18:45

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
A	61	15	1840	61	66	75	0.2	0.2	12.619	B
B	260	65	701	261	277	1200	0.7	0.7	11.005	B
C	1369	342	319	1283	1286	644	37.5	61.7	144.975	F
D	1125	281	792	1123	1145	810	3.6	3.6	11.614	B

18:45 - 19:00

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
A	49	12	1617	49	56	67	0.2	0.1	9.618	A
B	213	53	570	214	228	1096	0.7	0.5	8.984	A
C	1123	281	262	1253	1271	522	61.7	27.7	126.123	F
D	919	230	766	917	944	748	3.6	1.8	7.378	A

19:00 - 19:15

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
A	43	11	1307	42	49	55	0.1	0.1	7.075	A
B	178	45	478	179	193	871	0.5	0.3	7.979	A
C	938	235	219	966	1046	438	27.7	3.0	31.642	D
D	766	191	593	768	790	591	1.8	0.9	5.161	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:45 - 18:00

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
A	Entry	1	1	A, B, C, D	43	646	0.067	43	43	0.0	0.1	6.048	A
	Exit	1	1		52			52	51	0.0	0.0	0.000	A
B	Entry	1	1	C	0	674	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	180	650	0.277	180	184	0.0	0.4	7.653	A
	Exit	1	1		861			861	864	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	937	1324	0.708	935	934	0.0	2.6	8.910	A
	Exit	1	1		442			442	442	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	773	1537	0.503	773	775	0.0	0.9	4.634	A
	Exit	1	1		577			577	577	0.0	0.0	0.000	A

18:00 - 18:15

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
A	Entry	1	1	A, B, C, D	49	523	0.094	49	55	0.1	0.1	7.211	A
	Exit	1	1		62			62	62	0.0	0.0	0.000	A
B	Entry	1	1	C	0	654	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	208	630	0.331	207	225	0.4	0.6	8.662	A
	Exit	1	1		1024			1024	1035	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1111	1312	0.847	1114	1123	2.6	6.1	18.279	C
	Exit	1	1		524			524	536	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	920	1484	0.620	922	933	0.9	1.5	6.385	A
	Exit	1	1		682			682	702	0.0	0.0	0.000	A

18:15 - 18:30

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
A	Entry	1	1	A, B, C, D	61	382	0.159	60	67	0.1	0.2	10.593	B
	Exit	1	1		76			76	74	0.0	0.0	0.000	A
B	Entry	1	1	C	0	627	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	264	604	0.437	266	277	0.6	0.7	10.732	B
	Exit	1	1		1193			1193	1198	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1372	1285	1.068	1271	1263	6.1	37.5	69.697	F
	Exit	1	1		642			642	652	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1123	1438	0.781	1123	1133	1.5	3.6	11.205	B
	Exit	1	1		809			809	817	0.0	0.0	0.000	A

18:30 - 18:45

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
A	Entry	1	1	A, B, C, D	61	378	0.162	61	66	0.2	0.2	12.619	B
	Exit	1	1		75			75	74	0.0	0.0	0.000	A
B	Entry	1	1	C	0	626	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	260	602	0.431	261	277	0.7	0.7	11.005	B
	Exit	1	1		1200			1200	1218	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1369	1287	1.064	1283	1286	37.5	61.7	144.975	F
	Exit	1	1		644			644	657	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	1125	1436	0.784	1123	1145	3.6	3.6	11.614	B
	Exit	1	1		810			810	826	0.0	0.0	0.000	A

18:45 - 19:00

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
A	Entry	1	1	A, B, C, D	49	489	0.100	49	56	0.2	0.1	9.618	A
	Exit	1	1		67			67	67	0.0	0.0	0.000	A
B	Entry	1	1	C	0	655	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	213	632	0.338	214	228	0.7	0.5	8.984	A
	Exit	1	1		1096			1096	1124	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	1123	1308	0.858	1253	1271	61.7	27.7	126.123	F
	Exit	1	1		522			522	541	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	919	1448	0.635	917	944	3.6	1.8	7.378	A
	Exit	1	1		748			748	766	0.0	0.0	0.000	A

19:00 - 19:15

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
A	Entry	1	1	A, B, C, D	43	642	0.066	42	49	0.1	0.1	7.075	A
	Exit	1	1		55			55	56	0.0	0.0	0.000	A
B	Entry	1	1	C	0	675	0.000	0	0	0.0	0.0	0.000	A
			2	A, B, C, D	178	651	0.273	179	193	0.5	0.3	7.979	A
	Exit	1	1		871			871	931	0.0	0.0	0.000	A
C	Entry	1	1	A, B, C, D	938	1325	0.708	966	1046	27.7	3.0	31.642	D
	Exit	1	1		438			438	454	0.0	0.0	0.000	A
D	Entry	1	1	A, B, C, D	766	1530	0.501	768	790	1.8	0.9	5.161	A
	Exit	1	1		591			591	636	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

17:45 - 18:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	11	3	1215	613	0.018	11	11	0.0	0.0	6.315	A
				C	23	6	1287	645	0.036	23	23	0.0	0.0	5.863	A
				D	9	2	1149	582	0.015	9	9	0.0	0.0	6.210	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	10	3	1189	618	0.016	10	10	0.0	0.0	7.479	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	170	42	1299	649	0.262	170	174	0.0	0.4	7.663	A
C	Entry	1	1	A	32	8	3148	1334	0.024	32	32	0.0	0.1	8.908	A
				B	534	134	3148	1318	0.406	534	536	0.0	1.4	8.928	A
				C	3	0.66	1361	576	0.005	3	2	0.0	0.0	8.751	A
				D	368	92	3148	1332	0.276	367	364	0.0	1.0	8.885	A
D	Entry	1	1	A	10	3	2878	1412	0.007	10	10	0.0	0.0	4.288	A
				B	316	79	3169	1536	0.206	316	318	0.0	0.4	4.620	A
				C	415	104	3169	1536	0.270	416	417	0.0	0.5	4.654	A
				D	31	8	3169	1554	0.020	31	30	0.0	0.0	4.605	A

18:00 - 18:15

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	13	3	1228	504	0.025	13	13	0.1	0.0	6.967	A
				C	25	6	1291	523	0.048	25	29	0.1	0.1	7.248	A
				D	11	3	1218	500	0.022	11	12	0.1	0.0	7.392	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	12	3	1236	622	0.019	11	12	0.4	0.0	8.283	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	197	49	1299	628	0.313	195	213	0.4	0.6	8.683	A
C	Entry	1	1	A	39	10	3148	1317	0.030	38	39	2.6	0.3	18.652	C
				B	633	158	3148	1306	0.484	634	640	2.6	3.5	18.339	C
				C	3	0.68	1513	633	0.004	3	3	2.6	0.0	18.308	C
				D	437	109	3148	1319	0.331	438	440	2.6	2.3	18.159	C
D	Entry	1	1	A	12	3	2975	1409	0.009	12	11	0.9	0.0	6.586	A
				B	377	94	3169	1484	0.254	378	381	0.9	0.6	6.357	A
				C	495	124	3169	1484	0.334	496	504	0.9	0.8	6.392	A
				D	36	9	3169	1502	0.024	36	37	0.9	0.0	6.514	A

18:15 - 18:30

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	15	4	1281	391	0.039	15	17	0.1	0.1	10.711	B
				C	33	8	1291	386	0.085	33	36	0.1	0.1	10.503	B
				D	13	3	1264	384	0.033	13	14	0.1	0.0	10.686	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	16	4	1259	608	0.026	16	15	0.6	0.0	10.160	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	249	62	1299	602	0.412	250	262	0.6	0.7	10.766	B
C	Entry	1	1	A	50	12	3148	1293	0.039	46	45	6.1	1.4	69.993	F
				B	777	194	3148	1279	0.607	720	719	6.1	21.3	69.722	F
				C	3	0.86	1715	707	0.005	3	3	6.1	0.1	71.878	F
				D	542	135	3148	1293	0.419	503	496	6.1	14.8	69.622	F
D	Entry	1	1	A	14	4	3088	1419	0.010	14	14	1.5	0.1	11.253	B
				B	460	115	3169	1436	0.320	459	462	1.5	1.6	11.299	B
				C	605	151	3169	1438	0.421	606	612	1.5	1.8	11.131	B
				D	44	11	3169	1453	0.030	44	44	1.5	0.2	11.232	B

18:30 - 18:45

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	14	4	1254	365	0.039	14	16	0.2	0.0	12.825	B
				C	33	8	1291	378	0.087	33	36	0.2	0.1	12.625	B
				D	14	3	1264	368	0.038	14	14	0.2	0.0	12.377	B
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	15	4	1256	604	0.024	15	15	0.7	0.0	10.217	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	245	61	1299	600	0.408	246	262	0.7	0.7	11.051	B
C	Entry	1	1	A	48	12	3148	1293	0.037	47	45	37.5	2.0	143.502	F
				B	778	194	3148	1281	0.607	727	732	37.5	35.1	145.033	F
				C	3	0.84	1747	717	0.005	3	3	37.6	0.1	133.585	F
				D	540	135	3148	1295	0.417	506	505	37.5	24.4	145.095	F
D	Entry	1	1	A	14	3	3105	1420	0.010	13	14	3.6	0.1	11.419	B
				B	458	115	3169	1436	0.319	459	469	3.6	1.4	11.672	B
				C	609	152	3169	1434	0.425	608	617	3.6	2.0	11.606	B
				D	44	11	3169	1450	0.030	44	44	3.6	0.2	11.174	B

18:45 - 19:00

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	10	3	1245	457	0.023	10	13	0.2	0.0	9.589	A
				C	28	7	1291	489	0.057	28	31	0.2	0.1	9.528	A
				D	11	3	1231	455	0.023	11	12	0.2	0.0	9.875	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	12	3	1252	630	0.020	12	12	0.7	0.0	8.678	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	201	50	1299	631	0.319	202	215	0.7	0.5	9.002	A
C	Entry	1	1	A	38	9	3148	1317	0.029	42	42	61.7	1.0	124.761	F
				B	636	159	3148	1302	0.489	708	724	61.7	15.7	126.068	F
				C	3	0.77	1683	700	0.004	3	3	61.8	0.1	122.889	F
				D	446	111	3148	1317	0.338	499	501	61.7	10.9	126.339	F
D	Entry	1	1	A	12	3	2991	1379	0.009	12	12	3.6	0.0	7.363	A
				B	376	94	3169	1447	0.260	377	387	3.6	0.7	7.450	A
				C	493	123	3169	1447	0.341	491	507	3.6	1.0	7.332	A
				D	37	9	3169	1461	0.025	37	38	3.6	0.1	7.259	A

19:00 - 19:15

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
A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	10	2	1215	578	0.017	10	12	0.1	0.0	7.278	A
				C	23	6	1291	632	0.037	23	26	0.1	0.1	6.988	A
				D	10	2	1231	584	0.016	10	11	0.1	0.0	7.064	A
B	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	10	3	1222	633	0.016	10	10	0.5	0.0	7.790	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				D	168	42	1299	649	0.258	168	182	0.5	0.3	7.990	A
C	Entry	1	1	A	34	8	3148	1332	0.025	35	36	27.7	0.1	31.321	D
				B	531	133	3148	1319	0.403	546	596	27.7	1.7	31.538	D
				C	2	0.48	1465	618	0.003	2	3	27.7	0.0	38.695	E
				D	372	93	3148	1333	0.279	383	411	27.7	1.2	31.777	D
D	Entry	1	1	A	9	2	2926	1407	0.007	9	10	1.8	0.0	5.206	A
				B	314	78	3169	1528	0.206	315	323	1.8	0.3	5.135	A
				C	412	103	3169	1528	0.270	413	426	1.8	0.6	5.175	A
				D	31	8	3169	1541	0.020	31	32	1.8	0.0	5.230	A

C.3 A256/Ramsgate Road/Jutes Lane (Ebbsfleet) Roundabout

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: Sea Link_Ebbsfleet Roundabout_v3Cal_WG.j11
Path: \\?\UNC\na.aecomnet.com\lfs\EMEA\Chelmsford-UKCHF1\Legacy\CM-MAN-002\WIP\CTB_CHE_eng\Transport Consultancy Projects\Job Folders_606\60606139 - SEA Link\400 - Technical\32 Jct Modelling\Junction Models\Kent\Models\V3\Calibration
Report generation date: 10/03/2026 14:40:15

»2024 | Base | AM Development Peak
»2024 | Base | AM Network Peak
»2024 | Base | PM Network Peak
»2024 | Base | PM Development Peak
»2030 | Base (TEMPro) | AM Development Peak
»2030 | Base (TEMPro) | AM Network Peak
»2030 | Base (TEMPro) | PM Network Peak
»2030 | Base (TEMPro) | PM Development Peak
»2030 | Base (TEMPro) + Committed Devs | AM Development Peak
»2030 | Base (TEMPro) + Committed Devs | AM Network Peak
»2030 | Base (TEMPro) + Committed Devs | PM Network Peak
»2030 | Base (TEMPro) + Committed Devs | PM Development Peak
»2030 | Base (TEMPro) + Sea Link (Peak) | AM Development Peak
»2030 | Base (TEMPro) + Sea Link (Peak) | AM Network Peak
»2030 | Base (TEMPro) + Sea Link (Peak) | PM Network Peak
»2030 | Base (TEMPro) + Sea Link (Peak) | PM Development Peak
»2030 | Base (TEMPro) + Committed Devs + Sea Link (Peak) | AM Development Peak
»2030 | Base (TEMPro) + Committed Devs + Sea Link (Peak) | AM Network Peak
»2030 | Base (TEMPro) + Committed Devs + Sea Link (Peak) | PM Network Peak
»2030 | Base (TEMPro) + Committed Devs + Sea Link (Peak) | PM Development Peak

Summary of junction performance

	AM Development Peak						AM Network Peak						PM Network Peak						PM Development Peak					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2024 - Base																							
Arm A	D1	2.3	5.02	0.69	A	-16 % [Arm B]	D2	1.9	4.68	0.66	A	-11 % [Arm B]	D3	0.7	2.61	0.40	A	27 % [Arm C]	D4	0.3	2.00	0.24	A	89 % [Arm B]
Arm B		12.2	164.31	1.01	F			5.2	80.24	0.87	F			0.9	15.42	0.46	C			0.4	10.19	0.31	B	
Arm C		1.3	4.05	0.56	A			2.2	5.95	0.69	A			3.1	7.10	0.76	A			0.6	2.83	0.39	A	
Arm D		0.0	7.47	0.02	A			0.2	11.61	0.15	B			0.1	13.50	0.06	B			0.0	0.00	0.00	A	
	2030 - Base (TEMPro)																							
Arm A	D5	2.9	6.12	0.75	A	-22 % [Arm B]	D6	2.5	5.56	0.71	A	-17 % [Arm B]	D7	0.8	2.77	0.43	A	17 % [Arm C]	D8	0.4	2.06	0.26	A	76 % [Arm B]
Arm B		31.2	370.37	1.22	F			13.6	180.91	1.03	F			1.1	17.79	0.52	C			0.5	10.86	0.34	B	
Arm C		1.5	4.50	0.61	A			2.9	7.20	0.74	A			4.4	9.40	0.82	A			0.7	2.98	0.42	A	
Arm D		0.0	8.08	0.02	A			0.2	13.67	0.18	B			0.1	15.57	0.07	C			0.0	0.00	0.00	A	
	2030 - Base (TEMPro) + Committed Devs																							
Arm A	D9	4.2	8.08	0.81	A	-26 % [Arm B]	D10	3.9	7.80	0.80	A	-23 % [Arm B]	D11	1.2	3.40	0.54	A	5 % [Arm B]	D12	0.5	2.31	0.35	A	45 % [Arm B]
Arm B		47.0	584.86	1.42	F			30.1	385.68	1.23	F			1.8	28.41	0.66	D			0.7	13.50	0.42	B	
Arm C		2.5	6.30	0.72	A			4.5	10.26	0.82	B			7.9	15.76	0.89	C			0.9	3.33	0.48	A	
Arm D		0.0	10.38	0.03	B			0.3	18.10	0.22	C			0.1	23.21	0.11	C			0.0	0.00	0.00	A	
	2030 - Base (TEMPro) + Committed Devs + Sea Link (Peak)																							
Arm A	D17	6.3	11.42	0.87	B	-29 % [Arm B]	D18	4.2	8.47	0.81	A	-26 % [Arm B]	D19	1.2	3.44	0.54	A	3 % [Arm B]	D20	0.5	2.33	0.35	A	24 % [Arm B]
Arm B		62.5	831.62	1.65	F			41.1	516.91	1.35	F			2.0	30.67	0.68	D			1.2	17.48	0.55	C	
Arm C		3.4	8.11	0.77	A			4.8	10.84	0.83	B			8.1	16.29	0.90	C			1.0	3.42	0.49	A	
Arm D		0.0	13.11	0.04	B			0.3	19.14	0.23	C			0.1	23.68	0.11	C			0.0	0.00	0.00	A	
	2030 - Base (TEMPro) + Sea Link (Peak)																							
Arm A	D13	4.1	7.89	0.81	A	-26 % [Arm B]	D14	2.7	5.92	0.73	A	-21 % [Arm B]	D15	0.8	2.81	0.44	A	17 % [Arm C]	D16	0.4	2.08	0.27	A	47 % [Arm B]
Arm B		45.8	568.63	1.40	F			22.2	271.23	1.13	F			1.1	18.73	0.54	C			0.8	13.28	0.46	B	
Arm C		1.9	5.30	0.65	A			3.0	7.51	0.75	A			4.5	9.61	0.82	A			0.7	3.05	0.43	A	
Arm D		0.0	9.59	0.03	A			0.2	14.34	0.18	B			0.1	16.73	0.08	C			0.0	0.00	0.00	A	

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

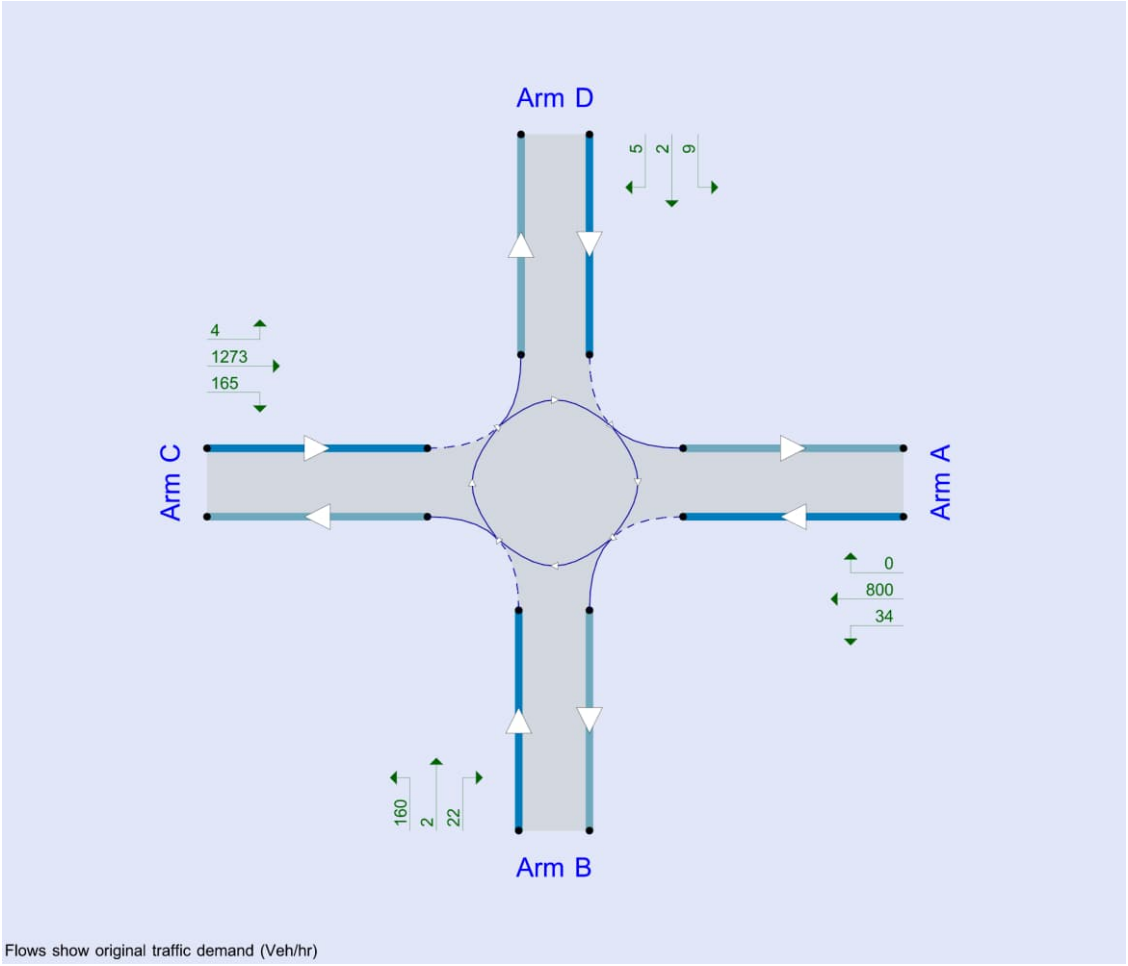
File summary

File Description

Title	
Location	
Site number	
Date	13/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\Catherine.Durbin
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



Flows show original traffic demand (Veh/hr)

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		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D2	2024	Base	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D3	2024	Base	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D4	2024	Base	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D5	2030	Base (TEMPro)	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D6	2030	Base (TEMPro)	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D7	2030	Base (TEMPro)	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D8	2030	Base (TEMPro)	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D9	2030	Base (TEMPro) + Committed Devs	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D10	2030	Base (TEMPro) + Committed Devs	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D11	2030	Base (TEMPro) + Committed Devs	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D12	2030	Base (TEMPro) + Committed Devs	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D13	2030	Base (TEMPro) + Sea Link (Peak)	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D14	2030	Base (TEMPro) + Sea Link (Peak)	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D15	2030	Base (TEMPro) + Sea Link (Peak)	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D16	2030	Base (TEMPro) + Sea Link (Peak)	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D17	2030	Base (TEMPro) + Committed Devs + Sea Link (Peak)	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D18	2030	Base (TEMPro) + Committed Devs + Sea Link (Peak)	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D19	2030	Base (TEMPro) + Committed Devs + Sea Link (Peak)	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D20	2030	Base (TEMPro) + Committed Devs + Sea Link (Peak)	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Analysis Set Details

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

2024 | Base | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	18.44	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-16	Arm B	18.44	C

Arms

Arms

Arm	Name	Description	No give-way line
A	A256 (N)		
B	Sandwich Road		
C	A256 (S)		
D	Jutes Lane		

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
A	8.03	10.04	3.9	24.7	54.2	50.0		
B	5.10	7.00	3.0	19.6	54.2	49.0		
C	7.28	8.04	5.0	17.7	54.2	52.0		
D	3.56	5.00	1.7	14.3	54.2	27.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.719	2503
B	0.555	1619
C	0.651	2166
D	0.491	1183

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
B	Percentage	Calibration adjustment	40.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM Development Peak	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1481	100.000
B		ONE HOUR	✓	246	100.000
C		ONE HOUR	✓	1034	100.000
D		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	13	1435	33
	B	7	0	238	1
	C	950	65	3	16
	D	3	0	5	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	4	12
	B	0	0	2	0
	C	5	2	0	6
	D	33	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.69	5.02	2.3	A	1359	2038
B	1.01	164.31	12.2	F	226	339
C	0.56	4.05	1.3	A	949	1423
D	0.02	7.47	0.0	A	8	12

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1115	279	56	2366	0.471	1111	720	0.0	0.9	2.860	A
B	185	46	1108	385	0.481	182	59	0.0	0.9	17.402	C
C	778	195	31	2037	0.382	776	1259	0.0	0.6	2.851	A
D	7	2	769	643	0.011	7	38	0.0	0.0	5.655	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1331	333	66	2358	0.565	1330	862	0.9	1.3	3.489	A
B	221	55	1326	336	0.659	218	70	0.9	1.8	29.643	D
C	930	232	38	2033	0.457	929	1506	0.6	0.8	3.257	A
D	8	2	920	579	0.014	8	46	0.0	0.0	6.301	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1631	408	81	2348	0.695	1627	1055	1.3	2.2	4.967	A
B	271	68	1622	268	1.010	244	86	1.8	8.4	101.267	F
C	1138	285	45	2027	0.562	1137	1822	0.8	1.3	4.035	A
D	10	2	1126	492	0.020	10	56	0.0	0.0	7.458	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1631	408	81	2348	0.695	1631	1057	2.2	2.3	5.017	A
B	271	68	1626	267	1.013	256	86	8.4	12.2	164.313	F
C	1138	285	46	2027	0.562	1138	1836	1.3	1.3	4.050	A
D	10	2	1128	492	0.020	10	56	0.0	0.0	7.471	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1331	333	67	2358	0.565	1335	866	2.3	1.3	3.530	A
B	221	55	1332	334	0.661	261	70	12.2	2.2	64.464	F
C	930	232	39	2032	0.458	931	1553	1.3	0.8	3.275	A
D	8	2	924	578	0.014	8	46	0.0	0.0	6.321	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1115	279	56	2366	0.471	1117	724	1.3	0.9	2.886	A
B	185	46	1114	384	0.482	190	59	2.2	1.0	19.013	C
C	778	195	32	2037	0.382	779	1272	0.8	0.6	2.867	A
D	7	2	773	642	0.011	7	38	0.0	0.0	5.668	A

2024 | Base | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	11.19	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-11	Arm B	11.19	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Base	AM Network Peak	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 (%)
A		ONE HOUR	✓	1364	100.000
B		ONE HOUR	✓	229	100.000
C		ONE HOUR	✓	1223	100.000
D		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	39	1298	27
	B	22	0	202	5
	C	1098	102	9	14
	D	27	3	18	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	3	5	15
	B	5	0	3	0
	C	9	2	44	21
	D	22	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.66	4.68	1.9	A	1252	1877
B	0.87	80.24	5.2	F	210	315
C	0.69	5.95	2.2	A	1122	1683
D	0.15	11.61	0.2	B	44	66

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1027	257	99	2306	0.445	1024	860	0.0	0.8	2.800	A
B	172	43	1015	397	0.435	169	108	0.0	0.7	15.646	C
C	921	230	40	1964	0.469	917	1144	0.0	0.9	3.428	A
D	36	9	923	544	0.066	36	34	0.0	0.1	7.078	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1226	307	118	2292	0.535	1225	1029	0.8	1.1	3.370	A
B	206	51	1214	351	0.586	204	129	0.7	1.3	23.981	C
C	1099	275	48	1959	0.561	1098	1369	0.9	1.3	4.175	A
D	43	11	1105	468	0.092	43	41	0.1	0.1	8.471	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1502	375	145	2272	0.661	1499	1258	1.1	1.9	4.638	A
B	252	63	1485	289	0.871	240	158	1.3	4.4	61.798	F
C	1347	337	58	1952	0.690	1343	1667	1.3	2.2	5.873	A
D	53	13	1351	365	0.145	53	50	0.1	0.2	11.523	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1502	375	145	2271	0.661	1502	1262	1.9	1.9	4.677	A
B	252	63	1489	289	0.874	249	159	4.4	5.2	80.236	F
C	1347	337	59	1951	0.690	1346	1678	2.2	2.2	5.948	A
D	53	13	1355	363	0.146	53	51	0.2	0.2	11.609	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1226	307	119	2291	0.535	1229	1036	1.9	1.2	3.399	A
B	206	51	1219	350	0.588	220	130	5.2	1.5	30.371	D
C	1099	275	50	1957	0.562	1103	1389	2.2	1.3	4.231	A
D	43	11	1112	465	0.093	43	42	0.2	0.1	8.541	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1027	257	100	2306	0.445	1028	865	1.2	0.8	2.820	A
B	172	43	1019	396	0.436	175	109	1.5	0.8	16.545	C
C	921	230	41	1963	0.469	922	1154	1.3	0.9	3.465	A
D	36	9	929	542	0.067	36	35	0.1	0.1	7.123	A

2024 | Base | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	6.25	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	27	Arm C	6.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024	Base	PM Network Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	835	100.000
B		ONE HOUR	✓	184	100.000
C		ONE HOUR	✓	1466	100.000
D		ONE HOUR	✓	16	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	1	34	800	0
	B	22	0	160	2
	C	1273	165	24	4
	D	9	2	5	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	1	0
	C	1	0	8	100
	D	11	50	60	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.40	2.61	0.7	A	766	1149
B	0.46	15.42	0.9	C	169	253
C	0.76	7.10	3.1	A	1345	2018
D	0.06	13.50	0.1	B	15	22

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	629	157	147	2349	0.268	627	979	0.0	0.4	2.088	A
B	139	35	623	501	0.276	137	151	0.0	0.4	9.839	A
C	1104	276	19	2126	0.519	1099	742	0.0	1.1	3.491	A
D	12	3	1114	481	0.025	12	4	0.0	0.0	7.669	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	751	188	176	2328	0.322	750	1171	0.4	0.5	2.281	A
B	165	41	746	474	0.349	165	180	0.4	0.5	11.625	B
C	1318	329	22	2124	0.621	1316	888	1.1	1.6	4.443	A
D	14	4	1333	398	0.036	14	5	0.0	0.0	9.372	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	919	230	215	2300	0.400	919	1432	0.5	0.7	2.605	A
B	203	51	913	436	0.465	201	221	0.5	0.8	15.249	C
C	1614	404	27	2121	0.761	1608	1087	1.6	3.1	6.943	A
D	18	4	1629	286	0.062	18	7	0.0	0.1	13.381	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	919	230	216	2299	0.400	919	1437	0.7	0.7	2.608	A
B	203	51	914	436	0.465	203	221	0.8	0.9	15.417	C
C	1614	404	28	2121	0.761	1614	1089	3.1	3.1	7.097	A
D	18	4	1635	284	0.062	18	7	0.1	0.1	13.502	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	751	188	177	2327	0.323	751	1179	0.7	0.5	2.286	A
B	165	41	747	474	0.349	167	181	0.9	0.5	11.778	B
C	1318	329	23	2124	0.621	1324	891	3.1	1.7	4.534	A
D	14	4	1341	395	0.036	14	5	0.1	0.0	9.459	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	629	157	148	2348	0.268	629	985	0.5	0.4	2.095	A
B	139	35	625	501	0.276	139	152	0.5	0.4	9.968	A
C	1104	276	19	2126	0.519	1106	746	1.7	1.1	3.535	A
D	12	3	1120	479	0.025	12	5	0.0	0.0	7.716	A

2024 | Base | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	3.27	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	89	Arm B	3.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024	Base	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	522	100.000
B		ONE HOUR	✓	144	100.000
C		ONE HOUR	✓	745	100.000
D		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	2	23	497	0
	B	35	0	109	0
	C	634	92	16	3
	D	1	0	2	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	2	0
	C	2	1	0	100
	D	100	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.24	2.00	0.3	A	479	718
B	0.31	10.19	0.4	B	132	198
C	0.39	2.83	0.6	A	684	1025
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	393	98	81	2398	0.164	392	504	0.0	0.2	1.794	A
B	108	27	387	552	0.196	107	86	0.0	0.2	8.086	A
C	561	140	28	2101	0.267	559	467	0.0	0.4	2.333	A
D	0	0	585	446	0.000	0	2	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	469	117	97	2387	0.197	469	603	0.2	0.2	1.876	A
B	129	32	463	535	0.242	129	103	0.2	0.3	8.866	A
C	670	167	33	2097	0.319	669	559	0.4	0.5	2.521	A
D	0	0	700	417	0.000	0	3	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	575	144	119	2372	0.242	574	738	0.2	0.3	2.003	A
B	159	40	567	512	0.310	158	127	0.3	0.4	10.165	B
C	820	205	41	2092	0.392	820	684	0.5	0.6	2.826	A
D	0	0	857	378	0.000	0	3	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	575	144	119	2372	0.242	575	739	0.3	0.3	2.003	A
B	159	40	567	512	0.310	159	127	0.4	0.4	10.194	B
C	820	205	41	2092	0.392	820	685	0.6	0.6	2.829	A
D	0	0	858	377	0.000	0	3	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	469	117	97	2387	0.197	470	604	0.3	0.2	1.876	A
B	129	32	463	535	0.242	130	103	0.4	0.3	8.904	A
C	670	167	33	2097	0.319	670	560	0.6	0.5	2.526	A
D	0	0	701	417	0.000	0	3	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	393	98	81	2398	0.164	393	506	0.2	0.2	1.794	A
B	108	27	388	552	0.197	109	87	0.3	0.2	8.134	A
C	561	140	28	2101	0.267	561	469	0.5	0.4	2.339	A
D	0	0	587	445	0.000	0	2	0.0	0.0	0.000	A

2030 | Base (TEMPro) | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	37.05	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-22	Arm B	37.05	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base (TEMPro)	AM Development Peak	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1595	100.000
B		ONE HOUR	✓	265	100.000
C		ONE HOUR	✓	1113	100.000
D		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	14	1545	36
	B	8	0	256	1
	C	1023	70	3	17
	D	3	0	5	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	4	12
	B	0	0	2	0
	C	5	2	0	6
	D	33	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.75	6.12	2.9	A	1464	2195
B	1.22	370.37	31.2	F	243	365
C	0.61	4.50	1.5	A	1021	1532
D	0.02	8.08	0.0	A	8	12

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1201	300	59	2363	0.508	1197	776	0.0	1.0	3.076	A
B	200	50	1193	366	0.545	195	63	0.0	1.1	20.552	C
C	838	209	34	2035	0.412	835	1354	0.0	0.7	2.995	A
D	7	2	828	618	0.011	7	41	0.0	0.0	5.886	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1434	358	71	2355	0.609	1432	928	1.0	1.5	3.890	A
B	238	60	1427	313	0.762	232	75	1.1	2.7	41.731	E
C	1001	250	41	2030	0.493	999	1618	0.7	1.0	3.489	A
D	8	2	991	549	0.015	8	49	0.0	0.0	6.648	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1756	439	87	2344	0.749	1751	1135	1.5	2.9	6.011	A
B	292	73	1745	240	1.214	232	92	2.7	17.6	187.879	F
C	1225	306	48	2025	0.605	1223	1929	1.0	1.5	4.476	A
D	10	2	1212	456	0.022	10	60	0.0	0.0	8.063	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1756	439	87	2344	0.749	1756	1137	2.9	2.9	6.120	A
B	292	73	1750	239	1.220	237	92	17.6	31.2	370.370	F
C	1225	306	49	2025	0.605	1225	1939	1.5	1.5	4.502	A
D	10	2	1214	455	0.022	10	60	0.0	0.0	8.080	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1434	358	71	2355	0.609	1439	933	2.9	1.6	3.954	A
B	238	60	1435	311	0.766	301	76	31.2	15.4	281.678	F
C	1001	250	44	2029	0.493	1003	1692	1.5	1.0	3.518	A
D	8	2	997	547	0.015	8	50	0.0	0.0	6.679	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1201	300	60	2363	0.508	1203	781	1.6	1.0	3.109	A
B	200	50	1199	365	0.547	256	63	15.4	1.3	49.001	E
C	838	209	37	2033	0.412	839	1418	1.0	0.7	3.016	A
D	7	2	834	616	0.011	7	42	0.0	0.0	5.911	A

2030 | Base (TEMPro) | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	19.95	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-17	Arm B	19.95	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base (TEMPro)	AM Network Peak	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 (%)
A		ONE HOUR	✓	1468	100.000
B		ONE HOUR	✓	246	100.000
C		ONE HOUR	✓	1317	100.000
D		ONE HOUR	✓	51	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	42	1397	29
	B	24	0	217	5
	C	1182	110	10	15
	D	29	3	19	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	3	5	15
	B	5	0	3	0
	C	9	2	44	21
	D	22	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.71	5.56	2.5	A	1347	2021
B	1.03	180.91	13.6	F	226	339
C	0.74	7.20	2.9	A	1208	1813
D	0.18	13.67	0.2	B	47	71

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1105	276	107	2301	0.480	1102	926	0.0	0.9	2.994	A
B	185	46	1092	379	0.489	182	116	0.0	0.9	17.933	C
C	992	248	43	1962	0.505	987	1230	0.0	1.0	3.681	A
D	39	10	994	515	0.075	38	37	0.0	0.1	7.549	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1320	330	128	2285	0.578	1318	1108	0.9	1.4	3.717	A
B	221	55	1306	330	0.671	218	139	0.9	1.9	31.014	D
C	1184	296	52	1956	0.605	1182	1472	1.0	1.5	4.638	A
D	46	12	1190	433	0.106	46	44	0.1	0.1	9.303	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1616	404	156	2263	0.714	1612	1352	1.4	2.4	5.488	A
B	271	68	1598	264	1.029	242	170	1.9	9.1	108.463	F
C	1450	363	61	1950	0.744	1445	1779	1.5	2.8	7.051	A
D	56	14	1452	322	0.175	56	54	0.1	0.2	13.503	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1616	404	157	2263	0.714	1616	1358	2.4	2.5	5.564	A
B	271	68	1602	263	1.032	253	171	9.1	13.6	180.906	F
C	1450	363	62	1949	0.744	1450	1793	2.8	2.9	7.201	A
D	56	14	1458	320	0.176	56	54	0.2	0.2	13.665	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1320	330	128	2284	0.578	1324	1119	2.5	1.4	3.765	A
B	221	55	1312	329	0.674	266	140	13.6	2.4	76.869	F
C	1184	296	58	1952	0.606	1189	1521	2.9	1.6	4.750	A
D	46	12	1202	428	0.108	46	46	0.2	0.1	9.451	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1105	276	107	2300	0.481	1107	932	1.4	0.9	3.021	A
B	185	46	1097	378	0.491	191	117	2.4	1.0	19.793	C
C	992	248	45	1961	0.506	994	1244	1.6	1.0	3.729	A
D	39	10	1001	512	0.075	39	37	0.1	0.1	7.610	A

2030 | Base (TEMPro) | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	7.84	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	17	Arm C	7.84	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	Base (TEMPro)	PM Network Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	900	100.000
B		ONE HOUR	✓	198	100.000
C		ONE HOUR	✓	1579	100.000
D		ONE HOUR	✓	17	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	1	37	862	0
	B	24	0	172	2
	C	1371	178	26	4
	D	10	2	5	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	1	0
	C	1	0	8	100
	D	11	0	60	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.43	2.77	0.8	A	826	1239
B	0.52	17.79	1.1	C	182	273
C	0.82	9.40	4.4	A	1449	2173
D	0.07	15.57	0.1	C	16	23

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	678	169	158	2342	0.289	676	1054	0.0	0.4	2.159	A
B	149	37	671	491	0.304	147	163	0.0	0.4	10.435	B
C	1189	297	20	2126	0.559	1184	799	0.0	1.3	3.802	A
D	13	3	1199	474	0.027	13	4	0.0	0.0	7.796	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	809	202	189	2319	0.349	809	1261	0.4	0.5	2.383	A
B	178	44	803	461	0.386	177	195	0.4	0.6	12.655	B
C	1419	355	24	2123	0.669	1417	956	1.3	2.0	5.073	A
D	15	4	1435	380	0.040	15	5	0.0	0.0	9.866	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	991	248	231	2289	0.433	990	1540	0.5	0.8	2.770	A
B	218	55	983	420	0.519	216	238	0.6	1.0	17.499	C
C	1739	435	30	2120	0.820	1729	1170	2.0	4.3	9.004	A
D	19	5	1752	254	0.074	19	7	0.0	0.1	15.310	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	991	248	232	2288	0.433	991	1548	0.8	0.8	2.774	A
B	218	55	984	420	0.519	218	239	1.0	1.1	17.790	C
C	1739	435	30	2120	0.820	1738	1173	4.3	4.4	9.404	A
D	19	5	1761	250	0.075	19	7	0.1	0.1	15.569	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	809	202	191	2318	0.349	810	1273	0.8	0.5	2.390	A
B	178	44	805	461	0.386	180	196	1.1	0.6	12.891	B
C	1419	355	24	2123	0.669	1429	960	4.4	2.1	5.258	A
D	15	4	1448	375	0.041	15	5	0.1	0.0	10.015	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	678	169	159	2341	0.289	678	1061	0.5	0.4	2.165	A
B	149	37	674	490	0.304	150	164	0.6	0.4	10.603	B
C	1189	297	20	2126	0.559	1192	803	2.1	1.3	3.867	A
D	13	3	1208	471	0.027	13	5	0.0	0.0	7.860	A

2030 | Base (TEMPro) | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	3.44	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	76	Arm B	3.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	Base (TEMPro)	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	562	100.000
B		ONE HOUR	✓	155	100.000
C		ONE HOUR	✓	802	100.000
D		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	2	25	535	0
	B	38	0	117	0
	C	683	99	17	3
	D	1	0	2	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	2	0
	C	2	1	0	100
	D	100	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.26	2.06	0.4	A	516	774
B	0.34	10.86	0.5	B	142	213
C	0.42	2.98	0.7	A	736	1104
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	423	106	87	2394	0.177	422	543	0.0	0.2	1.825	A
B	117	29	416	545	0.214	116	93	0.0	0.3	8.358	A
C	604	151	30	2100	0.288	602	502	0.0	0.4	2.402	A
D	0	0	630	434	0.000	0	2	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	505	126	104	2382	0.212	505	649	0.2	0.3	1.917	A
B	139	35	498	527	0.264	139	111	0.3	0.4	9.267	A
C	721	180	36	2096	0.344	720	601	0.4	0.5	2.617	A
D	0	0	754	403	0.000	0	3	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	619	155	128	2365	0.262	618	795	0.3	0.4	2.060	A
B	171	43	610	502	0.340	170	136	0.4	0.5	10.818	B
C	883	221	44	2091	0.422	882	736	0.5	0.7	2.977	A
D	0	0	923	361	0.000	0	3	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	619	155	128	2365	0.262	619	796	0.4	0.4	2.060	A
B	171	43	610	502	0.340	171	137	0.5	0.5	10.859	B
C	883	221	44	2091	0.422	883	737	0.7	0.7	2.979	A
D	0	0	924	361	0.000	0	3	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	505	126	104	2382	0.212	506	651	0.4	0.3	1.920	A
B	139	35	498	527	0.264	140	112	0.5	0.4	9.316	A
C	721	180	36	2096	0.344	722	602	0.7	0.5	2.622	A
D	0	0	755	403	0.000	0	3	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	423	106	87	2394	0.177	423	545	0.3	0.2	1.826	A
B	117	29	417	545	0.214	117	93	0.4	0.3	8.419	A
C	604	151	30	2100	0.288	604	504	0.5	0.4	2.407	A
D	0	0	632	434	0.000	0	2	0.0	0.0	0.000	A

2030 | Base (TEMPro) + Committed Devs | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	52.11	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-26	Arm B	52.11	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030	Base (TEMPro) + Committed Devs	AM Development Peak	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1732	100.000
B		ONE HOUR	✓	265	100.000
C		ONE HOUR	✓	1337	100.000
D		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	14	1682	36
	B	8	0	256	1
	C	1247	70	3	17
	D	3	0	5	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	4	12
	B	0	0	2	0
	C	4	2	0	6
	D	33	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.81	8.08	4.2	A	1589	2384
B	1.42	584.86	47.0	F	243	365
C	0.72	6.30	2.5	A	1227	1840
D	0.03	10.38	0.0	B	8	12

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1304	326	59	2371	0.550	1299	943	0.0	1.2	3.344	A
B	200	50	1295	344	0.581	194	63	0.0	1.3	23.386	C
C	1007	252	34	2052	0.491	1003	1455	0.0	1.0	3.418	A
D	7	2	996	551	0.012	7	41	0.0	0.0	6.614	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1557	389	71	2363	0.659	1554	1129	1.2	1.9	4.439	A
B	238	60	1550	286	0.833	229	75	1.3	3.7	55.704	F
C	1202	300	41	2047	0.587	1200	1738	1.0	1.4	4.241	A
D	8	2	1192	469	0.017	8	49	0.0	0.0	7.811	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1907	477	87	2351	0.811	1898	1378	1.9	4.1	7.796	A
B	292	73	1893	208	1.402	204	92	3.7	25.5	289.315	F
C	1472	368	47	2043	0.721	1468	2050	1.4	2.5	6.211	A
D	10	2	1455	359	0.028	10	60	0.0	0.0	10.322	B

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1907	477	87	2351	0.811	1907	1382	4.1	4.2	8.081	A
B	292	73	1901	206	1.415	206	92	25.5	47.0	584.861	F
C	1472	368	48	2043	0.721	1472	2059	2.5	2.5	6.304	A
D	10	2	1459	357	0.028	10	60	0.0	0.0	10.378	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1557	389	71	2362	0.659	1566	1136	4.2	2.0	4.571	A
B	238	60	1561	283	0.841	277	76	47.0	37.2	523.311	F
C	1202	300	43	2046	0.587	1206	1796	2.5	1.4	4.310	A
D	8	2	1199	466	0.017	8	50	0.0	0.0	7.868	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1304	326	60	2371	0.550	1307	953	2.0	1.2	3.392	A
B	200	50	1303	342	0.584	333	63	37.2	3.9	235.411	F
C	1007	252	39	2049	0.491	1008	1597	1.4	1.0	3.465	A
D	7	2	1006	547	0.012	7	42	0.0	0.0	6.664	A

2030 | Base (TEMPro) + Committed Devs | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	35.46	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-23	Arm B	35.46	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030	Base (TEMPro) + Committed Devs	AM Network Peak	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 (%)
A		ONE HOUR	✓	1656	100.000
B		ONE HOUR	✓	246	100.000
C		ONE HOUR	✓	1471	100.000
D		ONE HOUR	✓	52	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	42	1585	29
	B	24	0	217	5
	C	1336	110	10	15
	D	29	3	19	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	3	4	15
	B	5	0	3	0
	C	8	2	44	21
	D	22	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.80	7.80	3.9	A	1520	2280
B	1.23	385.68	30.1	F	226	339
C	0.82	10.26	4.5	B	1349	2024
D	0.22	18.10	0.3	C	47	71

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1247	312	107	2322	0.537	1242	1040	0.0	1.2	3.321	A
B	185	46	1233	350	0.530	181	116	0.0	1.1	20.841	C
C	1107	277	43	1978	0.560	1102	1371	0.0	1.3	4.088	A
D	39	10	1108	470	0.083	39	37	0.0	0.1	8.333	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1489	372	128	2306	0.646	1486	1245	1.2	1.8	4.378	A
B	221	55	1475	295	0.750	215	139	1.1	2.5	42.324	E
C	1322	330	52	1972	0.670	1319	1639	1.3	2.0	5.484	A
D	46	12	1326	379	0.122	46	44	0.1	0.1	10.798	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1824	456	156	2285	0.798	1816	1514	1.8	3.8	7.547	A
B	271	68	1802	221	1.224	214	170	2.5	16.9	196.025	F
C	1619	405	57	1969	0.822	1610	1958	2.0	4.4	9.776	A
D	57	14	1614	260	0.219	56	53	0.1	0.3	17.663	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1824	456	157	2284	0.798	1823	1523	3.8	3.9	7.799	A
B	271	68	1809	220	1.234	218	171	16.9	30.1	385.681	F
C	1619	405	58	1968	0.823	1619	1970	4.4	4.5	10.260	B
D	57	14	1623	256	0.222	57	53	0.3	0.3	18.097	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1489	372	129	2305	0.646	1497	1263	3.9	1.8	4.499	A
B	221	55	1486	293	0.756	283	140	30.1	14.6	287.530	F
C	1322	330	60	1967	0.672	1332	1709	4.5	2.1	5.746	A
D	46	12	1345	372	0.125	47	46	0.3	0.1	11.112	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1247	312	108	2321	0.537	1250	1053	1.8	1.2	3.369	A
B	185	46	1240	348	0.532	239	117	14.6	1.2	47.915	E
C	1107	277	50	1974	0.561	1110	1429	2.1	1.3	4.185	A
D	39	10	1122	465	0.084	39	39	0.1	0.1	8.465	A

2030 | Base (TEMPro) + Committed Devs | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	12.20	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	5	Arm B	12.20	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2030	Base (TEMPro) + Committed Devs	PM Network Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1115	100.000
B		ONE HOUR	✓	219	100.000
C		ONE HOUR	✓	1710	100.000
D		ONE HOUR	✓	17	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	1	37	1077	0
	B	45	0	172	2
	C	1502	178	26	4
	D	10	2	5	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	1	0
	C	1	0	8	100
	D	11	50	60	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.54	3.40	1.2	A	1023	1534
B	0.66	28.41	1.8	D	201	302
C	0.89	15.76	7.9	C	1569	2354
D	0.11	23.21	0.1	C	16	24

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	839	210	158	2341	0.359	837	1167	0.0	0.6	2.391	A
B	165	41	833	455	0.363	163	162	0.0	0.6	12.241	B
C	1288	322	36	2116	0.609	1281	960	0.0	1.5	4.284	A
D	13	3	1312	406	0.032	13	5	0.0	0.0	9.150	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1002	251	189	2318	0.432	1001	1396	0.6	0.8	2.733	A
B	197	49	997	418	0.472	196	194	0.6	0.9	16.124	C
C	1538	384	43	2111	0.728	1533	1150	1.5	2.6	6.181	A
D	15	4	1570	309	0.050	15	6	0.0	0.1	12.273	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1227	307	230	2288	0.536	1226	1697	0.8	1.1	3.384	A
B	241	60	1220	367	0.657	238	236	0.9	1.8	27.017	D
C	1883	471	52	2105	0.894	1864	1405	2.6	7.4	13.927	B
D	19	5	1909	181	0.105	19	7	0.1	0.1	22.192	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1227	307	232	2287	0.537	1227	1713	1.1	1.2	3.397	A
B	241	60	1221	367	0.658	241	238	1.8	1.8	28.405	D
C	1883	471	53	2105	0.895	1881	1410	7.4	7.9	15.761	C
D	19	5	1927	174	0.109	19	7	0.1	0.1	23.214	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1002	251	192	2316	0.433	1004	1419	1.2	0.8	2.748	A
B	197	49	999	417	0.472	201	197	1.8	0.9	16.896	C
C	1538	384	44	2111	0.728	1558	1156	7.9	2.8	6.746	A
D	15	4	1596	299	0.052	16	6	0.1	0.1	12.724	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	839	210	160	2340	0.359	840	1177	0.8	0.6	2.403	A
B	165	41	836	454	0.364	166	164	0.9	0.6	12.578	B
C	1288	322	36	2115	0.609	1292	966	2.8	1.6	4.399	A
D	13	3	1324	402	0.032	13	5	0.1	0.0	9.262	A

2030 | Base (TEMPro) + Committed Devs | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	3.87	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	45	Arm B	3.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2030	Base (TEMPro) + Committed Devs	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	751	100.000
B		ONE HOUR	✓	174	100.000
C		ONE HOUR	✓	922	100.000
D		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	2	25	724	0
	B	57	0	117	0
	C	803	99	17	3
	D	1	0	2	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	2	0
	C	1	1	0	100
	D	100	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.35	2.31	0.5	A	689	1034
B	0.42	13.50	0.7	B	160	240
C	0.48	3.33	0.9	A	846	1269
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	565	141	87	2416	0.234	564	646	0.0	0.3	1.942	A
B	131	33	558	516	0.254	130	93	0.0	0.3	9.296	A
C	694	174	44	2109	0.329	692	644	0.0	0.5	2.537	A
D	0	0	734	410	0.000	0	2	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	675	169	104	2404	0.281	675	774	0.3	0.4	2.081	A
B	156	39	668	491	0.318	156	111	0.3	0.5	10.715	B
C	829	207	53	2103	0.394	828	771	0.5	0.6	2.821	A
D	0	0	878	374	0.000	0	3	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	827	207	128	2387	0.346	826	947	0.4	0.5	2.306	A
B	192	48	818	458	0.418	191	136	0.5	0.7	13.404	B
C	1015	254	64	2096	0.484	1014	944	0.6	0.9	3.325	A
D	0	0	1075	325	0.000	0	4	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	827	207	128	2387	0.346	827	948	0.5	0.5	2.306	A
B	192	48	818	458	0.418	192	136	0.7	0.7	13.502	B
C	1015	254	65	2096	0.484	1015	945	0.9	0.9	3.331	A
D	0	0	1076	325	0.000	0	4	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	675	169	105	2404	0.281	676	776	0.5	0.4	2.083	A
B	156	39	669	491	0.318	157	112	0.7	0.5	10.816	B
C	829	207	53	2103	0.394	830	773	0.9	0.7	2.832	A
D	0	0	880	374	0.000	0	3	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	565	141	87	2416	0.234	566	649	0.4	0.3	1.945	A
B	131	33	560	515	0.254	132	93	0.5	0.3	9.395	A
C	694	174	44	2109	0.329	695	647	0.7	0.5	2.548	A
D	0	0	737	409	0.000	0	2	0.0	0.0	0.000	A

2030 | Base (TEMPro) + Sea Link (Peak) | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	53.12	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-26	Arm B	53.12	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2030	Base (TEMPro) + Sea Link (Peak)	AM Development Peak	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1719	100.000
B		ONE HOUR	✓	265	100.000
C		ONE HOUR	✓	1153	100.000
D		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	124	14	1545	36
	B	8	0	256	1
	C	1063	70	3	17
	D	3	0	5	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	4	12
	B	0	0	2	0
	C	5	2	0	6
	D	33	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.81	7.89	4.1	A	1578	2367
B	1.40	568.63	45.8	F	243	364
C	0.65	5.30	1.9	A	1058	1587
D	0.03	9.59	0.0	A	8	12

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1294	324	59	2368	0.547	1290	898	0.0	1.2	3.324	A
B	199	50	1286	344	0.579	194	63	0.0	1.3	23.246	C
C	868	217	127	1985	0.437	865	1353	0.0	0.8	3.205	A
D	7	2	951	571	0.012	7	41	0.0	0.0	6.379	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1546	386	71	2359	0.655	1543	1075	1.2	1.9	4.393	A
B	238	59	1539	287	0.829	229	75	1.3	3.6	54.710	F
C	1037	259	152	1969	0.527	1035	1615	0.8	1.1	3.850	A
D	8	2	1138	493	0.017	8	49	0.0	0.0	7.431	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1893	473	87	2348	0.806	1885	1313	1.9	4.0	7.628	A
B	291	73	1879	210	1.388	206	92	3.6	24.9	281.172	F
C	1270	317	184	1949	0.651	1267	1902	1.1	1.8	5.253	A
D	10	2	1390	387	0.026	10	60	0.0	0.0	9.555	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1893	473	87	2348	0.806	1893	1316	4.0	4.1	7.890	A
B	291	73	1888	208	1.400	208	92	24.9	45.8	568.627	F
C	1270	317	184	1949	0.652	1270	1911	1.8	1.9	5.303	A
D	10	2	1394	385	0.026	10	60	0.0	0.0	9.594	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1546	386	72	2359	0.655	1554	1081	4.1	1.9	4.518	A
B	238	59	1550	285	0.836	278	76	45.8	35.7	505.909	F
C	1037	259	155	1967	0.527	1040	1673	1.9	1.1	3.894	A
D	8	2	1145	490	0.017	8	50	0.0	0.0	7.476	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1294	324	60	2368	0.547	1297	907	1.9	1.2	3.371	A
B	199	50	1294	343	0.582	333	63	35.7	2.3	218.659	F
C	868	217	133	1982	0.438	870	1494	1.1	0.8	3.242	A
D	7	2	960	567	0.012	7	42	0.0	0.0	6.421	A

2030 | Base (TEMPro) + Sea Link (Peak) | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	28.47	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-21	Arm B	28.47	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2030	Base (TEMPro) + Sea Link (Peak)	AM Network Peak	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 (%)
A		ONE HOUR	✓	1487	100.000
B		ONE HOUR	✓	258	100.000
C		ONE HOUR	✓	1319	100.000
D		ONE HOUR	✓	51	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	7	53	1398	29
	B	34	0	219	5
	C	1183	111	10	15
	D	29	3	19	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	63	17	5	15
	B	27	0	3	0
	C	9	3	44	21
	D	22	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.73	5.92	2.7	A	1365	2047
B	1.13	271.23	22.2	F	237	356
C	0.75	7.51	3.0	A	1210	1816
D	0.18	14.34	0.2	B	47	71

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1120	280	107	2283	0.490	1116	939	0.0	1.0	3.074	A
B	195	49	1098	367	0.531	190	125	0.0	1.1	19.969	C
C	993	248	56	1947	0.510	989	1232	0.0	1.0	3.743	A
D	39	10	1008	505	0.076	38	37	0.0	0.1	7.700	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1337	334	128	2267	0.590	1335	1124	1.0	1.4	3.855	A
B	232	58	1314	319	0.729	227	150	1.1	2.3	37.434	E
C	1186	296	67	1939	0.612	1184	1474	1.0	1.6	4.753	A
D	46	12	1207	421	0.109	46	44	0.1	0.1	9.585	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1637	409	157	2246	0.729	1633	1369	1.4	2.6	5.826	A
B	284	71	1606	254	1.122	241	183	2.3	13.3	146.287	F
C	1452	363	76	1932	0.752	1447	1771	1.6	2.9	7.335	A
D	56	14	1470	310	0.182	56	53	0.1	0.2	14.145	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1637	409	158	2245	0.729	1637	1375	2.6	2.7	5.919	A
B	284	71	1611	252	1.127	249	184	13.3	22.2	271.228	F
C	1452	363	78	1931	0.752	1452	1782	2.9	3.0	7.506	A
D	56	14	1476	307	0.183	56	54	0.2	0.2	14.339	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1337	334	129	2266	0.590	1342	1141	2.7	1.5	3.915	A
B	232	58	1320	317	0.733	303	151	22.2	4.4	171.817	F
C	1186	296	79	1930	0.614	1191	1545	3.0	1.6	4.906	A
D	46	12	1224	413	0.111	46	46	0.2	0.1	9.825	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1120	280	108	2282	0.491	1122	947	1.5	1.0	3.108	A
B	195	49	1104	365	0.533	207	126	4.4	1.2	24.456	C
C	993	248	59	1945	0.511	995	1252	1.6	1.1	3.801	A
D	39	10	1017	502	0.077	39	38	0.1	0.1	7.781	A

2030 | Base (TEMPro) + Sea Link (Peak) | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	8.06	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	17	Arm C	8.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2030	Base (TEMPro) + Sea Link (Peak)	PM Network Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	908	100.000
B		ONE HOUR	✓	203	100.000
C		ONE HOUR	✓	1580	100.000
D		ONE HOUR	✓	17	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	5	41	862	0
	B	28	0	173	2
	C	1372	178	26	4
	D	10	2	5	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	19	4	2	0
	B	6	0	1	0
	C	1	0	8	100
	D	11	50	60	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.44	2.81	0.8	A	833	1250
B	0.54	18.73	1.1	C	186	280
C	0.82	9.61	4.5	A	1450	2174
D	0.08	16.73	0.1	C	16	23

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	684	171	158	2335	0.293	682	1061	0.0	0.4	2.176	A
B	153	38	674	486	0.315	151	166	0.0	0.5	10.694	B
C	1189	297	26	2121	0.561	1184	799	0.0	1.3	3.824	A
D	13	3	1206	450	0.028	13	5	0.0	0.0	8.236	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	816	204	189	2313	0.353	816	1269	0.4	0.5	2.405	A
B	183	46	807	456	0.400	182	198	0.5	0.7	13.076	B
C	1420	355	31	2117	0.671	1417	957	1.3	2.0	5.123	A
D	15	4	1443	359	0.043	15	6	0.0	0.0	10.469	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1000	250	231	2282	0.438	999	1549	0.5	0.8	2.803	A
B	224	56	988	416	0.538	222	242	0.7	1.1	18.382	C
C	1739	435	38	2112	0.823	1730	1171	2.0	4.4	9.184	A
D	19	5	1761	237	0.079	19	7	0.0	0.1	16.432	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1000	250	232	2282	0.438	1000	1558	0.8	0.8	2.807	A
B	224	56	989	416	0.538	224	243	1.1	1.1	18.730	C
C	1739	435	39	2112	0.824	1739	1174	4.4	4.5	9.613	A
D	19	5	1771	234	0.080	19	7	0.1	0.1	16.727	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	816	204	191	2311	0.353	817	1281	0.8	0.5	2.410	A
B	183	46	808	456	0.401	184	200	1.1	0.7	13.348	B
C	1420	355	32	2117	0.671	1430	961	4.5	2.1	5.314	A
D	15	4	1456	354	0.043	15	6	0.1	0.0	10.637	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	684	171	159	2334	0.293	684	1068	0.5	0.4	2.183	A
B	153	38	677	485	0.315	154	167	0.7	0.5	10.885	B
C	1189	297	27	2120	0.561	1192	804	2.1	1.3	3.893	A
D	13	3	1214	446	0.029	13	5	0.0	0.0	8.304	A

2030 | Base (TEMPro) + Sea Link (Peak) | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	4.03	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	47	Arm B	4.03	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2030	Base (TEMPro) + Sea Link (Peak)	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	577	100.000
B		ONE HOUR	✓	208	100.000
C		ONE HOUR	✓	802	100.000
D		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	4	26	547	0
	B	78	0	130	0
	C	683	99	17	3
	D	1	0	2	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	2	0
	C	2	1	0	100
	D	100	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.27	2.08	0.4	A	529	794
B	0.46	13.28	0.8	B	191	286
C	0.43	3.05	0.7	A	736	1104
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	434	109	87	2394	0.181	434	574	0.0	0.2	1.835	A
B	157	39	427	544	0.288	155	94	0.0	0.4	9.210	A
C	604	151	61	2080	0.290	602	521	0.0	0.4	2.434	A
D	0	0	661	427	0.000	0	2	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	519	130	104	2382	0.218	518	687	0.2	0.3	1.931	A
B	187	47	511	526	0.356	186	112	0.4	0.5	10.595	B
C	721	180	73	2072	0.348	721	624	0.4	0.5	2.664	A
D	0	0	791	394	0.000	0	3	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	635	159	128	2365	0.269	635	841	0.3	0.4	2.080	A
B	229	57	625	500	0.458	228	138	0.5	0.8	13.174	B
C	883	221	90	2062	0.428	882	763	0.5	0.7	3.051	A
D	0	0	969	350	0.000	0	3	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	635	159	128	2365	0.269	635	842	0.4	0.4	2.080	A
B	229	57	626	500	0.458	229	138	0.8	0.8	13.281	B
C	883	221	90	2061	0.428	883	764	0.7	0.7	3.054	A
D	0	0	970	350	0.000	0	3	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	519	130	105	2382	0.218	519	689	0.4	0.3	1.932	A
B	187	47	511	525	0.356	188	112	0.8	0.6	10.706	B
C	721	180	74	2072	0.348	722	625	0.7	0.5	2.670	A
D	0	0	793	394	0.000	0	3	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	434	109	88	2394	0.181	435	577	0.3	0.2	1.836	A
B	157	39	428	544	0.288	157	94	0.6	0.4	9.320	A
C	604	151	62	2079	0.290	604	523	0.5	0.4	2.441	A
D	0	0	664	426	0.000	0	2	0.0	0.0	0.000	A

2030 | Base (TEMPro) + Committed Devs + Sea Link (Peak) | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	70.74	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-29	Arm B	70.74	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2030	Base (TEMPro) + Committed Devs + Sea Link (Peak)	AM Development Peak	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1857	100.000
B		ONE HOUR	✓	265	100.000
C		ONE HOUR	✓	1378	100.000
D		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	124	14	1683	36
	B	8	0	256	1
	C	1288	70	3	17
	D	3	0	5	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	4	12
	B	0	0	2	0
	C	4	2	0	6
	D	33	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.87	11.42	6.3	B	1704	2556
B	1.65	831.62	62.5	F	243	364
C	0.77	8.11	3.4	A	1265	1897
D	0.04	13.11	0.0	B	8	12

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1398	350	59	2376	0.588	1393	1067	0.0	1.4	3.639	A
B	199	50	1389	323	0.617	193	63	0.0	1.5	26.662	D
C	1038	259	127	1996	0.520	1033	1455	0.0	1.1	3.721	A
D	7	2	1119	502	0.014	7	41	0.0	0.0	7.266	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1670	417	71	2368	0.705	1666	1276	1.4	2.3	5.100	A
B	238	59	1662	261	0.910	223	75	1.5	5.1	75.681	F
C	1239	310	152	1980	0.626	1237	1733	1.1	1.6	4.826	A
D	8	2	1339	410	0.020	8	49	0.0	0.0	8.952	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	2045	511	87	2357	0.868	2030	1556	2.3	6.0	10.573	B
B	291	73	2025	179	1.626	177	92	5.1	33.6	429.023	F
C	1517	379	182	1961	0.774	1511	2020	1.6	3.3	7.881	A
D	10	2	1633	287	0.035	10	60	0.0	0.0	12.967	B

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	2045	511	87	2357	0.868	2044	1563	6.0	6.3	11.421	B
B	291	73	2039	176	1.655	176	92	33.6	62.5	831.621	F
C	1517	379	183	1960	0.774	1517	2031	3.3	3.4	8.110	A
D	10	2	1640	285	0.035	10	60	0.0	0.0	13.112	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1670	417	72	2368	0.705	1685	1287	6.3	2.4	5.387	A
B	238	59	1681	257	0.925	253	76	62.5	58.7	780.828	F
C	1239	310	155	1979	0.626	1246	1779	3.4	1.7	4.955	A
D	8	2	1350	406	0.020	8	50	0.0	0.0	9.057	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1398	350	60	2376	0.588	1402	1077	2.4	1.4	3.710	A
B	199	50	1399	321	0.621	316	63	58.7	29.6	508.588	F
C	1038	259	132	1993	0.521	1040	1582	1.7	1.1	3.788	A
D	7	2	1130	498	0.014	7	42	0.0	0.0	7.336	A

2030 | Base (TEMPro) + Committed Devs + Sea Link (Peak) | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	47.49	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-26	Arm B	47.49	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2030	Base (TEMPro) + Committed Devs + Sea Link (Peak)	AM Network Peak	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 (%)
A		ONE HOUR	✓	1675	100.000
B		ONE HOUR	✓	258	100.000
C		ONE HOUR	✓	1473	100.000
D		ONE HOUR	✓	51	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	7	53	1586	29
	B	34	0	219	5
	C	1337	111	10	15
	D	29	3	19	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	63	17	4	15
	B	27	0	3	0
	C	8	3	44	21
	D	22	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.81	8.47	4.2	A	1537	2306
B	1.35	516.91	41.1	F	237	356
C	0.83	10.84	4.8	B	1352	2027
D	0.23	19.14	0.3	C	47	71

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1261	315	107	2306	0.547	1256	1054	0.0	1.2	3.414	A
B	195	49	1238	338	0.575	189	125	0.0	1.3	23.481	C
C	1109	277	56	1963	0.565	1104	1372	0.0	1.3	4.163	A
D	39	10	1123	461	0.084	38	37	0.0	0.1	8.509	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1506	376	128	2290	0.658	1503	1261	1.2	1.9	4.558	A
B	232	58	1481	285	0.816	224	150	1.3	3.4	53.098	F
C	1324	331	66	1956	0.677	1321	1639	1.3	2.1	5.645	A
D	46	12	1343	368	0.125	46	44	0.1	0.1	11.156	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1844	461	157	2269	0.813	1835	1529	1.9	4.1	8.141	A
B	284	71	1809	213	1.338	208	183	3.4	22.5	256.418	F
C	1622	405	71	1952	0.831	1612	1946	2.1	4.6	10.277	B
D	56	14	1630	249	0.227	56	53	0.1	0.3	18.626	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1844	461	158	2268	0.813	1844	1539	4.1	4.2	8.472	A
B	284	71	1817	211	1.350	210	184	22.5	41.1	516.905	F
C	1622	405	72	1952	0.831	1621	1956	4.6	4.8	10.843	B
D	56	14	1640	244	0.231	56	53	0.3	0.3	19.139	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1506	376	130	2289	0.658	1515	1280	4.2	2.0	4.707	A
B	232	58	1493	282	0.824	275	151	41.1	30.3	453.277	F
C	1324	331	75	1950	0.679	1335	1694	4.8	2.2	5.950	A
D	46	12	1364	359	0.128	47	46	0.3	0.1	11.529	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1261	315	108	2305	0.547	1264	1077	2.0	1.2	3.469	A
B	195	49	1246	336	0.578	309	126	30.3	1.7	173.094	F
C	1109	277	74	1950	0.569	1112	1481	2.2	1.3	4.316	A
D	39	10	1147	450	0.086	39	40	0.1	0.1	8.766	A

2030 | Base (TEMPro) + Committed Devs + Sea Link (Peak) | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	12.68	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	3	Arm B	12.68	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2030	Base (TEMPro) + Committed Devs + Sea Link (Peak)	PM Network Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1123	100.000
B		ONE HOUR	✓	224	100.000
C		ONE HOUR	✓	1711	100.000
D		ONE HOUR	✓	17	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	5	41	1077	0
	B	49	0	173	2
	C	1503	178	26	4
	D	10	2	5	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	19	4	2	0
	B	4	0	1	0
	C	1	0	8	100
	D	11	50	60	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.54	3.44	1.2	A	1030	1546
B	0.68	30.67	2.0	D	206	309
C	0.90	16.29	8.1	C	1570	2355
D	0.11	23.68	0.1	C	16	23

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	845	211	158	2336	0.362	843	1174	0.0	0.6	2.409	A
B	169	42	836	450	0.375	166	165	0.0	0.6	12.586	B
C	1288	322	42	2111	0.610	1282	960	0.0	1.5	4.310	A
D	13	3	1319	407	0.031	13	5	0.0	0.0	9.137	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1010	252	189	2314	0.436	1009	1404	0.6	0.8	2.758	A
B	202	50	1000	413	0.487	200	198	0.6	0.9	16.772	C
C	1538	384	50	2105	0.731	1534	1150	1.5	2.6	6.248	A
D	15	4	1578	308	0.050	15	6	0.0	0.1	12.313	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1236	309	230	2284	0.541	1235	1707	0.8	1.2	3.427	A
B	247	62	1224	363	0.679	243	241	0.9	1.9	28.910	D
C	1884	471	61	2098	0.898	1864	1405	2.6	7.6	14.292	B
D	19	5	1918	178	0.105	18	7	0.1	0.1	22.529	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1236	309	232	2282	0.542	1236	1723	1.2	1.2	3.440	A
B	247	62	1225	363	0.680	246	243	1.9	2.0	30.666	D
C	1884	471	62	2097	0.898	1881	1410	7.6	8.1	16.292	C
D	19	5	1936	171	0.110	19	7	0.1	0.1	23.678	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1010	252	192	2311	0.437	1011	1429	1.2	0.8	2.774	A
B	202	50	1002	413	0.488	206	201	2.0	1.0	17.702	C
C	1538	384	51	2104	0.731	1559	1157	8.1	2.8	6.849	A
D	15	4	1605	297	0.051	16	6	0.1	0.1	12.790	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	845	211	159	2335	0.362	846	1184	0.8	0.6	2.419	A
B	169	42	839	449	0.375	170	167	1.0	0.6	12.963	B
C	1288	322	43	2110	0.610	1293	966	2.8	1.6	4.430	A
D	13	3	1331	402	0.032	13	5	0.1	0.0	9.252	A

2030 | Base (TEMPro) + Committed Devs + Sea Link (Peak) | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ebbsfleet Roundabout	Standard Roundabout		A, B, C, D	4.65	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	24	Arm B	4.65	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2030	Base (TEMPro) + Committed Devs + Sea Link (Peak)	PM Development Peak	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	766	100.000
B		ONE HOUR	✓	227	100.000
C		ONE HOUR	✓	922	100.000
D		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	4	26	736	0
	B	97	0	130	0
	C	803	99	17	3
	D	1	0	2	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	2	0
	C	1	1	0	100
	D	100	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.35	2.33	0.5	A	703	1054
B	0.55	17.48	1.2	C	208	312
C	0.49	3.42	1.0	A	846	1269
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	577	144	87	2416	0.239	575	678	0.0	0.3	1.954	A
B	171	43	569	514	0.332	169	94	0.0	0.5	10.368	B
C	694	174	75	2089	0.332	692	663	0.0	0.5	2.573	A
D	0	0	765	402	0.000	0	2	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	689	172	104	2404	0.286	688	812	0.3	0.4	2.098	A
B	204	51	680	490	0.417	203	112	0.5	0.7	12.534	B
C	829	207	90	2080	0.399	828	793	0.5	0.7	2.875	A
D	0	0	916	365	0.000	0	3	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	843	211	128	2387	0.353	843	993	0.4	0.5	2.331	A
B	250	62	833	456	0.548	248	137	0.7	1.2	17.178	C
C	1015	254	110	2067	0.491	1014	971	0.7	1.0	3.417	A
D	0	0	1121	314	0.000	0	3	0.0	0.0	0.000	A

18:30 - 18:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	843	211	128	2387	0.353	843	995	0.5	0.5	2.331	A
B	250	62	834	456	0.549	250	138	1.2	1.2	17.476	C
C	1015	254	111	2066	0.491	1015	972	1.0	1.0	3.424	A
D	0	0	1123	314	0.000	0	3	0.0	0.0	0.000	A

18:45 - 19:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	689	172	105	2404	0.286	689	814	0.5	0.4	2.101	A
B	204	51	681	489	0.417	206	113	1.2	0.7	12.782	B
C	829	207	92	2079	0.399	830	796	1.0	0.7	2.885	A
D	0	0	919	364	0.000	0	3	0.0	0.0	0.000	A

19:00 - 19:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	577	144	88	2416	0.239	577	682	0.4	0.3	1.957	A
B	171	43	570	514	0.333	172	94	0.7	0.5	10.551	B
C	694	174	76	2089	0.332	695	666	0.7	0.5	2.583	A
D	0	0	769	401	0.000	0	2	0.0	0.0	0.000	A

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

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